

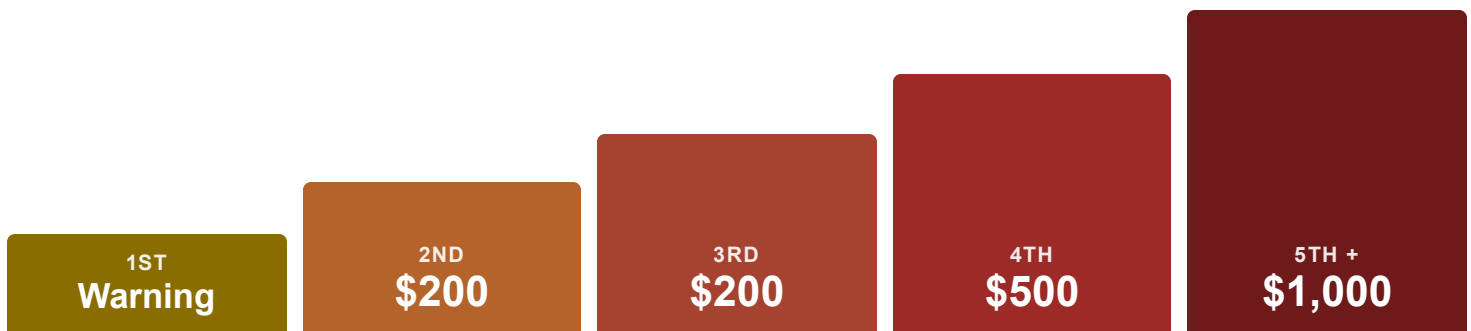
TO OUR NEIGHBORS — AND TO WHOEVER KEEPS REPORTING OUR CHARGING CABLE

Our first sign didn't work. Now it gets real.

That sign said reporting us does nothing — ~~no citation, no fine, no enforcement~~. You kept reporting anyway. Fair enough — but **City Council is now weighing fines that would change that**. The vote was deferred — not dropped.

Under the ordinance now before City Council, the City could fine **us** for the charging cable — and it escalates fast, no matter the scale of the violation. These are the fines that are coming when Council acts:

The proposed penalty ladder, per violation:



The 2nd penalty is **waived** if you meet with City staff to discuss correcting the condition. And critically: the draft says **each day a violation "exists or persists" may count as a separate violation** — so this can add up very fast.

Bonus: there's no evidentiary standard — so we have no idea whether T&ES will consider Alex311 reports a source of truth, or need to do its own inspection.

AND UNDER CURRENT LAW — TODAY

The City doesn't actually have to wait for Council. Under the code's catch-all penalty (§ 1-1-7), an unresolved violation could already be taken to court like a misdemeanor — **up to \$2,500 in fines and/or 12 months in jail** per proven offense, with each day it continues potentially charged as a separate offense. Jail, over a charging cable? Unlikely, we'd hope — but it is on the books.

WHAT WE'RE ACTUALLY ASKING

The moment Council enacts this, every report could start costing our family real money — up to **\$1,000 a day**. We can't build a driveway overnight. So we're asking our neighbors: help us fix this the right way — back a curbside-charging permit — instead of fining us out of our own home. **Please hold off on reporting while we sort it out.**



See the fix — and add your voice
curbsidealex.com

How you can help → the next two sheets lay out our options. Please vote. →

So — if you were us, what would you do?

Here is every realistic way to stop charging across the sidewalk, and what each one actually costs. (Yes, we've thought about all of them.)

▶ **CAST YOUR VOTE — ADD A TALLY MARK INSIDE THE BOX OF YOUR PICK. CHOICES CONTINUE ON THE NEXT SHEET →**

1 Build a driveway

Months of permitting and construction — then the cheapest charging there is (~\$1,128/yr). This was our first thought, but it doesn't happen overnight, and it's a lot of money to solve a cable.

~\$10,000
UP FRONT

2 Drive to a public fast charger (L3)

Doable — but at roughly 5× the cost of charging at home, plus hours of errands every week sitting at a charger across town instead of in front of our house.

~\$5,400
PER YEAR

3 Use the City's public L2 program

It doesn't exist on our street yet — and a real build-out would take years. Even then, at ~\$5,700/yr per driver, it stays **dramatically more expensive than charging at home** (~\$1,128/yr)

~\$5,700
PER YEAR

DOESN'T EXIST YET

...or one of these.

4 Keep charging — and start paying fines

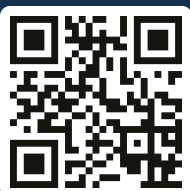
Once Council acts: warning → \$200 → \$200 → \$500 → \$1,000, and **each day may count as its own violation**. At our once-a-week charging, a sustained year could top **\$40,000** (worst case). We would rather not.

UP TO
\$1,000
PER DAY

5 Be kind while we fix it

Keep charging at home — the baseline — while we win a real **permit program**, the option every peer city (Seattle, DC, Cambridge) already offers residents without a driveway. Give us a little grace and hold off on the reports. Two minutes, below.

~\$1,128
PER YEAR
THE BASELINE



Agree? Tell City Council.

Scan to send a ready-made note to Alexandria City Council in about two minutes, and see the full researched proposal.

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