

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY, JUNE 27, 2022 7:00 P.M.  
IN-PERSON AND VIRTUAL**

The June 27, 2022 meeting of the Traffic and Parking Board is being held in person in the City Council Chambers at 301 King Street, Alexandria, VA and electronically. All the members of the Board and staff are participating either in-person or from remote locations through a Zoom meeting. The meeting can be accessed by the public via Zoom through:

Register in advance for this webinar:

[https://zoom.us/webinar/register/WN\\_vIHDRIMyT6StVfBK8c0rRQ](https://zoom.us/webinar/register/WN_vIHDRIMyT6StVfBK8c0rRQ)

Or an H.323/SIP room system:

H.323: 162.255.37.11 (US West) or 162.255.36.11 (US East)

Meeting ID: 953 6699 2794

Passcode: 829729

SIP: 95366992794@zoomcrc.com

Passcode: 829729

After registering, you will receive a confirmation email containing information about joining the webinar.

Public comment will be received at the meeting. The public may submit comments in advance to Alex Block at [Alex.Block@alexandriava.gov](mailto:Alex.Block@alexandriava.gov) no later than 24 hours before the meeting or make public comments through the conference call or in person on the day of the hearing.

For reasonable disability accommodation, contact Jackie Cato at [jackie.cato@alexandriava.gov](mailto:jackie.cato@alexandriava.gov) or 703.746.3810, Virginia Relay 711.

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY, JUNE 27, 2022 7 P.M.  
IN-PERSON AND VIRTUAL**

**D O C K E T**

1. Announcement of deferrals and withdrawals.
2. Approval of the May 23, 2022 Traffic and Parking Board meeting minutes.
3. **WRITTEN STAFF UPDATES & PUBLIC HEARING FOLLOW-UP**
  - Eisenhower Pedestrian Crossing Improvements
  - Bike Parking at 500 Block of Mt. Vernon Ave
4. **PUBLIC DISCUSSION PERIOD**  
[This period is restricted to items not listed on the docket]

**CONSENT ITEMS**

5. **ISSUE:** Consideration of intersection improvements at Potomac Avenue and Glebe Road

**PUBLIC HEARING ITEMS**

6. **ISSUE:** Consideration of stop sign at Vassar and Dartmouth
7. **ISSUE:** Consideration of Curbside Loading locations

**INFORMATION ITEMS**

8. **STAFF UPDATES**
  - Mount Vernon Avenue North
9. **COMMISSIONER UPDATES**

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY, MAY 23, 2022, 7 P.M.  
VIRTUAL MEETING**

**MINUTES**

**BOARD MEMBERS PRESENT:** Chair James Lewis, Vice Chair Ann Tucker, Annie Ebbers, Jason Osborne, Lavonda Bonnard, and Casey Kane

**BOARD MEMBERS ABSENT:** None

**STAFF MEMBERS PRESENT:** T&ES – Hillary Orr, Deputy Director; Katy North, Division Chief; and Max Devilliers, Urban Planner II.

1. Announcement of deferrals and withdrawals: None.
2. Approval of the April 25, 2022, Traffic and Parking Board meeting minutes:

**BOARD ACTION:** Ms. Tucker made a motion, seconded by Mr. Kane to approve the minutes of the April 25, 2022, Traffic and Parking Board meeting. The motion carried unanimously.

3. **WRITTEN STAFF UPDATES:** The Board received written staff updates on Duke Street truck traffic, food truck parking program, the status of the King, Callahan, and Russell intersection, the RPP process for N. Early Street, the North Patrick Street safety improvements, and the pandemic curbside loading program.

4. **PUBLIC DISCUSSION PERIOD:**

Hilary Wanke joined in person, with a request for a stop sign at the intersection of Dartmouth Road and Vassar Place.

**BOARD ACTION:** Mr. Kane made a motion, seconded by Ms. Ebbers to docket this request for the June Traffic and Parking Board meeting. The motion carried unanimously.

Francis McCarthy joined via Zoom, with concerns about parking impacts during and after the redevelopment of the Minnie Howard campus of Alexandria City High School and the completion of the new multifamily residential building in the area.

Ann Scully joined via Zoom, with concerns about parking availability around 300 South Lee Street and oppose the application for a driveway curb cut at 322 South Lee Street.

Kristine Metter joined via Zoom, with concerns about vehicular speeding on Taney Avenue, North Pegram Street, and Polk Avenue.

Jim Durham joined via Zoom, with concerns about vehicular speeding around schools, particularly on South Pickett Street, West Braddock Road, and North Beauregard Street.

Sean Palmer joined via Zoom, with concerns about the lengthy pedestrian signal cycles for crossing Eisenhower Avenue throughout the corridor near Mill Race Lane and unmet 311 requests related to the issue.

## CONSENT ITEMS

**BOARD ACTION:** Ms. Tucker made a motion, seconded by Ms. Ebbers to remove item 5 from the consent calendar to allow for a public hearing given the number of comments received in opposition.

## PUBLIC HEARING ITEMS

5. **ISSUE:** Consideration of a request to extend the No Parking zone on the east side of Cambridge Road, south of Dartmouth Road and remove up to five (5) parking spaces.

**DISCUSSION:** Ms. North presented the item to the Board. Ms. Ebbers raised a concern about the absence of parked cars resulting in vehicular speeding along Cambridge Road. Roy Byrd responded that the roadway is still narrow enough that drivers will still feel the need to drive slowly, especially given the traffic volume on Cambridge Road and presence of speed bumps. Ms. Tucker asked if Bishop Ireton High School had been consulted about these changes and Roy Byrd responded that a letter was sent to the school but the residents did not head back. Ms. Ebbers asked City staff if they were opposed to eliminating all parking on the east side of Cambridge Road and Ms. Orr responded that staff are not opposed to removing all parking and simply wanted to address as many residents' concerns as possible. Ms. Tucker commented that the Duke Street Traffic Mitigation project and access from West Taylor Run Parkway to Telegraph Road should help to mitigate issues with cut-through traffic on Cambridge Road.

**PUBLIC TESTIMONY:** Roy Byrd, Mark Weston, and Lisa Porter testified in opposition to City staff's recommendation, citing that the remaining two parking spaces in front of 255 Cambridge Road—a home with a garage and a driveway—still create a bottleneck for drivers which disrupts the quality of life for residents along Cambridge Road and other neighboring streets.

**BOARD ACTION:** Ms. Ebbers made a motion, seconded by Ms. Tucker to remove all parking on the east side of the 200 block of Cambridge Road. The motion carried unanimously.

6. **ISSUE: [DEFERRED FROM APRIL MEETING]** Consideration of a request to implement 2-hour parking restrictions for approximately 19 on-street parking spaces along the 400 block of South Pickett Street as well as Cameron Station Boulevard.

**DISCUSSION:** Mr. Devilliers presented the item to the Board. Mr. Kane raised concerns about recent developments not including signage or wayfinding to indicate the location of visitor bike parking if located in the garage. Ms. North responded that City staff need to revisit the City's bike parking standards for new developments to ensure this is addressed.

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

**BOARD ACTION:** Mr. Kane made a motion, seconded by Ms. Ebbers to approve the installation of signage restricting parking to 2 hours in the on-street parking spaces along the 400 block of South Pickett Street and Cameron Station Boulevard. The motion carried unanimously.

7. **ISSUE:** Consideration of Old Town Parking changes, including removal of the boundary for the Residential Pay-by-Phone Program and changes to parking rates fees in garages, meters, and Residential Pay-by-Phone areas.

**DISCUSSION:** Ms. North presented the item to the Board. Mr. Osborne raised concerns about—if implemented—drivers knowing where the lower parking rates are prior to arriving to Old Town so that parking demand shifts as intended. Ms. North responded that the only method at this time for drivers to know the differing rates would be by checking the ParkMobile app. However, City staff will work with Visit Alexandria and the Old Town Business Association and communicate via the City website and other outlets to notify drivers of the areas with lower rates. Mr. Kane raised concerns about the drivers using parking kiosks on a block with a different rate from the one the driver parked on and the rates not matching accurately. Ms. North responded that City staff will have to work with the kiosk vendor to ensure the rates can differ per block and that the kiosk will capture those differences accurately. Mr. Kane asked what other cities have done with regards to differing rates. Ms. North responded that she has been in contact with the District Department of Transportation which is managing dynamic pricing around the Convention Center and Chinatown and they communicate this through their payment app and on the meter. Mr. Kane raised concerns about the feasibility of parking enforcement and Ms. North responded that the Police Department have reported that it is easier for officers to enforce on blocks with Residential Pay by Phone because officers can tell immediately if a driver has paid to park or not. Ms. Bonnard noted problems with enforcement. Ms. Tucker stated perhaps the resident only parking discussions should be re-evaluated and a potential program be developed. Mr. Lewis noted the Board should emphasize the need for strong enforcement with the council and recommend the City look at developing a resident only parking program. Mr. Kane asked staff to consider an increasing fine structure for repeat offenders of RPP parking.

**PUBLIC TESTIMONY:** Israel Negron, Gretchen Moss, David Heiden and Bridget Scanlan, spoke in support of the changes but feel more still needs to be done such as resident only parking. Gail Rothrock felt that the Residential Pay by Phone program had not helped and recommended the City do resident only parking. Stephen Milone of Old Town Civic Association, spoke against expanding the Program noting he did not think it had been successful, did not support splitting District 1 into small districts, and suggested

trying resident only parking for a few blocks. Michael Jamroz spoke in support of the changes and noted the program should not be tied to metered areas. Yvonne Callahan stated the City needed to re-examine resident only parking. Mike Hatcher noted the benefits of resident only parking but felt it would probably not be realistic and supported the Residential Pay by Phone Program.

**BOARD ACTION:** Mr. Kane made a motion, seconded by Ms. Tucker to approve the resolutions as stated and provide a memorandum to the City Council on four additional ideas for mediating parking-related woes in Old Town near the waterfront.

## **INFORMATION ITEMS**

There were no staff updates.

Mr. Kane provided the Board with the following updates:

- There will be a public hearing for the Long Range Work Plan in June
- A Vision and Goals have been developed for the Duke Street in Motion project
- The Eisenhower West Work Group discussed the Landmark Mall demolition and the Vulcan development project.

# City of Alexandria, Virginia

---

## Traffic and Parking Board

**DATE:** June 27, 2022

**DOCKET ITEM:** 3

**ISSUE:** Written Staff Updates & Public Hearing Follow-up

---

### **A. Eisenhower Pedestrian Crossing Improvements**

Staff communicated with the resident who spoke about concerns with signal timing to cross Eisenhower Avenue. The City shortened the signal cycle length. This change will reduce pedestrian wait times up to 20 seconds in peak periods and 10 seconds in the off-peak. The intersections along Eisenhower from Stovall in the West to John Carlyle in the East will all benefit from the change.

Lowering the cycle length has multiple advantages including:

- Reduces the overall pedestrian wait times
- Reduces cross street traffic delay.
- Shorter cycles can improve pedestrian safety by reducing wait times and crossings against the signal.
- Improve rider access to transit at the intersections around the Eisenhower Metro Station.
- Commonly, the shorter signal cycles make crossing a street or walking less frustrating and encourages walking activities altogether and it can improve pedestrian compliance and risk-taking behavior.

Additionally, staff is working on a project to improve the pedestrian crossing experience across Eisenhower Avenue at the Metro station.

### **B. Bike Parking on the 500 block of Mount Vernon Avenue**

City staff installed bike racks in the in-street corral on the 500 block of Mount Vernon Avenue on June 7, 2022.

# City of Alexandria, Virginia

---

## Traffic and Parking Board

**DATE:** June 27, 2022

**DOCKET ITEM:** 5

**ISSUE:** Consideration of a Bus Lane at the Intersection of Potomac Avenue and East Glebe Road

---

**REQUESTED BY:** City Staff

**LOCATION:** Potomac Avenue & East Glebe Road

**STAFF RECOMMENDATION:** That the Board recommend to the Director of T&ES changing the lane designation at Potomac Avenue and Glebe Road to accommodate a new bus only lane.

**BACKGROUND:** The Potomac Yard Metrorail Station will open in Fall 2022, and will include a southern entrance pavilion at the intersection of Potomac Avenue and East Glebe Road, adjacent to the Potomac Yard Trail. The National Industries for the Blind is also on the northwest corner of this intersection (Attachment 1).

Pedestrian, bicycle, and transit activity at this intersection is expected to increase when the new station opens. Activity is expected to increase further as new development, including the Virginia Tech Innovation Campus, comes online.

The Potomac Yard Metrorail Implementation Group (PYMIG) expressed concern about the convergence of multiple modes and paths of travel in front of the south station entrance, especially given its proximity to the well-used Potomac Yard Trail. Staff has developed designs to mitigate potential conflicts between users at the station entrance and to improve safety at the intersection of Potomac Avenue and Glebe Road.

**DISCUSSION:** Potomac Avenue is a five-lane major collector roadway, which provides access to the Potomac Yard neighborhood, Route 1 Corridor, and Arlington County. The Potomac Yard Trail is a heavily used shared-use path that provides access to the upcoming Potomac Yard Metrorail Station, Braddock Road Metrorail Station, Potomac Yard neighborhood, and Old Town. Glebe Road, in the project area, is a two-lane major collector roadway, which expands to three lanes at the intersection with Potomac Avenue (Attachment 1). Glebe Road provides access to the Potomac Yard and Arlandria neighborhoods, the Route 1 Metroway, businesses, retail, and other destinations in the area.



Currently, pedestrians must cross five lanes with limited protection from motor vehicles at the intersection of Potomac Avenue and Glebe Road. There is also a higher-than-average proportion of pedestrians with limited or no sight due to the proximity of the National Industries for the Blind. People biking also use this intersection when traveling to and from the Potomac Yard Trail.

There is a Metroway stop on eastbound Glebe Road approaching Potomac Avenue, which operates every 12 minutes. DASH routes 34 and 36A/B currently only operate westbound on this section of Glebe Road. Currently, due to the placement of the bus stop, the bus partially blocks the center travel lane during passenger boarding and alighting. When the Potomac Yard Metrorail Station opens in the fall, DASH will revise three bus routes (Lines 33, 34, and 36A/B) to provide service from eastbound Glebe Road to northbound Potomac Avenue. With the revised DASH service, there will be approximately 13 buses per hour total (or one bus every 4-5 minutes) on eastbound Glebe Road approaching Potomac Avenue.

To support expanded bus operations and reduce the number of general purpose lanes pedestrians must cross, staff recommend converting the existing eastbound right-turn-only lane to a bus-only-lane, and converting the existing eastbound left-turn-only lane to a left-turn and right-turn lane (Attachment 2). This would necessitate a bus signal so the buses' left turns do not conflict with right turns from other motor vehicles that could be equipped with Transit Signal Priority.

The proposed change to the lane configuration was evaluated through a preliminary traffic analysis to determine the impacts to the intersection operation and performance. Staff analyzed the existing conditions in both AM and PM peak hour and future conditions assuming North Potomac Yard Phase I and other surrounding land use developments were fully built out. Based on staff findings, there is no significant change in delay for the E. Glebe approach, and the overall intersection performs at an acceptable Level of Service grade B. However, it is important to note, given the proposed shared general-purpose lane on E. Glebe, the queue of vehicles stopped at the intersection is projected to extend just past the adjacent intersection at Dogue Street. This may lead to more occurrences in which vehicles block the intersection, impeding Dogue Street users. If implemented, staff will continue to monitor this issue and address with additional measures as appropriate.

Staff considered other alternatives to this configuration (Attachment 3). Alternative 1 featured a shared bus-bike lane in place of the existing right-turn lane. However, because of the expected potential conflicts between people biking, buses, and other motor vehicles as people biking inevitably attempt to maneuver around stopped buses, staff believed this option had a higher risk of crashes than other options.

Alternative 2 involved converting the right-turn lane into a bus bulb for faster boarding and alighting, which would then give way to a short bike lane on the intersection approach. However, the <100' bike lane would provide only nominal benefit to people biking, and staff determined that promoting efficient transit access adjacent to the Metro Station would be a more worthwhile use of the space.

Staff strongly considered the needs of people biking on Glebe Road but ultimately decided that the safest option, given the scope of the project, was to maintain consistent expectations for bicyclists based on conditions along the rest of the Glebe Road corridor (two shared motor vehicle/bicycle lanes). The staff recommendation provides a simple, single-file line for people both driving and biking, which would require no last-minute lane-changes or other maneuvering that could lead to collisions.

The project design also includes several other improvements that are not subject to Traffic & Parking Board approval (Attachment 2). These improvements are summarized below for informational purposes:

- No Turn on Red restrictions to increase pedestrian safety
- New median extension to provide pedestrian refuge on the north side of the intersection
- Installation of pavers on the Potomac Yard Trail in front of the south station entrance to create a plaza-like environment and slow through bicyclists as they traverse the plaza
- Installation of signage and markings on the Potomac Yard Trail to provide advance warning of the shared space to trail users
- Bike-only ramp for access to and from the Potomac Yard Trail and Metro Station
- Bicycle sharrows to guide people biking through the intersection
- Reconfigured pedestrian curb ramp to provide better access for people with no or limited vision
- Relocated stop bars to better accommodate turning buses

**OUTREACH:** Staff performed targeted outreach to key stakeholders on for this project, namely the Potomac Yard Metrorail Implementation Group, the National Industries for the Blind, the Bicycle and Pedestrian Advisory Committee, and Alexandria Families for Safe Streets. Staff worked closely with WMATA and DASH on the transit design elements. Staff received limited feedback, but the comments that were received were mostly positive, especially in relation to treatments that improve pedestrian safety.

**ATTACHMENTS:**

Attachment 1: Potomac Avenue/Glebe Road Project Location

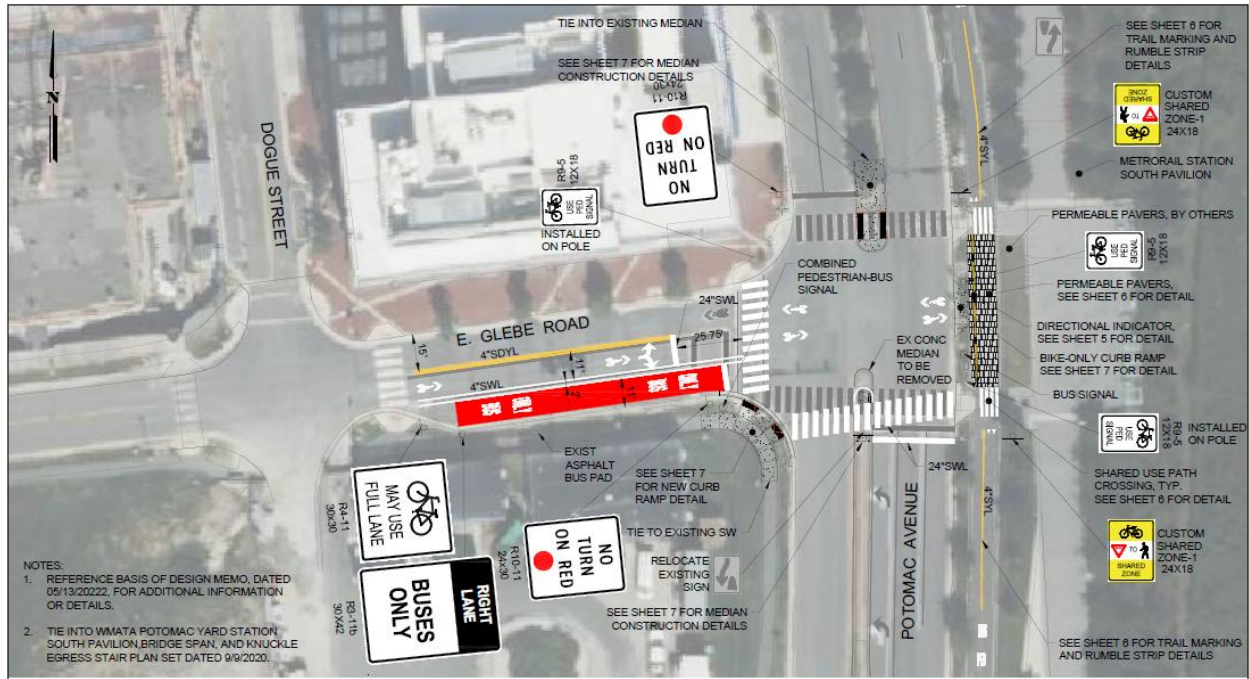
Attachment 2: Potomac Avenue/Glebe Road Design

Attachment 3: Other Alternatives Considered

**ATTACHMENT 1:**  
Project Location

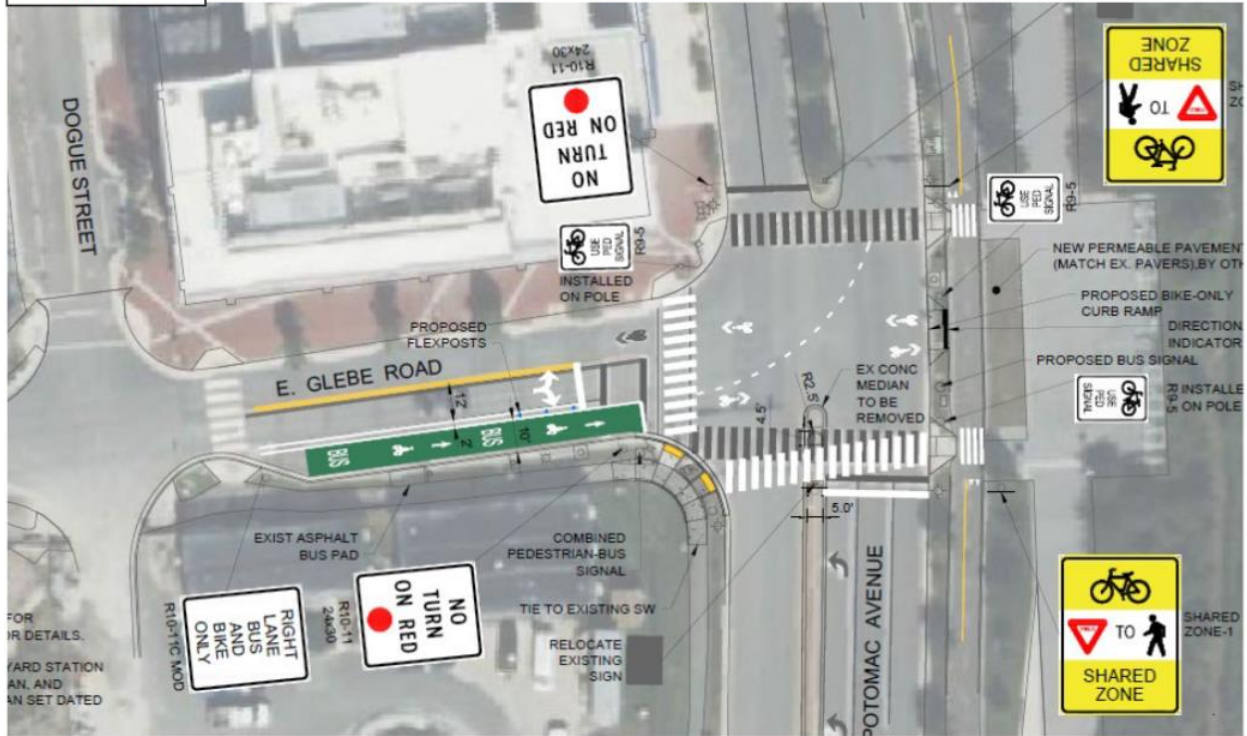


# ATTACHMENT 2: Potomac Ave/Glebe Rd Design

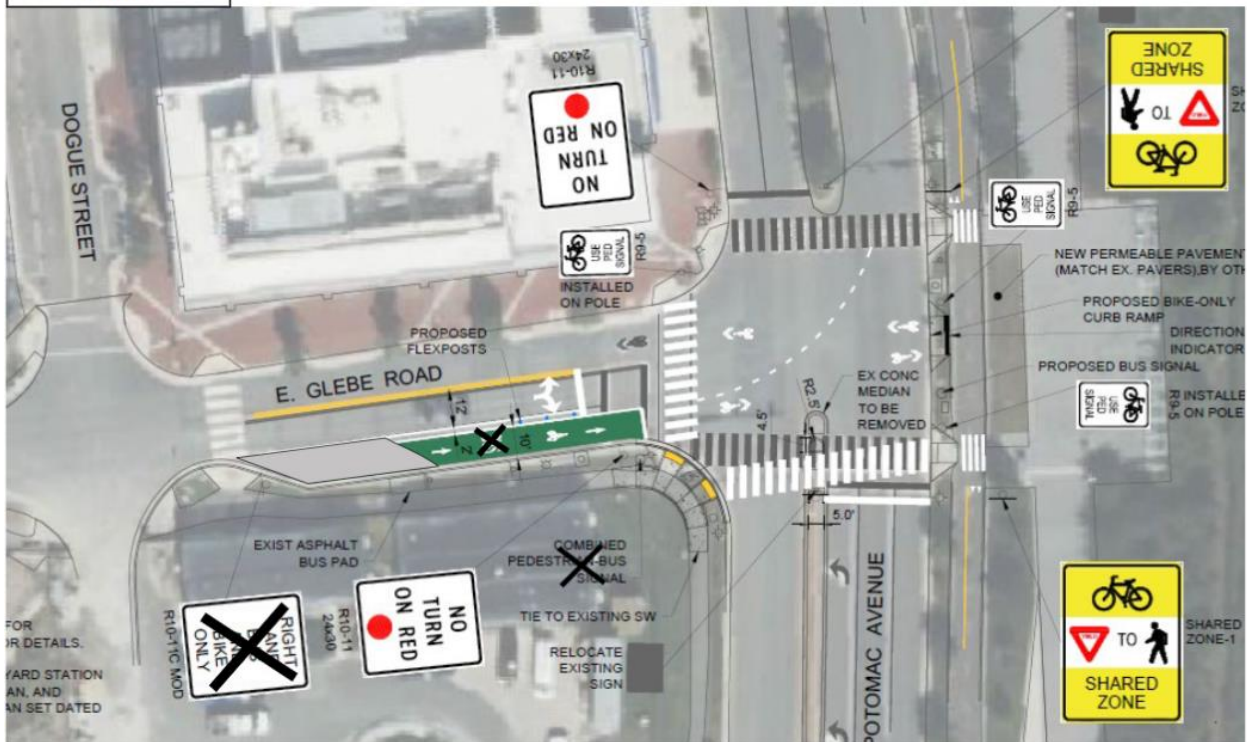


**ATTACHMENT 3:**  
*Other Alternatives Considered*

**Option 1**



**Option 2**



# City of Alexandria, Virginia

---

## Traffic and Parking Board

**DATE:** June 27, 2022

**DOCKET ITEM:** 6

**ISSUE:** Consideration of a request to install All-Way Stop Control at the intersection of Dartmouth Road and Vassar Place

---

**REQUESTED BY:** Ms. Wanke, resident of 205 Vassar Place

**LOCATION:** Dartmouth Road and Vassar Place

**STAFF RECOMMENDATION:** The Board makes a recommendation to Director of TE&S to deny the request to install a stop sign at the Dartmouth Road and Vassar Place Intersection.

**BACKGROUND:** Upon request, Traffic Engineering Staff conducted a Stop Sign Warrant Analysis for the Dartmouth Road and Vassar Place Intersection. In accordance with the Federal Highway Association's Manual of Uniform Traffic Control (MUTCD), an analysis must be conducted to ensure additional stop signs within the intersection are warranted. This analysis includes a review of existing intersection's characteristics, traffic volume assessment, intersection operation analysis, and reviewing the reported collision history within the intersection.

The Dartmouth Road and Vassar Place Intersection is located in a primarily residential area. Dartmouth Road and Vassar Place are a two-lane undivided roadways with space for parking on each side, classified as a Local Road. The southern portion of Vassar Place is a dead-end street. With a 25 MPH speed limit, the existing traffic control device within the intersection includes stop signs for Vassar Place approaches. The intersection also includes pedestrian accommodations such as sidewalks, standard crosswalk markings are in place for all four legs. This intersection is located near Bishop Ireton high school. Sight clearance from all four approaches appears to be adequate at the intersection.

**DISCUSSION:** Based on the data analysis, the intersection does not meet the warrants for All-Way Stop Control.

Staff evaluated the volume of vehicular traffic for all approaches for an 8-hour period, per guidance in the MUTCD, and determined that the intersection does not meet minimum 300 vehicular volume for major approach per hour; nor meet the minimum 200 traffic users from minor approach per hour. The total 12-hour volume at the requested intersection is about 538 vehicles for all four approaches.

As part of the all-way stop warrant analysis, staff evaluated the reported collision history to determine if any collisions could potentially be corrected by an all-way stop control. These collision types usually vary from left-turn collisions to angled collisions. From the five-year reported collision history, there are no reported crashes at the requested intersection.

Based on our findings, staff recommends not to install an All-Way Stop Control within the Dartmouth Road and Vassar Place Intersection. From the resident testimony at the Traffic and Parking Board meeting in May and subsequent conversations, the intent of the request is to calm traffic for safety particularly for pedestrians. Because stop signs are intended for traffic control and not traffic calming, staff determined that this is not an appropriate solution to the noted concern. However, in previous correspondence with the resident, staff offered to install pedestrian warning signs for the Dartmouth Rd approaches to warn drivers of the pedestrian activity within the intersection.

**ATTACHMENT 1:**  
*Aerial Image of Existing Intersection Layout*





**ATTACHMENT 2:**

*Dartmouth street view in East direction*



**ATTACHMENT 3:**

*Dartmouth street view in West direction*



# City of Alexandria, Virginia

## Traffic and Parking Board

**DATE:** June 27, 2022

**DOCKET ITEM:** 7

**ISSUE:** Consideration of a request to install ‘Active Loading and Curbside Pickup Only’ signage at 16 different locations

---

**REQUESTED BY:** T&ES Staff

**LOCATION:** Citywide

**STAFF RECOMMENDATION:** That the Board recommend the Director of T&ES install ‘Active Loading and Curbside Pickup Only’ zones at:

- 1 Duke Street
- 218 North Lee Street
- 101 South Fairfax Street
- 405 Cameron Street
- 801 South Washington Street
- 1725-B Duke Street
- 1102 King Street
- 1205 Pendleton Street
- 1000 North Fayette Street
- 682 North Saint Asaph Street
- 205 East Howell Avenue
- 2419 Mount Vernon Avenue
- 2607 Mount Vernon Avenue
- 3804 Mount Vernon Avenue
- 1623 Kenwood Avenue
- 2312 Mount Vernon Avenue.

**BACKGROUND:** In order to support businesses during the COVID-19 pandemic, the City created a temporary program for curbside loading and pick-up/drop-off zones. Staff implemented the temporary zones upon request from businesses, particularly one transitioning to take-out from serving customers in-person during the City’s stay-at-home order. Because of the pandemic, these loading zones were not reviewed by the Traffic and Parking Board.

Staff implemented these zones under the City’s emergency authority granted by the City Council, which expires on June 30, 2022. Based on positive feedback about the zones from the Board and from businesses, staff have been evaluating locations for permanent curbside pickup and loading zones.

A mock-up of the permanent signage is included as Attachment 1 (some signs will vary to accommodate existing conditions such as valet or rush hour restrictions). A map depicting the location of each proposed zone is included as Attachment 2, and a list of the businesses and locations is included in Attachment 3.

**DISCUSSION:** The proposed signage for these zones seeks to clarify that they can be used by food delivery vehicles, taxis, ride hail drivers, valet, and carry-out pickup, as well as general freight loading and unloading.

Strategically reallocating valuable curbside space to accommodate the significant increase in pickup and dropoff activity in Alexandria can help to reduce double-parking, prevent the obstruction of fire hydrants, and mitigate the prevalence of blocked crosswalks. Providing a variety of ways to access businesses also supports the Curb Space Prioritization Framework and helps to designate areas along the curb that address the needs of the adjacent land uses.

Staff conducted site visits to each of the temporary zones in February 2022 to confirm where the paper signs were still posted and the number of parking spaces being used for each zone. Staff evaluated these temporary zones and worked with businesses to consolidate zones within a block or across several blocks and to provide the appropriate amount of space for each of the proposed zones without unnecessarily impacting other businesses and residences.

In February 2022, there were at least 97 parking spaces with varying restrictions reserved for the temporary curbside pickup zones. The proposed permanent zones, if approved, would replace a total of 24 parking spaces (note: two of the proposed zones would simply replace traditional loading zones, not parking spaces). 12 of the proposed zones are 1-2 parking spaces long while the remaining 4 proposed zones are 3-4 parking spaces long.

**OUTREACH:** City staff reached out to every business that participated or simply expressed interest in the temporary program and received responses from 25 businesses. Of those 25, the proposed zones would serve 19 of them. 1 business—Murphy’s Grand Irish Pub at 713 King Street—responded to staff with concerns regarding the availability of parking in Old Town. The remaining businesses either ultimately decided not to participate or made requests that could not be accommodated (e.g., street where parking is prohibited altogether). City staff also sent an email on June 15, 2022, with all proposed locations, the City’s new webpage regarding this new signage, and general information about the permanent program to the 8 associations in which these zones are being proposed:

- Old Town Civic Association
- Old Town Business Association
- North Old Town Independent Citizens Association
- Braddock Metro Citizens’ Coalition

- Del Ray Citizens Association
- Del Ray Business Association
- North Ridge Citizens Association
- West End Business Association

The president of the Old Town Civic Association, Stephen Milone, responded to the email asking about the length of each proposed space and raised concerns about the number of spaces being proposed for use by Augie's, the existing garage parking and alley for use by Southside 815 and Faccia Luna, and the yellow color conflicting with the aesthetics of the historic district.

City staff posted notices at each proposed location for these new zones with information regarding the proposal. As of June 16, 2022, City staff received one call from a resident of the 200 block of East Howell Avenue opposing the proposed zone at 205 East Howell Avenue because of the number of trucks that currently use East Howell Avenue to access Richmond Highway from Mount Vernon Avenue. A concern was received by the General Manager of the Hotel Indigo regarding a notice incorrectly posted on the 200 block of South Union Street, however, that notice was removed on June 14, 2022. One other question was raised by Toni Stapel, a resident of Robinson Landing, asking for clarification on the signage given that she and her neighbors are applying for similar signage on the south side of the unit block of Duke Street.

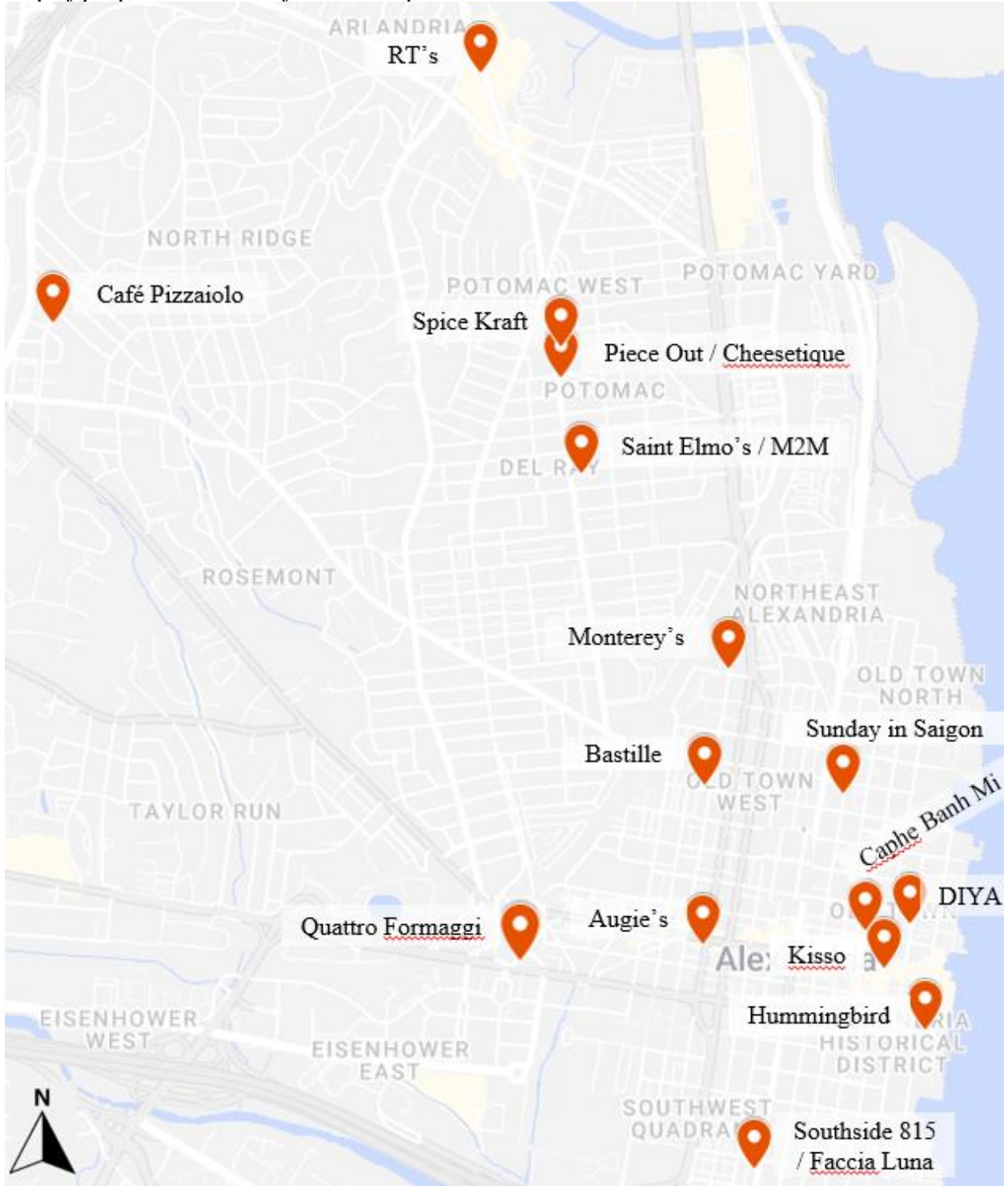
**ATTACHMENT 1:**

*Mock-up of the standard Active Loading and Curbside Pickup Only sign*



**ATTACHMENT 2:**

*Map of proposed locations for the new permanent zones*



**ATTACHMENT 3:**

*List of businesses requesting permanent signage with the approximate address of each zone's proposed location*

<b>BUSINESS NAME</b>	<b>ADDRESS</b>
Hummingbird	1 Duke Street
DIYA	218 North Lee Street
Kisso Asian Bistro	101 South Fairfax Street
Caphe Banh Mi	405 Cameron Street
Southside 815 / Faccia Luna	801 South Washington Street
Quattro Formaggi	1725-B Duke Street
Augie's	1102 King Street
Bastille	1205 Pendleton Street
Monterey's	1000 North Fayette Street
Sunday in Saigon	682 North Saint Asaph Street
Del Ray Café	205 East Howell Avenue
Piece Out / Cheesetique / Taqueria el Poblano	2419 Mount Vernon Avenue
Spice Kraft	2607 Mount Vernon Avenue
RT's	3804 Mount Vernon Avenue
Café Pizzaiolo	1623 Kenwood Avenue
St. Elmo's / Market 2 Market / Pork Barrel / Dairy Godmother	2312 Mount Vernon Avenue