

**Proposed Moorefield Station On-Street Parking Management
 Community Meeting
 Thursday, January 27, 2022**

Question & Answer Session Responses

Q1. How many physical parking spots are allotted to each kiosk?
A1. In the original proposal, kiosk placements were not designed based on specific parking space counts; rather on the the user having a visible kiosk in sight upon arrival. Additionally, design plans include avoiding locating kiosks in front of a residence; they are typically located on street corners.
Q2. It has been assumed that the homes in Westmoore all have ample garage & driveway parking. While there are many homes w/ a 2-car garage and 2 additional driveway parking spots, there are SEVERAL homes on Philanthropic without a driveway, thus forcing use of the free street parking for overflow. Given the plan has residents purchasing prkg passes, how do you plan to address the discrepancy betw the homes with 4 prkg spaces vs those that only have garage parking? i.e. 2 free pass for homes w/out driveway?)
A2. Under the current proposal the recommended number of permits issued is based on the number of registered vehicles per household, not on the individual home location, layout, or parking situation as this is highly variable.
Q3: Isn't that a double taxation?
A3. The on-street parking program is a separate service designed to redirect the metro riders to the tax funded parking garage and ensure that the on-street parking is preserved for its intended use. The Residential Parking Permit Districts (RPPD) used in other Loudoun County locations operate similarly. This Parking Management Area solution, like the RPPD, is not affiliated with other funding sources. Taxes generated in the larger Metro tax district cannot be not used for this on-street parking program.
Q4. We are paying twice for parking. We are paying for the municipality to pay for the Metro parking, and then we are paying to manage parking everywhere else?
A4. Metro commuters will pay to use the garage. By establishing a Parking Management Area, residents would pay an annual fee for individual permits that will enable them to park on public streets at a cost lower than the metered rate for non-residents in the mixed use or “public” areas. Like the RPPD, the proposed program will limit parking on the residential streets to permit holders and exclude the use by commuters.
Q5: Can the Westmoore community owners use parking garages for free, as we are paying Metro tax?
A5. The Board of Supervisors has set the rate for all patrons utilizing the parking garage which \$4.95 per day. There is no provision for free parking.

Q6: Given that the metro hasn't opened yet, and likely won't any time soon - plus, when it does open, initial ridership will be low - why implement this so early?

A6. The parking program is designed to get ahead of the Metro service opening which is anticipated in late Spring of 2022. The County's goal with this program is to have a plan in place prior to the opening. This is intended to ensure that commuters do not clog up the on-street parking. Parking restrictions will go into place near the Metro Station on or about start of revenue service. The program within the residential areas could be phased in depending on the needs of the community and the observed impact by non-residents and unauthorized guests.

Q7: Also, not sure I'm following how we would be able to have guests/workmen at our residence if the parking is done by license plate reader. Can you explain?

A7. This question was partially answered in the community meeting:

The goal is to prevent Metro riders from using these parking spaces and to protect the on-street parking for residents, their guests in the residential areas, and future visitors to retail establishments in the mixed-use areas. Accordingly, the *Flowbird* computer mobile application and license plate recognition technology has a lot of flexibility to provide guests and visitors parking which we recognize is important to the community. Note that the license plate reader is synchronized with the mobile application. As a result, residents can enter license plate numbers into the application that the license plate reader then reads as allowed to park. The license plates of guests and service providers can be entered into the *Flowbird* system to accommodate this need.

Q8: What is being done to prevent drivers to park on private roads managed by the HOA?

A8. Under this program, the County has no authority restrict parking on private roads. This question should be directed to the Homeowners Association.

Q9: Since the builders (e.g NV Homes) told owners that the on-street parking was available and free to residence, there should be one free permit per residence with addresses on VDOT maintained roads and then fees for any additional permits. This seems like a fair compromise.

A9. The County was not a party to what the developers may or may not have stated to residents. The goal of this process is to solicit solutions from the community to present to the Board that meet both the community needs and the Board directed outcome of preventing commuters from using free on-street parking. The ultimate decision regarding any parking management program is up to the Board of Supervisors.

Q10: After the implementation, can't the residents park in front of their homes without a permit?

A10. With a parking management program, a permit is needed for residents to be able to park in the on-street parking spaces that are designated within the managed area along public roads.

Q11: Will it be possible in the future for Loudoun County to collaborate some of its data on ridership and designated vehicles with the involved HoA communities, so that they may better enforce their own HoA Parking Covenants and Restrictions?

A11: Yes, the County can work with the HOAs to provide this type of information.

Q13: How come Loudoun County was "selective" in which areas was selected for the Meter Program? The neighborhood North of the Metro station, and across Shellhorn is 400 feet closer to the Metro and they are not included..why? They are VDOT roads.

A13. This question was answered as follows during the community meeting:

The County evaluated the General Plan Urban Transit Center and Urban Mixed Use Place Types for the Moorefield Station area and overlaid the area that has or plans to have specific marked on-street parking along publicly maintained roads to create the Parking Management Area. The proposed limiting boundaries are Old Ryan and Loudoun County Parkway. The referenced communities may be eligible for an RRPD if desired and submit the appropriate petition to the County.

Q14: To clarify: will the residential parking areas be included or is this solely for the public roads? If it does include our private residential parking areas, why are we introducing paid parking here? Why can't we just NOT allow for any non-residential parking in the private residential spaces unless you display a speaker/permit. All violators are otherwise towed. Thanks.

A14. This parking management program applies solely to publicly maintained roads. The program has no authority over privately maintained HOA roads.

Q15: Please explain how guest parking is going to work since parking permits are assigned to specific vehicles.

A15. Guest parking will be by License Plate Recognition (LPR) and the *Flowbird* computer mobile application. There are two ways guest passes can be entered into the permit system. Guests can upload their license plate with either a select code provided by the resident, or the resident may enter the visitor's information. Residents will enter in the system how each pass shall be used, including the duration per visitor.

Q16: When was the contract agreement signed with the parking area management company and does this agreement stipulate metered parking?

A16. A request for proposals for parking management was issued on August 16, 2019. The County contractor was selected in February 2020 in accordance with the County’s procurement procedures. A final agreement is currently in the process of being negotiated and finalized. The proposed contract stipulates on-street parking, management, and enforcement.

Q17: Why can't the revenue from the proposed kiosks be used to offset the cost of the permits?

A.17 Revenue generated from the kiosks will be used to pay for the parking management company, enforcement, kiosks, and license plate reader system. The residential permits costs contribute towards the cost associated with managing the residential permit program only.

Q18: The board spoke to \$62 per resident to get the overall program to cost neutral based on estimated adoption rate. Does that included the estimated revenue gained from the \$1.75 and \$1.25 fees from visitors? If visitor parking consumption goes up year-over-year will the cost to residents go down?

A18. The initial \$62 proposal was a conservative number based on a very limited number of permits being issued. It was designed to pay for the permit program. The kiosks fees were designed to cover cost of the kiosks, patrols, maintenance, and operating costs. Permit fees are still being evaluated and the Board of Supervisors has the authority to change them.

Q19: In the toll Brothers MetroWalk development - 90% of the Flats have no driveways and only 1 building has moved in so far. Those future buyers are completely unaware of this and believe the street parking is open parking. I also believe that the parking should be free for the residents of the development.

A19. The County cannot speak on what the developers have or have not informed the residents. The County has had meetings with the developers over the past year discussing the future of public streets and the direction from the Board of Supervisors for a Parking Management Area.

Q20: It was stated that Westmoore could qualify for the RPPD. If that's the case, why not allow the areas south and west of Grandmoore and Claude Moore allow to use this program, and those areas that do not qualify for this program use the Metered Program Parking Plan?

A20. That is possible; however, the RPPD is a complaint-based program that is not proactively managed. The program being proposed by the County will be a an actively managed parking program with frequent patrols that improve security and provide quick-response times to illegally parked vehicles. Additionally, the Parking Management Area does not require a petition and application to the Board of Supervisors like the RPPD does.

Q21: I completely agree with the RPPD petition as well.

A21. An RPPD is an option for Westmoore but not Metro Walk; however, this does limit the community to the established RPPD rules. Find more information about the specific RPPD process on the County's website: <https://www.loudoun.gov/5246/Residential-Permit-Parking-District-RPPD>

Q22: What % of Westmoore residents sighted the petition? I don't want to assume there is overwhelming opposition to the parking management plan

A22. The County was not involved in the petition, so we are unaware of the percentage of residents who participated. Please also note that the online petition that was circulated by a resident does not satisfy the County's requirements for establishing a RPPD program. More information about how to establish a RPPD is posted on the county's website here: loudoun.gov/5251/How-to-Establish-a-RPPD

Q23: Residents were not given any notice of any decisions regarding parking within the Westmoore community. If the purpose of parking within the community it to provide parking for residents, then there is no need for parking meters within Westmoore Community.

A23. Staff is using the County's prescribed legislative process for addressing parking at Moorefield Station area and the Ashburn Metro Station. This process includes notifying residents and promoting public input to the Board of Supervisors regarding any proposed parking solutions. The January 27, 2022, community meeting was one way for the County to hear from residents and answer questions to resolve concerns. The purpose of the proposed program is to preserve parking for residents and guests and encourage Metro riders to parking in the Ashburn Station parking garage. Physical meters in the residential areas are not a required component to accomplish the Board of Supervisors direction of restricting the Metro riders' access to on street parking.

Q24: This is Liz Mountz. I am watching from Matt Webb's account and request to be authorized as a separate speaker: Guest weekend parking is very important. If the goal is primarily to prevent metro riders from parking in the community, why does the proposal require metered parking 6am to 6 pm, 7 days a week when Metro garages allow free weekend parking? I've lived in the Silver Spring metro district, and 9-5, M-F parking restrictions were adequate for that highly developed area.

A24. The County garage will be a charged facility 7 days a week. Guest passes and time limited free parking are some proposed options being considered for visitors. The Board of Supervisors will ultimately evaluate and act upon a parking solution for the Moorefield Station community.

Q26: So the "soft" approach is one of the biggest issues. If you are looking to keep people out of the neighborhood, you need to be more "assertive" and make it "hurt", so to speak.

A26. The proposed "soft" enforcement approach is intended to benefit residents. Enforcement options can be changed based on community input, but typically it is best to begin with a soft approach to allow users to become familiar with the parking management program.

Q: 27. Metro Parking Tax – “related parking facilities” is very broad and this could likely be considered under that broad umbrella

A27. The tax district revenue cannot be used for this on-street parking program or the County ordinance establishing the parking district. The purpose of the Metrorail Tax District revenue is to pay capital construction costs of Metro and the related parking facilities (i.e., the commuter garages).

Q29: Has it been decided to not install parking meters in the Westmoore Community? The biggest concern for our community is parking meters being installed and forcing residents to pay for parking passes/permits to park in our community. Will permits and guest passes involve an additional cost on residents?

A29. No final decisions regarding the appropriate parking solution for the Moorefield Station and Ashburn Metro Station have been decided. The Board of Supervisors will weigh public input and staff recommendations. More information about the initiative is posted on the County’s website at loudoun.gov/moorefieldstationparking. Based on community feedback, the benefits of an RPPD are being modeled in a proposed alternative. The current charge per permit in the RPPD is \$10/permit and residents are provided 20 guest passes for each participating address. Once guest passes are used up, the resident may purchase an additional 20 passes at an additional cost. The Parking Management Area program could be modeled after this structure pending Board of Supervisors direction.

Q33: If the public street residents as well as private street residents are allowed to get annual parking permits, will this lower the cost of the permits altogether?

A33. The price for permits may be revised based on input from residents and the Board of Supervisors direction.

Q34: If the permits are only used by the residents along the public streets, then they will overflow over to the private streets to avoid the fees. Many of us do not have full driveways to park even one car, while others can park up to 4 cars.

A34. This program can only regulate publicly maintained roadways. Private roadways and streets may be restricted by HOA authority. The County’s proposed parking solution considers on-street parking and does not provide for case-by-case solutions based on an individual’s driveway configuration that existed when homes were purchased, which is not possible when developing a community wide parking management program on this scale.

Q35: The need for metered parking is a direct result of Metro coming to Ashburn. The district tax is for capital costs of WMATA as well as operating costs. Purpose 3E of the ordinance allows for parking structures..., and other supporting equipment and infrastructure. Residential parking meters and the fees as well as operating costs seem to fit the ordinance. Please ask the County attorney to opine on this matter

A35. Metrorail Service District revenues cannot be used for operating expenses. It is limited to capital costs for Phase 2 of the Metrorail Project, including the parking garages for Metro commuters that were required at the Ashburn and Loudoun Gateway Stations as part of the project. The residential parking program and the proposed Parking Management Area are not part of the Metrorail Project; therefore, it is not an eligible cost for use of Metrorail Service District revenues.

Q36: You have mentioned that discussion first occurred in 2019. However, you also stated that this was brought to the HOAs' attention this January. To me, it sounds as though the developers didn't know enough to disclose to homebuyers. It sounds very unethical, or at best, very poorly implemented by Loudoun County government..

A36. Although many discussions have occurred between the HOA, Developers, and the County, the program was still in the early development stages. Once an actionable proposal was developed the Community outreach process was initiated.

Q41: I would like to ask 2 questions. 1 - When do we expect Metro at open (the community has been waiting since July 2019)? 2 - why is this an additional cost to the community that has already been paying for a service that not been provided?

A41. The most recent information from WMATA is that the Metro opening date will be Spring of 2022. The community is not currently paying for parking; however is paying the Metro tax which is for a separate purpose of dedicated to paying for the construction of the Metro facilities servicing the area.

Q42: Vice starting up this new program, why is that we cannot modify the RPPD program to fit our needs? Personally, I am fine with the RPPD program as it, but would be opened to hearing about how we can expand the guest parking pass options. Regardless, it sounds as though something new will be occurring.

A42. This was considered by the Board of Supervisors, and it was determined that the significant number of changes were not appropriate and would have county-wide implications. Consequently, the Board of Supervisors adopted Chapter 484 of the Loudoun County Ordinances to address this area.

Q43: We prefer using parking signs with restrictions in the residential community and parking permits for residents and then the kiosks at the commercial/retail development area.

A43. The County understands the desire to limit the use of kiosks and is looking at various alternatives, such as a totally mobile application-based system in the residential areas with kiosks only near public parks. This feedback will be provided to the Board of Supervisors. Additional feedback regarding the future parking solution can be provided to the Board of Supervisors by visiting loudoun.gov/moorefieldstationparking.

Q45: In RRPDs, what is the current way that residents handle home maintenance visitors, (i.e., carpet cleaner, plumber)? I understand from a previous response what would happen if we had the kiosks (which I oppose), so would like to understand what it looks like for current RPPDs

A45. The current RPPD provides a set amount of visitor passes upon purchase of each permit. Once these passes are used up the resident may purchase more passes at an additional cost.

Q47: *sticker. +1 on what has been said here. Majority of townhomes do not have driveway parking. Certain areas have both side of roads designated as fire lanes, or at minimum one side. So, it forces residents to park certain residential parking areas--if we introduce even 20% increase in parking due to commuters (who pay hourly), there will seriously lack of parking for residents.

A47. The objective of this program is to preclude Metro commuters from on-street parking, not add to on street parking. With this program in place commuters will be using the Metro garage.

Q56: Thank you for taking my comments/questions - 43427 Grandmoore Street: If the goal is to direct metro riders to the parking garage, why is giving them an option to park in residential streets under consideration? Asking residents to pay for permits on the qualified streets, seems to be an unequal burden on some resident's vs others. As someone else has pointed, even residents who are not on the qualified streets do use on-street parking.

A56. The County is working to preserve on-street parking for residents, visitors, and future businesses by implementing a parking management program. The proposed hourly rates for on-street parking are intended to encourage Metro riders to park in the garage as it would cost more to park on the street in front of residences than parking in the Metro garage. One of the options being considered would be to not have kiosks in the residential areas thus preventing any metered use.

Q57: What are the next steps for residents and public feedback?

A57. The County continues to receive feedback from residents and the District Supervisor is working with the HOAs on various proposals to present to the community for consideration. View more information about this initiative on the county's website: loudoun.gov/moorefieldstationparking.

Q58: How can the community members interested meet to come up with a plan of action?

A58. The District Supervisor and the residents by way of the HOAs will be having future meetings and discussions for community members to participate in. Background information and a comment form can be found by visiting loudoun.gov/moorefieldstationparking.

Q59: -If the point of the metered parking is to reduce outside parking why is there a limit on how many permits a household are allowed. The more permits that the HOA/residents use the less outside parking there will be available, and the more spaces will be occupied by residents. This seems like a way to tax the residents more while also welcoming outside parkers into the community. Additionally, due to the proximity of the community to future business, the kiosks will only encourage those patrons to park here.

A59. The County is open to increasing the number of parking permits after hearing from residents regarding their concerns on the number of permits proposed.