

Community Presentation of Findings and Feasibility of Suggested Solutions for Parking Problems

(Reference 25 May 16 Meeting)

Sully Station Parking Committee

Green Space / Open Space

- Problem:** Lack of parking in some areas of the Community.
- Suggested Solution:** Pave over “green space” and bill the entire community for the cost over the span of two years.
- Findings/ Feasibility:** **NOT FEASIBLE:** At approximately 19.5%, Sully Station is currently at the limit of County required green space/open space. More importantly, due to the below stated environmental concerns this option is not feasible.
- Source:** **1)** Information received from the Board of Supervisors, Sully District Office via email
2) Sully Station’s community association law firm Chadwick, Washington, Moriarty, Elmore & Bunn P.C. via email
- Summary/ Paraphrase:** **1)** Sully Station was rezoned to PDH-3 (Planned Development Housing District). This category requires approx. 18-20% of open space. Sully Station is approx. 340 acres with approx. 134 acres of open space; equaling about 39%. However, this percentage includes the opens space that conveyed to the HOA (or Sully Station Community Asso) and the Fairfax County Park Authority for necessary utility and drainage easements. So the 39% is not entirely controlled by Sully Station. It is unclear as to the exact percentage owned by Sully Station, but is likely less than the 39%. So if each owns 50% then Sully Station is at 19.5% open space. **2)** Also “Implementing this option would require a Site Plan Amendment to the Sully Station Final Development Plan (“FDP”), which FDP was approved by the FFX County Board of Supervisors back during the development process of the Sully Station subdivision. If Sully Station were now to submit such a Site Plan Amendment for the purpose of increasing the paved area within the subdivision, it would be disapproved. The reason for that disapproval would be the FFX County Zoning Ordinance and its incorporation of Chesapeake Bay watershed regulations. Those regulations would negate the option of paving over the Assn’s common area and turning it into parking lot(s).”
- Other Sources:** <http://www.fairfaxcounty.gov/dpz/zoningordinance/articles/art06.pdf>
Fairfax County Property Map Zoning 44-3

Sully Station Parking Committee

County Ordinance Violations – Single Family Houses

Problem:	Residents and guests disobeying Fairfax County Parking Ordinances. (Some of these problems stem from lack of parking in the townhouse clusters.) Examples included in the May-June 2016 <i>Signal Newsletter</i> : parking too close to an intersection, a stop sign or a driveway; parking adjacent to a fire hydrant; parking the wrong way on a two-way road; commercial vehicles parking in residential areas.
Suggested Solution:	Post Fairfax County Police contact information in bi-monthly newsletter and on webpage. Residents may contact the police directly.
Findings/ Feasibility:	FEASIBLE: This is possible with the Board's consent.
Source:	Fairfax County Police Officers via email
Summary/ Paraphrase:	<p>Non-emergency number - 703-691-2131 for immediate parking complaints (also for weekend and after hours)</p> <p>TEO O.F. Adewusi direct: - 703-814-7017 for ongoing issues that need to be addressed from a routine enforcement standpoint (leave a voicemail message) or email olukemi.adewusi@fairfaxcounty.gov. Be sure to include parking violation location (address if available). A photo can also be attached. Station number 703-814-7000 - the PCA will transfer to Parking Officer Adewusi's voicemail.</p> <p>* Residents must be proactive and call the Fairfax County Police Department when they see a parking violation. The management office is not available 24 hours a day to report all violations.</p>
Other Sources:	<p>http://www.fairfaxcounty.gov/fcdot/parking_restrictions.htm</p> <p>http://www.fairfaxcounty.gov/fcdot/pdf/vehicles_not_restricted.pdf</p> <p>http://www.fairfaxcounty.gov/fcdot/pdf/vehicles_restricted.pdf</p> <p>http://www.fairfaxcounty.gov/fcdot/pdf/parking_fieldphotos.pdf</p> <p>Flyer in May-June 2016 <i>Signal Newsletter</i></p>

Sully Station Parking Committee

Community Center Parking Lot After-Hour Use

Problem: Lack of sufficient number of parking spaces in the Milton Townhouse Cluster and Sequoia Farms Drive.

Suggested Solution: Open Community Center parking lot to after-hours resident/visitor parking.

Findings/ Feasibility: **FEASIBLE:** This is possible with the Board's consent. (The Board would have to investigate insurance and security ramifications.)

Source: N/A

Summary/ Paraphrase: The Community Center parking lot would be open to overnight parking (private vehicles only – no commercial vehicles) from the hours of 7 p.m. until 7 a.m. unless the Community Center is rented for a private function. Then an A-framed sign stating that "The Parking Lot is Reserved for a Community Function" would be placed at the front of the parking lot. In which case residents would only be able to park here after the event is concluded. This would open 85 more parking spaces.

Other Sources: N/A

Sully Station Parking Committee

Sully Station Drive On-Street Parking Spaces

Problem:

Due to increased vehicle population in townhouse clusters, many cars park in the single family section of the Community causing over crowded streets leading to cars being squeezed into spaces - i.e. too close to intersections, stops signs, driveways and fire hydrants.

Suggested Solution:

Will opening up Sully Station Drive to two-sided parking be considered? 4 potential options were offered:

- #1 Reopen two-sided parking on Sully Station Drive giving townhouse parkers additional parking options.
- #2 Keep Sully Station Drive one-sided parking but having painted line spaces for the current parallel curb parking.
- #3 Keep Sully Station Drive one-sided parking but having diagonal/angled curb parking with painted line spaces vs. the current unpainted parallel curb parking.
- #4 Reopen two-sided parking on Sully Station Drive but only for limited hours at night (i.e. 7 pm to 7 am) giving townhouse parkers additional parking options. No painted lines.

Findings/ Feasibility:

FEASIBLE COMPROMISE: Sully Station Drive is 39 feet wide. Currently, there is one-side parking and two-way traffic. The street was originally two-sided parking with two-way traffic. It was changed by Fairfax County approximately 10 years ago at the request of the Board.

- Typically painted parallel parking spaces are 20 ft long by 8 ft wide. This means 5 cars per 100 feet. With unpainted spaces the average length is 17 ft long' which mean approximately 6 cars per 100 feet. Parallel parking leaves a width of 31 ft of road for the two-way traffic to share (or 15.5 ft each).
- At a 45° angle 8 cars per 100 feet could be parked but the spaces would extend into the roadway 15 ft vs the 8 ft parallel. This leaves a width of 24 ft of road for the two-way traffic to share (or 12 ft each).
- At a 60° angle 10 cars per 100 feet could be parked but the spaces would extend into the roadway 17 ft vs the 8 ft parallel. This leaves a width of 22 ft of road for the two-way traffic to share (or 11 ft each).

Sully Station Parking Committee

Sully Station Drive On-Street Parking Spaces cont'd (2)

- So painted parallel lines (at 20 ft) would decrease the number of parking spaces by 1 car per 100 feet. And although angled parking would increase the number of parking spaces, the problem is the increased number of cars backing out into a roadway made narrower by the decreased travel space. So the time spent waiting for a car to parallel park is now increased by the 3-5 additional spaces/cars per 100 feet to back out of an angled space. In addition, cars backing out of an angled space have less visibility when entering roadway. Also there is the cost of painting the lines whether for parallel or angled parking.
- Opening the roadway to two-sided parking during night-time hours would increase the number of spaces by 50-60. This leaves a width of 23 ft of road for the two-way traffic to share (or 11.5 ft each). There would be no cost of painting lines. The county would put up the signs and maintain the roadway. The roadway is already designed to support two-way traffic with two-sided parking.

Source:

<https://www.google.com/#q=what+is+the+average+width+of+a+car>
<https://www.google.com/#q=what+is+the+average+length+of+a+parallel+parking+space>
https://www.reddit.com/r/boston/comments/2uf8b5/if_you_angle_the_parking_slots_you_can_fit_up_to/
<https://www.quora.com/What-are-the-pros-and-cons-of-angling-parking-spaces>
www.streetsblog.org/2008/01/03/the-case-against-pull-in-angle-parking/

**Summary/
Paraphrase:**

Option #4 seems to have no cost and the easiest to implement. Reopen parking on Sully Station Drive to make it two-sided parking but only for limited hours at night (7 pm – 7 am). This is the best compromise for those that like two-sided parking and those that want to keep one-sided parking. This would only slightly inconvenience those that drive the length of Sully Station Drive to get to the further streets, but would greatly aid those who are need of more parking options. This would allow parking for those coming home from work but keep it clear during the morning for children walking to school. Townhouse residents said that there are still spaces available around 6:00 p.m. The lack of parking starts around 7:00 p.m. With the additional parking available, the townhouse residents would not have to park in front of the single family houses thereby reducing the number of County Parking Ordinance violations.

Other Sources:

Flyer in May-June 2016 *Signal Newsletter*
Board of Supervisors, Sully District Office email

Sully Station Parking Committee

Special Parking Districts – Single Family Houses

- Problem:** Lack of parking in some areas of the Community. A result of this is spill-over cars from townhouses are causing overcrowded parking conditions in the single family house streets resulting in violations of Fairfax County Parking Ordinances.
- Suggested Solution:** Make single family house streets with this problem special parking districts to restrict parking to only those cars that live on those streets.
- Findings/ Feasibility:** **FEASIBILITY DEPENDING:** Single family house street within Sully Station Community do not qualify for special parking districts based on criteria 1 and 2. In addition, to be eligible, it would have to meet all criteria 2, 3 and 4.
- Sources:** <http://www.fairfaxcounty.gov/fcdot/parking/rppd.htm>
https://www.municode.com/library/va/fairfax_county/codes/code_of_ordinances?nodeId=THCOCOFAVI1976_CH82_MOVETR_ART5AREPEPADI_S82-5A-2DE
Sully Station’s community association law firm Chadwick, Washington, Moriarty, Elmore & Bunn P.C. via email
- Summary/ Paraphrase:** Criteria to qualify for a special parking district include:
- 1 • an area within 2,000 feet walking distance from the pedestrian entrances and/or within 1,000 feet from the property boundaries of an existing or proposed high school, existing or proposed rail station, or existing Virginia college or university campus
 - 2 • the proposed District contains a minimum of 100 contiguous or nearly contiguous on-street parking spaces, 20 linear feet in length per space; **and**
 - 3 • at least 75 percent of the land abutting each block within the proposed District is developed residential; **and**
 - 4 • at least 75 percent of the total number of on-street parking spaces of the petitioning blocks are occupied, and at least 50 percent of those occupied spaces are occupied by nonresidents of the petitioning blocks
 - 5 • temporary RPPD may be created by the Board of Supervisors when a residential area is experiencing and/or expects to experience significant parking problems due to a short-term situation, such as a construction project
- Other Sources:** Flyer in May-June 2016 *Signal Newsletter*
County Code Section 82-5A- 4(b): Sub-sections (1) through (3)

Sully Station Parking Committee

Speed Studies – Sully Station Drive and Sequoia Farms Drive

Problem: Cars go faster than the posted speed limit creating safety hazards to pedestrians crossing the road and cars exiting side roads.

Suggested Solution: Recommend asking for a new speed study along these two roads.

**Findings/
Feasibility:** **AWAITING DATA:** The speed studies are tentatively scheduled for November 2016. Our scheduled date will depend on the schedule of VDOT.

Source: Information received from the Board of Supervisors, Sully District Office via email

**Summary/
Paraphrase:** Past speed studies for both streets show that “stealth pads” were used to collect the information/data for Sequoia Farms Drive in 2004 and 2006. However, both “smart trailer” and “stealth pads” were used to collect information/data for Sully Station Drive data in 2003, 2004 & 2007.

In both the 2004 and 2006 studies, Sequoia Farms Drive would qualify for the Traffic Calming Program. However, due to its posted speed limit of 30 mph, Sully Station Drive was not eligible for the Traffic Calming Program. Only roadways with posted speed limits of 25mph or less are eligible for the Traffic Calming Program. In summary, the speed data for Sully Station Drive was not as bad as the Sequoia Farms Drive speed data.

Other Sources: Request letter dated 30 Aug 16 from Board of Supervisors, Sully District to Virginia Department of Transportation (VDOT)

Sully Station Parking Committee

Pipestems / Common Driveways – Single Family Houses

Problem:

- Nonresidents of pipestem parking on private property pipestems. (Mostly occurs during heavy snow times)
- Pipestem residents parking on pipestem in front of their own houses.

Suggested Solution:

- Post an additional sign below the current green sign stating, “Private Property – No Parking – No Trespassing – Violators will be Towed at the Owners Expense.”
- Paint yellow lines running the length of both sides of the pipestem to indicate fire lanes.
- Post pipestem parking information in bi-monthly newsletter and on webpage.

**Findings/
Feasibility:**

FEASIBLE: There is no need to post additional signs or paint yellow lines as there is already a remedy in place via current homeowner documents. Posting pipestem parking information via the newsletter and webpage is possible with the Board’s consent.

Source:

Pipestem Homeowners Supplementary Declaration BX6371 PG1690 pages 8-9
(<http://sullystation.org/wp-content/uploads/2014/05/Supplementary-Declaration-Lots-587-641.pdf>)

**Summary/
Paraphrase:**

This includes pipestem information such as definitions, restrictions and damage or destruction. Basically it states that common driveways shall only be used for ingress and egress. There shall be no parking on the common driveways except for delivery and emergency vehicles.

* Residents must be proactive and call either the management company so they can send a letter to the homeowner informing them of the regulations or the Community contracted tow truck company so the car can be towed from the private property fire lane.

Other Sources:

Flyer in May-June 2016 *Signal Newsletter*

Sully Station Parking Committee

Current Townhouse Parking – Fire Lanes

- Problem:** Residents or visitors parking in fire lanes as a convenience or because of lack of assigned parking.
- Suggested Solution:** At the May 25th parking meeting, Fairfax County police officer(s) suggested that Sully Station have a Fairfax County Fire Marshal inspection to assess whether or not our Community was up-to-code as it pertains to fire lane enforcement.
- Findings/ Feasibility:** **IN COMPLIANCE DUE TO AGE OF THE COMMUNITY:** In order for the police department to enforce on private property (i.e. townhouse property):
- the curbs must be painted yellow (currently had)
 - the curbs must be labeled Fire Lane every 25 ft or No Parking Fire Lane signs every 25 ft (area of concern)
 - the police station must have written permission to enforce traffic laws on private property (currently on file)
- Source:** Physical inspection by Inspector II of the Fire Prevention Division, Inspections Branch, Office of the Fire Marshal, Fire Lane Enforcement
- Summary/ Paraphrase:** Parking Committee met with the Fairfax County Fire Marshal Inspector in June 2016. The Fire Marshal Inspector inspected all townhouse sections and put Fire Marshal approved Fire Lane stickers on our signs indicating that Sully Station is up-to-code. The combination of the following three items allows the police department to issue warnings/tickets or other enforcements within the townhouse developments as it pertains to motor vehicle/traffic, trespassing violations and fire lane ordinances on private property:
- **Authorization for Enforcement of Motor Vehicle and Trespass Laws on Private Property** document currently on file with the Sully District Station
 - **Yellow Curbs**
 - **Signs with Fire Marshal stickers posted** at the entrance of all townhouse streets stating that Yellow Curbs Are Fire Lanes - No Parking or Standing at Any Time. (According to the Fire Marshal Inspector, entrance signs stating that **all**

Sully Station Parking Committee

Current Townhouse Parking – Fire Lanes cont'd (2)

yellow curbs are fire lanes negates the need for signs every 25 feet. Without this wording multiple signs would be needed.)

* Residents must be proactive and call the Fairfax County Police Department or Fire Marshal Office when they see a fire lane violation. The management office is not available 24 hours a day to report all violations.

Fairfax County Police: Non-emergency number - 703-691-2131 **or** Sully District Station - 703-814-7000

Fairfax County Fire Lane Enforcement: Non-emergency number - 703-691-2131 **or** Main - 703-246-4849

Other Sources:

Flyer in May-June 2016 *Signal Newsletter*

Various emails with attached photos from residents explaining the problems

Sully Station Parking Committee

Handicapped Parking within Townhouse Clusters

- Problem:** Why are there no handicap parking spaces within the townhouse clusters?
- Suggested Solution:** N/A
- Findings/ Feasibility:** **NOT NECESSARILY REQUIRED:** Handicap parking is not required on private streets by Fairfax County.
- Source:** Kathy L. Smith, Sully District Supervisor, Fairfax County Board of Supervisors via email
Sully Station's community association law firm Chadwick, Washington, Moriarty, Elmore & Bunn P.C. via email
- Summary/ Paraphrase:** "In regards to handicap parking in a residential community, whether it be a single family home or a townhouse, handicap parking spaces are not required as part of the development conditions/requirements. A single family home normally has a driveway and a garage and thus parking at the residence is close. Typically, a townhouse development either has garage parking or designated parking spaces (normally two) for each unit and this parking is also close to the residence. Therefore, handicap parking spaces are not a requirement for these types of housing. Handicap parking spaces are required as part of the development of the residential community if there is a public swimming pool/clubhouse, recreation area such as a playground or tennis courts that have parking spaces to access the facility. These public areas are required to have handicap parking spaces."
- Other Sources:** N/A

Sully Station Parking Committee

Current Townhouse Parking Resolutions - General

Problem:

What is enforceable by current documents?

Examples of problems include:

- residents that park on the sidewalk and in their lawn
- residents that park horizontally across the back of their driveway
- residents that habitually park in visitor spots
- condominium residents parking in Milton townhouse cluster visitor spots
- residents and visitors parking in Fire Lanes
- commercial vehicles that park in community
- moving container parked in driveway since Dec 2015 (The Pack Rat Container Company removed the pod from the property at the end of June 2016 thanks to the hard work of Sharon Whited.)

Suggested

Solution:

Update homeowner documents to allow for swifter enforcement of Sully Station Community Association (CA) rules and regulations.

Findings/

Feasibility:

- **NOT RELEVANT:** Parking on single family house public streets fall under County Ordinances and is only enforceable by the Fairfax County Police (and/or the Fairfax County Fire Marshall for certain Fire Code County Ordinances). So updating CA documents would be ineffectual.
- **FEASIBLE:** Parking within townhouse private streets fall under the Sully Station CA documents. Currently, the length of time required to inform and then resolve the parking problem is too long. Also, there is no enforceable monetary penalty recorded within the CA documents as written. So updating CA documents would be beneficial.

Source:

Sully Station Community Association Document Policy Resolutions: <http://sullystation.org/association-documents/>

Resolution No. 7: General: relating to the use, parking and storage of vehicle

Resolution No. 13: Parking Policies – Long Signature and Glenberry Townhomes: relating to the use, parking and storage of vehicle

Resolution No. 14: Parking Policies – Newberry Townhomes: relating to the use, parking and storage of vehicle

Resolution No. 16-1: Parking Policies – Milton Townhomes: relating to the use, parking and storage of vehicle

Sully Station Parking Committee

Current Townhouse Parking Resolutions - General cont'd (2)

**Summary/
Paraphrase:**

The Parking Committee defers any and all recommendations to the Amendments Committee. The Amendments Committee (AC) will be working with Legal to rework the Homeowner documents. This will allow for the monetary enforcement of the CA rules. This will allow the CA to legally enforce all CA rules.

Other Sources:

Various emails with attached photos from residents explaining the problems

Sully Station Parking Committee

Current Townhouse Parking Resolutions - Visitor Spaces

Problem(s):

- Townhouse Residents parking in visitors spaces.
- Townhouse Residents with more than 2 cars shifting cars from owner spaces to visitor spaces to give illusion of visitor.
- Townhouse Residents' owned commercial vehicles parked in visitor spaces.
- Townhouse Residents' personal cars parked in visitor space while residents' owned commercial vehicles parked in owner space.

Suggested Solutions

1• HOA governance needs to be changed from the 48 hours to 24 hours one can be parked in an unauthorized parking space without being given a warning - then another to tow.

2 • Residents with guests that will be staying the weekend or longer should be made to come to the office prior to their arrival for a permit card that must be displayed in the windshield while in the space.

3• Issue visitor parking decals/hang tags to townhouse residents, only one per house hold (perhaps with a number to identify which house the tag belongs too). • Charge for visitor passes, especially if lost. • Could register for additional temporary visitor passes if having a party. These would not be for overnight visitors and you would have to leave a deposit.

Findings/Feasibility

1• **The Parking Committee defers any and all recommendations to the Amendments Committee.** The Amendments Committee (AC) will be working with Legal to rework the Homeowner documents. This will allow for the monetary enforcement of the CA rules. This will allow the CA to legally enforce all CA rules.

2• **FEASIBLE:** This is something that the Board would have to ponder and then make a decision.

3• **FEASIBLE:** This is something that the Board would have to ponder and then make a decision.

Sully Station Parking Committee

Current Townhouse Parking Resolutions - Visitor Spaces cont'd (2)

Suggested Solutions cont'd

- 4• No visitor parking decals/hang tags issued per house. Every visitor would have to register in person (or resident could pre-register the visitor) providing license plate number and VIN. The visitor pass would be temporary.
- 5• Perhaps a "Neighborhood Watch" could be established. Give them the authority to enforce to rules and tow the vehicles after they are given sufficient warning/notification.
- 6• Perhaps the HOA could erect elevated "reserved for visitor only - violators will be towed" signs on poles at each space.
- 7• Paint the word "Visitor" at the entrance of each visitor space to emphasize that it is not a resident space.
- 8• Issue parking permit stickers for every car registered to the resident - towing those vehicles after they have parked in the visitor spaces more than 24 hrs.

Findings/Feasibility cont'd

- 4• **FEASIBLE:** This is something that the Board would have to ponder and then make a decision.
- 5• **NOT RECOMMENDED:** The Parking Committee at the recommendation of the Fairfax County Police Officers during the May 25, 2016 Parking Meeting does NOT Recommend neighbors enforcing rules on neighbors. Situations may become volatile.
- 6• **NOT RECOMMENDED:** Although the cost of the signs is minimal [approx. (\$10 per sign + \$7 shipping) X 130 visitor spaces = \$2210 + installation = final cost to Community • may get a discount with bulk order], the aesthetics of the Community would be greatly affected. Also, signs would place an additional burden on the landscaping company while maintaining our Community.
- 7• **FEASIBLE:** This is something that the Board would have to ponder and then make a decision. Paint is relatively inexpensive. Also having the "Visitor" label at the entrance of the space would make it easily identifiable.
- 8• **REFER TO NEXT SLIDE:** Current Townhouse Parking Resolutions– Resident Stickers

Sully Station Parking Committee

Current Townhouse Parking Resolutions - Visitor Spaces cont'd (3)

Suggested Solutions cont'd

9• Put Single Space Parking Meters at each visitor spot or a Multi-Space Parking Pay Stations per townhouse cluster.

10• Have each new resident "in-process" at the community office to receive their HOA manual and be required to sign a letter stating that they are aware they are required to read and understand what is in it.

Findings/Feasibility cont'd

9• **NOT RECOMMENDED NOR FEASIBLE: Single Space Meters:** The cost would be significant [approx. (\$200 to \$400 per meter) X 130 visitor spaces = \$26,000 to \$52,000 + installation + management + annual maintenance cost = final cost to Community • Out-dated drop-in-a-coin-and-twist-the-dial parking meters cost about \$158 per year to maintain and modern smart meters will cost \$446 per year to maintain]. Again, the aesthetics of the Community would be greatly affected and the meters would place an additional burden on the landscaping company while maintaining our Community. **Multi-Space Parking Pay Stations:** The cost of this option for a single housing community would not be feasible. This option is more appropriate for large cities. [The Community would need several of these meters at (\$5-10K each) per the 4 townhouse clusters. Say each multi-space meter served 20 visitor spaces then we would need 6.5 meters (130spaces/20). So at \$5,000 to \$10,000 each the purchase price would = \$32,500 to \$65,000+ installation + management + annual maintenance cost = final cost to the Community]. **Both** types of meters would require guests to pay to visit.

10• **FEASIBLE:** This is something that the Board would have to ponder and then make a decision.

Sully Station Parking Committee

Current Townhouse Parking Resolutions - Visitor Spaces cont'd (4)

Suggested Solutions cont'd

11• Instead of having to register visitors in person at the management office, have some type of online or application electronic registration.

12• Visitors staying past 11:00 p.m. must be registered at the Management office to prevent residents from parking overnight.

Findings/Feasibility cont'd

11• **FEASIBLE:** This is something that the Board would have to ponder and then make a decision. There would be costs involved with the initial set-up and then to maintain.

12• **FEASIBLE:** This is something that the Board would have to ponder and then make a decision.

Source:

www.mackaymeters.com/Products/SingleSpace.aspx
www.quora.com/How-much-does-a-parking-meter-cost-without-installment
lbpost.com/news/2000004300-city-looking-to-replace-1-620-parking-meters-with-single-space-smart-meters
myparkingsign.com
http://www.metricgroup.co.uk/usa/?gclid=CJ_G_MWmps0CFQqsaQodZXIPUQ#
<http://www.parkingtoday.com/articledetails.php?id=725>
www.quora.com/How-much-does-a-parking-meter-cost-without-installment
http://usatoday30.usatoday.com/tech/news/techinnovations/2009-02-23-smartmeters_N.htm
parkingboss.com

Summary/

Paraphrase:

After gathering responses from a Community issued survey, the Parking Committee will give these results and our research findings to the Board for evaluation to perhaps make some Community acceptable parking changes.

Other Sources:

The Unit Owners Association of Lifestyles at Sully Station, a Condominium: Policy Resolution 15-1 Parking Policies
Data table from Sully Station Board
Fairfax County Police recommendation at 25 May 16 Community Parking Meeting
Flyer in May-June 2016 *Signal Newsletter*
Interviewed Battlefield Towing and Storage to inquired about types of services offered

Sully Station Parking Committee

Current Townhouse Parking Resolutions – Resident Stickers

Problem:

Same Problems listed on previous slide: Current Townhouse Parking Resolutions – Visitor Spaces. However a different Suggested Solution was offered.

- Townhouse Residents parking in visitors spaces.
- Townhouse Residents with more than 2 cars shifting cars from owner spaces to visitor spaces to give illusion of visitor.
- Townhouse Residents' owned commercial vehicles parked in visitor spaces.
- Townhouse Residents' personal cars parked in visitor space while residents' owned commercial vehicles parked in owner space.

Suggested Solution:

Issue Resident Parking Stickers or Resident Hang Tags (i.e. 2 per house hold) in order to distinguish between residents (owners and renters) and visitors. This would prevent residents from parking in the visitor spaces as cars with resident stickers would be towed.

**Findings/
Feasibility:**

FEASIBLE: This is something that the Board would have to ponder and then make a decision. Examples of types and pricing include:

- **Inside Window Parking Permits, Parking Stickers, Parking Decals and Numbered Parking Permits** Single Color at a quantity of 1,500 is 42¢ and Unlimited Color at a quantity of 1,500 is 43½ ¢
- **Bumper Parking Permits, Parking Permits and Rearview Mirror Parking Permits** Single Color Laminated Vinyl at a quantity of 1,500 is 37¢ or Single Color Laminated Reflective at a quantity of 1,500 is 69¢; Unlimited Color Laminated Vinyl at a quantity of 1,500 is 49¢ or Unlimited Color Laminated Reflective at a quantity of 1,500 is 81¢
- **Parking Tags, Parking Hang Tags and Custom Parking Hang Tags** white 35 point plastic, 7/32", 3/8", 1/2", 3/4", & 1" Unlimited Colors at a quantity of 1,500 is 49¢ (all sizes are the same price).

Source:

http://www.agisolutions.com/WindowPermits_AGI.htm

Sully Station Parking Committee

Current Townhouse Parking Resolutions – Resident Stickers cont'd (2)

Summary/

Paraphrase:

After gathering responses from a Community issued survey, the Parking Committee will give these results and its research findings to the Board for evaluation to perhaps make some Community acceptable parking changes.

Other Sources:

The Unit Owners Association of Lifestyles at Sully Station, a Condominium: Policy Resolution 15-1 Parking Policies
Interviewed residents in other townhouse communities concerning their thoughts on the use of stickers in their communities [Brook Leigh in Chantilly, Wellington in Manassas, Little Rocky Run in Centreville, The Sanderling in Centreville (condo)]

Interviewed Battlefield Towing and Storage to inquire about types of services offered

Sully Station Parking Committee

Number of Driveway vs Non-Driveway Townhouses

Problem: Resident would like to know how many townhomes with garages & driveways, how many without?

Suggested Solution: N/A

**Findings/
Feasibility:**

Cluster	Streets	Non-Driveway Townhouse	Driveway Townhouse	Number of Townhouses	Number of Parking Spaces
Milton	Winding Woods Dr Winding Woods Ct Woodfield Dr	74	99	173	219
Newberry	Oakmere Dr Smithwood Dr Woodford Dr	22	84	106	75
Long Signature	Creek Branch Ct Eddy Ct Farming Way	88	32	120	186
Glenberry	Glen Meadow Ct Glen Meadow Dr Glen Meadow Pl Stoney Branch Ct	113	0	113	246

Source: Data table from Sully Station Board

**Summary/
Paraphrase:** See Table

Other Sources: Data table and Fairfax County Property Map Zoning 44-3 from Sequoia Management
Parking Committee made a visual count/inspection
Use of Google and Zillow satellite views