CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, SEPTEMBER 23, 2019, 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 July 22, 2019 Traffic and Parking Board meeting minutes.

3. Written Staff Updates:
- Dockless Mobility (Scooter) Pilot Program Evaluation
- Metro Platform Improvement Project Update

4. City Manager Budget Priorities
- What are the highest priority services and initiatives within your policy area that you feel should be addressed in the FY 2021 budget?
- What additional resources might be needed to address your high priorities?

5. PUBLIC DISCUSSION PERIOD
[This period is restricted to items not listed on the docket]

CONSENT CALENDAR

An item on the consent calendar will be heard only if a Board member, City staff or a member of the public requests it be removed from the consent calendar. Items not removed will be approved or recommended for approval as a group at the beginning of the meeting.

6. ISSUE: Consideration of a request to implement the residential pay by phone program on the 400 block of Wolfe Street.

7. ISSUE: Consideration of a request to modify residential permit parking restrictions on the west side of the 600 block of South Union Street from a 3-hour limit 8AM-5PM, Monday-Friday to a 2-hour limit 8AM-11PM Monday-Saturday and 11AM-11PM on Sunday

8. ISSUE: Consideration of a request to replace the existing Yield sign with a Stop sign at the North Pickett Street and Richenbacher Avenue intersection.

9. ISSUE: Consideration of a request to change the parking restrictions at 2525 Mount Vernon Avenue from “No Parking, except Sunday 8AM-2PM” to 2-hour parking restrictions, 9AM-5PM, Monday-Saturday.

PUBLIC HEARING

10. **ISSUE:** Consideration of a request to temporarily remove approximately nine parking spaces near the intersection of Potomac Greens Drive and Carpenter Road during construction activities for the WMATA Potomac Yard Metrorail Station Project.

11. **ISSUE:** Consideration of a request to remove 12 on-street parking spaces in the unit block of South Jordan Street between Venable Avenue and Duke Street.

12. **ISSUE:** Consideration of a request to add 2-hour parking restrictions from 8AM to 9PM Monday on the 700-900 blocks of South Pickett Street.

13. **ISSUE**: Consideration of a request to amend the City Code related to residential permit parking districts.

STAFF UPDATES:

- Seminary Road

CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, JULY 22, 2019, 7:30 P.M.
301 KING STREET, 2nd FLOOR
COUNCIL CHAMBERS

M I N U T E S

BOARD MEMBERS PRESENT: Chairman, William Schuyler, Vice Chair, James Lewis, Randy Cole, Kevin Beekman and Casey Kane

BOARD MEMBERS ABSENT: Ann Tucker, Jason Osborne

STAFF MEMBERS PRESENT: Bob Garbacz, Division Chief of Traffic Engineering, Katye North, Division Chief of Mobility Services, Daphne Knott, Division Chief, Department of Project Implementation, Christine Mayeur, Complete Street Program Manager, Alex Block, Principal Planner, Megan Oleynik, Urban Planner III, and Cuong Nguyen, Civil Engineer II.

1. Announcement of deferrals and withdrawals: None

2. Approval of the June 24, 2019 Traffic and Parking Board meeting minutes: Mr. Lewis made a motion, seconded by Mr. Beekman to approve the minutes of the June 24, 2019 Traffic and Parking Board meeting. The motion carried unanimously.

3. Staff Written Updates: None

4. **PUBLIC DISCUSSION PERIOD**
No one from the public spoke

CONSENT CALENDAR

BOARD ACTION: Mr. Lewis made a motion, seconded by Mr. Cole to move items 5 and 6 from the consent calendar. The motion carried unanimously.

PUBLIC HEARING

5. **ISSUE**: Consideration of a request to: (1) install meters on the 1100 block of Main Line Boulevard; and, (2) establish new meter rates and hours on Main Line Boulevard.

DISCUSSION: Ms. Oleynik presented the item to the Board. The Board was concerned that there are several changes being considered by the City right now that will have an impact on this specific proposal. The Board felt that the other changes should be made first and then a potentially better proposal that incorporates these changes could be made. The Board did not express concern with the goals of the change only with its timing and the potential impact of related changes.

PUBLIC TESTIMONY: The following speakers provided testimony: Mr. Lucarelli, Ms. Bump, and Ms. Yochum spoke in opposition to the request, and Mr. Caponi spoke in favor of the request.

BOARD ACTION: Mr. Lewis made a motion, seconded by Mr. Beekman to defer the request to (1) install meters on the 1100 block of Main Line Boulevard; and, (2) establish new meter rates and hours on Main Line Boulevard. The motion carried unanimously.

6. ISSUE: Consideration of a request to: (1) install meters to Hooffs Run Drive; and, (2) establish new meter rates and hours on Hooffs Run Drive, Limerick Street, Eisenhower Park Drive, Bartholomew Street, Savoy Street, and the 800 block of John Carlyle Street.

DISCUSSION: Ms. Oleynik presented the item to the Board.

PUBLIC TESTIMONY: No one from the public spoke.

BOARD ACTION: Mr. Lewis made a motion, seconded by Mr. Kane to: (1) recommend to the City Manager installing metered parking on Hooffs Run Drive; and, (2) recommend to City Council establishing a $1.00/hour parking meter rate, Monday through Friday from 8:00AM to 6:00 PM on:

a. 300 block of Hooffs Run Drive;
b. 1800 block of Limerick Street;
c. 800 block of Eisenhower Park Drive;
d. 800 block of Bartholomew Street;
e. 1800 block of Savoy Street, and;
f. 800 block of John Carlyle Street.

The motion carried unanimously.

7. ISSUE: Consideration of a request to amend City Code Section 5-8-93 to allow for metered parking sessions of longer than four hours.

DISCUSSION: Mr. Block presented the item to the Board.

PUBLIC TESTIMONY: No one from the public spoke.

BOARD ACTION: Mr. Lewis made a motion, seconded by Mr. Kane to approve the request to amend City Code Section 5-8-93 to allow for metered parking sessions of longer than four hours. The motion carried unanimously.

8. **ISSUE**: Consideration of a request to amend City Code Section 10-4-8 to continue to allow residents to apply for exemptions to the 72-hour rule.

DISCUSSION: Ms. Oleynik presented the item to the Board.

PUBLIC TESTIMONY: No one from the public spoke the request.

BOARD ACTION: Mr. Cole made a motion, seconded by Mr. Lewis to approve the request to amend City Code Section 10-4-8 to continue to allow residents to apply for exemptions to the 72-hour rule. The motion carried unanimously.

9. **ISSUE**: Consideration of a request to temporarily remove approximately nine on-street parking spaces along Potomac Greens Drive for Potomac Yard Construction.

DISCUSSION: Ms. Kott presented the item to the Board. The Board was concerned that construction vehicles might park in the vacated parking spaces and was reassured that this would not happen. The Board also asked that signs be placed warning truck drivers about the presence of pedestrians in the sidewalk.

PUBLIC TESTIMONY: No one from the public spoke the request.

BOARD ACTION: Mr. Lewis made a motion, seconded by Mr. Cole to approve the request to temporarily remove approximately nine on-street parking spaces along Potomac Greens Drive for Potomac Yard Metro Construction. The motion carried unanimously.

STAFF UPDATES:

- Bikeshare update, Christine Mayeur
- School speed limit signs for Ferdinand Day School, Bob Garbacz
- Porto Vecchio No Turn on Red Sign and Signal Adjustments, Bob Garbacz
- School speed limit reduction in front of Francis Hammond School, Bob Garbacz

BOARD UPDATES:

- Transportation Commission updates – Casey Kane

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 23, 2019

DOCKET ITEM: #3

ISSUE: Written Staff Updates

ISSUE: Staff update to the Traffic and Parking Board on various ongoing projects.

RECOMMENDATION: That the Board receive the following staff updates:

A. Dockless Mobility (Scooter) Pilot Program Evaluation

In accordance with City Council feedback in July, the City implemented modifications to the Dockless Mobility Pilot Program including:

- Extending the pilot through the end of the year in order to evaluate the data collected through September and compile a comprehensive report and recommendation for City Council in November.
- Identifying appropriate areas for dockless parking ("Parking Corrals") and working with companies to encourage use of these locations for deployment of the devices and encouraging users to park their devices in these on-street designated areas to better organize them. Parking corrals are visible in company apps.
- Working with companies to implement "geofencing" to prohibit devices from starting or ending a trip in areas such as Market Square, the City Marina, Waterfront Park and areas around Metrorail stations that are currently closed for construction.

From July to September, staff has been engaging the public on the pilot program to get feedback on the program and provide information about using dockless mobility devices. In August an online Feedback Form was issued to gather input from the community on the pilot program and how it could be improved. Nearly 3,000 people responded before it closed on September 6. Staff is currently reviewing that feedback and will include details in the final report. In addition, staff held group interviews with business representatives and residents and conducted intercept surveys about usage. City staff also hosted several Scooter Education events across the city with providers for the community.

Staff is currently working towards the following schedule:

- September/October – Updates to the other boards and commissions, including the Transportation Commission, the Waterfront Commission, and the business community.

- Fall – Issuance of the draft report of the Pilot Evaluation, which will include staff recommendation for moving forward after the pilot program. This draft report will be open for comment and feedback.
- October – Public Hearing on the draft set of recommendations at the Transportation Commission.
- November – City Council to consider staff recommendation at a public hearing.

B. Metro Platform Improvement Project Update

After a three-month long closure, all Metrorail stations within Alexandria reopened on September 9. The Washington Metropolitan Area Transit Authority (WMATA) closed all four Metrorail stations (Van Dorn St, Eisenhower Ave, King St-Old Town and Braddock Rd) between May 25 and September 8 for critical platform repairs. WMATA completed these repairs in line with the revised schedule and also implemented additional improvements to the customer experience. These customer experience improvements include

- New slip-resistant tiles throughout the stations
- Brighter energy-efficient LED lighting and illuminated handrails.
- New stainless-steel platform shelters will include charging ports and digital map/information displays
- More Passenger Information Displays (PIDs) with larger digital screens to improve visibility. The new PID screens will display train arrival times continuously, while service alerts scroll along the bottom of the screen.
- New surveillance systems (CCTV)
- Clearer speakers for important announcements
- Safety call buttons with direct contact to station managers and the operations control center.

WMATA saw over 2 million trips on their shuttles and a 30% increase in ridership on Metroway over the summer. The City is working with WMATA on marketing efforts to ensure that passengers return to Metrorail service and will release a feedback form for community input this month.

Staff is compiling a final report with data and findings that will be presented to Council later this fall. Due to the success of the morning water taxi, the City Manager waived a leased restriction for the Water Taxi's operator, the Potomac Riverboat Company, on operations before 9:30 a.m. to enable the water taxi service to continue until the end of the year. City Council will then decide if this service should continue into 2020.

It should be noted that although the stations are now open, the bus loops at the Van Dorn and Braddock Road stations will remain closed for the next month or so to allow completion of other work.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 23, 2019

DOCKET ITEM: #4

ISSUE: City Manager Budget Priorities

STAFF RECOMMENDATION: The Board recommend to the City Manager the highest priority services and initiatives that should be addressed in the FY 2021 budget and what additional resources are needed to address those priorities

BACKGROUND: The City Manager is requesting assistance from all Boards and Commissions in setting priorities for the fiscal year 2021 budget, Attachment 1. Specifically, the Manager is requesting the following input:

- What are the highest priority services and initiatives within the Board's policy area that should be addressed in the FY 2021 budget?
- What additional resources might be needed to address those priorities?

DISCUSSION: The City's budget includes an Annual Operating Budget, Ten Year Capital Improvement Program (CIP), and a Five-Year Financial Planning Model. The annual operating budget is used to pay for the everyday operation of the City. This includes salaries, utility costs such as electric, supplies, materials, etc. The operating budget is funded through taxes and must balance every fiscal year. Budget surpluses cannot be carried over to the next fiscal year.

The Ten-Year CIP is used to pay for construction projects, some maintenance and IT projects. Many of the key transportation projects are funded through the CIP including public transit, high capacity transit corridors, non-motorized transportation (including the Complete Streets Program) and smart mobility projects. The CIP is funded through bonds, grants and various fees. Unlike the Operating Budget, the CIP budget allows surpluses to carry over between fiscal years.

The Five-Year Financial Planning Model evaluates the five-year revenue and expenditure estimates and projects future surpluses and shortfalls. This model is used to make corrections based on future conditions.

Attachment 1: City Manager letter to the Board

OFFICE OF THE CITY MANAGER
301 King St., Suite 3500
Alexandria, VA 22314

MARK B. JINKS
City Manager

703.746.4300
Fax:
703.838.6343

August 5, 2019

Dear City Board, Committee, and Commission Chairs,

I would like to express my sincere appreciation for your service on one of our City boards, committees and commissions. Your commitment helps represent the voices of our community throughout the budget process. Your expertise, knowledge and interest identify areas for the City to continue to grow as we strive to meet the expectations of the residents we serve.

The FY 2020 approved budget funded items that would assist Alexandria in becoming a **smart**, **equitable** and **green** City. These three pillars represent important and emerging issues identified by City Council, many of the boards, committees and commissions, and departments. Ultimately, some key initiatives in these areas were funded including the implementation of a new customer relationship management system, a racial and social equity officer position, and the adoption of a new and updated Environmental Action Plan.

Last year, departments worked diligently to complete the implementation of Priority Based Budgeting by costing and scoring all City services. This assisted in the identification of $4.8 million in budget resources which were able to be reallocated to high priority program areas. This year departments will utilize the service rankings to inform submissions for reduction targets. Throughout this process, staff will be asked to assess their current budget for efficiency savings and reallocations from lower priority services to higher priority services. In addition, City staff will undertake a significant update to the City's 10-year Capital Improvement Program including a detailed review of cost estimates, timing of projects, city and school facility needs and priorities.

I would appreciate input on the priorities of your board, committee or commission to help inform my budget priorities and decision making. Specifically, it would be helpful to know the policy and programmatic areas under your respective purview that are (1) the highest priorities and (2) areas where additional resources (if available) should be applied. As was the case in FY 2020, I see ongoing budget focus on making further, smart, equitable, and green program progress in FY 2021, as well as focusing on improving the City's competitive position in attracting and retaining

employees. Your feedback will assist City staff in developing budget proposals that support the priorities of our community at large.

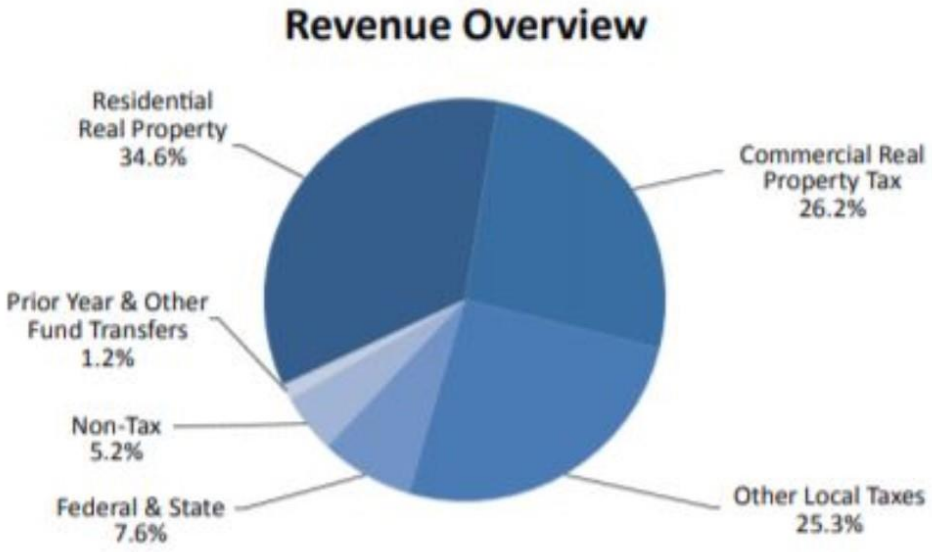
Please provide feedback to me, coordinated through your staff liaison, by **Friday, October 4, 2019**. There will be additional opportunities to provide input in the budget process through the department for which you provide advice and counsel and at the budget public hearing in March. Thank you in advance for your priorities as we begin the development of the FY 2021 budget.

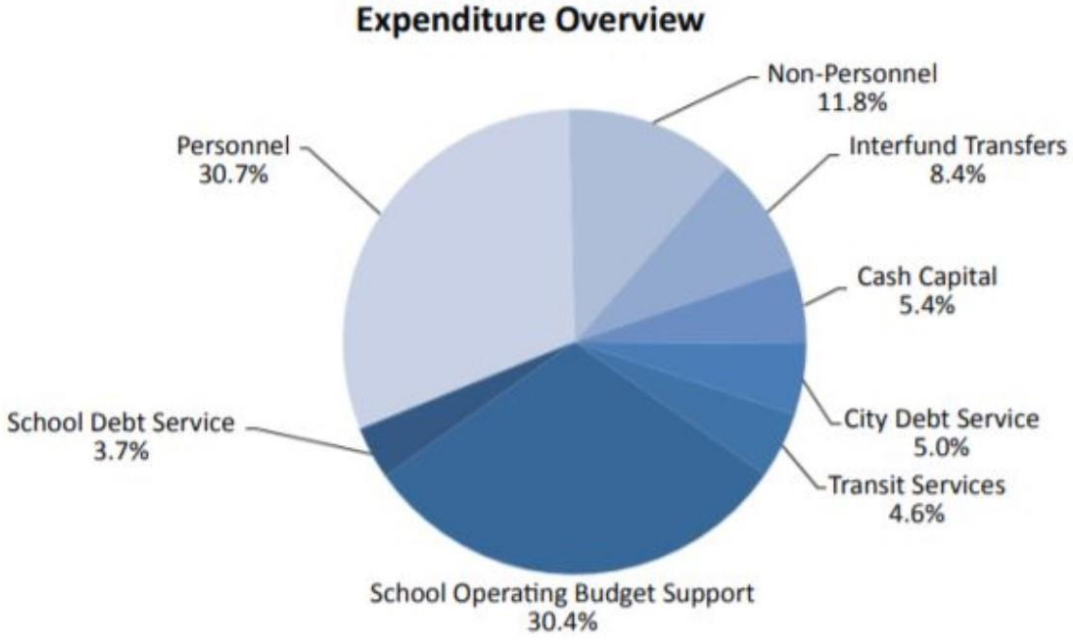
Sincerely,

Mark B. Jinks
City Manager

cc: The Honorable Mayor and Members of City Council
Morgan Routt, Director, Office of Management & Budget
Staff Liaisons to Boards, Committees and Commissions
Department Directors

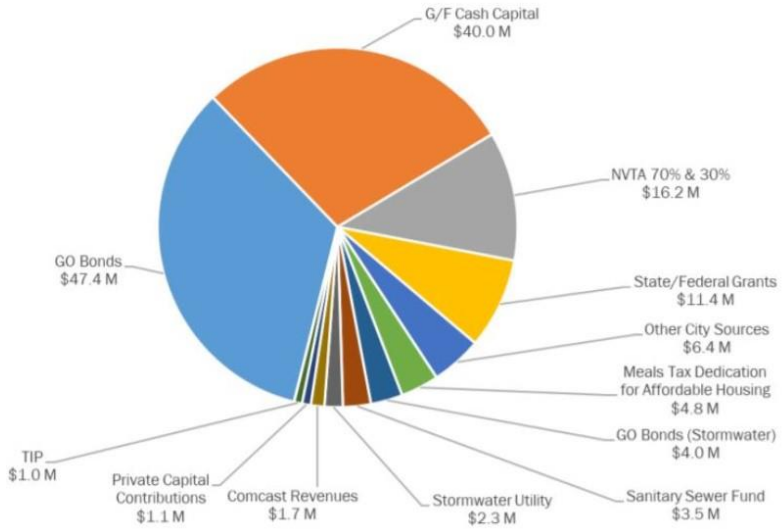
ATTACHEMENT 2: Operating Budget



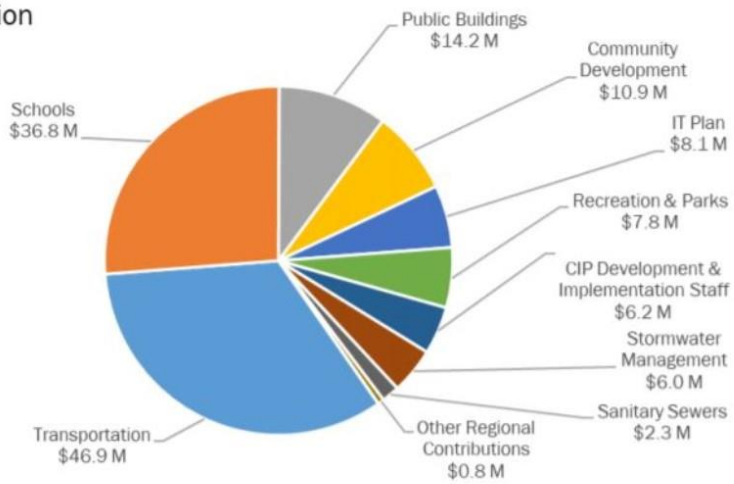


ATTACHEMENT 3: CIP Budget

FY 2020 Capital Year Budget Revenues
$140.0 million



FY 2020 Capital Year Budget Expenditures
$140.0 million



ATTACHMENT 4: Five Year Planning Model

CITY OF ALEXANDRIA, VIRGINIA

Five Year Financial Planning Model

MULTI-YEAR REVENUE AND EXPENDITURE PROJECTIONS

Five-Year Financial Planning Model

The City has long used multi-year financial forecasting as a planning and communication tool. Staff updated the model for the FY 2019 budget and again for the November 2018 City Council annual budget retreat. The revenue and expenditure assumptions have since been updated to reflect the FY 2020 approved budget and capital improvement program. The updated five year financial planning model combines projections of future revenues and expenditures based on historical analysis with planned or expected changes such as the approved Capital Improvement Program (CIP) out-year funding.

Since the November 2018 City Council Retreat, the model has been updated to reflect the FY 2020 Approved Operating Budget and Approved FY 2020—FY 2029 CIP. This includes $4.8 million in expenditure savings identified by City departments, $1.3 million of in revenue from increased cost recovery and collections, and $4.5 million of service enhancements, new initiatives and contingency funds that are included as part of the City Manager's Proposed Operating Budget. Additionally, this includes the $0.5 million of revenue enhancements and the $0.5 million in new expenditures that were identified as part of the Add/Delete process for the City Council Approved FY 2020 Operating Budget and Approved FY 2020—2024 CIP. As a result of these changes, among others, the budget gap projected in last year's Five Year Financial Planning model and in the model presented at the November 2018 City Council Retreat has been eliminated.

Five Year Forecast for FY 2020 to FY 2024

The chart below displays the anticipated future surpluses or shortfalls resulting from expenditures and budgets in the FY 2020 budget growing at forecasted rates. This forecast also includes the additional operating impacts of capital projects identified for projects included in the Approved FY 2020—FY 2029 Capital Improvement Program (CIP). In particular, of the $78.7 million FY 2020 - 2024 gap cited below, $36.9 million relates to the increase in debt service due to School and City capital projects.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 23, 2019

DOCKET ITEM: #6

ISSUE: Consideration of a request to implement the residential pay by phone program on the 400 block of Wolfe Street.

REQUESTED BY: Residents of the 400 block of Wolfe Street

LOCATION: 400 block of Wolfe Street

STAFF RECOMMENDATION: The Board recommends the Director of T&ES implement a residential pay by phone fee requirement for the 400 block of Wolfe Street.

BACKGROUND: In November 2016, a pilot program was implemented to allow the City to expand the pay by phone option previously only available on metered blocks to residential blocks. On March 16, 2019, City Council approved an ordinance to make the program permanent within the existing the Special Parking District Area (Attachment 1). Pay stations are not generally installed on Residential Pay by Phone blocks, instead, signage referring to the available payment methods on these blocks replaces existing signage. Consistent with the existing residential permit parking program, residents who wish to add this signage must initiate the request through a petition signed by the residents of the block.

DISCUSSION: The residents of the 400 block of Wolfe Street have submitted a petition requesting residential pay by phone signage for their blocks (Attachment 2). Staff reviewed the request per the requirements outlined in the City Code and found the 400 block of Wolfe Street is eligible to participate in the pay by phone program. The table below summarizes the block's compliance with the requirements.

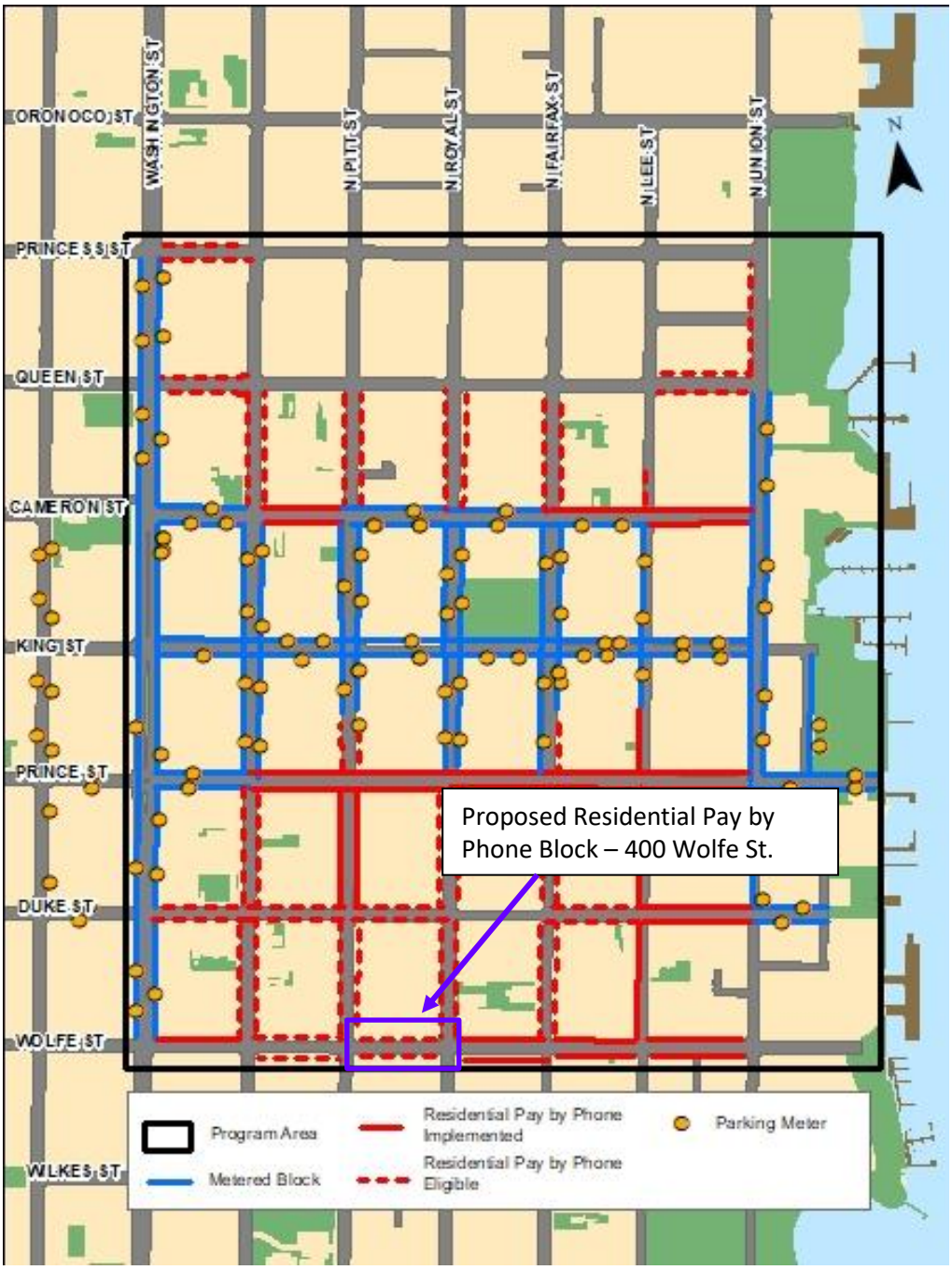
Requirement	Compliance
The area subject to parking fee must be on a block with existing metered spaces, adjacent to an existing metered block, or adjacent to a block where a residential pay by phone parking fee has also been approved.	The 400 block of Wolfe Street is adjacent to the 300 block of Wolfe Street which has residential pay by phone parking fees implemented. (See Attachment 1)

Requirement	Compliance
The block must be located within the Special Parking District Area.	This block is located within the Special Parking District Area.
The area subject to parking fee must already be posted with residential parking restrictions.	The block currently has the following residential parking restrictions: 8AM-2AM Mon-Sat; 11AM Sun-2AM Mon, except for District 1 vehicles
The request to add a pay by phone parking fee must be initiated by the residents of the block through a petition signed occupants of more than 50% of the residential properties abutting the block.	A petition was submitted that was signed by occupants of 8 out of 15 or 53% of residential properties on the block (see Attachment 3).
The parking occupancy must be 75% or more.	A survey was conducted on Thursday August 15, 2019 at 2:00 PM and 15 out of 20 (75%) available on-street spaces were occupied.

OUTREACH: Old Town Civic Association (OTCA) was notified of the Residential Pay by Phone request being considered for this block via email on September 6, 2019. OTCA indicated they generally did not support increasing parking restrictions unless absolutely necessary.

Attachment 1

Program Area (Special Parking District) and Proposed Residential Pay by Phone Block Location



Attachment 2
Resident Petition

Petition for Adding Residential Pay by Phone Signage within a Residential Permit Parking District

Block Contact: JEANMARIE TULIPANE

Address: 426 Wolfe Street, Alex. VA 22314

Telephone: (H) 703-548-7334 (cell) 202-256-2852

Email: jtulipane@gmail.com

Requested Block: 400 Wolfe Street

Submit Completed Petition to:
Mail: Department of Transportation and Environmental Services
Mobility Services Division
Attn: Parking Planner
421 King Street, Suite 235
Alexandria, VA 22314

Email:
megan.oleynik@alexandriava.gov
Phone: (703) 746-4034

We the undersigned residents hereby request that the City add residential pay by phone signage on the 400 Block of Wolfe Street. We understand that if this signage is posted, any vehicles without the applicable district sticker or guest/visitor pass will be subject to a parking fee to park on the block. We understand that residents will still be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest or visitor passes to allow guests to park on the street.

Resident Name (Printed)	Resident Signature	Address	Date
Jeanmarie Tulipano	Jeanmarie Tulipano	426 Wolfe Street	7/16/19
David Cavanaugh	David Cavanaugh	422 Wolfe St	7/18/19
[illegible]	Christi Ro	428 Wolfe St	7/18/19
Melanie Wieland	Melanie Wieland	424 Wolfe St	7/18/2019
Harriette Clark	Harriette Clark	418 Wolfe St	7-18-19
Kevin Conlen	[illegible]	416 Wolfe St	7/18/19
Gahan [illegible]	GAHAN Christenson	414 Wolfe	7/18/19
Geoffrey Wolfe	[illegible]	412 Wolfe	7/18/19
John Masterson	[illegible]	410 Wolfe	7/19/19

Please note signatures from residents who are not the listed owner of the residence.

Staff Only: _____ Number of Households on the block
_____ Number of Households that signed petition
_____ Percentage of Households

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 23, 2019

DOCKET ITEM: #7

ISSUE: Consideration of a request to modify residential permit parking restrictions on the west side of the 600 block of South Union Street from a 3-hour limit, 8AM-5PM, Monday-Friday to a 2-hour limit, 8AM-11PM, Monday-Saturday and 11AM-11PM on Sunday

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REQUESTED BY: Michael Jamroz, resident of the 600 block of South Union Street

LOCATION: West side of the 600 block of South Union Street

STAFF RECOMMENDATION: That the Board makes a recommendation to City Manager to modify residential permit parking restrictions on the west side of the 600 block of South Union Street from a 3-hour limit 8AM-5PM, Monday-Friday to a 2-hour limit 8AM-11PM Monday-Saturday and 11AM-11PM on Sunday except for District 1 permit holders.

BACKGROUND The 600 block of South Union Street is in Old Town, a block in from the waterfront and just south of Windmill Hill Park (Attachment 1). The subject block includes townhouses on the west side and Ford's Landing residential neighborhood on the east. This block of South Union Street is in Residential Permit Parking (RPP) District 1. Residents have expressed concerns that outside of the posted RPP restriction hours, on-street parking spaces on the block are often occupied by non-residential parkers. This presents difficulties for residents who need on-street parking near their homes on the evenings and weekends. There are currently a variety of parking restrictions on the blocks in this area, as shown in Attachment 2.

DISCUSSION: A petition has been submitted that is signed by occupants of 100% (4 of 4) of the residential properties abutting the west side of the 600 block of South Union Street requesting modifications to the RPP signage installed on their block face (Attachment 3). The resident petition submitted initially requested to adjust restriction hours but to maintain 3-hour limits for vehicles without District 1 permits. After staff informed the residents that there is a staff recommendation through the RPP Refresh project to eliminate the 3-hour RPP limit and transition to 2-hour RPP limits only, they indicated they would like to request a 2-hour time limit at this time.

There is no survey requirement in the City Code for changing residential parking restrictions. As the petition to modify RPP signage meets all the of the requirements, staff recommends

modifying restrictions on this block to a 2-hour limit 8AM-11PM Monday-Saturday and 11AM-11PM on Sunday except for District 1 permit holders.

OUTREACH: Old Town Civic Association (OTCA) was notified of the RPP restriction modifications being considered for this block via email on September 6, 2019. OTCA indicated they generally did not support increasing parking restrictions unless absolutely necessary.

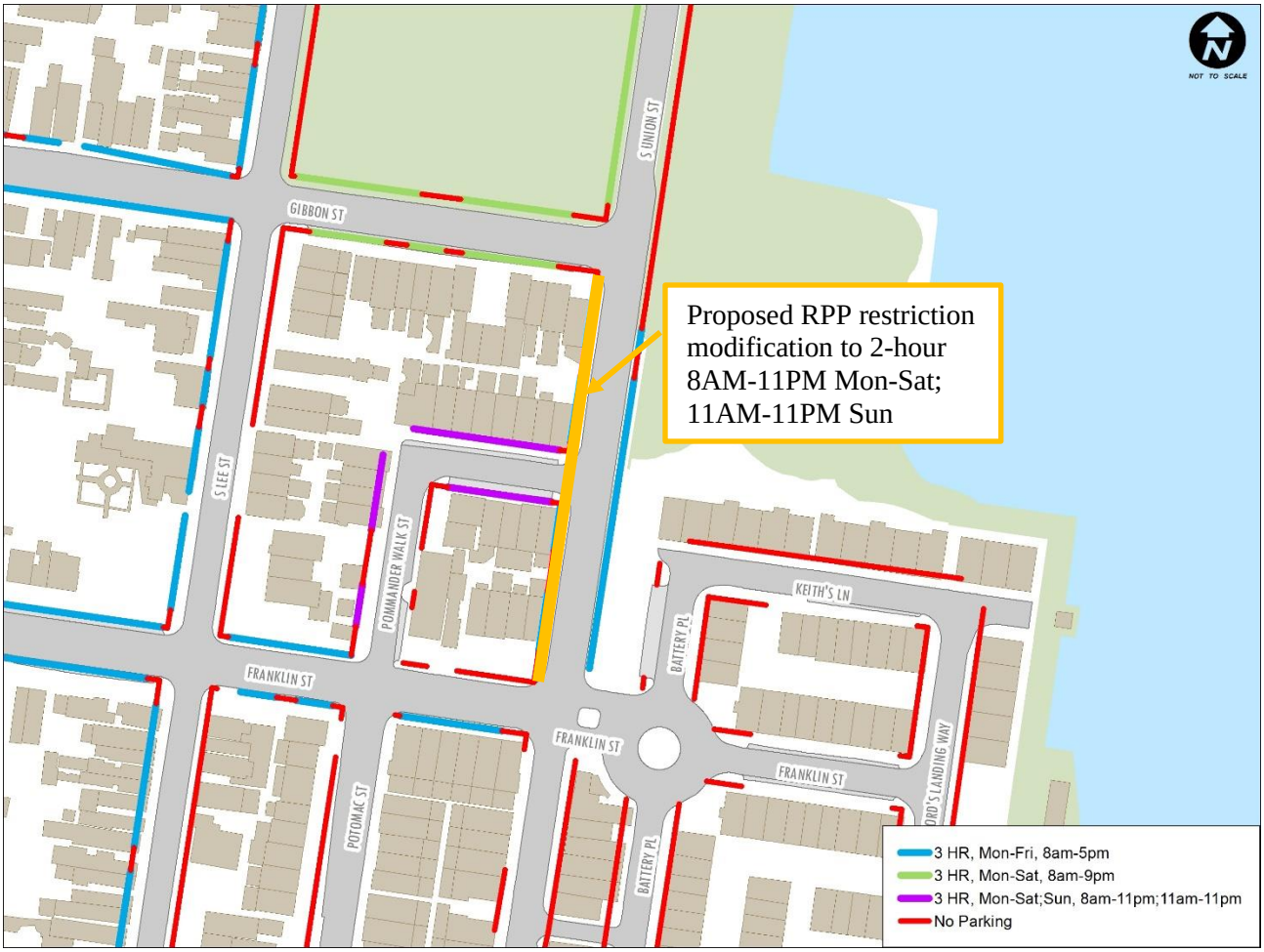
Ford's Landing Homeowners' Association communicated with the applicant that they were in favor of the restrictions, and that they would like to put in place similar restrictions on the east side of the block. However, the east side of the block is abutted by communal homeowners' association property, and City Code currently has no process in place for homeowners' associations to be eligible to sign petitions to amend RPP signage. Staff communicated that if the proposed RPP code amendment is approved this fall, it would allow them to initiate a petition to implement the same restrictions.

ATTACHMENT 1

Location (Aerial)

ATTACHMENT 2

Existing and Proposed Parking Restrictions



ATTACHMENT 3

Request

Petition for Changing Signage in a Residential Permit Parking District

Block Contact: Michael P Jamroz

Address: 100 Pommander Walk Alexandria, VA 22314

Telephone: 703 838 0367 **Email:** mpjamroz@gmail.com

District: 1

Block Face Requesting Signage (e.g. north side of the 100 block of Main Street):

west side of 600 blocks of S. Union St. (between Franklin & Gibbon)

Current Restrictions (e.g. 2 hours, 8AM-5PM, Monday-Friday):

3 hours 8am-5pm Monday-Friday

Proposed Restrictions (Check an option on each line):

Two Hours Three Hours

8AM-5PM 8AM-9PM 8AM-11PM 8AM-2AM (following day)

Monday-Friday Monday-Saturday

No Sunday Restrictions Sunday 11AM-11PM Sunday 11AM-2AM (following day)

Submit Completed Petition to:

Mail: Department of Transportation and Environmental Services
Transportation Planning Division
Attn: Parking Planner
301 King Street, Room 3600
Alexandria, VA 22314

Email: Katye.North@alexandriava.gov
Phone: (703) 746-4139

We the undersigned residents hereby request that the City change the existing signage on the following blocks within residential permit parking district number 1: west side of 600 blocks (2) of S. Union (e.g. north side of the100 block of Main Street, south side of the 200 block of Main Street, and east side of the 500 block of Side Street). We propose the following days and times be included in the posted restrictions: 3 hours 8AM-11pm Monday-Saturday 11am-11pm Sunday (refer to Section 5-8-73 for sign options). We understand that the restrictions will apply non-residents of the district and residents will be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest passes to allow guests to park on the street beyond the posted restrictions.

Resident Name (Printed)	Resident Signature	Address	Email *(Optional)*	Date
Michael P Jamra	Michael P Jamra	100 Pommander Walk Alexandria, VA 22314	mpjamra@gmail.com	8/25/2019
John A Bottiglion	John A Bottiglion	100 Gibbon	Bottiglion@comcast.net	8/25/19
Kleber S. Masters and K. Masters	K Masters	101 Pommander Walk	kdmasters@cs.com	8/28/19
Amy Fries	Amy Fries	101 Franklin St	Amy.Fries@gmail.com	8/28/19

Please note signatures from residents who are not the listed owner of the residence.

Staff Only: _____ Number of Households on the block
_____ Number of Households that signed petition
_____ Percentage of Households

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 23, 2019

DOCKET ITEM: #8

ISSUE: Consideration of a request to replace the existing Yield sign with a Stop sign at the North Pickett Street and Richenbacher Avenue intersection

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REQUESTED BY: T&ES Staff

LOCATION: North Pickett Street and Richenbacher Avenue

STAFF RECOMMENDATION: The Board makes a recommendation to the T&ES Director to approve the request to install a stop sign at the intersection.

BACKGROUND: In 2017, the City conducted a walking audit for James K. Polk Elementary School and identified over a dozen infrastructure recommendations to improve safety and comfort for students walking and biking to and from school. During the audit, it was noted that there is insufficient traffic control at the intersection of North Pickett Street and Richenbacher Avenue, and it was recommended to replace the existing yield sign on Richenbacher Avenue with a stop sign.

DISCUSSION: The North Pickett Street and Richenbacher Avenue intersection is a three-leg, local-roadway intersection in a residential area. The North Pickett Street approach is uncontrolled and the Richenbacher Avenue approach has a Yield sign.

Common practices and for safety consideration, a three-leg intersection typically has a stop sign for the minor street approach. After an evaluation, there does not seem to be an apparent reasonable justification for the Yield Sign.

Based on our findings, we recommend installing a stop sign for the Richenbacher Avenue approach to regulate traffic to come to a complete stop before proceeding through the intersection

OUTREACH: The recommendation to install a stop control for Richenbacher Avenue at the intersection with North Pickett Street was developed as part of the Polk Elementary Safe Routes to School Walk Audit report. This recommendation was developed in conjunction with T&ES staff, ACPS Central Office staff, the Principal and Assistant Principal for Polk Elementary School, and parent volunteers.

Attachment 1: Existing Conditions

Attachment 2: Proposed Condition

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 23, 2019

DOCKET ITEM: #9

ISSUE: Consideration of a request to change the parking restrictions at 2525 Mount Vernon Avenue from "No Parking, except Sunday 8AM-2PM" to 2-hour parking restrictions, 9AM-5PM, Monday-Saturday.

REQUESTED BY: City of Alexandria, T&ES Staff

LOCATION: 2525 Mount Vernon Avenue

STAFF RECOMMENDATION: That the Board makes a recommendation to the Director of T&ES to replace the "No Parking, except Sunday 8AM-2PM" restrictions in front of 2525 Mount Vernon Avenue with 2-hour parking restrictions, 9AM-5PM, Monday-Saturday.

BACKGROUND: The City has begun implementing a project along Mount Vernon Avenue to improve the accessibility of bus stops along this street. In some cases, bus bulbs are being constructed to allow for buses to pull up alongside the curb. One location where a new bus bulb will be constructed is at the bus stop in front of 2525 Mount Vernon Avenue, which is an office building housing the City's Department of Community and Human Services. This area is located on the east side of Mount Vernon Avenue, between Mount Ida Avenue and Stewart Avenue. See Attachments 1 and 2 for more details regarding the location.

Currently the area in front of this building has enough room for 5 spaces, although parking is only permitted on Sundays from 8AM-2PM. The no parking restriction the remainder of the week is required to allow the bus to pull up to the curb and then merge back into traffic. The two southernmost spaces closest to Mount Ida Avenue will be removed with the construction of the bus bulb. However, the remaining three spaces to the north are no longer needed for bus movement and can be made available to the general public throughout the week. See Attachment 3 for plan details of the bus bulb.

DISCUSSION: The existing "No Parking, except Sundays 8AM-2PM" restrictions are no longer necessary at this location and can be removed. Given that the rest of Mount Vernon Avenue is time restricted, staff recommends adding similar restrictions to this section of the street. The parking restrictions immediately north of this block and on blocks to south are 2-hour restrictions, 9AM-5PM, Monday-Saturday. Therefore, to be consistent with the most common restriction in the area, staff recommends the same hours and days of restriction for this block.

OUTREACH: Given the location in front of the DCHS office building, T&ES staff notified DCHS staff of the proposed change. DCHS staff was supportive of the proposed changes since it provides three new parking spaces near their building during the week. Regarding the larger bus stop improvement project, the Department of Project Implementation has been working with the community and businesses over the last few years to ensure they were involved in the process and aware of the upcoming changes. The community was generally supportive of the changes that made parking available to the general public.

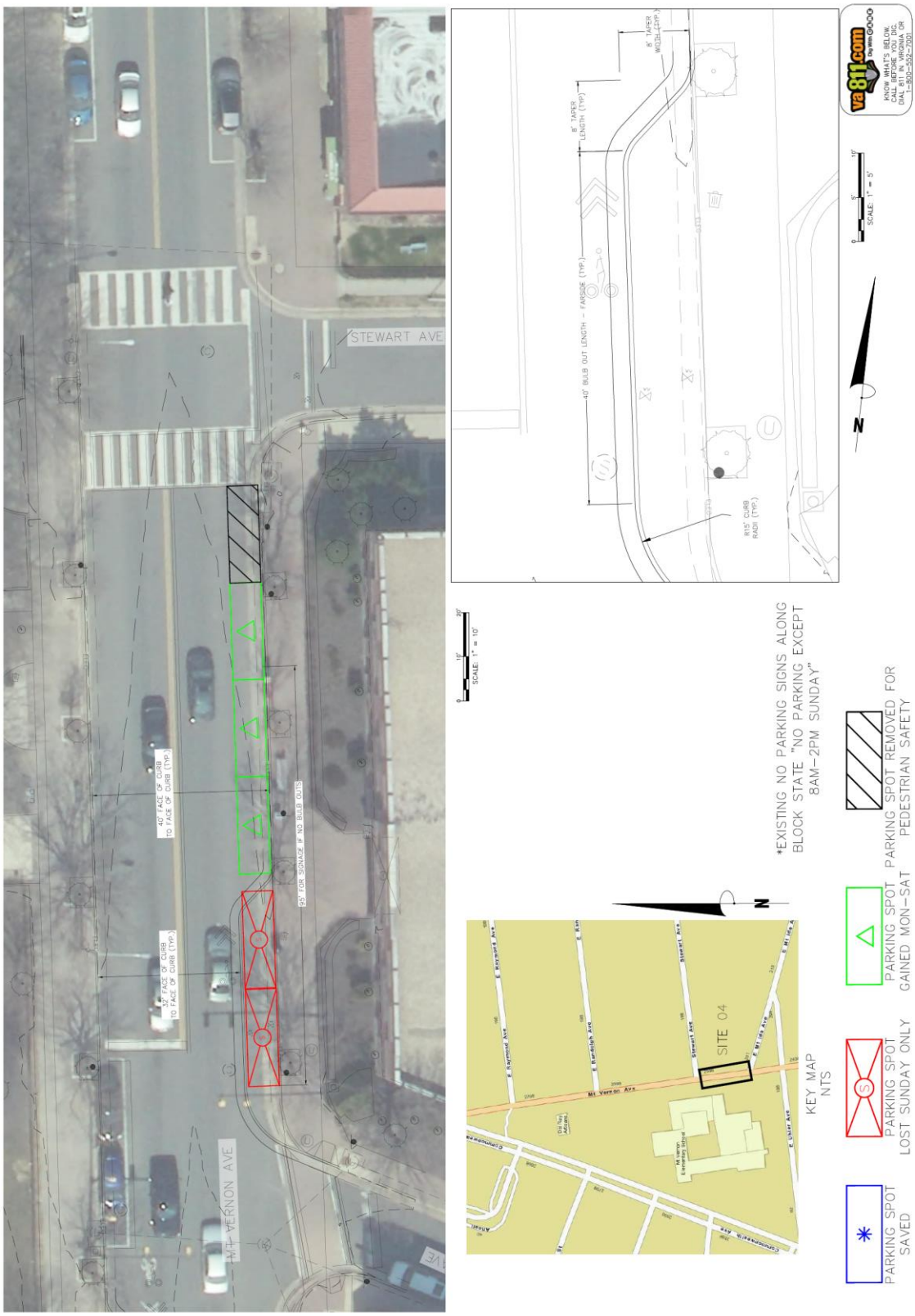
ATTACHMENT 1: LOCATION (AERIAL)

ATTACHMENT 2: LOCATION (STREETVIEW)

Mount Vernon Avenue Looking North (area proposed for restriction is on the right)

Mount Vernon Avenue Looking South (area proposed for restrictions is on the left)

ATTACHMENT 3: DETAIL FROM BUS STOP IMPROVEMENT PLAN



City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 23, 2019

DOCKET ITEM: #10

ISSUE: Consideration of a request to temporarily remove approximately nine parking spaces near the intersection of Potomac Greens Drive and Carpenter Road during construction activities for WMATA Potomac Yard Metrorail Station Project.

REQUESTED BY: Department of Project Implementation

LOCATION: Intersection of Potomac Greens Drive and Carpenter Road

STAFF RECOMMENDATION: That the Board makes a recommendation to the Director of T&ES to temporarily remove approximately nine parking spaces near the intersection of Potomac Greens Drive and Carpenter Road during construction of the Potomac Yard Metrorail Station Project (approximately three years).

BACKGROUND: A construction entrance for the Potomac Yard Metrorail Station Project will be provided at the north end of Potomac Greens Drive at the northern intersection with Carpenter Road (Attachment 1). The elimination of parking on the north side of the roadway is necessary to allow construction vehicles to access the construction entrance. Removal of the on-street parking spaces also allows for access to the construction entrance and adequate sight distance. The construction vehicles require additional area to safely travel between Potomac Greens Drive and the construction entrance.

A request to remove 9 on-street parking spaces for a construction entrance for the Potomac Yard Metrorail Station Project at 1690 Potomac Greens Drive was approved by the Board in July 2019. This was for a different, southern construction entrance near the intersection with Catts Tavern Drive.

DISCUSSION: The contractor on the Potomac Yard Metro Project has submitted a parking modification form on behalf of the City's Department of Project Implementation (Attachment 2) with a proposed maintenance of traffic (MOT) plan which depicts the access route to the project construction site. Approximately nine on-street parking spaces are required to be removed to allow adequate space and sight distance for construction vehicles to access the construction entrance. The spaces are on the north side of the roadway, not adjacent to any townhouses. The elimination of these parking spaces will be maintained throughout the duration of the

construction of the Potomac Yard Metrorail Station (approximately three years) and returned once construction has been completed.

OUTREACH: DPI staff and the contractor have coordinated with the Potomac Greens HOA, Old Town Greens HOA, and Potomac Yard Metrorail Implementation Group (PYMIG) and will continue to partner with them.

Attachment 1

Location and Proposed Restrictions

Attachment 2

Parking Modification Request and Attached Maintenance of Traffic (MOT) Plan `

ON-STREET PARKING MODIFICATION REQUEST FORM

Please fill out this application and return to megan.oleynik@alexandriava.gov or mail to Megan Oleynik, Mobility Services, 421 King Street, Suite 235, Alexandria, VA 22314

Type of On-Street Parking Modification Requested:

- ☐ Loading Zone Removal
- ☐ Loading Zone Addition
- ☑ Parking Removal
- ☐ No Parking Sign Removal
- ☐ Parking Restriction Change (Non-RPP)

Proposed restrictions 24 hours/day & 7 days/week

Location: Proximity of the intersection of Potomac Greens Drive and Carpenter Road

(Map or figure may be provided as an attachment)

Reason for the Request *(What are you trying to solve/address?)*:

Need to put in Construction entrance for the WMATA Potomac Yard Metrorail Station Project.

(Please see attached sheets). Need for Project duration (now till 03/2022)

Approximate number of spaces affected (assume 20 feet per space): 9

Project Champion (Point of Contact) Information:

Name: Jeff Wood

Address: 421 E.. Route 59, Nanuet, NY 10954

Email: jwood@halmarinternational.com

Phone Number: 914-879-4871

Best Way to Contact: ☑ Email ☐ Phone

Best Time of Day to Contact: ☑ Morning ☐ Afternoon

MOT For Potomac Green Drive

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 23, 2019

DOCKET ITEM: #12

ISSUE: Consideration of a request to remove 12 on-street parking spaces on the unit block of South Jordan Street between Venable Avenue and Duke Street.

REQUESTED BY: Jeanette Johannessen

LOCATION: Unit block of S. Jordan Street

STAFF RECOMMENDATION: That the Board makes a recommendation to the Director of T&ES to remove the parking spaces on the unit block of South Jordan Street between Venable Avenue and Duke Street.

BACKGROUND: South Jordan Street provides access to several commercial sites, the Wakefield Tarleton neighborhood, the Homes Run Trail, and Ben Brenman Park. The unit block of South Jordan Street is located between Venable Avenue, a residential street, and Duke Street, a major arterial (Attachment 1). The block has several curb cuts to commercial land uses including Aldi, Valvoline Instant Oil Change, 7-Eleven, Good Luck Restaurant, and Loza's Market and Carry-out. The curbside on either side of the block is unrestricted, and large commercial vehicles frequently use this block to park when not in use. Vehicles parking near and between curb cuts severely limits the sight distance on the road.

DISCUSSION: Ms. Jeanette Johannessen submitted a parking request modification form (Attachment 2) requesting removal of approximately 12 parking spaces along the unit block of South Jordan Street. Ms. Johannessen and the Wakefield Tarleton Civic Association expressed several concerns regarding vehicles parked along this block. As described in Attachment 2, drivers using the driveways on this block to access commercial land uses have limited site distance due to vehicles parked along the street, often large trucks. The parking request modification form included several images of these conditions, also shown in Attachment 2.

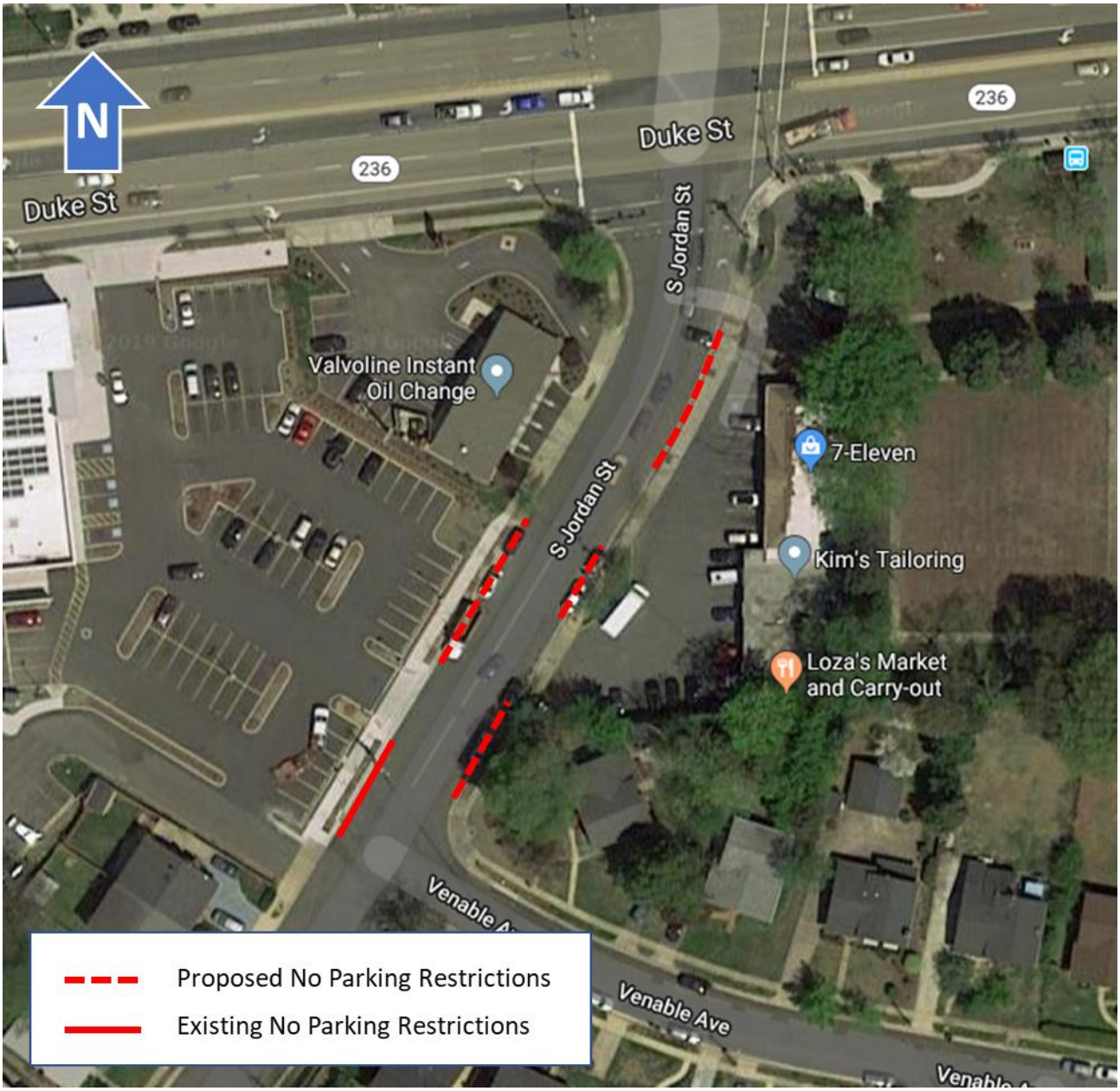
Members of the civic association expressed concerns about limited ability to see pedestrians at driveways and intersections and about crashes or near crashes along the block, although the Virginia Department of Transportation (VDOT) crash database did not show any police recorded crashes on the block between 2013 and 2018. Staff also received an email requesting similar restrictions from Mr. Matthew Worner (Attachment 3).

Bike lanes were recommended on South Jordan Street in the City's Pedestrian and Bicycle Master Plan, which would provide a bicycle connection the Holmes Run Trail. The removal of parking would facilitate the installation of bike lanes. Bike lanes would help narrow the vehicle travel lanes to promote safe speeds when there are not as many vehicles parked the on-street. Staff recommends removing parking along the unit block of South Jordan as shown in Attachment 1 to improve sight distance, safety and provide space to accommodate bike lanes at such time that those improvements can be incorporated into the Complete Streets Project work schedule.

OUTREACH: Mrs. Johannessen coordinated with her neighbors in the Wakefiled Tarleton neighborhood as well as the Valvoline Instant Oil Change 7-Eleven, Good Luck Restaurant, and Loza's Market and Carry-out, all of whom indicated support for the requested parking removal.

Attachment 1

Location and Proposed Parking Restrictions



Attachment 2

Parking Request Form

ON-STREET PARKING MODIFICATION REQUEST FORM

Please fill out this application and return to megan.oleynik@alexandriava.gov or mail to Megan Oleynik, Mobility Services, 421 King Street, Suite 235, Alexandria, VA 22314

Type of On-Street Parking Modification Requested:

- ☐ Loading Zone Removal
- ☐ Loading Zone Addition
- ☐ Parking Removal
- ☐ No Parking Sign Removal
- ☑ Parking Restriction Change (Non-RPP)

Proposed restrictions No parking sign or restrictio

Location: 2 South Jordan St ,7 eleven store sidecurb up to Venable St.Alexandria va. 2

(Map or figure may be provided as an attachment)

Reason for the Request *(What are you trying to solve/address?)*:

There are several trucks parked overnight and for a good part of the day

making the visibility from cars turning from and to Venable street a risk

The petition is for a parking restriction on the mentioned area .In addition there is no speed limit sign.

Approximate number of spaces affected (assume 20 feet per space): 6

Project Champion (Point of Contact) Information:

Name: Jeanette Johannessen

Address: 95 S.Jordan st.Alexandria Va. 22304

Email: Jeanette_joha@hotmail.com

Phone Number: 7033003144

Best Way to Contact: ☑ Email ☑ Phone

Best Time of Day to Contact: ☐ Morning ☐ Afternoon

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To Whom it May Concern,

We are writing to express the desire for South Jordan between Duke St. and Venable to be designated as a "No Parking Zone". Currently, 5-6 large industrial trucks are left parked along the street. The owners of these vehicles switch out their cars and take the trucks to work, at the end of the day they park their trucks and leave their cars on the street at night. While we understand this is not against the city code. Those who shop at Aldi are unable to see past the trucks when trying to make a left or right out of the parking lot onto S. Jordan. Drivers in those vehicles have had many incidences of near accidents due to the obstruction of the trucks on our neighborhood street. It is also nearly impossible to see pedestrian traffic walking along with such large vehicles parked. Initially, there was only one large truck that parked, as time has continued, more trucks owners have figured out that they may park and switch. This has led to an overflow of trucks left on our streets. As neighbors, we are concerned about the safety and walkability of our community. We'd like to request that this section of the street be further investigated and ultimately designated as a "No Parking Zone".

Thank you for considering our request, if you have further question please don't hesitate to contact either one of us,

Sara Deshong-Rojas

Immediate Past President of Wakefield Tarleton Civic Association

21 S Ingram St.

612-518-8584

Jeanette Johannessen

95 S Jordan St.

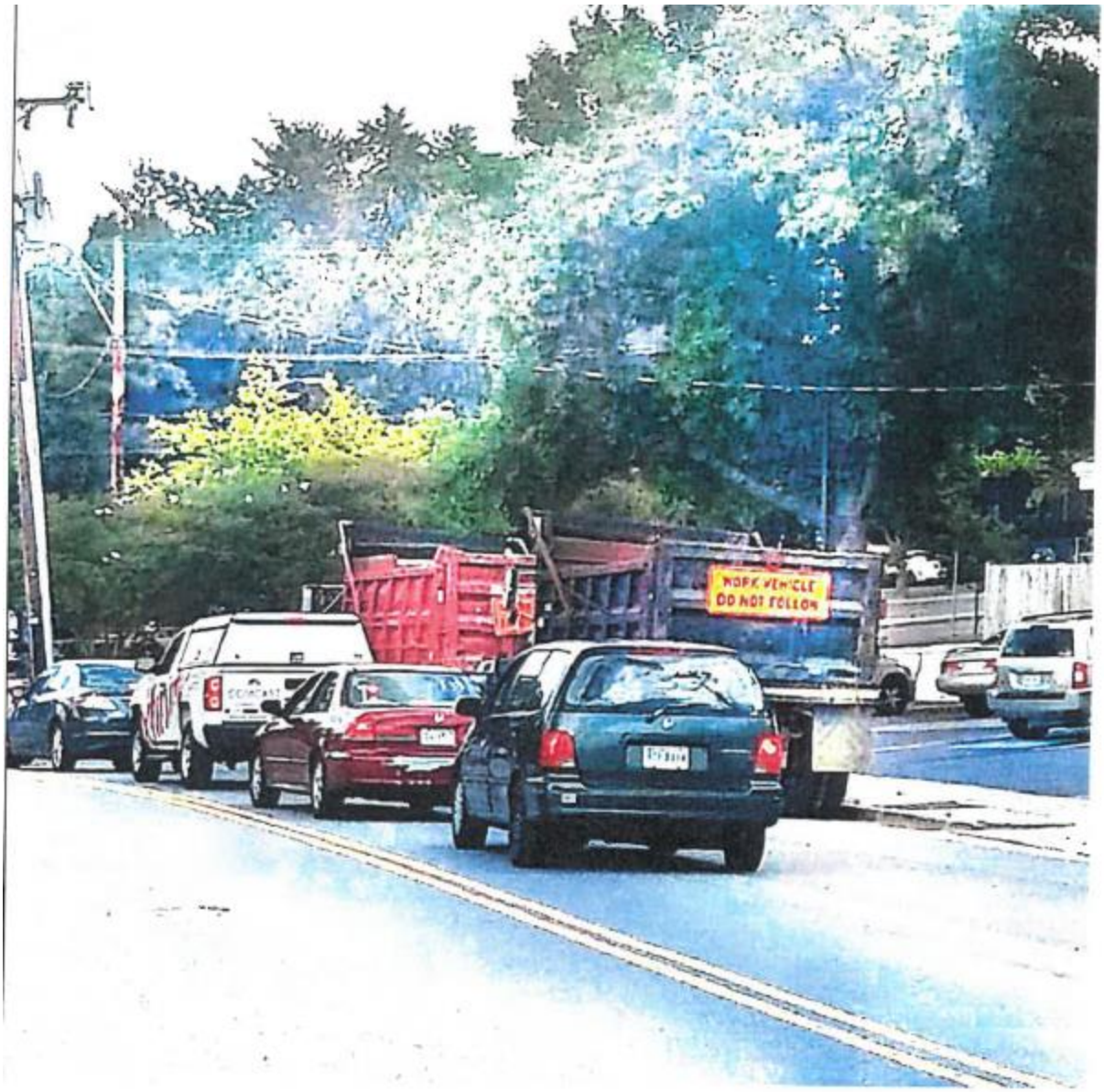
703-300-3144

Jeanette Johannessen
95 S. Jordan st.
703-300-3144

	NAME	Address	Phone #	Signature
1				
2	Lulieta Zhilla	95 S. Jordan St.	703-870-0029	
3	Michelle Marshall	97 S Jordan St	571 925 8882	
4	MARK TREET	97 S Jordan St	571 376 1149	
5	Constance Bradley	99.5 Jordan St	703 [illegible]	
6	Amy Breedlove	105 S. Jordan St	703 370-8136	Amy L Breedlove
7	Gebrachew Woldeyes	107 S. Jordan St	703 395-6895	
8	Amanda S Henderson	109 S Jordan St.	703 282-1398	
9	Daniel Chiribuga	111 S Jordan St	931 636-9826	
10	Ronald Bonilla	113 Jordan St	703 4[illegible]-4115	
11	Adreana Chapman	115 Jordan St	703 582-7349	
12	Sara Simpson	119 Jordan St	703 582-7955	
13	Edelberto Vasquez	124 Jordan St	703 454 4381	
14	Dilma Reyes	122 S Jordan St	571 7225488	
15	Brian Cotty	120 S Jordan St	703 5958533	
16	Shonda Overton	118 Jordan St.	703 655 0181	
17	Bobby Overton	118 Jordan St.	703 212 8347	
18	José Moriano	110 Jordan ST.	703 209 3133	
19	Jeanette Johannesson	95 S. Jordan St.	703 300 3144	
20	Ellen	8 Jordan ST	571 274 8189	
21	[illegible] (Gordon)	6 S Jordan ST	703-254-6366	
22	[illegible]	265 Jordan ST ALEX VA	703-625-3342	
23	[illegible]	4510 Duke St	703-751 7388	
24				
25				

Store
Store
Store

WORK VEHICLE
DO NOT FOLLOW
HERE
CORNER


WORK VEHICLE
DO NOT FOLLOW

Attachment 3
Additional Email of Support

From: Matthew S. Worner <mworner@gmail.com>
Sent: Wednesday, August 7, 2019 12:02 AM
To: Bob Garbacz <bob.garbacz@alexandriava.gov>
Subject: Call.Click.Connect. #186755: Inquiries, Concerns, Compliments or Complaints at 2 S JORDAN ST

Bob,

Good morning when you get this (unfortunately, I could not figure out how to categorize my ticket as something that needs to be addressed by the parking board - so I've provided you with the ticket number).

James Lewis gave me your contact information.

The parking on South Jordan Street in front of the 7-Eleven (at 2 S Jordan St, Alexandria, VA 22304) and across from the Aldi Grocery Store (at 4580 Duke St, Alexandria, VA 22304 - and it also shares S. Jordan Street) needs to be restricted to a No Parking Zone. Right now, both sides of the street have industrial vehicles parked on it every night (overnight - and all weekends). This is an area with tons of traffic because of the little strip mall with the 7-Eleven and the Aldi across the street. It has become an industrial truck yard. It is dangerous because of the traffic that goes in and out of those business establishments - it's a heavy traffic area - and the blind spots are massively obstructed by the industrial vehicles. I have more photos of the safety hazards - I'm burnt out with this.

Please make me not have to get signatures or anything like this - please make this street a no-parking zone.

Thanks so much.

Matthew Worner
4600 Duke Street
Apt. 511
Alexandria, VA 22304
(202) 251-2243

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 23, 2019

DOCKET ITEM: #13

ISSUE: Consideration of a request to add 2-hour parking restrictions from 8AM to 9PM on the 700-900 blocks of South Pickett Street.

REQUESTED BY: Kai Leszkowicz, business owner of Aslin Beer Company, 847 South Picket Street

LOCATION: The north side of the 700-900 blocks of South Pickett Street

STAFF RECOMMENDATION: That the Board makes a recommendation to the Director of T&ES to add 2-hour parking restrictions from 8AM to 9PM on the 700-900 block of South Pickett Street except for approximately 90 feet where there are existing 30-minute parking restrictions in front of the South Pickett Deli.

BACKGROUND: The 700 to 900 blocks of South Pickett Street span between Van Dorn Street and the Fairfax County border in southwest Alexandria (Attachment 1). Many local businesses are located along these blocks such as the Aslin Beer Company, Habitat for Humanity Restore, and Victory Van Corporation. Staff have received complaints regarding long term parking, particularly of large trucks and other commercial vehicles on the 700-900 blocks of South Pickett Street (Attachment 2).

There are existing "No Parking, 12 Midnight to 5AM" restrictions on these blocks that were posted in 2008 to address concerns with overnight truck parking. However, several independent truckers continue to park trucks there. Trucks and other vehicles parking for longer periods of time are monopolizing the parking in front of the businesses along this section of South Pickett Street (Attachment 2). Although most of these businesses have off-street parking, the on-street parking is another convenient parking option for customers, and the large commercial vehicles parked on-street limit visibility of the businesses.

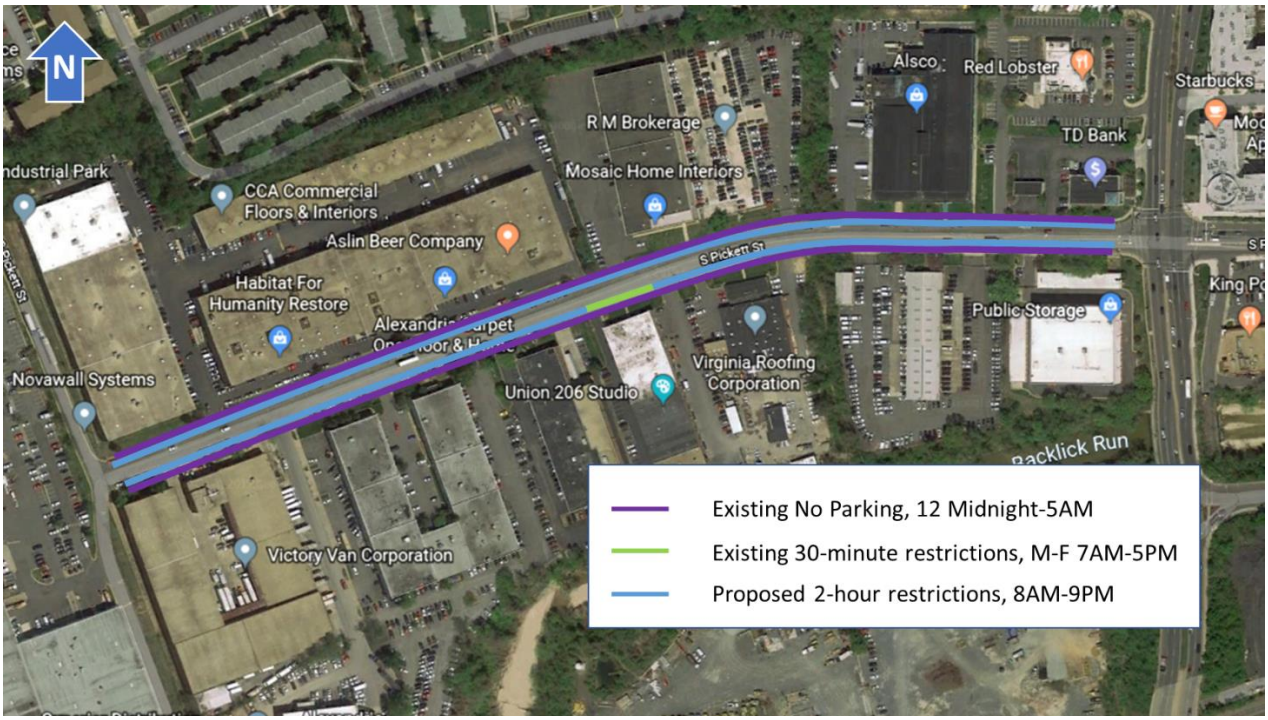
There is approximately 90 feet of parking in front of the Pickett Deli at 820 South Pitt Street that has 30-minute parking restrictions Monday through Friday 7AM to 5PM that were approved by the Traffic and Parking Board in January 2019 in order to promote parking turnover in front of the Pickett Deli. There are also bike lanes planned for these blocks of South Pickett Street in the City's Pedestrian and Bicycle Master Plan. A portion of these bike lanes are planned to be completed with the Public Storage Project approved for 880 South Picket Street.

DISCUSSION: Mr. Leszkowicz of Aslin Beer Company submitted a parking request form requesting 3-hour parking restrictions on South Pickett Street (Attachment 3). Staff worked with the applicant to identify the appropriate hours and extent to recommend for restrictions and determined that 2-hour restrictions would be more appropriate to be consistent with other parking restrictions and to facilitate enforcement for this area.

Other businesses along this portion of South Pickett Street signed the parking request initiated by Aslin Beer Company supporting the proposed parking restrictions including Alsco Linen and Uniform Rental Services, Virginia Roofing Corporation, Mosaic Tile Company, CSI, Victory Van Corporation, Habitat for Humanity, and CCA Commercial Floors and Interiors. Staff recommends adding the proposed 2-hour parking restrictions on the 700 to 900 blocks of S. Pickett Street to increase parking turn-over for customers of local businesses and to limit parking by commercial vehicles, while leaving the 30-minute parking restrictions in front of 820 South Pickett Street in place. The planned bike lanes for this road will help to narrow the vehicle travel lanes to promote safe speeds if fewer vehicles park on-street with the proposed restrictions.

OUTREACH: Aslin Beer Company coordinated with nearby businesses on the 700-900 blocks of South Pickett Street on this request. All businesses contacted indicated support through the petition.

Attachment 1
Location and Existing/Proposed Restrictions



Attachment 2
Street View, S. Picket Street looking west

Attachment 3
Parking Modification Request

ON-STREET PARKING MODIFICATION REQUEST FORM

Please fill out this application and return to megan.oleynik@alexandriava.gov or mail to Megan Oleynik, Mobility Services, 421 King Street, Suite 235, Alexandria, VA 22314

Type of On-Street Parking Modification Requested:

- ☐ Loading Zone Removal
- ☐ Loading Zone Addition
- ☐ Parking Removal
- ☐ No Parking Sign Removal
- ☑ Parking Restriction Change (Non-RPP)

Proposed restrictions Hourly Parking 3 Hour Limit

Location: 557 - 885 S. Pickett St Alexandria Va 22304
(Map or figure may be provided as an attachment)

Reason for the Request *(What are you trying to solve/address?)*:
The street is lined with large trucks, tractor trailers and oversized vehicles at all times.
There is a current restriction from 12pm-5am of No Parking. However, as a new business with a large customer base, we believe limited hourly parking enforcement will benefit all parties.

Approximate number of spaces affected (assume 20 feet per space): _____

Project Champion (Point of Contact) Information:

Name: Kai Leszkowicz

Address: 847 S. Pickett St Alexandria Va. 22304

Email: kai@aslinbeer.com

Phone Number: 2025787400

Best Way to Contact: ☑ Email ☐ Phone
Best Time of Day to Contact: ☑ Morning ☐ Afternoon

Page | 1

We the undersigned hereby support or oppose (as indicated) the parking modification request detailed on **Page 1** of this application.

(Petition should include a signature from a property owner, occupant, or manager for all properties adjacent to the proposed on-street parking modification. Additional signatures may be gathered to show support.)

Name (printed)	Support or Oppose Request	Signature/Date	Address	Property Affiliation (owner, occupant, manager, etc.)	Email
CHANEL	SUPPORT	Chanel L	725 S. Pickett St	ALSCO	
Jonathan Co	Support	[illegible]	725 S Pickett St	Alsco	
Christina	Support	[illegible]	725 S. Pickett St	Alsco	
Monica	Support	Monica [illegible]	800 S Pickett	VA Roofing.	
Jillian	Support	[illegible]	800 S Pickett	VA roofing	
IRIS	Support	[illegible]	800 S. Pickett	VA Roofing	
JIM BLACK	SUPPORT	Jim Black AUGUST 2, 2019	800 S. PICKETT	VIRGINIA ROOFING CORP	
Temalle Attiah	support	Temalle Attiah Aug 2019	821 So Pickett	Mosaic Tile Co	tattiah@mosaictileco.com
Bryan Hughes	Support	[illegible] 2019	821 S. Pickett	MTC	Bryan@mosaictile

We the undersigned hereby support or oppose (as indicated) the parking modification request detailed on **Page 1** of this application.

(Petition should include a signature from a property owner, occupant, or manager for all properties adjacent to the proposed on-street parking modification. Additional signatures may be gathered to show support.)

Name (printed)	Support or Oppose Request	Signature/Date	Address	Property Affiliation (owner, occupant, manager, etc.)	Email
Rafael Ley	Support	8/2/19	840 S. Picket	CSI	Rley@CSI2.com
Betty Payne	Support	Betty Payne	950 S Pickett	Victory Van	payne@victoryvan.com
Hocine Hadjeffi	Support		869 S. Pickett St	Habitat	Kylekelly56@yahoo
Jim Collins	Support		851 S. Pickett	CCA	JCollins@CCAfloors.com
Mike Salimi	Support		851 S. pickett st	CCA	MSAmin4@Y
Parsa Bayat	Support		851 S. pickett	CCA	pbayat@ccafloors.com

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 23, 2019

DOCKET ITEM: #13

ISSUE: Consideration of a request to amend the City Code related to residential permit parking districts.

REQUESTED BY: City of Alexandria, Department of Transportation and Environmental Services staff

LOCATION: Citywide

STAFF RECOMMENDATION: That the Board makes a recommendation to the City Council to approve the proposed amendments to the City Code related to residential permit parking (RPP) districts.

BACKGROUND: Permit parking districts are outlined in the City Code in Title 5 (Transportation and Environmental Services), Chapter 8 (Parking and Traffic Regulations), and Article F (Permit Parking Districts). The current code regarding RPP districts has not been comprehensively considered for updates in several decades. Since its creation in the late 1970s, there have been nearly 30 updates to this section of the City Code to address changes, but this process has been the first to look at the entire section as a whole. Staff has worked with a subcommittee of the Traffic and Parking Board (T&PB) and the community on the RPP Refresh Project over the past year to identify opportunities to update and improve code surrounding permit parking districts. The objectives of the RPP Refresh Project were to update the residential permit parking program:

1. to better address current residential parking issues,
2. to improve the City's ability to proactively manage parking, and
3. to be easy to understand, enforce, and administer.

From May 2018 to October 2018, the City worked with a consultant to review residential permit parking programs in other cities to understand if there were practices that worked well for them and gather ideas about what might be successful for the program in Alexandria. The final version of that report was made available via a link on the City's Parking Studies Webpage. Between October 2018 and May 2019, staff met with a subcommittee of the Traffic and Parking Board at six meetings that were open to the public to discuss residential permit parking issues and ideas for addressing those issues. A questionnaire that was issued from mid-December 2018 to mid-

January 2019 that received over 800 responses helped staff narrow down the related residential permit parking issues that were most important to the community. A summary of that questionnaire is available in Attachment 1. The questionnaire informed a priority list of topics to address which were:

1. Posted Parking Restrictions
2. Permit Fees/Limits
3. Process
4. Visitor Permits
5. District Boundaries
6. Permit Types

Based on the feedback from the questionnaire, staff narrowed the focus of this phase of the project to the top three priority issues – posted parking restrictions, permit fees/limits, and process. A proactive process to allow staff to create residential permit parking districts in areas with demonstrated or anticipated parking problem was another issue included in this project, as it was added to the Parking Work Plan by City Council. Staff plan to explore the other issues more with a later phase of the project. At the subcommittee meetings, staff provided background information on the topic areas and discussed parking enforcement challenges with the current program. A summary of challenges and opportunities for each of these topics is provided in Attachment 2.

After discussing each of the topic areas, a second online questionnaire was issued to the public in April 2019 to gather feedback on possible updates to the residential permit parking program related to the priority issues. The updates proposed in the questionnaire were generally ideas generated from reviewing RPP programs in other cities or suggestions that has been posited by the T&PB subcommittee or public at project meetings. A summary of the questionnaire results is provided in Attachment 3. Staff met with the subcommittee and the public in April to discuss these results and potential recommendations in response to the staff evaluation and community feedback. At the subcommittee meeting in May, the subcommittee reviewed the recommendations to update the residential permit parking program, considered public feedback, and provided direction to staff for moving forward with the City Code amendment to incorporate the recommendations.

DISCUSSION: The recommendations developed with the Traffic and Parking Board subcommittee were incorporated into proposed code amendments for several different sections of the City Code. A summary of the recommendations and which sections of Code they are addressed in is provided in Attachment 4. Attachment 5 provides the proposed amendment text with changes shown in strike-through and underline (an annotated version of the amendment with annotations describing the proposed amendments in each section has been provided online). Below is a summary of the recommended changes that have been incorporated into the code amendment.

Posted Parking Restrictions

1) Staff recommends limiting RPP end time options on most blocks to either 5PM or 11PM, while allowing a 2AM end time on blocks where it is deemed appropriate by the Director of Transportation and Environmental Services. For example, a 2AM end time may be

appropriate where land uses within half a mile of the block generate traffic late at night, such as a restaurant. Generally, the 5PM end time is appropriate in areas that experience commuter parking, and 11PM is appropriate for areas with visitors to local shops and dining. For implementation, staff recommends transitioning all blocks with 9PM end time to 11PM end time, unless the residents of the block express they would prefer a different end time. *Addressed in City Code Section 5-8-72(b)(1).*

2) Staff recommends making the 2-hour parking restriction the only option for residential parking restrictions, which would remove the existing 3-hour RPP restriction option. This is intended to make restrictions more consistent. Parking Enforcement has also expressed that due to their staff and shift times, 2-hour restrictions are easier to enforce, and that overall, more consistent restrictions are easier to enforce. During the Residential Pay by Phone evaluation process in early 2019, staff heard direction from City Council and the Commission on Aging that they would like staff to make RPP parking more consistent from block to block. For implementation, staff recommend transitioning all 3-hour time limit RPP blocks to 2-hour time limit in Fiscal Year 2021, once the cost to implement the change can be incorporated into the budget (staff estimates changing all applicable signage will be approximately $30,000). *Addressed in City Code Section 5-8-72(b)(1).*

Permit Limits/Fees

1) Staff recommends maintaining the existing permit fee structure. Review of other cities showed that Alexandria permit fees are in line with peers, and community outreach showed little support for fee increases. *No relevant City Code amendments.*

2) Staff do not recommend a maximum number of permits per resident at this time but will continue to monitor number of households with more than 3 permits. In 2017, less than 2% of households had more than three RPP permits, so limiting permits would have only a small impact on the program. *No relevant City Code amendments.*

Process

1) Staff recommends allowing a new proactive process for creating new RPP districts near transit or in areas with parking issues documented through a City led parking study through the following process:
    a. Staff send ballots to all addresses within the affected area regarding proposed changes. In order to move forward with the process, staff would require more than 50% of the ballots be returned by a date specified in the mailing and more than 60% of respondents indicate they support the recommendation.
    b. If ballot requirements are met, proposed changes go to public hearing for a recommendation from Traffic and Parking Board and are then considered by City Council for approval.

    This process would allow RPP districts to be created for smaller areas or when parking problems are anticipated rather than in reaction to existing parking problems. Staff recommends allowing this process for up to two districts a year. *Addressed in City Code Section 5-8-73(b).*

2) Staff recommends removing the occupancy survey requirement for RPP signage to be posted on blocks already within an RPP district but maintaining petition requirement to

initiate the request. Each block was determined to be appropriate for residential permit parking restrictions when the district was established, so requiring another occupancy survey to add posted signage is redundant. *Addressed in City Code Section 5-8-75.*

Administrative Recommendations

In addition to the policy related recommendations above, staff are recommending several amendments to the Code to make the residential permit parking program easier to understand and administer, make restrictions more consistent, and streamline processes where appropriate. Those proposed changes are summarized below.

Posted Restrictions

1. Staff recommends requiring the same RPP restrictions on both sides of a block, where RPP restrictions exist on both sides. For implementation, staff recommends implementing the more intensive restrictions to the both sides of a block unless residents of the block express they would prefer to use restrictions from the existing restrictions from the other block face. *Addressed in various sections of Article F where petitions are mentioned. To see language used, see City Code Section 5-8-73(a).*

2. Staff recommends allowing the Director of T&ES to designate a one street buffer for abutting RPP districts to allow residents from either district to park on boundary. *Addressed in City Code Section 5-8-73(f).*

3. Staff recommends clarifying in code that vehicles are required to move off the block after reaching maximum time limit. *Addressed in City Code Section 5-8-72(b)(2).*

Process

4. Staff recommends that modification of RPP restrictions require petitions by block rather than by block face. *Addressed in various sections of Article F where petitions are mentioned. To see language used, see City Code Section 5-8-73(a).*

5. Staff recommends amending language clarifying who is eligible to sign petitions including:
    a. Referencing occupants of the residential properties rather than residents
    b. Allowing homeowners' or condo associations to submit letter from board or other governing body for communal association property
    c. Allowing building owner or property manager to sign for multifamily buildings in lieu of getting signatures from residents of more than 50% of units.

    Addressed in various sections of Article F where petitions are mentioned. To see language used, see City Code Section 5-8-73(a), 5-8-75(b), 5-8-75(c).

6. Staff recommends clarifying in the code language that signatures must be provided from occupants of more than 50% of the residential properties to be eligible. *Addressed in various sections of Article F where petitions are mentioned. To see language used, see City Code Section 5-8-75(a).*

7. Staff recommends allowing the Director of T&ES to approve Traffic and Parking Board Recommendations for RPP modifications and posted signage rather than City Manager. *Addressed in City Code Section 5-8-75(d) and Section 5-8-76(a).*

8. Staff recommends allowing the Traffic and Parking Board to approve the expansion of an RPP district rather than City Council. *Addressed in City Code Section 5-8-74.*

9. Staff recommends allowing the Director of T&ES to recommend changes to permit parking district map to Traffic and Parking Board to:
    a. Adjust boundaries of existing permit parking districts to clarify boundary lines (e.g. adjust a district boundary that goes through the middle of a parcel instead of following property lines);
    b. Resolve administrative irregularities (e.g. adjust a district boundary that does not clearly include or exclude one side of a block) or
    c. Remove non-residential properties with no residential uses from existing permit parking boundary line (e.g. removing the power plant site from District 9).

   Addressed in City Code Section 5-8-74(b).

OUTREACH: Staff met with a subcommittee of the Traffic and Parking Board at six open public meetings from October 2018 through May 2019. These meetings were advertised on the City calendar, and notices to residents through Enews, civic associations, and past meeting attendance was provided. The Finance Department also included information about the RPP Refresh program in their annual mailing to registered vehicle owners in February. All meeting materials are provided online on the project website at alexandriava.gov/ParkingStudies.

In addition to the subcommittee meetings, staff conducted two online questionnaires to gather feedback on the project which received over 800 and 500 responses, respectively. In December, the Finance Department notified residents with residential parking permits who had provided their email to the City of the RPP Refresh program and the opportunity to provide feedback in the first questionnaire. ENews and emails to various civic associations were also sent to notify residents of these two online opportunities for comment.

In the Spring, staff offered to attend civic association meetings to provide updates on the status of the project and draft recommendations. In April, staff attended Old Town Civic Association and in August, staff attended the Potomac Yard Civic Association meetings. Additionally, staff was at the Market Square Farmer's Market in May to discuss preliminary project recommendations with interested people and engaged with approximately 30 people. Old Town Civic Association has expressed that they oppose the staff recommendation to remove the 3-hour time limit option and limit resident options for choosing RPP restrictions. The Potomac Yard Civic Association has indicated general support for the proactive process to create new districts.

A draft of the proposed amendment has been posted on the project website in advance of the Traffic and Parking Board meeting. An eNews and direct email to residents who attended the subcommittee meeting was sent regarding the hearing on these changes at the Traffic and Parking Board.

ATTACHMENT 1
RPP Topics December 2018 Questionnaire Summary

Dates the Questionnaire was open for comment: December 14, 2018 to January 11, 2019*
* the questionnaire originally closed on Jan 4th but was reopened on Jan 7th to allow for additional comment.
Number of Complete Responses: 844

Order of priority for topics to address with RPP *Refresh* Program:
(based on results from the table below)

1. **Posted Parking Restrictions**
2. **Permit Fees/Limits**
3. **Process**
4. Visitor Permits
5. District Boundaries
6. Permit Types

Topic	First Choice	Second Choice	Third Choice	Total	Weighted Total*
Permit Fees/Limits	247	146	142	**535**	**1,175**
Posted Parking Restrictions	243	212	145	**600**	**1,298**
Process for adding/changing restrictions and creating or expanding districts	131	124	119	**374**	**760**
District Boundaries and Minimum District Sizes	93	124	117	**334**	**644**
Visitor Permits	87	123	175	**385**	**682**
Permit Types	43	115	146	**304**	**505**

*first, second, and third choices were weighted to give higher weight to order of priority

Support for using technology:

- Yes – 72%
- No – 19%
- No Opinion – 9%

Percent of respondents who live in an existing Residential Permit Parking (RPP) District: 74%

Of the respondents who live in an existing district (74%), the percent that reside on a block with posted RPP signage: 95%

Questionnaire Questions:
Select the top three issues you think should be reviewed under the RPP Refresh project in order of priority. Please refer to the Summary of Issues Chart for more details about each topic.

- First Choice
- Second Choice
- Third Choice

Do you support updating the City Code to allow the RPP program to have the option to implement new technology, such as a virtual permit system (permits are associated with a vehicle's license plate instead of displaying a physical permit) and additional enforcement through license plate readers (LPRs)?

- Yes
- No
- No opinion

Are there other residential parking issues that could be addressed with the City Code update for this program?

Do you currently live in a parking district?

- If yes, does your block have parking restrictions posted?

ATTACHMENT 2
RPP Issues Challenges and Opportunities

RPP *Refresh* Topic: Posted Restrictions

Current Conditions:

- City Code allows for 32 variations of posted restrictions:
    - 2-hour or 3-hour limit for non-district parkers
    - End times: 5PM, 9PM, 11PM, 2AM
    - Days of the week: Mon-Fri, Mon-Sat, Mon-Sun
- Residents can request any of these restrictions when submitting a petition

Challenge/Problem:

- Restrictions are inconsistent across blocks and throughout a district
- Variety of restrictions makes it difficult to enforce
- Variety of restrictions is difficult for visitors to understand
- 3-hour restrictions are more difficult to enforce
- In some cases, 2-hour limits are too long to encourage off-street parking

Summary of potential restrictions

	Number of Hours	Starting Time	Ending Time	Days	Sunday Restrictions	Hours
1	2	8AM	5PM	Mon-Fri		
2	2	8AM	9PM	Mon-Fri		
3	2	8AM	11PM	Mon-Fri		
4	2	8AM	2AM	Mon-Fri		
5	2	8AM	5PM	Mon-Sat		
6	2	8AM	9PM	Mon-Sat		
7	2	8AM	11PM	Mon-Sat		
8	2	8AM	2AM	Mon-Sat		
9	2	8AM	5PM	Mon-Sat	Sunday	11AM-11PM
10	2	8AM	9PM	Mon-Sat	Sunday	11AM-11PM
11	2	8AM	11PM	Mon-Sat	Sunday	11AM-11PM
12	2	8AM	2AM	Mon-Sat	Sunday	11AM-11PM
13	2	8AM	5PM	Mon-Sat	Sunday	11AM-2AM
14	2	8AM	9PM	Mon-Sat	Sunday	11AM-2AM
15	2	8AM	11PM	Mon-Sat	Sunday	11AM-2AM
16	2	8AM	2AM	Mon-Sat	Sunday	11AM-2AM
17	3	8AM	5PM	Mon-Fri		
18	3	8AM	9PM	Mon-Fri		
19	3	8AM	11PM	Mon-Fri		
20	3	8AM	2AM	Mon-Fri		
21	3	8AM	5PM	Mon-Sat		
22	3	8AM	9PM	Mon-Sat		
23	3	8AM	11PM	Mon-Sat		
24	3	8AM	2AM	Mon-Sat		
25	3	8AM	5PM	Mon-Sat	Sunday	11AM-11PM
26	3	8AM	9PM	Mon-Sat	Sunday	11AM-11PM
27	3	8AM	11PM	Mon-Sat	Sunday	11AM-11PM
28	3	8AM	2AM	Mon-Sat	Sunday	11AM-11PM
29	3	8AM	5PM	Mon-Sat	Sunday	11AM-2AM
30	3	8AM	9PM	Mon-Sat	Sunday	11AM-2AM
31	3	8AM	11PM	Mon-Sat	Sunday	11AM-2AM
32	3	8AM	2AM	Mon-Sat	Sunday	11AM-2AM

RPP *Refresh* Topic: Process

Current Conditions:
Four types of actions with slightly different processes (see table).

Action	Petition Requirement per City Code	Survey Requirement**	T&PB Review	Council Review
Changing existing RPP restrictions	More than 50% of residents abutting a block face*	None	Yes	No
Adding RPP restrictions in an existing district	*At least 50%* of residents abutting a block face	Yes	Yes	No
Expanding an existing RPP district	*At least 50%* of residents abutting a block face	Yes	Yes	Yes
Creating a new RPP district	More than 50% of residents abutting a block face	Yes	Yes	Yes

*Special Parking District requires more than 50% of the *block*.
**More than 75% of the spaces are occupied, and of those vehicles more than 25% are non-residents of the district.

Challenge/Problem:

- Blocks within an established district must wait until a parking problem occurs (i.e. meet the survey requirements) before being eligible for restrictions
- Requests are processed by block face instead of block* which can lead to different restrictions on each side of the street
- The process to expand or create a new district can take several months

RPP *Refresh* Topic: Permit Fees/Limits

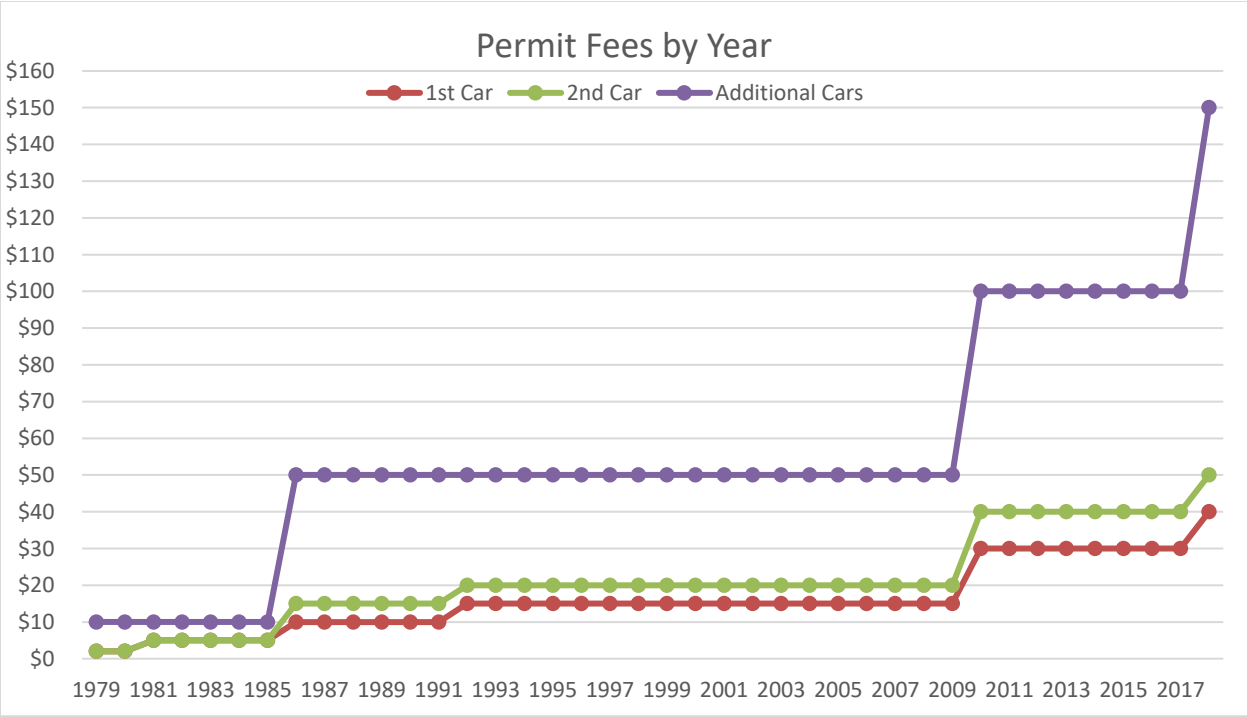
Current Conditions:

- City Code (Section 5-8-74) establishes the annual fees for residential permits as:
  - $40 for the first vehicle
  - $50 for the second vehicle
  - $150 for each additional vehicle
- Permit fees are applied per person.
- There is no limit to the number of permits a person can obtain.

Challenge/Problem:

- Residential permits are less expensive than off-street parking options, creating an incentive to park on the street.
- There is no limit to the number of permits a resident can purchase, which may result in unused vehicles being stored on the street rather than in an off-street location.
- In some districts, the number of permits exceeds the number of RPP spaces.

History of Permit Fees



Fees/Limits in Other Jurisdictions

Jurisdiction	1st Car	2nd Car	3rd Car	4+ Cars	Limits/Cap
Alexandria, VA	$30	$40	$150	$150	No limit
Annapolis, MD[1]	$55-75	$55-100	$55-100	N/A	3
Arlington, VA	$20	$20	$50	$250	3 (in most zones)
Boston, MA	Free and Unlimited				
Charleston, SC	$10 for home owner/ $7.50 for renter	$10 for home owner/$7.50 for renter	N/A	N/A	2
Montgomery County, MD	$20	$20	$20	$20	No limit
New Orleans, LA	$30 ($40 Application fee)	$30	$30	$30	No limit
Pittsburgh, PA	$20	$20	$20	$20	No limit
Richmond, VA	$25	$25	$25	$25	No limit
San Francisco, CA	$136	$136	$136	$136	4
Savannah, GA	Free for home owner/$175 for renter	Free for home owner/$175 for renter	Free for home owner/$175 for renter	N/A	3
Takoma Park, MD[2]	$12.50/20	$12.50/20	$12.50/20	$12.50/20	No limit
Washington, DC	$35	$35	$35	$35	No limit
Williamsburg, VA	$5	$5	$5	$5	No limit

[1] Annapolis sets different permit fees for each district.

[2] Takoma Park allows for two-year permits to be purchased

ATTACHMENT 3
RPP Refresh Issues April 2019 Questionnaire

SURVEY DETAILS AND RESPONDENTS

Dates the Questionnaire was open for comment: April 1, 2019 to April 16, 2019
Number of Responses: 553
Number of Respondents who indicated they currently live in an RPP District: *210*

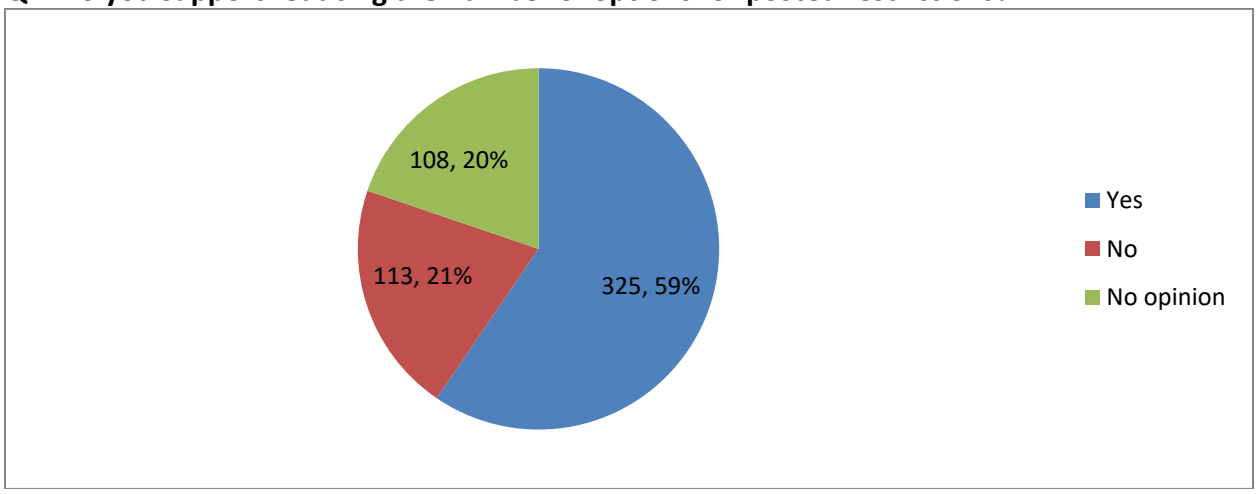
Of those only 8% indicated they do not have restrictions posted on their block

Number of Respondents who indicated don't currently live in an RPP District*: 304*

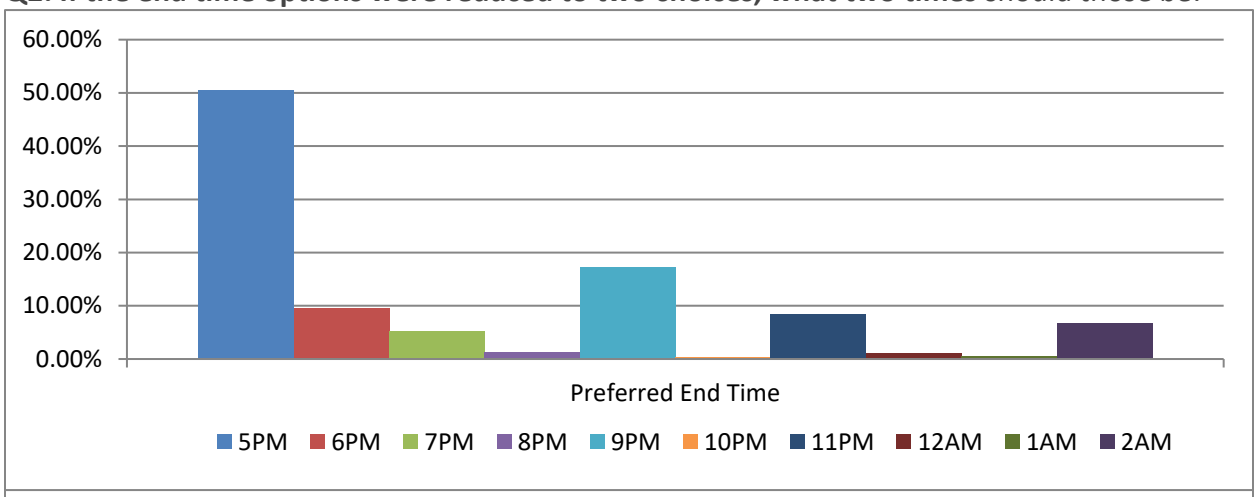
Of those 48% indicated they would be interested in adding parking restrictions to their block if they were eligible

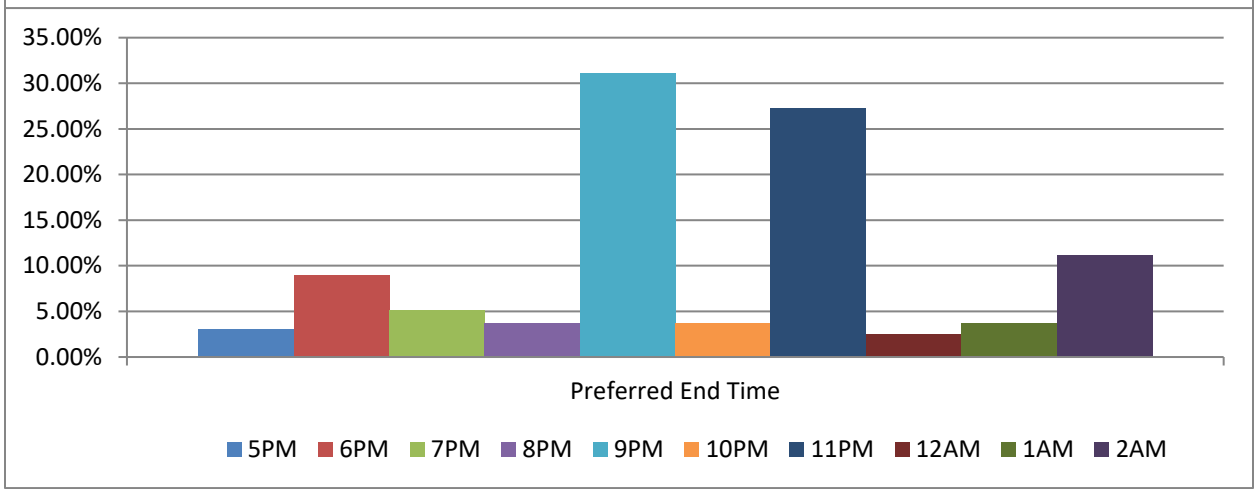
POSTED RESTRICTIONS

Q1: Do you support reducing the number of options for posted restrictions?



Q2: If the end time options were reduced to two choices, what two times should those be:

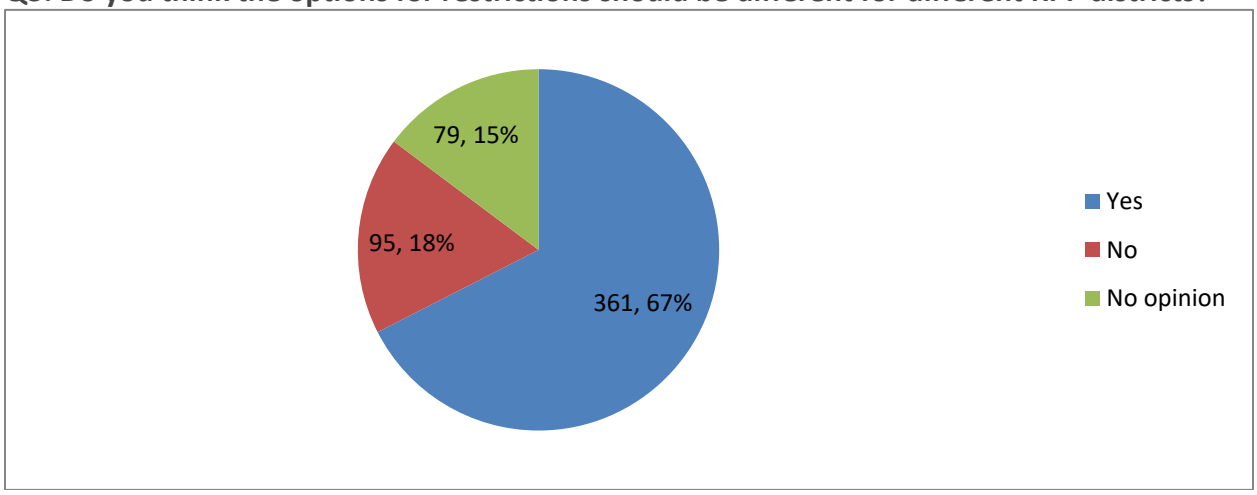




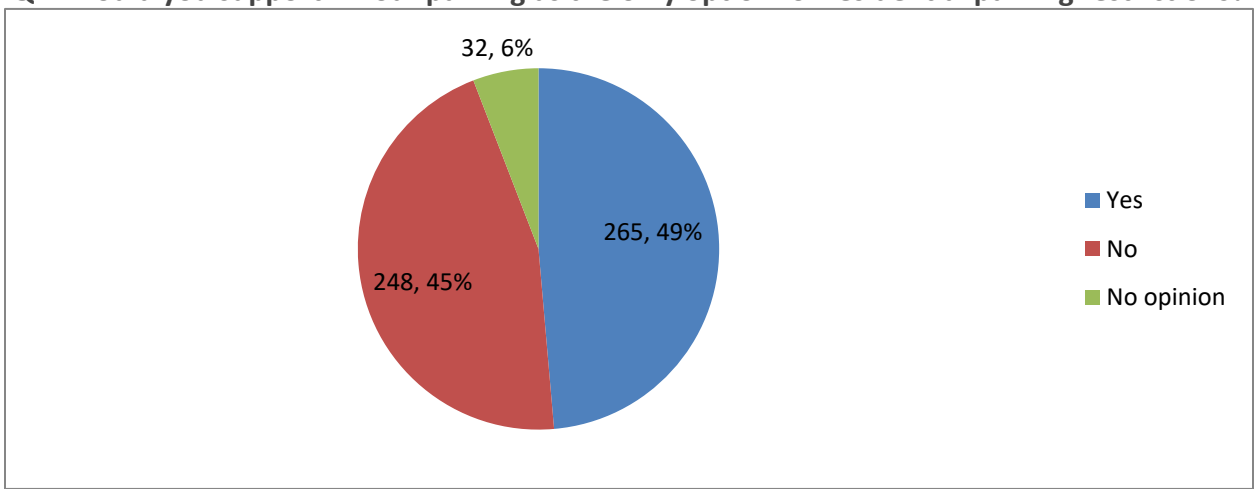
TOP PREFERRED END TIMES BY DISTRICT		
District	**Preferred End Time 1**	**Preferred End Time 2**
1	5PM	9PM
2	5PM	11PM
3	5PM	9PM
4	9PM	11PM
5	5PM	11PM
6	5PM	9PM
7	5PM	9PM
8	*	*
9	*	*
10	*	*
11	*	*
12	6PM	2AM
12A	5PM	9PM
8A	5PM	9PM

**Limited data*

Q3: Do you think the options for restrictions should be different for different RPP districts?



Q4: Would you support 2-hour parking as the only option for residential parking restrictions?

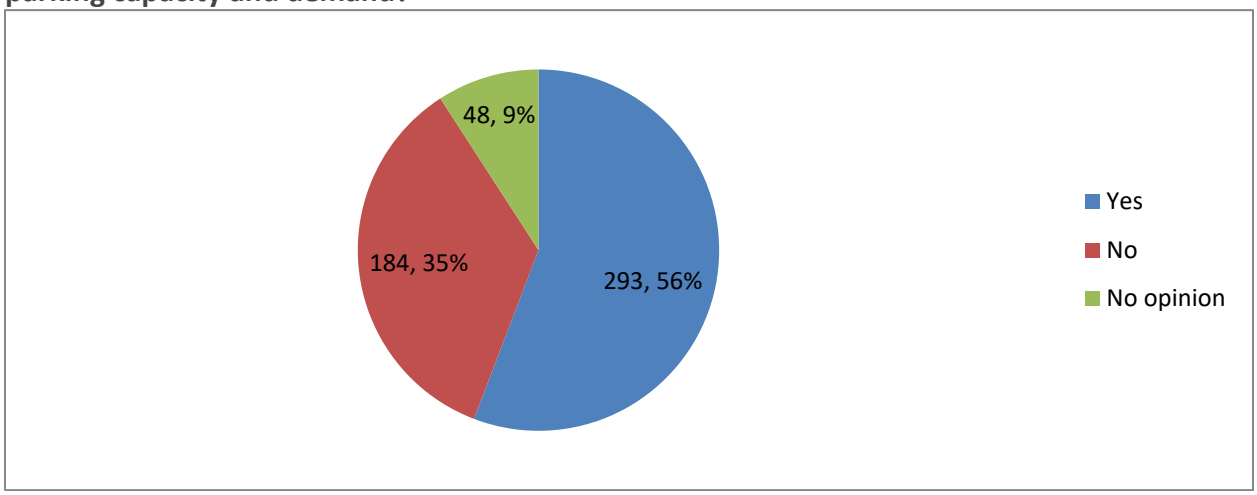


PERMIT LIMITS/FEES

Q5: Would you support increasing annual permit fees for…

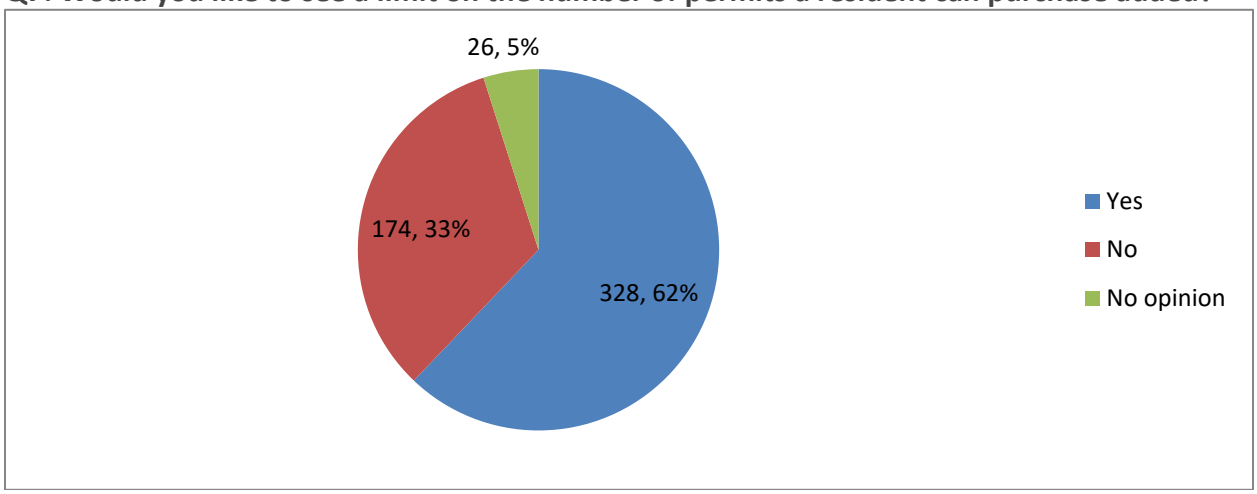
	Yes	No	No Opinion
The first vehicle	16%	80%	4%
The second vehicle	31%	64%	5%
Additional vehicles	41%	50%	9%

Q6: Do you support exploring different permit fees for different districts based on overall parking capacity and demand?



District 1 and 2 respondents had lower support for demand-based fees.

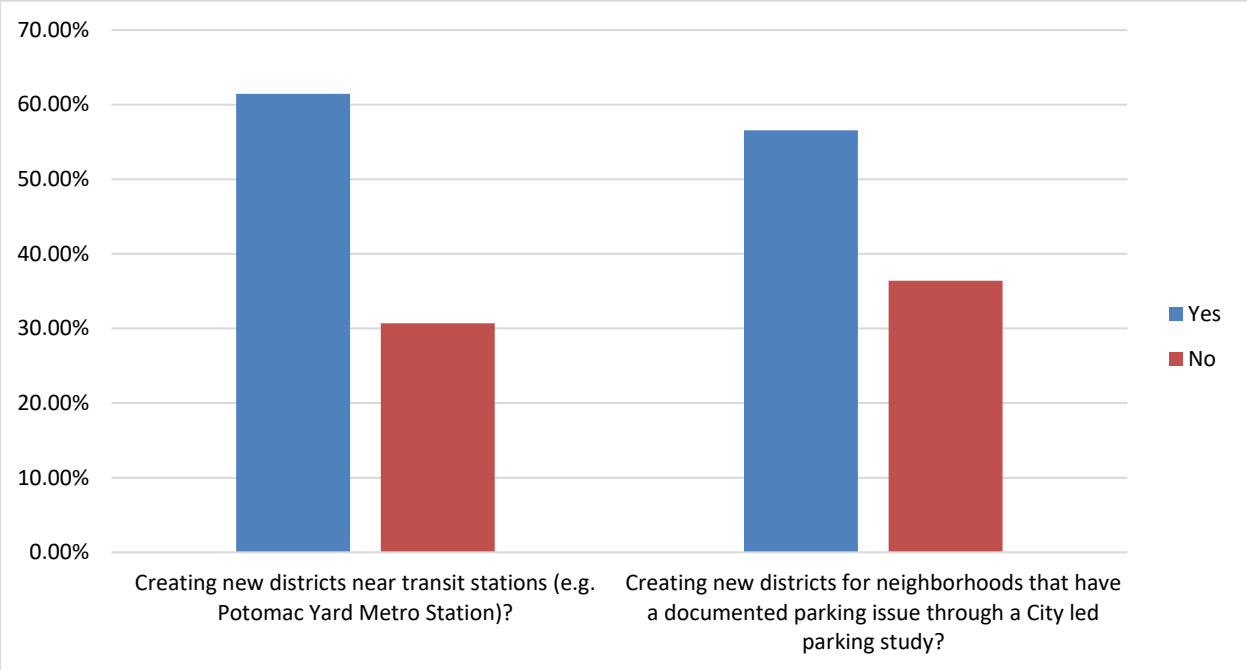
Q7: Would you like to see a limit on the number of permits a resident can purchase added?



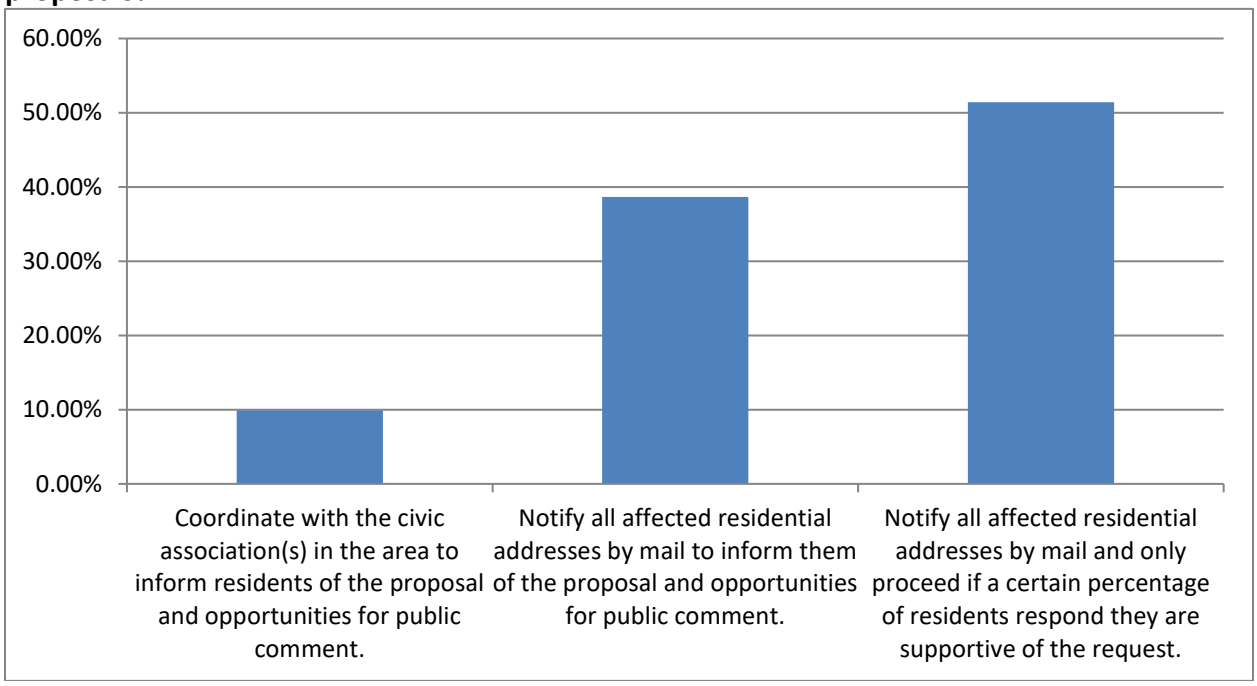
Q8: If a limit were implemented, what should be the maximum number of permits a resident can obtain? *Average Response:* ***3.5***

PROCESS

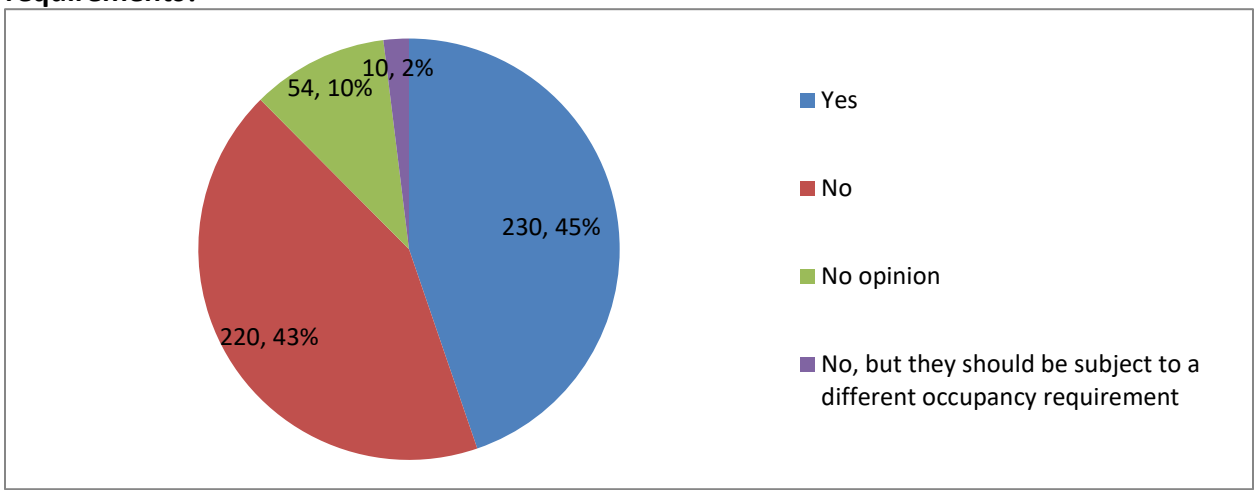
Q9: Do you support allowing staff to initiate the process for creating or amending residential parking districts in the following situations:



Q10: If a staff-initiated process were developed, how should staff notify the public of a proposals?



Q11: Do you support allowing residents in existing districts to request restrictions for their block without having to demonstrate a parking issue through the current occupancy requirements?



60% of respondents in an RPP District without restrictions currently posted support removing occupancy requirements.

ATTACHMENT 4

Summary of Proposed Recommendations and Related Code Sections

Posted Restrictions

1. Limit RPP end time options on most blocks to either 5PM or 11PM. Allow 2AM end time option in the Special Parking District or where land uses within half a mile of the block generate trips after 11PM.
    - 5PM end time is appropriate in areas that experience commuter parking, 11PM is appropriate for areas with visitors to local shops and dining, and 2AM is appropriate in specific circumstances where there are nearby land uses that are expected to generate parking later at night.
    - *Addressed in Section 5-8-72(b)(1).*
2. Make 2-hour parking the only option for residential parking restrictions.
    - This removes the existing 3-hour RPP option. This is intended to make restrictions more consistent citywide to reduce confusion for visitors and facilitate enforcement.
    - *Addressed in Section 5-8-72(b)(1).*

Permit Limits/Fees

1. Maintain existing permit fee structure.
    - *No relevant code amendments.*
2. Do not recommend a maximum number of permits per resident at this time but continue to monitor number of households with more than 3 permits.
    - *No relevant code amendments.*

Process

1. Allow new proactive process for creating new RPP districts near transit or in areas with parking issues documented through a City led parking study.
    - Staff send ballots to all addresses within the affected area regarding proposed changes. Require more than 50% of the ballots must be returned by a date specified in the mailing and more than 60% of respondents indicate they support the recommendation.
    - If ballot requirements are met, proposed changes go to public hearing for a recommendation from Traffic and Parking Board and are then considered by City Council for approval.
    - *Addressed in Section 5-8-73(b).*
2. Remove occupancy survey requirement for RPP signage to be posted on blocks already within an RPP district. Maintain petition requirement to initiate the request.
    - *Addressed in Section 5-8-75.*

Administrative Recommendations

Posted Restrictions

1. Require the same RPP restrictions on both sides of a block.

- *Addressed in various sections of Article F where petitions are mentioned. To see language used, see Section 5-8-73(a).*

2. Allow Director of T&ES to designate a one street buffer for abutting RPP districts to allow residents from either district to park on boundary.
    - *Addressed in Section 5-8-73(f).*
3. Clarify in code that vehicles are required to move off the block after reaching maximum time limit.
    - *Addressed in Section 5-8-72(b)(2).*

Process

4. Modification of RPP restrictions to require petition by block rather than by block face.
    - *Addressed in various sections of Article F where petitions are mentioned. To see language used, see Section 5-8-73(a).*
5. Clarify who is eligible to sign petitions for restriction modifications:
    - reference occupants of the residential properties rather than residents
    - allow homeowners' or condo associations to submit letter from board for communal association property
    - allow building owner or property manager to sign for multifamily buildings in lieu of getting signatures from residents of more than 50% of units.
    - *Addressed in various sections of Article F where petitions are mentioned. To see language used, see Section 5-8-73(a), 5-8-75(b), 5-8-75(c)*
6. Clarify in code that signatures must be provided from occupants of **more than** 50% of the residential properties to be petitions for RPP modifications to be eligible.
    - *Addressed in various sections of Article F where petitions are mentioned. To see language used, see Section 5-8-75(a).*
7. Allow Director of T&ES to approve Traffic and Parking Board Recommendations for RPP modifications and posted signage rather than City Manager.
    - *Addressed in Section 5-8-75(d) and Section 5-8-76(a).*
8. Allow Traffic and Parking Board to approve the expansion of an RPP district rather than City Council.
    - *Addressed in Section 5-8-74.*
9. Allow Director of T&ES to recommend changes to permit parking district map to Traffic and Parking Board to:
    - Adjust boundaries of existing permit parking districts to clarify boundary lines' effect on parcel;
    - Resolve administrative irregularities; or
    - Remove non-residential properties with no residential uses from existing permit parking boundary line.
    - *Addressed in Section 5-8-74(b).*

ATTACHMENT 5
Proposed Code Amendment
ARTICLE F - Permit Parking Districts

Sec. 5-8-71 - Definitions.

For the purposes of this article, the following words and phrases shall have the meanings respectively ascribed to them by this section:

(1) *Block.* That portion of a city street between two intersecting streets or, in the case of a deadend street, between the street's end and an intersecting street.

(2) *Block face.* The portion of a block running from its centerline to its curb line.

(3) *City manager.* The city manager of Alexandria or his or her designee.

(4) *Guest.* A person who is entertained at a ~~residence~~ residential property for a period of less than 24 hours.

(4.1) *Legal holiday.* A holiday recognized by the federal government.

(5) *Permit.* A permit issued under this article. ~~and a license plate, decal or permit described in section 10-4-19 of this code.~~

(6) *Permit holder.* An individual who displays a permit on his or her motor vehicle.

(7) *Permit parking district.* Any area so designated pursuant to ~~section 5-8-73 or section 5-8-76 of~~ this article.

(8) *Permit parking district map.* A map, prepared and maintained by the department of transportation and environmental services, showing the city's permit parking districts ~~and the block faces within such districts along which permit parking district signs have been placed~~.

(9) *Permit parking district sign.* A sign, posted along a block or block face in a permit parking district, which imposes parking restrictions on individuals who lack a permit.

(10) *Residential district.* An area in which 75 percent of the buildings contained therein are used for residential purposes and containing no fewer than 400 on-street parking spaces, designating 20 linear feet per parking space; provided, however, that an area containing fewer than 400 on-street parking spaces may be deemed to be a residential district if the city council finds that to require the area to contain 400 on-street parking spaces would be impractical or impose an undue hardship or if district is created by the process outlined in Section 5-8-73(b).

(11) *Residential property*. Property used for residential purposes.

(12) *Visitor.* A person who is entertained at a residence for a period of more than 24 hours.

~~*Special parking district area.* The area bounded on the north by the north side of Princess Street, on the west by the east side of Washington Street, on the south by the south side of Wolfe Street and on the east by the Potomac River.~~

~~**Sec. 5-8-71A - Permit parking district map; establishment and modification of districts; permit parking district signs.**~~

~~(a) *Permit parking district map.* The boundaries of the city's permit parking districts and the block faces within each such district which are posted with permit parking district signs are and shall continue to be shown on a map, designated "Residential Permit Parking District Map," which is maintained by and kept on file in the department of transportation and environmental services. The map dated April 18, 1989, including as it may be amended over time pursuant to actions authorized by this article, is hereby incorporated into and made a part of this article as if the information contained therein were fully set forth herein.~~

~~(b) *Establishment of new, and expansion of existing, permit parking districts.* After April 25, 1989, new residential permit parking districts shall be established pursuant to section 5-8-73 or section 5-8-76, and existing districts shall be expanded pursuant to section 5-8-75.~~

~~(c) *Posting of new, and modification of existing, permit parking district signs.* Blocks faces in a permit parking district which lack any permit parking district signs may be posted and signs pursuant to section 5-8-77(b). Signs posted on block faces in a permit parking district may be modified pursuant to section 5-8-72(b) and may be removed pursuant to section 5-8-77(a).~~

Sec. 5-8-72 - Parking in permit parking districts.

(a) *Prohibited parking.* It shall be unlawful for any person to park a motor vehicle within any block which is posted with one or more residential permit parking district signs contrary to any of the conditions set forth on the sign, unless the vehicle displays a permit.

(b) *Parking restrictions in districts; ~~modifications of restrictions.~~*

(1) Permit parking district signs shall restrict parking by motor vehicles lacking a permit to no more than two ~~or three~~ consecutive hours on a block during specific periods:

8:00 a.m. to 5:00 p.m. or 11:00 p.m. (or 2:00 a.m. of the following day if the director of transportation and environmental services deems appropriate) on either Monday through Friday or Saturday, excluding legal holidays, and/or

11:00 a.m. to 11:00 p.m. (or 2:00 a.m. of the following day if the director of transportation and environmental services deems appropriate) on Sunday.

(2) Motor vehicles lacking a permit cannot park on the same block after two consecutive hours during the specified periods.

~~8:00 a.m. to 5:00 p.m., 8:00 a.m. to 9:00 p.m., 8:00 a.m. to 11:00 p.m. or 8:00 a.m. to 2:00 a.m. of the following day, on either Monday through Friday or Monday through Saturday, excluding legal holidays, and/or 11:00 a.m. to 11:00 p.m., or 11:00 a.m. to 2:00 a.m. of the following day, on Sunday. Signs in all permit parking districts shall prohibit the parking of vehicles which lack a permit for more than three consecutive hours between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday, excluding legal holidays, unless city council, or the city manager pursuant to subsection (b)(2), determines that the signs to be posted in a district or portion thereof shall contain another combination of the restrictions set out in the previous sentence.~~

~~(2) (i) Following receipt of a petition signed by more than 50 percent of the residents abutting a block face in any permit parking district, except the special parking district area, which requests that the hours and days of restricted parking on their block face be changed and which specifies the combination of hours and days, described in subsubsection (1), that the residents are seeking, the traffic and parking board of the city shall, after a public hearing, make a recommendation on the petition to the city manager. Following receipt of the board's recommendation, the manager shall decide the petition and thereafter cause her decision to be implemented; provided, that, in the event the manager decides not to adopt the recommendation of the board or, whether or not in accord with the recommendation of the board, decides to deny the petition, in whole or in part, she shall forward the petition, along with the board's recommendation and the reasons for her decision, to city council which shall make the final decision on the petition.~~

~~(ii) Following receipt of a petition signed by the owner or non-owner occupants of more than 50 percent of the properties abutting a block in the special parking district area which requests that the hours and days of restricted parking on the block be changed and which specifies the combination of hours and days that are requested, the traffic and parking board of the city shall, after a public hearing, make a recommendation on the petition to the city manager; provided, however, that any petition filed under this subsubsubsection may only seek a change to one of the following combinations of hours and days: 8:00 a.m. to 5:00 p.m. Monday through Friday, two-hour limit; or 8:00 a.m. to 5:00 p.m. Monday through Friday, three-hour limit. Following receipt of the board's recommendation, the manager shall decide the petition and thereafter cause her decision to be implemented; provided, that, in the event the manager decides not to adopt the recommendation of the board or, whether or not in accord with~~

~~the recommendation of the board, decides to deny the petition, in whole or in part, she shall forward the petition, along with the board's recommendation and the reasons for her decision, to city council which shall make the final decision on the petition. In the event a petition filed under this subsubsubsection is filed, no further petition relating to the same block may be filed for a period of 24 months after the filing of the first petition.~~

~~(c) *Chalk marks.* It shall be unlawful to erase, remove or cover up any chalk mark placed for identification purposes upon any vehicle by any parking enforcement officer enforcing the provisions of this article unless the vehicle is removed from the block in which it was parked at the time the chalk mark was placed.~~

Sec. 5-8-73 - Designation of permit parking districts; notice of designation.

(a) (i) Upon submission of a petition for the designation of a residential district as a permit parking district, if the petition has been signed by an occupant of more than 50 percent of the residential properties ~~residents~~ abutting each block ~~face~~ in the residential district designated in the petition, ~~which, for purposes of calculating the 50-percent requirement, shall include the residents abutting each block face directly adjacent to the proposed permit parking district,~~ the city manager shall cause to be conducted an occupancy ~~engineering~~ survey to determine whether the residential district is qualified ~~as hereinafter described~~ to be designated a permit parking district. The survey of the district shall be taken on a day other than Saturday or Sunday. If, at the time of the survey, more than 75 percent of the on-street parking spaces in the district are occupied by vehicles, no further survey shall be made. If less than 75 percent of the on-street parking spaces in the district are occupied by vehicles, additional surveys may be made at other times during that day.

(ii) If 75 percent or more of the on-street parking spaces in the district are found to be occupied by vehicles by any survey, a study shall be made to determine if the number of vehicles parked in the district at the time of the survey and owned by nonresidents of the district exceeds 25 percent of the total number of vehicles parked in the district at that time, in which case the district shall be deemed to qualify as a permit parking district and the city manager shall certify this fact to the traffic and parking board ~~of the city~~.

(b) The city manager may recommend up to two new locations in a calendar year be designated as a permit parking district of a residential district that i) is located within one mile of an existing or proposed transit station or ii) has parking issues identified through a parking study conducted by the city. Upon the city manager's recommendation, the director of transportation and environmental services shall mail a ballot to all residential properties within the proposed permit parking district. If more than 50 percent of ballots are returned and more than 60 percent of ballots returned indicate support for creating a permit parking district, the district shall be deemed to qualify as a permit parking district and the city manager shall certify this fact to the traffic and parking board.

(c) Following receipt of a certification by the city manager that a residential district is deemed to qualify as a permit parking district, the traffic and parking board shall~~,~~ review the matter at ~~after~~ a public hearing~~.~~ and make a recommendation~~s~~ to the city council concerning the designation of the qualifying residential district as a permit parking district. ~~In making its recommendations to the city council the~~ The traffic and parking board shall consider the availability of an alternate means of transportation to and from the residential district and the existence or approval of a traffic generator that may encourage non-residents to park in the district in making its recommendation to the city council. ~~air pollution caused by automobile traffic within the district and the environmental impact of automobile use in the district.~~

(d~~c~~) Following receipt of the recommendations of the traffic and parking board ~~concerning the designation of a qualifying residential district as a permit parking district~~, the city council may designate the district as a permit parking district. If such a designation is made, city council shall determine whether permit parking district signs are immediately to be posted throughout or in a portion of the district, or whether signs are only to be posted following action on petitions filed by residents of blocks ~~faces~~ within the district in accordance with section 5-8-76~~7(a)~~. If city council determines that signs should immediately

be posted, it shall identify the blocks ~~faces~~ within the district along which signs are to be posted, and shall specify which of the parking restrictions described in section 5-8-72(b) are to be imposed by such signs. Following the designation by city council of a permit parking district, the director of transportation and environmental services shall assign a number to the newly designated district, and update ~~cause the~~ permit parking district map ~~to be modified to include the new district~~.

(e~~d~~) Upon the designation of the permit parking district by the city council, the city manager shall cause permit parking district signs to be posted on each block face, or portion thereof, which city council specifies for immediate posting. ~~Such signs shall provide the following information in a format chosen by the director of transportation and environmental services:~~

~~Three (or Two) Hour Parking~~

~~8 a.m. to 5 p.m. (or to 9 p.m., 11 p.m. or 2:00 a.m. of the following day) Monday through Friday (or through Saturday)~~

~~11 a.m. to 11 p.m. (or to 2:00 a.m. of the following day) Sunday (if applicable)~~

~~Except Holders of District _____ Permits (or comparable language)~~

~~In addition to this language, there~~

There shall be affixed to each sign following the word "District" the number assigned to the permit parking district in which the sign is located.

(f) The director of transportation and environmental services may designate blocks which abut two residential permit parking districts with parking restrictions as areas where holders of either abutting district permits are exempt from the parking restrictions.

~~(e) No citation for a violation of section 5-8-72 of this article shall be issued in any permit parking district until the signs required by subsection (d) of this section shall have been posted in the district. No citation for a violation of section 5-8-72 shall be valid if the owner of the vehicle receiving the citation within 15 days of the date of adoption of the resolution designating the permit parking district in which the motor vehicle was parked when cited, obtains a permit authorizing the parking of the vehicle in the district. No citation for a violation of section 5-8-72 shall be valid if, less than 31 days before the date of the citation, the owner of the cited vehicle first become a resident of the permit parking district in which the vehicle was parked when cited and, within 30 days of becoming a resident of the district, the owner obtained a permit authorizing the parking of the cited vehicle within the district.~~

Sec. 5-8-74 - Changes in permit parking district boundaries.

(a) Occupants of residential properties abutting a block which is adjacent to a permit parking district, who wish to have their block included in the district, shall submit to the city manager a petition signed by occupants of more than 50 percent of the residential properties abutting the block, so long as at least 75 percent of the parcels abutting the block, or the designated portion, are used for residential purposes and the block meets the requirements for a permit parking district in section 5-8-73. The city manager shall submit the petition to the traffic and parking board for its review and recommendation. Following review by the board, the director of transportation and environmental services may grant the petition and expand the boundaries of the district to include the block identified in the petition, or a designated portion thereof.

(b) The director may recommend changes to update the permit parking district map if not removing any residential properties to

(1) adjust boundaries of existing permit parking district boundaries to clarify boundary lines' effect on a parcel;

(2) resolve administrative irregularities; or

(3) remove non-residential properties with no residential uses from existing permit parking district boundaries.

The director shall forward the recommendation to the traffic and parking board for its review and recommendation. Following review by the board, the director of transportation and environmental services shall adjust the boundary of the district as identified in the board's recommendation and update the permit parking district map.

Sec. 5-8-75 – Posting of new or amended permit parking district signs.

(a) Occupants of residential properties abutting a block within a permit parking district who wish to have permit parking district signs posted or amend parking district signs that are currently posted on their block, or a portion thereof, shall submit to the city manager a petition signed by occupants of more than 50 percent of the residential properties abutting the block, or the portion thereof identified in the petition. The petition shall specify the combination of hours and days, described in section 5-8-72(b)(1), during which the residents seek to have permit parking restrictions in effect on their block.

(b) In the event that a portion of the block is abutted by a property owned by a homeowners' association or condominium association, a letter of endorsement by the association's board of directors or other governing body is valid as a signature for the property.

(c) For the purposes of this section, the owner or managing agent of a residential property that is an apartment building may sign a petition in lieu of the occupants of the apartment building.

(d) The city manager shall forward the petition to the traffic and parking board for its review and recommendation. Following receipt of the board's recommendation, the director of transportation and environmental services shall grant the petition if he or she finds that at least 75 percent of the parcels of real estate on the block, or the portion thereof identified in the petition, are used for residential purposes; provided, that, in the event the director decides not to adopt the recommendation of the board or he or she decides to deny the petition, in whole or in part, he or she shall notify the board pursuant to section 5-8-5.

Sec. 5-8-76 - Removal of existing permit parking district signs.

(a) Occupants of residential properties abutting a block within a permit parking district who wish to have permit parking district signs removed from their block, or a portion thereof, shall submit to the city manager a petition signed by occupants of more than 50 percent of the residential properties abutting the block or the portion thereof identified in the petition. The city manager shall forward the petition to the traffic and parking board for its review and recommendation. Following receipt of the board's recommendation, the director of transportation and environmental services shall grant the petition unless he or she finds that removal of the signs would have a significant adverse effect upon residents abutting nearby blocks within the district; provided, that, in the event the director decides not to adopt the recommendation of the board or he or she decides to deny the petition, he or she shall notify the board pursuant to section 5-8-5.

(b) For the purposes of this section, the owner of a residential property that is an apartment building may sign a petition in lieu of the occupants of the apartment building.

(c) In the event that a portion of the block is abutted by a property owned by a homeowner's association or condominium association, a letter of endorsement by the association's board of directors or other governing body is valid as a signature for the property.

Sec. 5-8-77 4 - Parking permits; issuance.

(a) ~~Except as provided in subsection (6), the~~ The city manager shall, upon payment of the fee provided for by this article, issue permits: ~~to natural, but not corporate, persons who reside in a dwelling located within the boundaries of a permit parking district authorizing the parking of motor vehicles in such district for more than the consecutive hour limitation in effect in the district, as follows~~:

(1) to persons who reside in a permit parking district or to persons who both reside in a residential property ~~dwelling~~ located on a block adjacent to an existing permit parking district where parking on said block is controlled by time limits set by official signs or metered parking and lack adequate alternative nearby parking facilities available to them, as determined by the city manager or the manager's designee. The following shall apply:

(i) one permit for each vehicle belonging to such persons for which the persons have paid all personal property taxes imposed thereon by the city ~~and which displays a valid license windshield tag issued pursuant to the provisions of section 3-2-321 et seq. of this code. Such permits shall be valid from July 1 or, if later, the date of issuance through November 15 of the following year~~. Applicants for permits issued pursuant to this subsection shall provide proof of residence and, for each vehicle for which a permit is sought, a motor vehicle registration card issued by the division of motor vehicles and proof of payment of all personal property taxes and license taxes imposed thereon by the city.

For permits issued to a person or renewed pursuant to paragraph (i) of this subsection, there shall be imposed a fee of $40 for the first vehicle, $50 for the second vehicle, and $150 for each additional vehicle. A replacement permit for use on another vehicle registered in such person's name may be obtained upon application on forms furnished by the city manager and presentation of the registration card for the vehicle for which the replacement permit is sought and pieces of the previously issued permit as proof that it was removed from the vehicle for which the fee was previously paid, accompanied by a fee of $1; and

(ii) one permit per residential property ~~residence~~ for a health care provider providing health care services at the residential property ~~residence~~. Permits issued under this paragraph (b) are not vehicle specific and may be transferred to different vehicles, but the use of such permits other than by persons providing health care services at the residential property ~~residence~~ or other than during such times as they are providing health care services at the residential property ~~residence~~ (or are in the immediate process of coming or going from the residential property ~~residence~~ in connection with providing health care services at the residential property ~~residence~~) is prohibited. Such permits shall be valid for up to one year and will expire on October 5, annually. Applicants for permits issued pursuant to this paragraph (b) shall provide proof of residence, a notarized certification that a permanent occupant of the residential property ~~resident~~ is receiving health care services at the residential property ~~residence~~, and a written statement from a licensed medical professional that a permanent occupant of the residential property ~~resident~~ is receiving health care services at the residential property ~~residence~~. For permits issued to a person or renewed pursuant to paragraph (ii) of this subsection, there shall be imposed a fee of $50 per permit.

~~(iii) For permits issued to a person or renewed pursuant to paragraph (ia) of this subsection, there shall be imposed a fee of $40 for the first vehicle, $50 for the second vehicle, and $150 for each additional vehicle.~~

~~(iv) Any person who has been issued a permit for a vehicle pursuant to paragraph (ia) of this subsection may obtain a replacement permit for use on another vehicle registered in such person's name, upon application on forms furnished by the city manager and presentation of the registration card for the vehicle for which the replacement permit is sought and pieces of the previously issued permit as proof that it was removed from the vehicle for which the fee was previously paid, accompanied by a fee of $1.~~

~~(v) For permits issued to a person or renewed pursuant to paragraph (b) of this subsection, there shall be imposed a fee of $50 per permit.~~

(2) to persons who are visitors at a residential property ~~residence~~ within a permit parking district on the application of the resident, one permit for any vehicle used by such person during the visit, which

permit shall be valid for a maximum of 30 days but shall not be renewed; provided, that permits may be issued to no more than two visitors to the same residential property ~~residence~~ at the same time. A $5 fee shall be charged for any permit issued pursuant to this subsection for a period of more than seven days.

(3) to persons who are guests at a residential property ~~residence~~ in a permit parking district on the application of the resident, one permit for any vehicle used by such person while a guest at the residential property ~~residence~~, which permit shall be valid for a date certain or portion thereof., ~~provided that the number of permits issued under this subsection shall not at any time exceed 50 percent of the number of parking spaces in which they are valid; provided further, that no permit shall be issued under this subsection except upon a showing by the resident making application therefor that during the hours for which the permit is to be issued this residence will be used and occupied in a manner which is both lawful and not inconsistent with the residential character of the permit parking district in which it is located, and unless it shall be found that the issuance of the permit or permits will not unduly impair traffic safety during the time of their validity; provided further, that, notwithstanding any provision of this subsection to the contrary, up to 10~~ ~~s~~Self-validating guest permits or online, date-specific guest permits shall be issued ~~in any calendar month~~ for the guests of any residential property ~~residence~~ located in a permit parking district upon the application of a person residing in the residential property ~~residence~~. ~~Any permit issued pursuant to this subsection may be limited to certain streets or portions thereof in the permit parking district for which the permit is issued.~~

(4) to persons doing business with an occupant of the residential property ~~resident~~ or a nonresident property owner of a property located within a permit parking district on the application of the occupant of the residential property ~~resident~~ or nonresident property owner, one permit for the vehicle used while doing business in the permit parking district; provided, that such permits may be issued to no more than three persons doing business at the same residential property ~~residence~~ at the same time. No permit shall be issued pursuant to this subsection for a period longer than the time estimated by the occupant of the residential property ~~resident~~ or nonresident property owner to be required for completing the business transaction for which the permit is sought, and in no event shall any permit be valid for more than 30 days.

(b) ~~(5)~~ Whenever a holder of a permit issued under this section is no longer qualified to possess the permit, the permit shall be invalid and shall be returned to the director of finance.

(c) ~~(6)~~ 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).

~~Sec. 5-8-75 - Changes in permit parking district boundaries.~~

~~Residents abutting a block face within a city block which is adjacent to a permit parking district, who wish to have their block face included in the district, shall submit to the city manager a petition signed by at least 50 percent of the block face residents. The manager shall submit the petition to the traffic and parking board for its review and recommendation. Following review by the board, city council may grant the petition and expand the boundaries of the district to include the block face identified in the petition, or a designated portion thereof, so long as at least 75 percent of the parcels of real estate abutting the block face, or the designated portion, are used or residential purposes and the block face meets the requirements for a permit parking district in section 5-8-73. (Code 1963, Sec. 22-121.17; Ord. No. 3215, 5/26/87, Sec. 6; Ord. No. 3372, 4/25/89, Sec. 5)~~

~~Sec. 5-8-76 - Establishment of trial permit parking district.~~

~~Notwithstanding any other provision of this article, the city council may establish a permit parking district or districts on a trial basis, for a period not to exceed 90 days, during which period no other petitions for establishment of such district shall be acted on by the city council. Any permit parking district~~

~~established on a trial basis pursuant to this section shall, at the expiration of the trial period established by the city council for that district, continue to be a permit parking district as established by this article unless and until it shall be otherwise declared by the city council. The provisions of subsections (c) and (d) of section 5-8-73 shall apply to the establishment of a permit parking district under this section. (Ord. No. 3372, 4/25/89, Sec. 6)~~

~~Sec. 5-8-77 - Removal of existing, the posting of new, permit parking district signs.~~

~~(a) Residents abutting a block face within a permit parking district who wish to have permit parking district signs removed from their block face, or a portion thereof, shall submit to the city manager a petition signed by at least 50 percent of the residents of the block face or the portion thereof identified in the petition. The manager shall forward the petition to the traffic and parking board for its review and recommendation. Following receipt of the board's recommendation, the manager shall grant the petition unless she finds that removal of the signs would have a significant adverse effect upon residents abutting nearby block faces within the district; provided, that, in the event the manager decides not to adopt the recommendation of the board or she decides to deny the petition, she shall forward the petition, along with the board's recommendation and the reasons for her decision, to council which shall make the final decision on the petition.~~

~~(b) Residents abutting a block face within a permit parking district who wish to have permit parking district signs posted on their block face, or a portion thereof, shall submit to the city manager a petition signed by at least 50 percent of the residents of the block face, or the portion thereof identified in the petition. The petition shall specify the combination of hours and days, described in section 5-8-72(b)(1), during which the residents seek to have permit parking restrictions in effect on their block face. The manager shall forward the petition to the traffic and parking board for its review and recommendation. Following receipt of the board's recommendation, the manager shall grant the petition if she finds that at least 75 percent of the parcels of real estate on the block face, or the portion thereof identified in the petition, are used for residential purposes and that the block face, or the identified portion thereof, meets the requirements for a permit parking district in section 5-8-73; provided, that, in the event the manager decides not to adopt the recommendation of the board or she decides to deny the petition, in whole or in part, she shall forward the petition, along with the board's recommendation and the reasons for her decision, to city council which shall make the final decision on the petition. (Code 1963, Ch. 22; Ord. No. 2414, 11/27/79, Sec. 2; Ord. No. 3215, 5/26/87, Sec. 7; Ord. No. 3372, 4/25/89, Sec. 7)~~

Sec. 5-8-79 - Enforcement and administration of article.

(a) The police department of the city shall be responsible for the enforcement of this article.

(b) The director of finance shall be responsible for the administration of this article. This responsibility shall include the following duties:

(1) Upon determining that a permit issued pursuant to section 5-8-7~~4~~7 has been obtained through a misrepresentation made in violation of section 5-8-80(a), the director of finance shall notify the permit holder that the permit is invalid and must be returned to the director.

(2) Upon determining that a permit issued pursuant to section 5-8-7~~4~~7 is being misused, which includes, but is not limited to, display ~~(for example, by being displayed~~ on a vehicle other than the vehicle for which the permit was issued,~~)~~ or that the person holding the permit no longer meets the requirements for obtaining the permit, the director of finance shall notify the permit holder that the permit is invalid and must be returned to the director.

Sec. 5-8-80 - Permit violations and penalty.

(a) In addition to any other prohibition or restriction imposed by this article, the following acts are prohibited:

(1) It shall be unlawful for any person to make a false representation of any material fact when applying for or seeking to renew a permit under this article.

(2) It shall be unlawful for any person to display on a motor vehicle a permit issued pursuant to this article when the requirements for obtaining the permit are no longer satisfied or when the vehicle is not the vehicle for which the permit was issued.

(b) The penalty for a violation of subsection (a)(1) or (a)(2) shall be a fine of $250.

(c) Any permit held by a person who has violated subsection (a)(1) or (A)(2) shall, at the time of the violation, become and thereafter remain invalid.

Sec. 5-8-81 – *Reserved*.~~ Federal courthouse parking zone.~~

~~(a) The director of transportation and environmental services is authorized to establish a permit parking zone for jurors and witnesses attending the United States Courthouse located in the city.~~

~~(b) Such zone shall consist of not more than 50 parking spaces on Elizabeth Lane and Mill Road, the location of which shall be determined by the director.~~

~~(c) Parking permits for witnesses and jurors attending the United States Courthouse shall be issued by the Clerk of the United States District Court for the Eastern District of Virginia, and the Office of the United States Attorney, and the form thereof shall be approved by the director.~~

~~(d) Any limitations on the hours during which vehicles may park on streets within the parking zone established pursuant to subsection (a) shall not apply to vehicles parked in the zone and displaying in their windshield a permit issued under subsection (c). The director shall post signs regulating parking in such spaces, which provide that the limitations as to hours of parking shall not apply to vehicles displaying a permit.~~

~~(e) This section shall expire on January 22, 2003.~~ **Sec. 5-8-82 - Restricted overnight parking districts.**

(a) *Prohibited parking.* It shall be unlawful for any person to park a motor vehicle within any block face which is posted with one or more restricted overnight parking district signs contrary to any of the conditions set forth on the sign, unless the vehicle is registered with the city ~~City of Alexandria~~ pursuant to section 3-2-229 of this code, or the vehicle has been issued a guest or visitor permit pursuant to this section.

(b) *Parking restrictions.* Restricted overnight parking district signs shall prohibit parking by motor vehicles which are not registered with the city ~~City of Alexandria~~ pursuant to section 3-2-229 of this code, or the vehicle has been issued a guest or visitor permit pursuant to this section, during the posted overnight hours between 12 midnight and 6:00 a.m. the following morning. As used in this section, parking means the stopping or standing of a motor vehicle, whether occupied or not, otherwise than temporarily for the purpose of and while actually engaged in loading or unloading of the vehicle.

(c) *Establishment of district.* A restricted overnight parking district may be established in accordance with the following criteria and procedures:

(1) All property within the district must be zoned for residential use.

(2) No district shall include property which is included within a residential permit parking district established pursuant to this article F.

(3) The district must include a minimum of 200 on street parking spaces.

(4) A petition requesting the establishment of a restricted overnight parking district, describing the area proposed to be designated, and signed by an occupant of not less than 66 and two-thirds percent of the occupants of residential properties abutting each block face in the proposed district, shall be filed

with the city manager. For the purposes of this section, the owner or managing agent of a residential property that is an apartment building may sign a petition in lieu of the occupants of the apartment building. In the event that a portion of the block is abutted by a property owned by a homeowner's association or condominium association, a letter of endorsement by the association's board of directors or other governing body is valid as a signature for the property.

(5) Upon receipt of a petition which meets the minimum criteria, the city manager shall conduct one or more surveys of the on street parking spaces within the proposed district during the restricted parking hours, on an evening other than a Friday, Saturday or Sunday evening. If the surveys reasonably demonstrate to the satisfaction of the city manager that at least 25 percent of the vehicles parked within the proposed district are not registered with the city ~~City of Alexandria~~ pursuant to section 3-2-229 of this code, the city manager shall refer the petition to the traffic and parking board. If the surveys do not so demonstrate, the petition shall be deemed denied.

(6) The traffic and parking board shall conduct a public hearing and make a recommendation to the city manager ~~council~~ concerning the establishment of the district.

(7) Upon receipt of the recommendation of the traffic and parking board, the city manager ~~council~~ shall determine whether or not to establish the restricted overnight parking district. ~~Prior to making its decision, the city council may elect to hold a public hearing on the proposed designation.~~

(8) The board and city manager ~~council~~ shall consider the following factors: the availability of off street parking in the district, the degree of congestion or utilization of on street parking typical in the district during the restricted hours, such geographic features of the area as may impact access to, or availability of, parking during the restricted hours, the likely effect of establishment of the district on surrounding areas within the city, and such additional factors as the board or city manager ~~council~~ reasonably determine are relevant to its consideration of the matter.

(9) If the city manager ~~council~~ approves the establishment of the district, the director of transportation and environmental services shall forthwith post the signs described in subsection (b) within the district and record the district on the permit parking district map.

(d) The city manager shall provide for the convenient issuance of guest and visitor permits, as provided in section 5-8-77~~4~~, for use within a restricted overnight parking district.

(e) All relevant provisions of this code, including without limitation the provisions of this article F, which are not in conflict with the provisions of this section, shall apply to the establishment, procedures, penalties and enforcement of a restricted overnight parking district established pursuant to this section.

Sec. 5-8-83 - Restricted daytime parking district.

(a) *Prohibited parking.* It shall be unlawful for any person to park a motor vehicle within any block face which is posted with one or more restricted daytime parking district signs contrary to any of the conditions set forth on the sign, unless the vehicle is registered with the City of Alexandria pursuant to section 3-2-229 of this code, or the vehicle has been issued a guest or visitor permit pursuant to this section.

(b) *Parking restrictions.* Restricted daytime parking district signs shall prohibit parking by motor vehicles which are not registered with the City of Alexandria pursuant to section 3-2-229 of this code, or the vehicle has been issued a guest or visitor pass pursuant to this section, during the posted daytime hours between 8:00 a.m. and 5:00 p.m., Monday through Friday, excluding holidays. As used in this section, parking means the stopping or standing of a motor vehicle, whether occupied or not, otherwise than temporarily for the purpose of and while actually engaged in loading or unloading of the vehicle.

(c) *Establishment of district.* The restricted daytime parking district may be established for any block face or adjoining group of block faces within the boundaries set forth in the daytime parking district map approved by the city council upon passage of the ordinance creating and authorizing this code section. City council may amend the daytime parking district map by resolution. Residents within the district may request that restricted daytime parking district signs be posted on block faces within the district pursuant to the following criteria and procedures:

(1) A petition requesting the establishment of a placement of restricted daytime parking district signs, describing the area proposed to be designated, and signed by an occupant of not less than 50 percent of the residential properties abutting each block face in the proposed area, shall be filed with the city manager. For the purposes of this section, the owner or managing agent of a residential property that is an apartment building may sign a petition in lieu of the occupants of the apartment building. In the event that a portion of the block is abutted by a property owned by a homeowner's association or condominium association, a letter of endorsement by the association's board of directors or other governing body is valid as a signature for the property.

(2) Upon receipt of a petition which meets the minimum criteria, the director of transportation and environmental services shall forthwith post the signs described in subsection (b) within the proposed area and record the area on the daytime permit parking district map.

(d) Guest/visitor passes. The city manager shall provide for the issuance of one guest/visitor pass for each residential property ~~residence~~ with any approved area within the restricted daytime parking district at no cost. Such passes shall be transferable to subsequent occupants of the residential property ~~residence~~ without action by the city. If any issued guest/visitor pass is lost or stolen, the requesting occupant ~~resident~~ may obtain a replacement from the city at a cost of $100.

(e) All relevant provisions of this code, including without limitation the provisions of this article F, which are not in conflict with the provisions of this section, shall apply to the establishment, procedures, penalties and enforcement of a restricted daytime parking district established pursuant to this section

Sec. 5-8-84 - Pay by phone parking fee within a residential permit parking district.

(a) *Purpose.* On residential blocks adjacent to metered areas, which are often occupied by vehicles belonging to non-residents of the district, a pay by phone parking fee may be implemented that requires non-residents of the district to pay to park on the block during the posted times.

(b) *Parking restrictions.* Residential blocks with a pay by phone parking fee shall prohibit parking in designated areas by motor vehicles which do not display a valid parking permit for that district or have not submitted appropriate payment through either the pay by phone application referenced on the posted signage, a city parking meter, or other authorized payment method.

(1) The hourly parking fee shall be consistent with the cost of a meter as established in Section 5-8-93.

(2) The hours during which a parking fee is applicable shall be consistent with the existing posted hours of restriction. Changes to the posted hours shall be reviewed by the traffic and parking board pursuant to section 5-8-72(b).

(c) *Establishment.* A pay by phone parking fee may be added to certain designated residential permit parking district blocks in accordance with the following criteria and procedures:

(1) The area subject to parking fee must be on a block with existing metered spaces, adjacent to an existing metered block, or adjacent to a block where a residential pay by phone parking fee has also been approved. For the purposes of this subsection (1), an area that consists of multiple adjacent blocks may be considered simultaneously, so long as one block meets this locational requirement, and provided that all other requirements of this section are met for each individual block.

(2) The block must be located within the area bounded on the north by the north side of Princess Street, on the west by the east side of Washington Street, on the south by the south side of Wolfe Street and on the east by the Potomac River. ~~Special Parking District Area.~~

(3) The area subject to parking fee must already be posted with residential parking restrictions.

(4) The request to add a pay by phone parking fee must be initiated by the residents of the block through a petition signed by an occupant of more than 50 percent of the residential properties abutting the block and submitted to the city manager. For the purposes of this section, the owner or managing agent of a residential property that is an apartment building may sign a petition in lieu of the occupants of the apartment building. In the event that a portion of the block is abutted by a property owned by a

homeowner's association or condominium association, a letter of endorsement by the association's board of directors or other governing body is valid as a signature for the property.

(5) Upon receipt of a petition for a block meeting the criteria established above, the director of transportation and environmental services ~~city manager~~ shall direct staff to conduct a survey of the parking conditions on the block. The survey shall be taken during the hours of the existing residential parking restrictions. If staff observes that 75 percent or more of the available parking spaces on the block are occupied, the director ~~city manager~~ shall forward the request to the traffic and parking board for its review and recommendation at a public hearing.

(6) If less than 75 percent of the available spaces are occupied, additional surveys may be made at other times of the day. If the surveys do not so demonstrate, the petition shall be deemed denied and no further action will be taken.

(7) Following the board's recommendation, the director of transportation and environmental services ~~manager~~ shall decide the petition and cause his or her decision to be implemented; provided that in the event the director ~~manager~~ decides not to adopt the recommendation of the board or, whether or not in accord with the recommendation of the board, decides to deny the petition, he or she shall notify the board pursuant to section 5-8-5. ~~forward the petition, along with the board's recommendation and the reasons for his decision to city council which shall make the final decision on the petition.~~

(8) Parking restrictions may be removed from a block face in accordance with section 5-8-76 ~~77(a)~~.

Secs. 5-8-85 through 5-8-90 - reserved.