

EXHIBIT NO. 1

3.1  
5-14-11

~~19  
5-10-11~~

City of Alexandria, Virginia

MEMORANDUM

**DATE:** MAY 5, 2011

**TO:** THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

**FROM:** JAMES K. HARTMANN, CITY MANAGER

**SUBJECT:** ORDINANCE TO ESTABLISH A DAYTIME PARKING DISTRICT FOR RESIDENTS IN THE BRAC-133 IMPACTED AREA

**ISSUE:** Consideration of an ordinance (Attachment 1) to establish a Daytime Parking District for residents in the Base Realignment and Closure 133 (BRAC-133) impacted area.

**RECOMMENDATION:** That City Council introduce the ordinance, pass it on first reading and schedule it for public hearing, second reading, and final passage on Saturday, May 14.

**DISCUSSION:** The BRAC-133 move to the Mark Center site in the West End of Alexandria is expected to generate commuter parking pressures in the residential neighborhoods surrounding the BRAC-133 site. Staff has been working with the community to establish a Neighborhood Parking Program that would allow proactive installation of parking restrictions to discourage commuter parking in the BRAC-133 impacted neighborhoods. The BRAC-133 move to the Mark Center will draw 6,400 additional employees to the Mark Center site with the provision of 3,700 onsite parking spaces.

The occupancy of the BRAC-133 site and the limited parking availability located within the site aimed at forcing use of non-single occupancy alternatives such as transit will have the effect of encouraging BRAC-133 commuters to seek overflow parking in the surrounding residential neighborhoods. Availability of unrestricted overflow parking encourages commuters to use single occupancy vehicles, which puts additional volume on local roadways, affects air quality, and increases the difficulty for residents to find parking near their homes. Available parking for BRAC-133 commuters also works counter to the Department of Defense's established goal of achieving a rate of 40% of the workers using non-single occupancy vehicles as their primary mode to commute to the site.

To best protect surrounding neighborhoods, staff recommends the establishment of a Daytime Parking District in the BRAC-133 impacted area as shown on the attached map (Attachment 2). Similar to the existing Overnight Parking District as described in Section 5-8-82 of the City Code (Attachment 3), the Daytime Parking District would require that all vehicles parked in the public right-of-way display a valid City decal (received by the vehicle owner with his/her

personal property tax bill), which is evidence of the vehicle's registration in the City. There would be no City issued Daytime Parking District decal or any Daytime Parking District permit fee. Vehicles without a valid City decal would be required to display a non-resident parking permit. Residents in the Daytime Parking District would be entitled to the same types of non-resident parking permits offered to residents within the existing Residential Permit Parking (RPP) Districts as described in Section 5-8-74 of the City Code (Attachment 4), which include at present: visitor, guest, business, and health care provider permits. City staff is currently finishing a new online visitors parking permit request system which is expected to be available to the public this coming June. These permits would be issued in the same manner as those issued through the RPP program and would carry the same time limits and restrictions. Staff also recommends the issuance of a single transferable visitor pass to be issued to each residence that can be used for visitor parking. This would allow unexpected visitors to a residence to park on the street during the restricted parking hours. Staff recommends a \$100 replacement fee for a lost or stolen transferable visitor pass. Vehicles in violation of the restrictions would be issued a \$40 parking ticket. This would be the first Daytime Parking District in the City.

The parking restrictions, where activated, would be in effect Monday through Friday between 8:00 am and 5:00 pm. Once the Daytime Parking District is established, residents may activate the parking restrictions by block face through submission of a petition to the Department of Transportation and Environmental Services (T&ES) showing majority support for the parking restrictions by the residents on that block face. Once the petition has been validated by T&ES staff, signs indicating the parking restrictions will be installed and the restrictions will be activated. If residents near, but not in the District, wish to be added to the District, the proposed ordinance will allow Council to expand the District via Resolution.

Establishment of the Daytime Parking District would allow residents to activate parking restrictions before or after occurrence of a commuter parking problem. Residents would not be required to activate the parking restrictions at any time. Parking in the BRAC-133 impacted residential area will be monitored and if it is found that the activated Daytime Parking District parking restrictions do not adequately address commuter parking problems, the RPP program can then be pursued by the residents as described in Section 5-8-73 of the City Code (Attachment 5), which requires majority support of each block face by petition, proof of minimum percentages of commuter parking, and purchase of parking permits for residents' vehicles.

The Traffic & Parking Board considered the establishment of a Daytime Parking District to protect the BRAC-133 impacted residential area at the March 28, 2011 meeting and public hearing. Four residents of the West End spoke at the public hearing. One of the residents spoke in favor of the Daytime Parking District, and the other three residents spoke in favor of implementation of a stricter Residential Permit Parking Program. The Board unanimously approved the establishment of the Daytime Parking District for protection of the BRAC-133 impacted residential area.

**FISCAL IMPACT:** Establishment of a Daytime Parking District will increase the need for signage and enforcement for parking restrictions. The number of signs and amount of parking enforcement is greatly dependent on the number of blocks within the Daytime Parking District that support activation of the parking restrictions. Signs cost approximately \$300 each to

produce and install. If all blocks within the Daytime Parking District approve activation of the restrictions, the cost of sign implementation would be \$216,000. Staff anticipates that about 25% of the blocks eligible will activate the Daytime Parking District restrictions, thereby setting the likely cost of implementation at \$54,000 which will be funded by the T&ES operating budget. Enforcement would be covered by Parking Enforcement Officers hired for the BRAC-133 GRIP detail who would work the Daytime Parking District on an off-peak basis. Some of these costs would be offset by fines collected for Daytime Parking District violations, as well as some additional personal property taxes for Daytime Parking District residents who are not yet registered with the City.

**ATTACHMENTS:**

Attachment 1: Ordinance establishing a Daytime Parking District in the BRAC-133 impacted area

Attachment 2: Map of proposed Daytime Parking District

Attachment 3: City Code Section 5-8-82 Restricted overnight parking districts.

Attachment 4: City Code Section 5-8-74 Parking permits; issuance.

Attachment 5: City Code Section 5-8-73 Designation of permit parking districts; notice of designation

**STAFF:**

Mark Jinks, Deputy City Manager,

Blaine Corle, Deputy Chief of Police,

Richard J. Baier, P.E., LEED, AP- Director, T&ES

Abi Lerner, Deputy Director, T&ES

Sandra Marks, Division Chief, Transportation Planning, T&ES

Bob Garbacz, P.E., Division Chief, Transportation, T&ES

Andrea Wilkinson, Principal Parking Planner, T&ES

1 Introduction and first reading: 05/10/2011  
2 Public hearing: 05/10/2011  
3 Second reading and enactment: 05/14/2011  
4

5 INFORMATION ON PROPOSED ORDINANCE  
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7 Title  
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9 AN ORDINANCE to amend Article F (PERMIT PARKING DISTRICTS), of Chapter 8  
10 (PARKING AND TRAFFICE REGULATIONS), of Title 5 (TRANSPORTATION AND  
11 ENVIRONMENTAL SERVICES), of the Code of the City of Alexandria, Virginia, 1981, as  
12 amended, by adding thereto a new Section 5-8-83.  
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15 Summary  
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17 The ordinance creates a daytime permit parking district in the BRAC-133 impacted  
18 residential area.  
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20 Sponsor  
21  
22

23 Staff

24 Mark Jinks, Deputy City Manager  
25 Rich Baier, Director, T&ES  
26 Abi Lerner, Deputy Director, T&ES  
27 Christopher P. Spera, Deputy City Attorney  
28

29 Authority  
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31 Alexandria City Charter Section 2.03 (a) and (h), Section 2.04(d)  
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33 Estimated Costs of Implementation  
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35 Cost of signage as set forth in docket memo.  
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37 Attachments in Addition to Proposed Ordinance and its Attachments (if any)  
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39 None.

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE to amend Article F (PERMIT PARKING DISTRICTS), of Chapter 8 (PARKING AND TRAFFICE REGULATIONS), of Title 5 (TRANSPORTATION AND ENVIRONMENTAL SERVICES), of the Code of the City of Alexandria, Virginia, 1981, as amended, by adding thereto a new Section 5-8-83.

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That Article F of Chapter 8 of Title 5 of the Code of the City of Alexandria, Virginia, 1981, as amended, be, and the same is hereby amended by adding thereto new Section 5-8-83, to read as follows:

The following is all new language

Section 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 displays a valid City of Alexandria license plate, windshield tag or decal issued pursuant to section 3-2-321, et seq., of this code, or a guest or visitor permit issued pursuant to this section.
- (b) *Parking restrictions.* Restricted daytime parking district signs shall prohibit parking by motor vehicles which do not display a valid City of Alexandria license plate, windshield tag or decal issued pursuant to section 3-2-321, et seq., of this code, or a guest or visitor pass issued 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

1 by not less than 50 percent of the residents abutting each block face in the  
2 proposed area, shall be filed with the city manager.  
3

4 (2) Upon receipt of a petition which meets the minimum criteria, the city manager  
5 shall conduct one or more surveys of the on street parking spaces within the  
6 proposed area during the proposed restricted parking hours. If the surveys  
7 reasonably demonstrate to the satisfaction of the city manager that at least 25  
8 percent of the vehicles parked within the proposed district did not display a valid  
9 City of Alexandria license plate, windshield tag or decal issued pursuant to  
10 section 3-2-321, et seq., of this code, the director of transportation and  
11 environmental services shall forthwith post the signs described in subsection (b)  
12 within the proposed area, and record the area on the Daytime Permit Parking  
13 District Map.  
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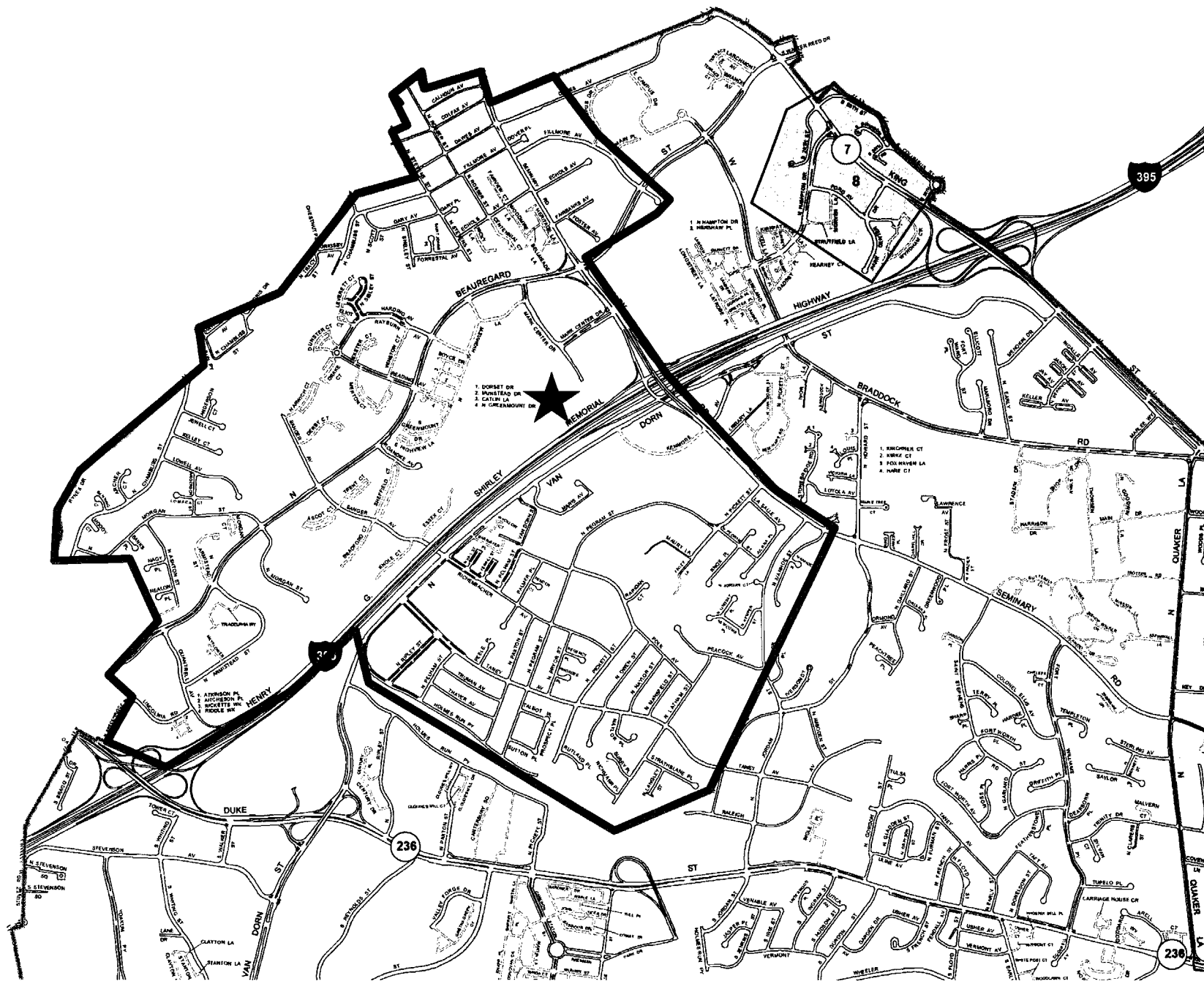
15 (d) *Guest/visitor passes.* The city manager shall provide for the issuance of one  
16 guest/visitor pass for each residence with any approved area within the restricted  
17 daytime parking district at no cost. Such passes shall be transferable to subsequent  
18 occupants of the residence without action by the City. If any issued guest/visitor pass  
19 is lost or stolen, the requesting resident may obtain a replacement from the City at a  
20 cost of \$100.  
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22 (e) All relevant provisions of this code, including without limitation the provisions of this  
23 article F, which are not in conflict with the provisions of this section, shall apply to  
24 the establishment, procedures, penalties and enforcement of a restricted daytime  
25 parking district established pursuant to this section.  
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28 Section 2. That this ordinance shall become effective upon the date and time of its  
29 passage.  
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31 WILLIAM D. EUILLE  
32 Mayor  
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34 Introduction: 05/10/2011  
35 First Reading: 05/10/2011  
36 Publication: 05/10/2011  
37 Public Hearing: 05/14/2011  
38 Second Reading: 05/14/2011  
39 Final Passage:  
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**RECOMMENDED DAYTIME PARKING DISTRICT FOR BRAC IMPACTED NEIGHBORHOODS**

**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 displays a valid City of Alexandria license plate, windshield tag or decal issued pursuant to section 3-2-321, et seq., of this code, or a guest or visitor permit issued pursuant to this section.

(b) *Parking restrictions.* Restricted overnight parking district signs shall prohibit parking by motor vehicles which do not display a valid City of Alexandria license plate, windshield tag or decal issued pursuant to section 3-2-321, et seq., of this code, or a guest or visitor permit issued 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 not less than 66 and 2/3 percent of the residents abutting each block face in the proposed district, shall be filed with the city manager.

(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 did not display a valid City of Alexandria license plate, windshield tag or decal issued pursuant to section 3-2-321, et seq., of this code, the 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 council concerning the establishment of the district.

(7) Upon receipt of the recommendation of the traffic and parking board, the city 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 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 council reasonably determine are relevant to its consideration of the matter.

(9) If the city 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 5-8-74, 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. (Ord. No. 4389, 4/16/05, Sec. 1)

Secs. 5-8-83 through 5-8-90 reserved.



**Sec. 5-8-74 Parking permits; issuance.**

Except as provided in subsection (6), 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 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:

(a) 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; and

(b) one permit per residence for a health care provider providing health care services at the 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 residence or other than during such times as they are providing health care services at the residence (or are in the immediate process of coming or going from the residence in connection with providing health care services at the 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 resident is receiving health care services at the residence, and a written statement from a licensed medical professional that a permanent resident is receiving health care services at the residence. The provisions of this paragraph (b) shall expire on June 30, 2006, and no permit issued hereunder shall be valid after such date.

For permits issued to a person or renewed pursuant to paragraph (a) of this subsection, there shall be imposed a fee of \$30 for the first vehicle, \$40 for the second vehicle, and \$100 for each additional vehicle. Any person who has been issued a permit for a vehicle pursuant to paragraph (a) 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. 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 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 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 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 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 self-validating guest permits shall be issued in any calendar month for the guests of any residence located in a permit parking district upon the application of a person residing in the 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 a resident of a permit parking district on the application of the resident, 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 residence at the same time. No permit shall be issued pursuant to this subsection for a period longer than the time estimated by the resident 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.

(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.

(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). (Code 1963, Sec. 22-121.16, as amended by Ord. No. 2414, 11/27/79, Sec. 1; Ord. No. 2532, 12/13/80, Sec. 1; Ord. No. 2540, 1/27/81, Sec. 1; Ord. No. 2962, 6/27/84, Sec. 2; Ord. No. 3129, 5/27/86, Sec. 3; Ord. No. 3215, 5/26/76, Sec. 5; Ord. No. 3296, 6/18/88, Sec. 2; Ord. No. 3325, 9/24/88, Sec. 2; Ord. No. 3602, 11/14/92, Sec. 1; Ord. No. 3658, 9/18/93, Sec. 3; Ord. No. 3871, 6/15/96, Sec. 6; Ord. No. 4096, 12/18/99, Sec. 1; Ord. No. 4407, 6/21/05, Sec. 1; Ord. No. 4676, 6/22/10, Sec. 1)

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

(a) Upon submission of a petition for the designation of a residential district as a permit parking district, if the petition has been signed by more than 50 percent of the 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 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. 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) 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, after a public hearing, make recommendations 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 traffic and parking board shall consider the availability of an alternate means of transportation to and from the residential district, air pollution caused by automobile traffic within the district and the environmental impact of automobile use in the district.

(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, 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 block faces within the district in accordance with section 5-8-77(a). If council determines that signs should immediately be posted, it shall identify the block 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 council of a permit parking district, the director of transportation and environmental services shall assign a number to the newly designated district, and cause the permit parking district map to be modified to include the new district.

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

(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. (Code 1963, Sec. 22-121.15; Ord. No. 2753, 12/14/82, Sec. 2; Ord. No. 3129, 5/27/86, Sec. 2; Ord. No. 3215, 5/27/87, Secs. 3, 4; Ord. No. 3372, 4/25/89, Sec. 4; Ord. No. 3502, 3/16/91, Sec. 1; Ord. No. 3574, 5/16/92, Sec. 3)

**Comments to the City Council Concerning Parking  
May14, 2011**

3.1  

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5-14-11

Shirley Downs  
1007 North Vail Street  
Alexandria, VA 22304  
Phone: 703-845-7958  
E-mail: [shirleydowns@verizon.net](mailto:shirleydowns@verizon.net)

I live in the KMS Townhouses located at Richenbacker and Van Dorn. Members of our block strongly support prohibiting parking by people who are working at BRAC but we have some problems with this proposal.

We supported a smaller parking district in this area rather than a single big district. City Staff informed us that while the support for the two major proposals was about evenly split there were more votes for the big district. We asked for the actual numeric support for each option but we never received this information. In fact we wanted an even smaller district than the smaller district that was proposed for our area.

We also raised concerns with City Staff about the proposed posted hours of 8 to 5. Many people feel that people working at BRAC will come earlier and stay later and that the hours should be broader.

We already have commuters parking on Richenbacker and going into work and we expect more of the same.

We like the fact that the City has adopted the idea of a permanent transferable visitor pass but are disappointed that the City did not respond to our recommendation that all residents, both those living in the townhouses or the apartments provide evidence of their residence by providing a copy of their mortgage, or their real estate tax payments or a lease to demonstrate that they were actual residents before receiving their transferable visitors pass. We think such a requirement would cut down on potential fraud.

While this hearing is about BRAC daytime parking there is strong concern about the competition for nighttime permit parking. And we feel that the City has not been responsive to our desire for a nighttime parking district as well as a daytime parking district. Our homes are going to be subject to terrible parking problems both day and night. You may expect to hear from us in the future on this.

When we went before the Parking Board we were told that we could revisit the parking issues in the future. We would like the City Council to ask the City Staff to provide us with the actual counts for the various proposals. We also wish to be able to revisit the issues of:

- The times posed for daytime parking;
- The number and size of the proposed parking districts;
- The criteria employed to verify who is eligible for the permanent transferable visitor pass and the;
- Criteria for an evening residential parking district.

Thank you

3.1  
5-14-11

TO: Mayor William Euille and Members of Alexandria City Council  
FROM: Kathleen Burns, 1036 N. Pelham St., Alexandria, VA 22304 ([burnskathy@earthlink.net](mailto:burnskathy@earthlink.net))  
RE: Item #3 on May 14, 2011, Docket---Residential Permit Parking

Dear Mayor Euille and Members of the Council,

First—a disclaimer:... I have been a member of the Mayor’s Citizens BRAC Advisory Task Force since its inception. But today I am speaking as an individual, who is interested in a West End Neighborhood Parking District. ...I do not pretend to represent all residents who live in this enormous new district---which spans from Echols to Jordan on Seminary, to Holmes Run Parkway, and along Beauregard. I am speaking for a geographic specific segment. We all support the concept of a new Parking District, but many of us want the stronger option, not the weaker one, that the Parking Board opted for on March 28.

I have been involved in many, many meetings on this topic since last September, and this has included people from our **KMS/Richenbacher Corridor Group**. That represents 92 townhouses on Van Dorn, Terrill, Vale, Pelham and parts of Richenbacher. It also includes the portion of single-family homes on Richenbacher, from Van Dorn to Pegram,(30 houses), Palmer Place (14 houses), Polk, from Pelham to Pegram (3 houses), Pender Court (6 houses) and Pegram, from Polk to Richenbacher, (15 houses). We had a representative from each area.

The city offered us two options: Daytime Parking versus Residential Permit Parking. We support the concepts in Daytime Parking, which are also found in Residential Permit Parking. But the Parking Board went for the weaker option. As has happened many times in the past, we’d request the Council to override the Board and go for the stronger and better option, not the weaker one, which does little to solve the problem. Otherwise, we will be back here in the Fall, noting that the Daytime option had failed and demanding a stronger plan.

1.A major strength for Residential Permit Parking option is that local residents purchase and display a permit on the windshield of their car. The minimal cost of \$30 is now the price of about 7 gallons of gas and good for a year. There is widespread support for this, and I have turned in a petition with almost 100 signatures, just from our area.

**With the Daytime Parking option, anyone who lives in Alexandria can park in the BRAC District** and it will be a free-for-all. Already, we are seeing people park their cars and carpool. From colleagues who will be working at BRAC, we have heard them honestly admit that they intend to park on the many West End side streets in our area, and then jump on the DASH bus to reach BRAC.

2.A second major strength of Residential Permit parking is that local residents can have the flexibility---block by block—to decide what hours they want permit parking and whether they want only weekdays and weekend restrictions. The one-size-fits-all is NOT suitable for a district that runs from Echols to Jordan on Seminary, to Holmes Run Park, and includes hundreds of households. We have spoken with Deputy Police Chief Blaine Corle and we support his request for simplified, efficient and effective computerized enforcement equipment and necessary personnel. Without enforcement, the Parking District will be a waste of time.

That flexibility does not exist with the Daytime Parking option which is restricted to 8 a.m. to 5 p.m. Week Days only. We have already been told that because of the nature of the work, BRAC people will be working flex-time hours which can include early morning, late evening and weekend hours, so residents will be stuck.

3.A third major strength of Residential Permit Parking is that Guest Parking is much easier option, where the babysitter, repair man, visiting friends etc. DO NOT NEED a Guest Permit, and can park for 2-3 hours without the permit. ...That is NOT the case for Daytime Option where a Guest MUST have a Visitors Permit, even for short-term visitors, so the resident has to plan way ahead, and either visit City Hall or the Library or go online to get the Permit....

We welcome City efforts for a West End Parking Plan, but we urge Council support for the more effective Residential Permit Parking District, versus the much weaker Daytime/ Weekday ONLY Parking District.

### Comparison of Residential Parking Permit Districts and Daytime Parking Districts

	Residential Permit Parking District	Daytime Parking District
Restriction	<b>Only vehicles with parking permits may be parked in restricted areas during restricted hours.</b>	<b>Only vehicles with City decals may be parked in restricted areas during restricted hours.</b>
Resident-owned Vehicles	Resident must show proof of residency Vehicle must be registered in City and have City decal displayed Resident must purchase parking permit and display on vehicle	Resident must show proof of residency Vehicle must be registered in City and have City decal displayed
Visitors/Guests/Contractors	Resident must purchase temporary permit and display on visitor/guest/contractor vehicle Non-permit vehicles are allowed to park for 2 or 3 hours without a permit	Resident must purchase temporary permit and display on visitor/guest/contractor vehicle All vehicles must have a City decal or permit when parked for any length of time
Hours	Can be different block-by-block Can include daytime and evening hours Can include weekdays and weekends	Restricted Monday-Friday 8am-5pm
Establishment	Must have 50% support by petition on each block face	Must have 50% support by petition on each block face
Eligible vehicles	All vehicles registered in the City to an address within the District or hosted by a resident within the District	All vehicles registered in the City or hosted by a resident within the District
* Restrictions apply to vehicles parked on City right-of-way (publicly owned streets)		

## Gloria Sitton

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**From:** burnskathy@earthlink.net  
**Sent:** Thursday, May 12, 2011 12:44 PM  
**To:** William Euille; Kerry Donley; frank.fannon@gmail.com; Alicia Hughes; Rob Krupicka; Del Pepper; Paul Smedberg  
**Cc:** Gloria Sitton; Beth Temple; Judy Stack; Kristin Kilgore; 'Sharon Annear'; Elizabeth Jones; Joanne Pyle; nanella@aol.com  
**Subject:** West End Permit Parking #3 May 14 Council hearing  
**Attachments:** 2010-12-21 Comparison of Daytime vs Permit Parking Distr.pdf

May 12, 2011

**TO:** Mayor William Euille and Members of Alexandria City Council  
**FROM:** Kathleen Burns, 1036 N. Pelham St., Alexandria, VA 22304 ([burnskathy@earthlink.net](mailto:burnskathy@earthlink.net))  
**RE:** Item #3 on May 14, 2011, Docket----Residential Permit Parking

Dear Mayor Euille and Members of the Council,

Because we are limited to 3 minutes to speak before the Council, I wanted to send in advance some background information regarding this ongoing discussion on the proposed West End Neighborhood Parking District.

I will also be submitting some packets to your offices at City Council today or tomorrow, with supporting materials. When the matter came before the Parking and Traffic Board on March 28, packets for distribution were delivered to the City Hall offices for all their members but---unbeknown to us---Chairman Jay Johnson told us after the hearing that they had not been received by the individual members. We want to make sure that does not happen again. For that hearing, it took almost 4 hours for #1 on a new road crossing for Charles Barrett School for 40 residents to speak. By the time the Board got to #2 on Permit Parking, it was almost 11 p.m. and some of our neighbors had had to leave because of the late hour in order to get babysitters back home, pack the kids' lunches and get up early in the morning.

Since the Parking and Traffic Board people had not gotten our information in advance, there was some confusion on their part as to the wishes of the residents. I do not pretend to represent all residents who live in this enormous new district---which spans from Echols and Seminary all the way over to Jordan and Seminary and Holmes Run Parkway. I am speaking for a specific segment. We all support the concept of Permit Parking, but we want the stronger option, not the weaker one that the Parking Board opted for.

I have been involved in many, many meetings on this topic since last September, and this has included people from the KMS/Richenbacher corridor. That represents 92 townhouses on Van Dorn, Terrill, Vale, Pelham and parts of Richenbacher. It also includes the portion of single-family homes on Richenbacher, from Van Dorn to Pegram,(30 houses), Palmer Place (14 houses), Polk, Pelham to Pegram (3 houses), Pender Court (6 houses) and Pegram, from Polk to Richenbacher, (15 houses). We had a representative from each area.

While we all welcome the City's efforts to bring Permit Parking to our neighborhood, let me make it very clear that many of us support the much stronger and more effective option of Residential Permit Parking District versus the much weaker option of only the Daytime Parking District. I have attached the side by side comparison chart that was provided by Andrea Wilkinson.

We would **STRONGLY** urge the Council to vote for the stronger choice that the City has provided---Residential Permit Parking---, instead of the weaker choice offered by the Parking Board---Daytime Only Parking District, which will not meet the overwhelming needs in our area.



1. Both options require a resident to show proof of residency and the vehicle must be registered in the City and have a valid Alexandria decal.
2. For the Residential Permit Parking, there must be a parking permit purchased and displayed on the vehicle. THERE IS NO WIDESPREAD OPPOSITION TO THE VERY MODEST COST OF PURCHASING A PERMIT, which is about the cost of a pizza and a 6-pack of beer. Parking in downtown DC is now \$15-20 just for a day. So a Permit for \$30 is a very modest fee. It was not accurate to use this minimal cost as an obstacle, since that is not the case. Many residents who live in the KMS/Richenbacher Corridor have single-family homes with driveways so they will not need a permit, so they have offered no opposition. With the KMS units, there are no driveways or garages, so there is great competition for on-street parking. The Permit system would provide some respite from this.
3. For visitors, Residential Parking Permit is a much easier option, since guests can park for 2-3 hours within having to get a guest permit---either in person through City Hall, through the Libraries or online. This also makes it much easier and less labor-intensive for enforcement purposes The Residential Permit Option is similar to the 2-3 window in many jurisdictions.
4. With the hours of operation, the Residential Permit Parking offers a MAJOR plus---in that individual blocks are able to select their own time frames----which is done in some sections of the East End of Alexandria. Different parts of the City---and the West End---have different parking needs, and this allows the residents to do that but only if the Residential Permit Parking option is selected. It is not available with the weaker Daytime Only Parking district. With Residential Permit Parking, residents of a block can select daytime and evening hours and can include weekdays and weekends. You have zero flexibility with the proposed Daytime Only Parking District, voted on by the Parking Board, which ignored the strong protests from many of our residents.
5. Both options must have 50% support by petition for each block face. We have done the preliminary petitions already, and there is overwhelming support in our area for the Residential Permit parking District.
6. Obtaining visitor permits---we support the concept suggested by Andrea Wilkinson that households in the new Parking District be issued a permanent, one-to-a-household permit, valid for a year, that can be put on the windshield of a visiting car. To purchase this permit, the requester must show valid residency (for owner or renter) plus a valid Alexandria vehicle sticker and valid VA license plates.
7. With enforcement, Vice Mayor Kerry Donley had earlier suggested he would try to include in the proposed City Budget money for 2 new Code Enforcement personnel, since there is now only one assigned person for the entire West End. Without timely enforcement, the concept of a Parking District would have no relevance. We hope this is part of the proposed Budget.
8. We also offer very strong support for the suggestion by Deputy Police Chief Blaine Corle (703-838-4580) that the City purchase a new device that allows police officers to check for parking enforcement via computer. They can mark with chalk a car during a drive-by and when the time is up, it automatically registers in the computer. He said this would be a consider savings of time and effort, and far more efficient than the present system.

We urge the Council to closely study the side-by-side comparison of the two Parking Districts proposed, and to support the more effective and flexible options offered by the Residential Permit Parking District option on the left.

In our area, we have been seeking Permit Parking since 1999. As you would know, Permit Parking in Alexandria was largely limited to the East End until 2005 when it was granted to the segment of homes in the area off Pickett and Pegram known as College Park. They, too, had experienced an onslaught of parking problems and the City was quick to grant them a remedy. While BRAC is the immediate trigger for expediting Permit Parking in the West End, it is not the sole factor to improve an efficient new system.

In the packet I will be leaving, I will have copies of signed statements by many of our residents. If I should not leave your individual packet at City Hall, but at your home address, please let me know that ASAP. Also, I am happy to respond to any questions you may have regarding this submission (703-824-1799). Given the many activities going on in Alexandria and throughout Northern VA tomorrow, many of our residents cannot attend in person, but they are emailing or writing their support for the stronger Residential Permit Parking District option. There is no additional cost to the City for this and it offers flexibility and immediate relief. Do not be fooled by the false “obstacle” of the \$30 cost for 365 days of having a Permit. Today, \$30 buys about 7 gallons of gas, so it should not be used as an argument against the better choice.

Sincerely, Kathleen Burns

Representatives for our KMS/Richenbacher Corridor Group who have participated in the public meetings on Permit Parking as well as neighborhood sessions include: Judy Cooper (Van Dorn), Shirley Downs(Vale), Michael Williams (Terrill), Chad and Kathryn Buechel (Richenbacher), Rita Trenga and Doug Menefee (Palmer and Pender), Joe Murray and Kathy Burns (Polk and Pelham), Jim Schoenburger (Pegram)

### Comparison of Residential Parking Permit Districts and Daytime Parking Districts

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