

Motorcoach Task Force

Comments from the General Public (non-Task Force) on Specific Study Locations received via Email

From: Howard Bergman

Received: 11.9.16

Dear Members of the Alexandria Motor Coach Task Force:

I live at 101 Quay Street in Old Town, and I am president of Founders Park Community Association.

Founders Park Community Association was founded in 1976 and is dedicated to preserving the beauty and tranquility of Founders Park and maintaining the quality of life in the surrounding communities. We represent approximately 80 households from the surrounding communities.

On behalf of the members of Founders Park Community Association, I am writing to express our opposition to the proposal to load and unload motorcoaches on North Union Street.

North Union Street is a major north-south thoroughfare through Old Town for pedestrians, cyclists and cars. The 100 and 200 blocks of North Union are particularly congested with residents and tourists walking to King Street, the Marina and the Torpedo Factory. North Union serves the cycling community as the connection between the north and south sections of the Mount Vernon Trail, attracting many cyclists. Cars are directed to parking garages on North Union, adding to the congestion. Loading and unloading motorcoaches on these narrow blocks will significantly increase congestion, reduce the attractiveness of the area, and will increase the likelihood of accidents.

Moreover, the west side of the 200 block of North Union is residential, and all of our communities are close to the site. Our communities will be directly affected by the additional congestion and increased likelihood of accidents. Loading and unloading buses will have a clear negative impact on the quality of life of the neighborhood. Neighbors already deal with motorcoaches illegally idling along North Union - the goal should be to discourage motorcoaches from stopping there, not to give them an incentive to do so.

There are other sites in Old Town where loading and unloading tourist buses would be more appropriate and where the impact on residents of Old Town would be minimized. We request that the Task Force focus on those sites and not consider North Union for loading and unloading motorcoaches.

Thank you for your consideration of this matter.

Best wishes,

Howard Bergman
President
Founders Park Community Association

From: Lance Clark

Received: 11.4.16

Dear Mr. Reed: Our Queen's Row Homeowner's association alerted residents of consideration being made by the city of Alexandria to allow for bus parking, loading and unloading in the 100 and 200 block of N. Union St.

I wanted to express my deep concerns about this issue and ask that you support the efforts to block adoption of these new parking regulations.

As a home owner directly across from the area to be effected by this change in regulations, I am one of the original residents of Queen's Row and have lived here at this location on Union since the Queen's Row townhouse complex was built in 1998. As such, I am in a unique location to have witnessed many of the concerns already expressed by the Founders Park Community Association while providing additional insights about the potential problems such action would cause.

I fully expected that city and elected officials would not give even the remotest of consideration to such a change if they had any degree of knowledge of the traffic, pedestrian and homeowner issues involved in the 100 and 200 numbered blocks of Union St. Apparently, this is not common knowledge, so I have enclosed three pictures that tell the story of just one moment of one day (Wednesday of this week) on Union St in front of Cameron Mews and Queens' Row.

We already have a significant and distressing safety and atheistic issue of truck and delivery vehicle illegally parking on Union, where auto and pedestrian traffic flow is cut down to one lane (see picture). On the occasion when I call the non-emergency number for the Alexandria police, it takes on average 20 - 40 minutes for a response....and only on one occasion in the 15 plus years I have lived here, has the parking officer written a ticket. Either the vehicle has moved on by the time a parking officer finally gets to the location, or will do so upon the parking officers request.

This can occur at any time on any day and week, particularly on weekends, and represents considerable safety concerns for tourists and business workers crossing the street in front of my house. I can testify to the fact on numerous occasions living and fronting Union two doors down from the city parking lot that I have witnessed people crossing the street to/from the parking garage or nearby alley way to the Potomac River (and whose sight lines have been blocked by both legal and illegal parking) have nearly been hit by moving traffic on Union. This is a very dangerous area for pedestrian traffic, and the consideration being given to change out smaller vehicle parking on the river side of Union to provide large motorbus loading and unloading is, in my opinion, totally unreasonable, irresponsible and adds considerable risk to the existing pedestrian traffic in the area considering the traffic flow and illegal parking already routinely occurring on Union 7 days a week. This change would only add even more pedestrian (as well as illegal parking) as buses queue up, need to wait nearby and/or wait for or drop off bus passengers. At this time, I won't speak to the other issues that I know other community groups and individual homeowners have regarding this matter. I fully support and have similar grave concerns about the atheistic and environmental issues already expressed. Living where I do, two

doors down from the city parking lot and on this particular location fronting Union St, we already have a distressing large number of the public on our side of Union that use our steps as a waiting area and disposal location for litter and can be loud and disruptive at all times of the night. A certain degree of this is acceptable and understood by virtue of the fact we chose to buy and live at this location in 1998 fully expecting to experience a certain degree of aggravation. However, I don't understand why city officials feel that homeowners, by virtue of the fact we live in a high density area of business and home ownership, will accept additional changes that have the potential to exacerbate the current parking and safety concerns 100-fold. I hope to find out more at the upcoming meeting on Nov 10th and express my opinion regarding these parking regulations.

Please support the community concerns that have been expressed to your office regarding these parking regulation changes.

Thank you.

PS. Please reply that you have been able to receive my email and attachments..so I am aware that this electronic transmission has been accepted by your office.

Regards,

Lance Clark

From: Maureen Doyle
Received: 10.29.16

Dear Mr. Reed,

Please add my name to those residents of Old Town who stand in opposition to Tour buses loading and unloading passengers on King Street south of Fairfax St. This area of King Street is already very crowded with residents and tourists perusing shops and restaurants. Not every corner has a traffic light and buses traveling this route would congest the area and not provide the ambience to which people come to enjoy this quaint part of town. The trolley best serves the need of those who can't walk 3 blocks.

Thank you for your consideration in this regard.

Sincerely,

Maureen Doyle

From: Queens Row Homeowners Association

Received: 10.29.16

Dear Mr. Reed:

The Queens Row Homeowners Association Board of Directors, which represents residential units on Union Street, Queen Street and Lee Street, strongly objects to the proposal to establish new motorcoach loading and unloading zones at the 100 and 200 blocks of North Union Street.

This is a residential area and this proposal would adversely impact the residents of Queens Row, particularly those with homes facing North Union Street.

Our property values would be negatively impacted. In the charge of the task force it is noted that it should “limit intrusive effects on Alexandria neighborhoods . . . “; this proposal certainly does not.

Some of Queens Row residents already have to put up with delivery trucks illegally parked on Lee Street and are well aware of the problems associated with bringing commercial trucks/buses into a residential neighborhood.

We risk having an accident nearly every morning when exiting our parking lot with a delivery truck parked at the bottom of our ramp on Lee Street.

We suspect the same issue would impact the parking garage between Queens Row and Cameron Mews with decreased visibility because of parked buses should this proposal go through.

The proposal would increase pollution, cause significant vibration from idling buses which could damage the structural integrity of our homes and the historic homes the buses would pass getting to the load/unload zone on Union.

Significant noise and litter would be added to these residential blocks. In addition, parking, which is heavily used by people coming to enjoy Founders Park, walk their dogs and walk the waterfront would be lost.

This is a key amenity for residents to enjoy our town.

These blocks are heavily used by pedestrians and bikes. Many people walk down Queen Street with their dogs and cross at Union to enjoy the park. In addition, tourists use the park, the waterfront and the Torpedo Factory extensively. Both residents and tourists would be negatively impacted. *Staff note—the above message was truncated. Staff responded to the email requesting a resubmission on 10.31.16, but did not receive a response.*

From: Susan Hathcock

Received: 10.28.16

Dear Mr. Reed,

I would like to take this opportunity to express my concerns because the loading and unloading at this address will affect my Home and livelihood. I own and live in the Torpedo Factory Condos. This will be a deferment to our lives especially since My husband is handicapped and exits the N. Union door to reach the restaurants and facilities on lower King Street.

I hope you will understand our situation as home owners.

Sincerely,

Susan M. Hathcock

From: Mike Doyle
Received: 10.28.16

I oppose the proposal to allow tour busses to load and unload passengers in the 100 block of Union. Thank you

Mike Doyle

From: Karl Svoboda
Received: 10.28.16

Good Day Patrick:

Yesterday we had a meeting of the FPCA; about 40 members and guests assembled. The topic of loading/unloading of the infamous buses at the Torpedo Factory was again disused. So I can only repeat what I wrote you couple of times before: “We are, without doubt, opposing the establishment of “loading/unloading zones” anywhere along the North Union Street. Such a zone would spoil the quality of this neighborhood – for us, the residents, and equally bad for the prized tourist.”

It may not happen.

Regards,
Karl Svoboda

From: James Novakoff
Received: 10.28.16

Dear Mr. Reed,

I am opposed to your proposal for motor coach parking/drop off on North Union Street.

1. The area is already congested -- especially the 100 block.
2. The area is close to residences. The tour buses primarily benefit commercial interests.
3. The area is close to Founders Park. You should be concerned about pollution and noise in that area.
4. There is a potential danger for bicyclists travelling down North Union.

There is no community support for motor coaches in this area. Not sure why it remained on your list of possible choices.

Consider drop off areas on the streets surrounding Town Hall. Buses already park there, it is more central to areas of commerce, there would be less residential disturbance, etc. It would seem the obvious choice.

In any event, North Union is not a good choice for the reasons listed above.

Thank you for consideration.

Jim Novakoff

From: Mikel Ann Braaten

Received: 10.28.16

From: Mikel Ann Braaten
Received: 10.31.16

Dear Mr. Reed,

I am reaching out to express my concern about the proposed new loading/unloading zones on the 100 block of Union Street. My husband and I own a town home in the Torpedo Factory Condominiums and we oppose this proposal based on the disruption it would bring to our peaceful community. Specifically the increase in traffic noise, foot traffic and the decrease in parking would be extremely problematic for our quality of life in our private home.

We would appreciate it if your staff can consider this point of view when discussing the new proposal.

Thank you and kind regards,
Mikel Ann Braaten

From: Laura Thevenot
Received: 10.25.16

Ad Hoc Motorcoach Task Force
City of Alexandria
Patrick.Reed@alexandriava.gov

RE: Bus Loading and Unloading and Parking Zones 100 and 200 Blocks of North Union Street

We have been notified of a potential proposal to establish bus loading and unloading zones in the 100 and 200 blocks of North Union Street. We strongly oppose this proposal. While we understand the need to accommodate tourists coming to see Alexandria, the first priority for the City should be the residents that have purchased property and pay taxes.

This proposal would damage the value of our home. Who would knowingly buy a house with buses being loaded and unloaded all day and into the evening in front of it? The additional pollution and soot caused by the idling buses would enter our home causing respiratory issues for all of us, but most specifically impact our daughter who has severe asthma. Vibration from the buses could cause structural damage to our homes, particularly the historic homes in the area. Noise and litter would significantly increase.

This is already a heavily congested area with cars, bikes and pedestrians. Loading and unloading buses would cause a significant safety issue for both pedestrians and bikes. Many residents extensively use the park and the waterfront, enjoying the peace reading books in the park, walking their dogs on the waterfront; that sense of peace and quiet would be destroyed by this proposal. Union Street is part of the Mt. Vernon Trail, which is a major bike path. On spring and fall weekends, many thousands use this trail per day. These bikers would be directly in the path of these buses arriving and departing potentially causing serious accidents. In addition, parked buses would cause visibility issues for people using the parking garage between Queens Row and Cameron Mews, potentially causing accidents. Our residents deserve to be put first in consideration of any proposal, not last. Tourists are important, but not as important as residents!

Tourists should be accommodated in commercial areas, like parking lots, not in residential sections of the City. They could certainly take the King Street Trolley if the area identified for bus loading and unloading is a distance from the waterfront. Now that Robinson Terminal North development has been put on hold, what about that location? The first block of Pendleton between the water and the bike path at least has a commercial building on one side and the entrance to the park on the other. Though a location away from parks and bikes would be preferable. This proposal should be trashed in favor of what is important to the residents of this City. Making tourists enjoy a few blocks walk won't impact the money that they bring to the city when visiting, but the city should not act to disadvantage its residents and damage their property values. Reduction in property values will cause a reduction in taxes paid to the City.

This proposal must be strongly opposed.

Sincerely,
Laura and Wayne Thevenot

From: Liz Reno

Received: 10.4.16

Mr. Reed:

I understand the city is considering allowing motor coach parking on N. Union Street. We are residents in the 400 block of N Union Street and are strongly apposed to this proposal. The residents of N Union Street already struggle with the current parking situation and the fact that the city does not enforce the 2 hour parking limit. Additionally, large coach will block our view of the park which we paid a premium for when we bought our home. The gas fumes from the coaches are also problematic; both for the residents and for the general population that now enjoys the park. No one wants to have a picnic with gas fumes coming from a line of coaches.

I'm not sure why we are moving the current coach parking since the project at Union and Oronoco is on permanent hold. Please reconsider this proposal and find a location more suitable for coach parking which would not be at one of our most frequented parks.

Thank you, Elizabeth Reno

From: Kathryn Papp
Received: 10.3.16

Dear Mr. Reed:

The long term and never resolved problem of motor coaches driving the streets of Old Town is the best argument for either significantly reducing or eliminating their presence now.

This should be the City's position until a viable, sustainable solution is agreed on by all stakeholders. Any long term, reliable, and voluntary action by the tour operators has proven ineffective.

If increased tourist traffic is the goal, it should not rely on too large, circulating, disruptive, and destructive vehicles to deliver it.

Sincerely,
Kathryn Papp

From: Karl Svoboda
Received: 10.3.2016

Good Day Mr. Reed:

Just received a notification about the cancellation of No. 4 meeting of the MCTF; no new date given.

I attended the No. 3 meeting; it was a quite interesting event however the subject of “loading/unloading zones on N. Union Street” was not on the agenda. I just quote from my previous email to you, dated Sep 29 2016: “The sight and operation of Motor Coaches grossly degrade the aesthetic appeal of this core section of Riverfront and Old Town. This very aesthetics is essential for the Waterfront development concepts of any description – it would destroy the image and you can scrap the dreams of “trophy” businesses.”

We are, without doubt, opposing the establishment of “loading/unloading zones” anywhere along the North Union Street. Such a zone would spoil the quality of this neighborhood – for us, the residents, and equally bad for the prized tourist.

It may not happen.

Regards,

Karl Svoboda

From: Rich Moran
Received: 10.3.2016

Good morning-

I am opposed to the establishment of any new motorcoach loading/unloading areas on the 100 and 200 blocks of North Union Street.

This area is not suitable, given the amount of autos, bicycles , runners and walkers already.

Regards,

From: Beth Gross
Received: 9.10.2016

Dear Sir:

I am opposed to the establishment of any new motorcoach loading/unloading areas on the 100 and 200 blocks of North Union Street.

Thank you.
Beth Gross

From: Joanne Platt
Received: 9.12.2016

Dear Patrick Reed,

It is my understanding that the Motor Coach Task Force has proposed the east side of the 100 and 200 blocks of North Union for loading/unloading zones for buses.

To offer you a bit of history, the city did not arbitrarily post the current "No Bus Loading, Unloading, Idling" signs on the west side of the 200 block of North Union. Those signs were a direct result of multiple requests by Cameron Mews residents, myself included. We needed those signs because tour bus traffic had increased, bringing with it increased noise and noxious fumes and forcing us to keep our windows closed during good weather.

The 100 and 200 blocks of North Union are a noise canyon. The acoustics are such that sound that may seem reasonable at street level increases as it rises. For example, several winters ago, a car on the east side of North Union had its windows up and its stereo playing. Standing next to the car, I could hear the music, but it didn't seem unduly loud. However, on the third floor of my home, the music pulsed and was brain-rattling.

The continuous erosion of street parking in my neighborhood notwithstanding, for the city to approve those proposed bus zones would be tantamount to a breach of faith with area residents.

Sincerely,

Joanne Platt

From: Wayne Leighton

Received: 9.9.2016

9 September 2016

Attn: Patrick Reed, Ad Hoc Motorcoach Task Force, City of Alexandria

As residents of Cameron Mews, my family and I oppose the proposal to allow for parking for commercial coaches along the 100 and 200 blocks of N. Union Street.

We moved to this neighborhood fully aware of its advantages (historical significance, excellent architecture, proximity to the river and DC, great shopping and dining) and its disadvantages (congestion, overflow traffic and noise caused by cars and pedestrians from King Street). The proposed change adds a notably greater and unanticipated burden on us and our neighbors.

In particular, large coaches will contribute to noise and air pollution, and they will add to what are already high (but until now, anticipated) levels of overflow traffic. Also, the parking made available for these coaches will crowd out parking for regular automobiles – the vehicles that park on the street, the vehicles that bring visitors to residents, and those of other visitors who live outside of walking distance and who are most likely to appreciate and perhaps to join us in investing in Alexandria.

We understand that there may be a desire to provide parking for commercial coaches at some location in Alexandria in order, for example, to facilitate tourism. We suggest that the proposed location at N. Union Street is particularly ill-suited to meet this need. Given the narrow width of the street at this point, large vehicles would make it even harder to travel, while the proximity to King Street means that this source of overflow traffic will combine with the newly created congestion on N. Union Street.

In addition, a policy that allows commercial coaches to park in the proposed location may cause our home, and those of our neighbors, to lose value. We take this possibility very seriously, and our friends and visitors and others who are considering investing here would find this alarming as well.

We respectfully request that you remove the 100 and 200 blocks of N. Union Street from the list of options for commercial coach parking.

Wayne A. Leighton

From: Karl Svoboda

Received: 8.29.2016

Good Day Mr. Reed: I'm speaking for my wife Lydia Svoboda, and myself.

We are joining the opposition to establishing motor coach loading/unloading zones at the 100 and 200 blocks of North Union Street. Coaches, busses and similar vehicles shall be actually banned from Union Street anywhere from the area RTS to RTN all together. Using the language from your Minutes of Meeting # 3; second paragraph; 3rd Indent – applied to Motor Coaches itself: The sight and operation of Motor Coaches grossly degrade the aesthetic appeal of this core section of Riverfront and Old Town. This very aesthetics is essential for the Waterfront development concepts of any description – it would destroy the image and you can scrap the dreams of “trophy” businesses.

Motor Coaches belong to a place at least 3,000 ft. away from the bottom of the King Street. Try harder and you will find lots of suitable space.

Big question: What purpose do the motor coaches serve at Union Streets anyway? Shall we say “convenience”, or perhaps “laziness?” I love tourists – I play similar role by my self again and again in many beautiful places, but we all surely can walk across Old Town and enjoy OUR (still) ATTRACTIVE OLD TOWN together. 3,000 ft. is a nice walk; besides we all need it. And, I know how it is pushing a wheel chair one mile.

Lastly: CoA should seriously follow the examples and fantastic experiences with Cities and Towns, small and big, in many countries where they closed core sections to motor traffic – period. Except for special access - we shall do the same. One of the first cities which CLOSED city center to vehicular traffic was Siena, Italy - by order of Siena Town Council (in 1955?) there was all of a sudden “Zona a Traffico Limitato.” Beautiful!

How many cities followed? In the 1,000s.

Regards,

Karel Svoboda
Lydia Svoboda

From: Ed Bolton on Behalf of Cameron Mews
Received: 8.29.2016

28 August 2016

Attn: Patrick Reed, Ad Hoc Motorcoach Task Force, City of Alexandria

Proposals for Coach Zones - 100 and 200 N. Union Street

The residents of Cameron Mews strongly oppose the proposals the task force is contemplating that would remove existing parking spaces for automobiles on the 100 and 200 blocks of N. Union Street and create an alternate use of those spaces for commercial coaches.

We endorse the concerns raised by nearby communities: Union Street is an inappropriate location for the purposes intended and it would create a significant nuisance to the residents. If the City follows through with this action, our enjoyment of our community and quality of life will deteriorate and our property may well lose value.

N. Union Street currently has significant overflow activity from King Street and restaurants and foot traffic in the waterfront.

N. Union Street at the 100-200 block area is narrower than streets beyond it and bracketed by buildings on either side, half of which contain residences. Large stationary coaches running their engines would increase road congestion, create safety issues, pollute the air and add to the already excessive and growing noise level.

Reduced availability of parking spaces and the perception of encroachment is a red flag to residents. The topic is invariably raised at town hall meetings as a matter of sensitivity.

Local residents lose from this proposal; the benefit goes elsewhere. A focus on short-term expedient solutions is near sighted and comes at a cost of long-term loss of goodwill in the community towards the City.

Local residents can be goodwill ambassadors for the standing of Alexandria as a desirable place to live and work, or vice versa.

Members of the Task Force themselves have indicated they oppose any loading or unloading locations in proximity to residential areas, specifically along Union Street and that it should be a 'Takeaway' from the recent loading study that Union Street already has intensive use due to truck deliveries, pedestrian use and high demand by residents for local parking. We support their understanding of the negative consequences.

The Board of Directors of Cameron Mews Ltd urges you to remove N Union Street as an option under consideration for this plan.

Ed Bolton, President

On behalf of the Board of Directors of Cameron Mews Ltd and the Residents of Cameron Mews

From: Robert Boyd

Received: 8.29.2016

Dear Mr. Reed,

I understand that the Motorcoach Ad Hoc Task Force is contemplating a proposal that would establish a coach loading and unloading zone on the 100 and 200 blocks of North Union Street. I am writing to convey my strong objections to such a possibility and the reasons for them.

- This is a residential area; noise from coaches would adversely affect residents of Cameron Mews, where we live;
- This would potentially be reflected in property values;
- Union Street is narrow at that point with tall buildings on either side: noise would be amplified and focused;
- Residents are already affected adversely by the sound of trucks making very early deliveries to the restaurant/offices at the foot of Thompsons' Alley. It would be unfair to impose noise both early in the morning and late at night;
- Union Street is already very congested in this area;
- Coach drivers would be unlikely to switch off their engines even if required to, to keep air-conditioning running;
- There would be no compensating benefit to residents for the noise imposed on them; the change would have the effect of a taking.

I should be grateful if you would convey my objections and their reasons to members of the Task Force.

Sincerely,

Robert Boyd, Homeowner

From: Margaret Rhoades

Received: 8.29.16

I vote against the proposed unloading area in the 100-200 block of Union. There is a congestion issue there now. As buses line up when several arrive, the side streets as well as North Union going back as far as King St. Will likely be blocked.

Margaret Rhoads

From: John Stinson
Received: 8.29.2016

As residents of Old Town Alexandria and living adjacent to one of the proposed locations for drop off, we are close enough to be directly affected by the proposal. We live across from the park in the 100-200 Blocks of N. Union Street. We are strongly opposed to that as a drop off option.

We agree with Founders Park Association and their comments to the City's Motor coach Taskforce. We encourage the task force to refrain from and heed their concerns in allowing such area to be designated. Furthermore allowing the unloading and loading of buses in an area east of Washington street and King street to the river and including for six blocks to the north and six blocks to the south of King Street will produce significant additional unwanted congestion.

The Taskforce should not approve unloading and/or loading in the already over congested area. The process of reviewing possible locations for loading and unloading motor coaches should result in the denial of any activity by By motor coach in those areas. It's simply too congested.

John and Beverley Stinson

From: Alex Falcon
Received: 7.8.2016

Hello Mr. Reed:

Unfortunately I will be out of town so can not make Monday's meeting. I wanted to give you my input based on years of walking my dog along Jamieson. In the last six years I requested a few times that the city cut the grass/weeds on Jamieson since they were overgrown. Not only is the growth an eyesore, it also creates good cover for mosquitoes and rodents. My concern is that the problem could get worse with buses hiding the growth from view of city officials. In addition, I've seen the mess non-residents leave after departing their parking spaces; now you will have them in the area by the hundreds compounding the situation. They'll throw stuff in the weeds that aren't being cut. Furthermore, I personally worked on a project to post limited parking in our neighborhood due to the mess that was being created. I took about forty photos to City Hall to prove my case, and it worked. I provide this info for what it's worth. Thanks.

Alex Falcon
Resident of The Duke

From: Alex Falcon
Received: 7.8.2016

I forgot a very important point - safety. There are a lot of young women walking on Jamieson; that would present a safety concern since the buses would provide cover for any wrong-doing.

From: Ruth Arnold
Received: 8.19.16

Dear Mr Reed

By way of introduction, I am Association Board President of “The Duke” Condominium, which is located on S West Street in Old Town.

Recently, our Board learned that consideration is being given by the City of Alexandria, to allow for parking of tour buses in the Carlyle Area and on Jamieson Street; we have serious concerns about this plan, and trust it will be seen straight away to be a 'non-starter'.

First, Jamieson Street is very narrow, and already the intersection at S West Street creates traffic difficulties (it is a very sharp right turn from S West St onto Jamieson), plus it has become an especially congested point (especially during rush hours).

Second, there is more than one day-care center in the area, and children regularly are ‘exercised’ up and down Jamieson, meaning they have to cross it at S West Street in order to gain access to and return from this street; not at all an easy task for the chaperones responsible for all the children,. The presence of tour buses, plus the foot traffic of people disembarking and re-boarding them during the day would, in my mind, make for even more difficulty, not to mention have serious safety implications.

Third, but not least, Jamieson Street borders both a National Cemetery and cemeteries belonging to Christ Church Alexandria and other local churches; is it really suitable to have tour buses parked alongside what should be a serene, sacred spot?

This evening, I understand there is to be (possibly has been?!) the first Meeting of a Task Force to investigate tour bus parking opportunities, and I very much hope the sensible decision was reached to drop the idea of Jamieson St (and the whole Carlyle area)! If, indeed, there is to be further discussion/meetings, I should be most grateful if you would kindly keep me in the loop, and advise if there may be an opportunity for our Condominium Board to voice our concerns personally at an upcoming Meeting.

Many thanks.

Yours sincerely

Ruth Arnold
“The Duke” Condominium