
From: Sarah Haut via Call.Click.Connect. <CallClickConnect@alexandriava.gov>
Sent: Friday, December 29, 2017 9:44 AM
To: CCC PZ PlanComm
Subject: Call.Click.Connect. #136405: Planning Commission Inquiries, Dockets Dear Planning Commissioners,This let

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Dear [Call.Click.Connect](#). User

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Request Details:

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- Name: Sarah Haut
- Approximate Address: No Address Specified
- Phone Number: 703-967-0426
- Email: hautsl@yahoo.com
- Service Type: Planning Commission Inquiries, Dockets
- Request Description: Dear Planning Commissioners,

This letter is in reference to the January 4, 2018 Docket Item #6 Text Amendment #2017-0010 Commercial Parking Standards. I am concerned about the proposed new commercial parking standards and the impact they will have on residential property owners. As a 21 year Del Ray resident, I have seen the demand for on-street parking increase, not decrease. Reducing the required parking for commercial properties does not make sense unless a more holistic approach is taken to encourage alternate modes of transportation.

I am highly skeptical that the proposed minimum ratio of 1 parking space per 1,000 square feet for a restaurant is adequate for a successful restaurant. I conducted my own informal parking survey of the restaurant located at 1508 Mount Vernon Avenue. There are 13 parking spaces available at that property. On Thursday, December 7, 2017 at noon, all but 2 parking spaces were occupied. On Saturday, December 9 at 8 AM and again at 9 AM, all parking spaces were taken. I have also observed restaurant employees repeatedly parking on Nelson and Alexandria Avenues in the early morning before the restaurant is open to the public (when there is plenty of parking available in the parking lot). The SUP for this restaurant requires that employees park off street. It seems as if they may be trying to leave the on-site parking spaces for patrons.

The minimum ratio of .25 parking spaces for every 1,000 square feet of office space also seems far too low. The office at 433 E Monroe Avenue has a parking lot that is completely full. There are several other busy commercial uses in the area including day care centers, offices, and schools. Employees for these uses park in the parking lot and also on the side streets in front of residences. I have heard residents who live on the east end of Nelson avenue complain of the high demand for on-street parking caused by the office uses. This area is within the high transit area and there is a Capital Bike share station nearby, but employees still choose to drive.

There is doesn't seem to be any consideration for the impact to the disabled and their ability to park and patronize Alexandria businesses. From what I understand, a property with 4 or fewer parking spaces does not have to designate a space for handicapped parking, but one space must be sized to accommodate a handicapped vehicle. The study does not address how the disabled who must travel in specialized vehicles are able to access businesses with no designated handicapped parking.

If the city is going to implement these standards, a holistic approach is necessary to make it successful. Several measures will help lessen the impact to residents:

1. The 2005 Mount Vernon Avenue Business Area Plan called for a shared parking program. Although over the last 12 years, the city has referenced a shared parking program, very little has been done to implement it. It is time to implement it now. The Walgreens across the street from 1508 Mount Vernon Avenue has a parking lot that is under-used. The city could start working with that business and the lot could accommodate staff parking for 4 restaurants located in the 1500 block of Mount Vernon Avenue.

2. Improve the maintenance of the alleys in terms of drainage, paving, snow-plowing and lighting so that residents can easily access parking spaces at the rear of their properties. The city does very little to maintain the alleys. The alley behind my house is poorly lit, hasn't been paved in the 21 years I have lived here, and is never plowed when it snows.

3. Install parking signage in areas that are already in parking zones. Limit the amount of time non-residential vehicles are allowed to park on the street to two hours from 8 AM to 8 PM. In addition, the current process for erecting signage in existing parking districts is far too difficult. The city needs to change the regulations to make it easier.

4. Establish regular parking enforcement in areas with zoned parking. I rarely see parking enforcement in Del Ray unless a resident calls to complain. I also frequently see cars parked in front of "no parking here to corner" signs.

I work in DC and I take metro to work because parking is difficult and metro is easier. The only way for the reduced parking requirements to be successful is for the city to make parking more difficult and other modes of transit easier.

Thank you,

Sarah Haut

- Expected Response Date: Wednesday, January 3