

ZOC Comments - Parking Sections

ID	Section
#1872	5.05.14 Specific Residential Design Type Parking
<p>By: Ben Keethler benkeethler@outlook.com Date:7/5/2021</p>	<p>There is significant focus to control overparking in single family attached and multifamily design types. This is not a problem that exists in Loudoun and the issue is quite the opposite with these communities being grossly underparked. Ratios need to be increased to accommodate reality. Because margins are skewed to favor development of housing over parking, builders will use the minimum parking standards to drive design. Accordingly, the minimums should be set to 2/DU for Single Family attached and stacked multi-family. Mutlti-family minimums should be 1BR/1.5, 2BR/2, 3BR/2.5 across all policy areas. Maximums are economically self-governing and the concept of managing them is questionable seemingly addressing a problem that does not exist. For commercial retail, past standards over prescribed parking which is now being addressed and adjusted to reality. The same consideration needs to be given to residential parking.</p>
#2000	5.05.14 Specific Residential Design Type Parking
<p>By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021</p>	<p>Thank you for the detailed comment. In future iterations, the ratios will be further refined. Residential parking has been identified a significant concern but discussion necessary. While maximums may be self governing, which is the overall intent of not providing maximums in Rural Policy, maximums are mostly needed in Urban and Suburban Policy Areas where the intent is to promote density and walkability. Ultimately, we are trying to align parking ratios and methods with the goals of the Loudoun County 2019 General Plan. The Zoning Ordinance should provide regulations that achieve those goals.</p>
#1865	5.05.03 Parking Ratios
<p>By: Ben Keethler benkeethler@outlook.com Date:7/5/2021</p>	<p>Residential communities across the county are generally under parked, but the issue is most severe for those in the Suburban and Transition Policy areas. For single family detached across the board, minimum standards in these areas should be increased to 2/DU. Maximum limits are self governing and should be removed.</p>
#2010	5.05.03 Parking Ratios
<p>By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021</p>	<p>We anticipate more direction on residential parking ratios throughout the process. We welcome the discussion.</p>
#1864	5.05.03 Parking Ratios
<p>By: Ben Keethler benkeethler@outlook.com Date:7/5/2021</p>	<p>Urban PA: Dwelling, single-family detached - This is only policy area that has an (*) for this category. Section 5.05.14 does not provide any requirements for single family detached.</p>
#2008	5.05.03 Parking Ratios

Section Comments

ID	Section
#1898	5.05.14 Specific Residential Design Type Parking
By: Maura Walsh-Copeland Maura@Walsh-CopelandConsulting.com Date:7/5/2021	5.05.14(B)(3) SPECIFIC RESIDENTIAL DESIGN TYPE PARKING. Draft text indicates garage and driveway parking spaces "MAY" count toward required spaces for res. dwelling units. When, how and where WILL this apply?
#2003	5.05.14 Specific Residential Design Type Parking
By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021	This could be revised to "must" however, the intent was to provide flexibility. Therefore, if an applicant may opt to use the garage or driveway to meet parking ratios, or they may provide the parking exclusive of these areas.
#1897	5.05.13 Village Parking
By: Maura Walsh-Copeland Maura@Walsh-CopelandConsulting.com Date:7/5/2021	5.05.13 VILLAGE PARKING, Under review by LCPCC member organization experts.
#2080	5.05.13 Village Parking
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	Noted.
#1896	5.05.09 Parking Adjustments
By: Maura Walsh-Copeland Maura@Walsh-CopelandConsulting.com Date:7/5/2021	5.05.09(F) STRUCTURED PARKING REDUCTIONS. Is there a short reason for a 10% reduction for below-grade vs. 5% reduction for above-grade parking structures?
#1988	5.05.09 Parking Adjustments
By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021	Below grade parking garages tend to cost more money to construct than above grade garages. Offering a developer more of an incentive to provide a below grade garage by allowing a 10% parking reduction instead of a 5% reduction for an above grade garage.
#1895	5.05.09 Parking Adjustments

By: Maura Walsh-Copeland Maura@Walsh-CopelandConsulting.com Date:7/5/2021	5.05.09(D)(1) PARKING ADJUSTMENTS. How are driveway and/or garage parking spots in public or private right-of-way abutting the lot factor in the ratio calculation? Parking in HOA areas has been a problem due to how spots were included in ratios.
#1990	5.05.09 Parking Adjustments
By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021	Is this question in reference to residential parking? If so, see section 5.05.14 for further clarity and open discussion.
#1894	5.05.08 Oversized Vehicle Parking
By: Maura Walsh-Copeland Maura@Walsh-CopelandConsulting.com Date:7/5/2021	5.05.08(D) OVERSIZED VEHICLE PARKING REQUIREMENTS. What are the enforcement methods for #1 (oversized vehicle parking prohibited in residential districts). What are the enforcement procedures for #4 when major recreation equipment is parked on residential premises for over 24 hours?
#1985	5.05.08 Oversized Vehicle Parking
By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021	We will get feedback from enforcement staff and provide answers later regarding Loudoun's enforcement.
#1893	5.05.04 Bicycle Parking
By: Maura Walsh-Copeland Maura@Walsh-CopelandConsulting.com Date:7/5/2021	5.05.04 Bicycle Parking. Under review by LCPC member organization experts.
#2075	5.05.04 Bicycle Parking
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	Noted.
#1892	5.05.03 Parking Ratios
By: Maura Walsh-Copeland Maura@Walsh-CopelandConsulting.com Date:7/5/2021	5.05.03(E). NEW CONSTRUCTION OR EXPANSION. How will this requirement apply to NEW construction of an "ag barn" that then becomes a Rural Use? Are all zoning permit requests reviewed for adequate parking requirements for "ag barns" converted to tasting rooms, event centers, agritainment venues, etc.?
#2056	5.05.03 Parking Ratios

By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	The idea is that parking would be reviewed when a change of use occurs.
#1891	5.05.03 Parking Ratios
By: Maura Walsh-Copeland Maura@Walsh-CopelandConsulting.com Date:7/5/2021	5.05.03(D)(3) ALTERATIONS, EXPANSION AND CHANGES IN USE. How will this requirement apply to conversion of an "ag barn" to a Rural Use? Are all zoning permit requests reviewed for adequate parking requirements for "ag barns" converted to tasting rooms, event centers, agritainment venues, etc.?
#2058	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	Expansion and change of use will be reviewed by Staff.
#1890	5.05.03 Parking Ratios
By: Maura Walsh-Copeland Maura@Walsh-CopelandConsulting.com Date:7/5/2021	5.05.03-4 RPA Table. TEMPORARY USES. What are examples considered by Staff?
#2059	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	Temporary uses would include things such as special events that do not operate on a reoccurring basis but on a limited basis. Temporary events are currently regulated in the zoning ordinance
#1889	5.05.03 Parking Ratios
By: Maura Walsh-Copeland Maura@Walsh-CopelandConsulting.com Date:7/5/2021	5.05.03-5 JLMA Table. CRAFT BEVERAGE MANUFACTURING Why is this use requiring a higher ratio of 4/1000 sf than Limited Breweries or Farm Wineries? Has Staff looked at ACTUAL parking in EXISTING RPA JLMA Craft Beverage locations to evaluate ratios, or only used industry information from other areas? Although one might expect more parking in JLMA, is that the actual on-the-ground need as demonstrated by Existing operations?
#2060	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	Individual parking studies were not conducted. We welcome the discussion on craft beverages.
#1888	5.05.03 Parking Ratios

<p>By: Maura Walsh-Copeland Maura@Walsh-CopelandConsulting.com Date:7/5/2021</p>	<p>5.05.03-4. RPA Table. BREWERY, LIMITED. How was a minimum of 2/1000 sf determined? Why are ratios LESS than Craft beverage manufacturing in JLMA of 4/1000 sf? Was any consideration given to parking requirements for tasting rooms, event venues, and current, actual, parking at EXISTING Limited Breweries, especially those that regularly hold events and large fundraisers? This will need to be evaluated again AFTER review of performance standards in Section 3.06.</p>
#2061	5.05.03 Parking Ratios
<p>By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021</p>	<p>We welcome additional discussion on limited breweries versus craft beverage manufacturing. Individual parking studies were not conducted.</p>
#1887	5.05.03 Parking Ratios
<p>By: Maura Walsh-Copeland Maura@Walsh-CopelandConsulting.com Date:7/5/2021</p>	<p>5.05.03-3. TPA Table, 5.05.03-4. RPA Table. 5.05.03-5 JLMA Table. WINERY, VIRGINIA FARM. How (in the world) was a minimum of "2/winery" determined? Versus Qty/1000sf? Was any consideration given to parking requirements for tasting rooms and current, actual, parking at EXISTING Farm Wineries? With the actual volume of patrons, and known overflow parking to inappropriate rural areas ratios may need to be more in line with Restaurant.</p>
#2062	5.05.03 Parking Ratios
<p>By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021</p>	<p>Thanks for pointing that out. We will continue to look into Virginia Farm Winery parking ratios and welcome the discussion. Other principal uses associated with wineries would be parked separately.</p>
#1886	5.05.03 Parking Ratios
<p>By: Maura Walsh-Copeland Maura@Walsh-CopelandConsulting.com Date:7/5/2021</p>	<p>5.05.03-4. RPA Table. WINERY, COMMERCIAL. This use is listed twice -- under Food & Beverage Sales with a minimum of 2/1000 sf and again under Agriculture with minimum of "2/winery" (seriously?). Was any consideration given to parking requirements for tasting rooms, event venues, and current, actual, parking at EXISTING commercial wineries? With the actual volume of patrons, and known overflow parking to inappropriate rural areas ratios may need to be more in line with Restaurant.</p>
#2063	5.05.03 Parking Ratios
<p>By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021</p>	<p>That is an error under Food and Beverage Sales. We welcome the discussion. We welcome the discussion on parking ratios for commercial wineries. Principal uses associated with wineries would be parked separately.</p>
#1885	5.05.03 Parking Ratios
<p>By: Maura Walsh-Copeland Maura@Walsh-CopelandConsulting.com Date:7/5/2021</p>	<p>5.05.03-3 TPA Table. 5.05.03-4 RPA Table. 5.05.03-5 JLMA Table. STOCKPILING. Although consistent with other waste-related uses, what is the .5/1000sf requirement based on? (Employee? building support for stockpiling?). Questions may be resolved when Performance Standards are reviewed at a later date.</p>

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#2064	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	The ratio would be based upon the GFA of buildings on a site.
#1884	5.05.03 Parking Ratios
By: Maura Walsh-Copeland Maura@Walsh-CopelandConsulting.com Date:7/5/2021	5.05.03-5. JLMA Table. AGRITAINMENT . For the ratio of 3/1000 sf is this only for the building or does it include the agritainment area? If the latter, then should be more in line with outdoor recreation of 8/1000 sf. that indicates by area vs. building.
#2065	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	Good point. Acreage may be a more appropriate parameter to utilize. We welcome additional discussion on agritainment parking ratios.
#1883	5.05.03 Parking Ratios
By: Maura Walsh-Copeland Maura@Walsh-CopelandConsulting.com Date:7/5/2021	"5.05.03-3 TPA Table. 5.05.03-4 RPA Table. AGRITAINMENT / PERSONAL INSTRUCTIONAL SERVICES. How was it determined that a school primarily devoted to instruction in musical, dramatic , artistic, dance, martial arts, sports etc. would have the same parking minimum (3/1000 sf) as a potentially much more intense use of Agritainment (corn mazes, petting zoos allowing recreation and tourism)? EQUESTRIAN EVENT FACILITY is allotted 5/1000 sf. Has Staff looked at ACTUAL parking in EXISTING RPA agritainment locations to evaluate ratios, or only used industry information from other areas?"
#2066	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	These are based upon ITE parking standards. Individual parking studies on agritainment facilities were not conducted.
#1882	5.05.03 Parking Ratios
By: Maura Walsh-Copeland Maura@Walsh-CopelandConsulting.com Date:7/5/2021	5.05.03-2 SPA Table. 5.05.03-3 TPA Table. RECREATION, INDOOR. What are the current parking requirements for this use? (could only find .33/person in permitted occupancy approved by the Fire Marshal plus 1 space/employee. Is that correct?) How does 5/1000 sf work for existing indoor rec facilities?
#2067	5.05.03 Parking Ratios

By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	The 0.33 parking/person plus 1 space/employee is correct. Existing indoor recreation facilities would not have to meet this requirement, only if they expand or there is a change of use from lets say office to indoor recreation.
#1881	5.05.03 Parking Ratios
By: Maura Walsh-Copeland Maura@Walsh-CopelandConsulting.com Date:7/5/2021	5.05.03-2 SPA Table. 5.05.03-3 TPA Table. 5.05.03-4 RPA Table. 5.05.03-5 JLMA Table. FUNERAL SERVICES. How was the Ratio of 2/1000 sf determined? Seems low or funeral homes with a chapel for services.
#2068	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	It is based upon other best practices seen by the consultant in other jurisdictions they have worked on. We are open to further discussion.
#1877	5.05.02 Applicability
By: Maura Walsh-Copeland Maura@Walsh-CopelandConsulting.com Date:7/5/2021	5.05.03-4 RPA Table. RURAL RESORT. Ratios are 2.5/1000sf in SPA, .5/guest room in TPA and 1.25/guest room in RPA. This seems inconsistent and illogical without explanation. Also, has Staff done a "math analysis" of the ratio's comparing Rural Resort in RPA to Country Inn in RPA to ensure consistency and avoidance of "picking" one over the other only to reduce parking costs?
#1880	5.05.02 Applicability
By: Maura Walsh-Copeland Maura@Walsh-CopelandConsulting.com Date:7/5/2021	MOVE TO SECTION 5.05.03
#1978	5.05.02 Applicability
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	This research is something that Staff can consider moving forward.
#1983	5.05.02 Applicability
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	Comment is not tagged in EnCodePlus. Please verify which section is recommended to be moved.
#1998	5.05.02 Applicability
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	Additional input from ZOC on these ratios is welcomed. Parking ratios utilize ITE as a basis. No individual parking studies were performed.

ID	Section
#1999	5.05.02 Applicability
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	ITE Parking Manual was the basis for these rates. No individual parking studies were performed. Additional research is something staff can consider moving forward.
#1876	5.05.02 Applicability
By: Maura Walsh-Copeland Maura@Walsh-CopelandConsulting.com Date:7/5/2021	5.05.03-2 SPA Table. 5.05.03-3 TPA Table. RURAL RESORT. Where does this apply in the SPA? Why are the parking ratios in SPA 2.5/1000sf, but only .5/guest room in TPA? What's the logic behind the different ratios?
#1879	5.05.02 Applicability
By: Maura Walsh-Copeland Maura@Walsh-CopelandConsulting.com Date:7/5/2021	MOVE TO SECTION 5.05.03
#1979	5.05.02 Applicability
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	Comment is not tagged in EnCodePlus so it is difficult to determine which section is being referred to. Please confirm which section in EnCodePlus is tied to this comment.
#2082	5.05.02 Applicability
By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021	I think she copy and pasted these comments in the next section.
#1875	5.05.02 Applicability
By: Maura Walsh-Copeland Maura@Walsh-CopelandConsulting.com Date:7/5/2021	5.05.03-2 SPA Table. 5.05.03-3 TPA Table., 5.05.03-4 RPA Table. COUNTRY INN. Does the ratio apply to "cottages" and if so, will the quantity of bedrooms w/in a "cottage" count as .75 in RPA (vs. the .25 in SPA & TPA)?
#1878	5.05.02 Applicability
By: Maura Walsh-Copeland Maura@Walsh-CopelandConsulting.com Date:7/5/2021	MOVE TO SECTION 5.05.03

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#1982	5.05.02 Applicability
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	Further follow-up discussion is necessary on this question.
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By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	This research is something that Staff can consider moving forward.
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By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	Additional input from ZOC on these ratios is welcomed. Parking ratios utilize ITE as a basis. No individual parking studies were performed.
#1999	5.05.02 Applicability
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	ITE Parking Manual was the basis for these rates. No individual parking studies were performed. Additional research is something staff can consider moving forward.
#1876	5.05.02 Applicability

By: Maura Walsh-Copeland Maura@Walsh-CopelandConsulting.com Date:7/5/2021	5.05.03-2 SPA Table. 5.05.03-3 TPA Table. RURAL RESORT. Where does this apply in the SPA? Why are the parking ratios in SPA 2.5/1000sf, but only .5/guest room in TPA? What's the logic behind the different ratios?
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By: Maura Walsh-Copeland Maura@Walsh-CopelandConsulting.com Date:7/5/2021	MOVE TO SECTION 5.05.03
#1979	5.05.02 Applicability
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	Comment is not tagged in EnCodePlus so it is difficult to determine which section is being referred to. Please confirm which section in EnCodePlus is tied to this comment.
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By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021	I think she copy and pasted these comments in the next section.
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#1878	5.05.02 Applicability
By: Maura Walsh-Copeland Maura@Walsh-CopelandConsulting.com Date:7/5/2021	MOVE TO SECTION 5.05.03
#1982	5.05.02 Applicability
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	Further follow-up discussion is necessary on this question.
#1874	5.05.02 Applicability

By: Maura Walsh-Copeland Maura@Walsh-CopelandConsulting.com Date:7/5/2021	5.05.02.F. INOPERABLE VEHICLES . How is this enforced today, and does enforcement differ between policy areas? (i.e., proactive vs. reactive by complaint only?)
#1965	5.05.02 Applicability
By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021	The enforcement is not proactive.
#1975	5.05.02 Applicability
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	Zoning enforcement in the County is complaint driven, except for some areas in the Sterling Park area of the Suburban Policy area, which are proactive enforcement areas. It is noted that the inoperable vehicle regulations apply in residential zoning districts.
#1873	5.05.02 Applicability
By: Maura Walsh-Copeland Maura@Walsh-CopelandConsulting.com Date:7/5/2021	5.05.02.B. APPLICATION TO ADDITIONAL OR CHANGE IN USE. Will/does this requirement apply to "ag barns" converted or newly constructed to house high-intensity tourist venues for tasting rooms and events? The quantity of parking for high-intensity uses with tasting rooms is unreasonably low, thereby calling into question the Applicability for an addition or change in use for tasting room and other high-intensity tourist venues.
#1969	5.05.02 Applicability
By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021	We can change the parking rate for the tasting use. Any new use that greatly intensifies an existing use (i.e. additions, expansion, etc.), will have to meet the new minimums/maximums. Usually, the addition will have to provide more parking.



By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021	This should have a rate instead of an asterisk. Human error.
#2012	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	To clarify, SFA and MF ratios identified with an asterisk (*) in the tables follow the requirements and ratios for residential uses in Section 5.05.14 Specific Residential Design Type Parking.

Section Comments

ID	Section
#1921	5.05.03 Parking Ratios
By: Charles Houston CharlesHouston3@yahoo.com Date:7/5/2021	Suburban parking ratios - at first glance a lot of these look unrealistic, but I associate myself with those who live in the Suburban area or live there.
#2021	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	We welcome discussion on parking ratios in all parts of the County.
#1920	5.05.03 Parking Ratios
By: Charles Houston CharlesHouston3@yahoo.com Date:7/5/2021	Suburban - SF detached - a maximum of 3/du is unrealistic
#2022	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	We welcome discussion on parking ratios in all parts of the County.
#1919	5.05.03 Parking Ratios
By: Charles Houston CharlesHouston3@yahoo.com Date:7/5/2021	I concur with Ben Keethler's comments.
#2023	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	We welcome discussion on parking ratios in all parts of the County.
#1918	5.05.03 Parking Ratios
By: Charles Houston CharlesHouston3@yahoo.com Date:7/5/2021	JLMA parking ratios - These should be the same as for the RPA (as amended by my comments, of course.)
#2024	5.05.03 Parking Ratios

By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	We welcome discussion on parking ratios in all parts of the County.
#1917	5.05.03 Parking Ratios
By: Charles Houston CharlesHouston3@yahoo.com Date:7/5/2021	Parking in TPA - I associate myself with comments made by ZOC members who live or are involved with the TPA. I hope this is reciprocated with comments on the RPA.
#2025	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	We welcome discussion on parking ratios in all parts of the County.
#1916	5.05.03 Parking Ratios
By: Charles Houston CharlesHouston3@yahoo.com Date:7/5/2021	<p>Parking ratios - Using ratios in the RPA is difficult as many uses are outdoors. Some other permitted uses can be somewhat vague, such as "Agritainment."</p> <p>I suggest changing some Permitted uses to "Minor Special Exception" whereby the Zoning Administrator can evaluate the proposed parking as part of his review process of the minor special exception process.</p> <p>These P uses should be changed to M: B&B Inn, Country Inn, Animal Care, Snack bars, Sit-down restaurants, Commercial winery, farm machinery, feedlot, feed & farm supply center, agricultural cultural center, Agritainment, cultural tourism and brewery limited.</p>
#2026	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	We welcome discussion on parking ratios in all parts of the County. Staff continues to work on definitions to clarify uses such as agritainment.
#1915	5.05.03 Parking Ratios
By: Charles Houston CharlesHouston3@yahoo.com Date:7/5/2021	Wineries - 2/winery is way too low.
#2033	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	Other principal uses associated with a winery would be parked separately. We anticipate more direction on winery parking ratios throughout the process. We welcome the discussion.
#1914	5.05.03 Parking Ratios

By: Charles Houston CharlesHouston3@yahoo.com Date:7/5/2021	Wayside stand - 10/stand is too many. Suggest 3/stand
#2034	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	We anticipate more direction on wayside stand ratios through our ZOC meetings. We welcome the discussion.
#1913	5.05.03 Parking Ratios
By: Charles Houston CharlesHouston3@yahoo.com Date:7/5/2021	Stables - This illustrates the absurdity of setting parking ratios for many uses. We operate a private stable. If our parking was insufficient, we'd not get boarders. If we provided excess parking, that would be an unnecessary cost. Just leave it alone!
#2035	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	We welcome the discussion regarding parking ratios for stables.
#1912	5.05.03 Parking Ratios
By: Charles Houston CharlesHouston3@yahoo.com Date:7/5/2021	Pet farm - This illustrates the foolishness of rural parking requirements. As written , parking is based on size of visitor area. Since visitors are outdoors, how on earth could you ever define the visitor area"?
#2036	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	We welcome additional discussion on pet farm parking ratios throughout the process. ITE categorizes a similar use of a zoo that is based upon acreage of the use.
#1911	5.05.03 Parking Ratios
By: Charles Houston CharlesHouston3@yahoo.com Date:7/5/2021	Brewery, limited - 2/1000 sf is way too small. I suggest 8/1000 sf with a max of 10/1000 sf
#2038	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	We anticipate more direction on limited brewery parking ratios throughout the process. We welcome the discussion.
#1910	5.05.03 Parking Ratios

By: Charles Houston CharlesHouston3@yahoo.com Date:7/5/2021	Auction facility - livestock - Using sf won't work Does the square footage include the space taken up by livestock? Who knows?
#2040	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	Square footage would be based on building or structure square footage. We welcome additional discussion.
#1909	5.05.03 Parking Ratios
By: Charles Houston CharlesHouston3@yahoo.com Date:7/5/2021	Recreation, outdoor - Since this is outdoor by definition, a per-sf parking ratio is silly. I suggest making sure that this use requires at least a minor SPEX and parking adequacy should be one of the factors in deciding whether to grant the SPEX.
#2041	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	Agreed. Additional discussion with Staff has identified many different types of outdoor recreation uses and park uses that may vary in size and scope. Additional discussion and breakdown of such uses into separate parking ratios may be necessary.
#1908	5.05.03 Parking Ratios
By: Charles Houston CharlesHouston3@yahoo.com Date:7/5/2021	Equestrian event center - 5/1000 sf is way too much. Many of these are outdoor and a per square foot measurement is meaningless. When the event is inside a structure that building is very large (in the range of 18-20,000 sf, and a 5/1000 sf is ridiculous. The largest need is actually for horse trailer and truck) parking. The best solution is not to impose any minimum or maximum. (I write from a lot of experience at horse shows, from shows at local farms to large events at the Virginia Horse Center.)
#2043	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	We welcome the discussion and feedback on equestrian event center parking ratios.
#1907	5.05.03 Parking Ratios
By: Charles Houston CharlesHouston3@yahoo.com Date:7/5/2021	Art studio - Just use 1/Use as most artists work alone and not many of them receive visitors in the studios.
#2046	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	We welcome additional discussion on appropriate art studio parking ratios.

ID	Section
#1906	5.05.03 Parking Ratios
By: Charles Houston CharlesHouston3@yahoo.com Date:7/5/2021	Medical clinic - These are very parking-sensitive (ever been stuck in a crowded waiting room?) and the minimum should be around 8/11000 sf.
#2047	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	We welcome additional discussion on this use parking ratio.
#1905	5.05.03 Parking Ratios
By: Charles Houston CharlesHouston3@yahoo.com Date:7/5/2021	Rural retreat - Put a max of 4/1000 sf
#2048	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	We welcome the discussion on rural retreat uses.
#1904	5.05.03 Parking Ratios
By: Charles Houston CharlesHouston3@yahoo.com Date:7/5/2021	Religious land use - Suggest 6/1000 sf instead of 8/1000.
#2050	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	We welcome the discussion on religious uses.
#1903	5.05.03 Parking Ratios
By: Charles Houston CharlesHouston3@yahoo.com Date:7/5/2021	Convenience store with gas - parking should be 4/1000 sf + 1/pump
#2051	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	We welcome additional discussion on convenience store with gas parking.

ID	Section
#1902	5.05.03 Parking Ratios
By: Charles Houston CharlesHouston3@yahoo.com Date:7/5/2021	Food & Beverage - Food store and sit-down restaurants need maximum parking limits. Carry-out restaurants and snack bars should have a minimum of 2 spaces per USE (not per s.f.) and should have a maximum of 3/Use.
#2052	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	We welcome the discussion on food and beverage uses.
#1901	5.05.03 Parking Ratios
By: Charles Houston CharlesHouston3@yahoo.com Date:7/5/2021	Lodging - For the uses in this category, I am totally in favor of maximum parking limits as a way to control their impact on the rural areas.
#2053	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	Noted. Thanks for the input. In future iterations, there will be further revisions to the parking ratios, taking into account these comments.
#1900	5.05.03 Parking Ratios
By: Charles Houston CharlesHouston3@yahoo.com Date:7/5/2021	Household Living (general) - DO NOT HAVE PARKING MAXIMUMS. See my comments about single-family dwellings, Also, homes in the west are generally on 3 or more acres, sometimes on much more, and the need for parking maximums is silly.
#2054	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	We anticipate more direction on residential parking ratios throughout the process. We welcome the discussion.
#1899	5.05.03 Parking Ratios
By: Charles Houston CharlesHouston3@yahoo.com Date:7/5/2021	Rural parking: A maximum of 4 spaces per d.u. is unrealistic. Do not have a maximum. Many in the west have farm trucks, children's trucks, their own trucks, extra cars - in other words, a lot of vehicles. DO NOT HAVE A MAXIMUM.
#2055	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	We anticipate more direction on residential parking ratios throughout the process. We welcome the discussion.

ID	Section
#1836	5.05.03 Parking Ratios
By: Charles Houston CharlesHouston3@yahoo.com Date:7/1/2021	Parking for healthcare uses is too low. Ever seen how many people are sitting in waiting rooms?
#2032	5.05.03 Parking Ratios
By: Ryan Reed ryan.reed@loudoun.gov Date:7/6/2021	We anticipate more direction on healthcare uses throughout the process, we welcome the discussion.
#1835	5.05.03 Parking Ratios
By: Charles Houston CharlesHouston3@yahoo.com Date:7/1/2021	The office parking ratios are absurdly low. We developed millions of square feet adjacent to mass transit, but we always built enough of our own parking at a general ratio of 2/1000 sf.
#2031	5.05.03 Parking Ratios
By: Ryan Reed ryan.reed@loudoun.gov Date:7/6/2021	We anticipate more direction on office uses throughout the process, we welcome the discussion.
#1834	5.05.03 Parking Ratios
By: Charles Houston CharlesHouston3@yahoo.com Date:7/1/2021	General comment: I am totally against any attempt to impose maximum parking limits. No owner will ever construct more parking than a project really needs, nor will he under-build. Imposing maximums is simply an idealistic exercise that won't work.
#2030	5.05.03 Parking Ratios
By: Ryan Reed ryan.reed@loudoun.gov Date:7/6/2021	We welcome discussion on parking ratios in all parts of the County. The use of parking maximums is a common tool by localities to implement policies similar to the 2019 GP. We look forward to the discussion.
#1833	5.05.03 Parking Ratios
By: Charles Houston CharlesHouston3@yahoo.com Date:7/1/2021	Hotel/motel ratio is low.
#2029	5.05.03 Parking Ratios
By: Ryan Reed ryan.reed@loudoun.gov Date:7/6/2021	We welcome discussion on the hotel/motel parking ratios in all parts of the County.

ID	Section
#1832	5.05.03 Parking Ratios
By: Charles Houston CharlesHouston3@yahoo.com Date:7/1/2021	SF detached in Urban area will still have parking requirements.
#2028	5.05.03 Parking Ratios
By: Ryan Reed ryan.reed@loudoun.gov Date:7/6/2021	Correct. See Section 5.05.12.
#1831	5.05.03 Parking Ratios
By: Charles Houston CharlesHouston3@yahoo.com Date:7/1/2021	Live-work dwelling, rooming, congregate housing etc. should have 1 space per bedroom.
#2027	5.05.03 Parking Ratios
By: Ryan Reed ryan.reed@loudoun.gov Date:7/6/2021	We welcome the discussion on parking ratios for live-work dwelling, rooming, congregate housing, etc.

Section Comments

ID	Section
#1863	5.05 Parking Standards
By: Eric Zicht zicht@erols.com Date:7/4/2021	The corresponding section of the existing ordinance is 13 pages. This looks like 61 pages. Not a simplification. Not user-friendly.
#1961	5.05 Parking Standards
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	The draft parking standards section carries forward some existing parking standards and includes new context-sensitive draft parking ratios and regulations that implement Loudoun County 2019 General Plan (2019 GP) policy guidance, including policies in the 2019 CTP. Proposed parking sections also consolidate parking related regulations that are currently found throughout the existing Zoning Ordinance into one section. Consolidated examples include: Sections 5.05.11 and 5.05.12.
#1862	5.05.14 Specific Residential Design Type Parking
By: Eric Zicht zicht@erols.com Date:7/3/2021	Like that single table includes all policy areas. Maximum # of vehicles is too low. Many families have more cars. Young couples in one-bedroom apartments often have to have two cars to commute to different work places. Illogical - a 3 bedroom apartment can have 7.5 parking spaces, but a one bedroom only 1.5. (If reversed, it would be three bedrooms 4.5 parking spaces, one bedroom 2.5 spaces)
#2001	5.05.14 Specific Residential Design Type Parking
By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021	A 3 bedroom apartment should have 2 to 2.5 parking spaces. A different metric to measure or omit the BR metric in the apartment section to clarify may be appropriate. The intent was for it for it to read: 3+ bedrooms = 2 space minimum with a 2.5 maximum.
#1861	5.05.13 Village Parking
By: Eric Zicht zicht@erols.com Date:7/3/2021	Village regulations merit a separate ZOAM with stakeholder meetings and provision for input from residents.
#2081	5.05.13 Village Parking

<p>By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021</p>	<p>Thank you for the feedback. Villages will be discussed during the Zoning Districts discussion and reevaluation of processes and review of potential small area plan updates for individual villages is a consideration.</p>
<p>#1860</p>	<p>5.05.12 Residential Parking Limitations</p>
<p>By: Eric Zicht zicht@erols.com Date:7/3/2021</p>	<p>These are new standards. Is there a need?</p> <p>The limits on pavement in a side yard are prohibitive if garages are located in the rear of a narrow residential lot - rear loading garage or detached garage. The driveway in such cases traverses the side yard.</p> <p>How is the side yard (rear yard) measured? Just the required yards (setbacks)? Or from front to rear? Irregular (non-rectangular) lots?</p> <p>For the most part, enforcement entails intervention in neighbor disputes. Have fun!</p>
<p>#1997</p>	<p>5.05.12 Residential Parking Limitations</p>
<p>By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021</p>	<p>These are the existing standards that have been tailored to the new context driven approach. We understand that this section will need work because of potential enforcement concerns. More input to come.</p>
<p>#1859</p>	<p>5.05.11 Parking Location and Design</p>
<p>By: Eric Zicht zicht@erols.com Date:7/3/2021</p>	<p>Landscaping standards There is an entire section of the zoning ordinance dedicated to landscaping and landscaping standards for parking lots. It is problematic to have such standards in this section of the ordinance as well (and the subjective nature is troubling).</p>
<p>#1994</p>	<p>5.05.11 Parking Location and Design</p>
<p>By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021</p>	<p>We agree to this should be removed. This was included by mistake.</p>
<p>#1858</p>	<p>5.05.11 Parking Location and Design</p>
<p>By: Eric Zicht zicht@erols.com Date:7/3/2021</p>	<p>Ban on off-street parking in front and rear yards. These facilities often compliment parking structures by providing easy-in&out capability for select parties - handicapped, drop-offs, short term, etc.</p> <p>For the most part, all of these types of projects require rezonings in which these types of issues can be discussed rather than establishing standards that will require many waivers.</p>
<p>#1992</p>	<p>5.05.11 Parking Location and Design</p>

By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021	Note: these standards apply to dense, compact development that have an urban feeling. While off-street parking is not allowed in the front or side yards, it is allowed in the rear. Urban development tends to use on-street parking, parking garages, and rear yard surface parking to promote walkability and attention to site design. Drop off lanes and the like are site design standards which would be found in the development standards section or FSM.
#1857	5.05.11 Parking Location and Design
By: Eric Zicht zicht@erols.com Date:7/3/2021	Parking Structures The requirements for structured parking will likely deter early and temporary development in the Urban Transit Districts. It will make it difficult to scale-up development.
#1993	5.05.11 Parking Location and Design
By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021	We welcome the discussion and direction. Should the requirement be eliminated? Why would it be difficult to scale up development?
#1856	5.05.11 Parking Location and Design
By: Eric Zicht zicht@erols.com Date:7/3/2021	Do we need this section? Some of the criteria appear very subjective and unenforceable ("have as low visibility as feasible)
#1995	5.05.11 Parking Location and Design
By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021	We're open for discussion and consideration.
#1855	5.05.09 Parking Adjustments
By: Eric Zicht zicht@erols.com Date:7/3/2021	The TDM approach is appropriate for large, complex urban projects.
#1989	5.05.09 Parking Adjustments
By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021	We agree, thank you for the feedback.
#1854	5.05.09 Parking Adjustments
By: Eric Zicht zicht Date:7/3/2021	It should not be necessary to retain professionals to apply for a simple parking adjustment. Say a homeowner who collects cars, or a B&B with fewer than 10 parking spaces.

ID	Section
#1991	5.05.09 Parking Adjustments
By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021	Once deliberated and the appropriate ratios are found, most minimums and maximums should alleviate the need for adjustments. However, looking at the appropriate levels of justification for this section and discussing is welcome.
#1853	5.05.08 Oversized Vehicle Parking
By: Eric Zicht zicht@erols.com Date:7/3/2021	All the other regulations focus on the number of parking spaces. Here we suddenly are based on acreage. Why? How is this area measured? Does it include landscaped islands, entrances, pedestrian crossings, loading areas, fire aisles, etc? Too complex to administer
#1986	5.05.08 Oversized Vehicle Parking
By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021	This measurement is based on the number of parking spaces in relation to lot acreage. The thinking is to better accommodate oversized vehicle parking for large tracts of land in a given policy area while limiting oversized vehicle parking for smaller lots in a given policy area. Note that this section only applies to Residential Districts within the Policy Areas. These regulations shouldn't be complicated to administer at all given that it only applies to Residential Districts. Also, lot acreage is a pretty standard measurement - it is the measurement of the lot's width and depth.
#1852	5.05.07 Car-Share Parking
By: Eric Zicht zicht@erols.com Date:7/3/2021	What portion of actual parking demand are car-shares today? What is the demand (& availability) for such in western Loudoun? Overkill?
#1981	5.05.07 Car-Share Parking
By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021	This is certainly open for discussion. In line with both the 2019 GP and the CTP, it is an anticipated future demand.
#1851	5.05.06 Motorcyle/Scooter Parking
By: Eric Zicht zicht@erols.com Date:7/3/2021	Compliments on simplicity BUT are 2% of vehicles actually motorcycles? Are these spaces in lieu of or in addition to the required parking for autos?
#1980	5.05.06 Motorcyle/Scooter Parking

By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021	First question: a quick search shows that 3 to 4% of registered vehicles in America are motorcycles. Second question: no they aren't additions to the parking required for cars. Take an example that requires 50 total parking spaces. 2% of those 50 spaces is 1. So 1 space out of the 50 total spaces is specifically dedicated to motorcycles/scooters.
#1850	5.05.04 Bicycle Parking
By: Eric Zicht zicht@erols.com Date:7/3/2021	Do we need parking standards for bicycles, motorcycles, car-share and oversized vehicles in other than dense urban nodes? We don't have such now. Are there significant problems? Seems to add a lot of complexity to little public benefit.
#1972	5.05.04 Bicycle Parking
By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021	Standards will be mostly addressed in the FSM, however, bikes and oversized vehicles standards in urban nodes would make sense given that space is at a premium and development is supposed to be dense. Staff input and ZOC discussion are welcome..
#1849	5.05.04 Bicycle Parking
By: Eric Zicht zicht@erols.com Date:7/3/2021	Can' bicycle, electric vehicle, motorcycle and oversize vehicle parking be addressed in the same table as cars?
#1971	5.05.04 Bicycle Parking
By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021	We can consider an approach like you're suggesting. I'm not sure if all of that information will fit into the table.
#1848	5.05.03 Parking Ratios
By: Eric Zicht zicht@erols.com Date:7/3/2021	Extractive Industries These are typically rock quarries. Outdoor with few buildings and little floor area. How does one parking space per 1000 sf work? These uses may have offices, where office rates may be appropriate, and warehouse areas, where warehouse rates might be appropriate.
#2006	5.05.03 Parking Ratios
By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021	The parking ratios and the best metric for extractive industries is open for discussion. The office and warehouse areas will be parked according to square footage.
#1847	5.05.03 Parking Ratios

By: Eric Zicht zicht@erols.com Date:7/3/2021	Equestrian Event Facility In most of these facilities, the space is dedicated to riding rinks and horse stalls. Why would anyone need parking at all for such gross floor area, let anyone one parking space per 250 square feet.
#2070	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	Staff welcomes additional discussion on equestrian event facilities. Staff is unsure of the reference to 1 parking space per 250 square feet as this is not a ratio referenced for this use.
#1846	5.05.03 Parking Ratios
By: Eric Zicht zicht@erols.com Date:7/3/2021	Separate Parking Requirements for different policy areas Unnecessary and overly complicated. Generally, the uses create the same parking needs regardless of which policy area they are located in.
#2071	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	Staff welcomes the discussion on parking ratios throughout the County. The best way to simplify and create a document that is easy to use is a mutual goal.
#1845	5.05.03 Parking Ratios
By: Eric Zicht zicht@erols.com Date:7/3/2021	Religious Land Use Really covers a myriad of different uses with different needs. Why is twice as much parking required as non-religious assembly or a community center? Huge increase over current requirement (1 per 4 attendees).
#2072	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	These are based upon ITE and industry best practices researched by our consultant. We welcome the discussion on these uses.
#1844	5.05.03 Parking Ratios
By: Eric Zicht zicht@erols.com Date:7/3/2021	Government - Really?? Only one space per 200 square feet? What do you have now for the government center?
#2011	5.05.03 Parking Ratios
By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021	Where is there a 1/200 sf ratio in the tables for a government use? Request further clarification on this comment.

ID	Section
#1843	5.05.03 Parking Ratios
By: Eric Zicht zicht@erols.com Date:7/3/2021	<p>Parking Ratios: Too much reliance on gross floor area, as opposed to building occupancy.</p> <p>Base requirements on actively used space that generates the traffic, not gross floor area. For restaurants, base requirement on dining area. Kitchen and storage areas can vary greatly in proportion to the number of diners.</p> <p>An office building should not be required to provide parking for dedicated storage areas. (Case of the lawyer's office with extensive document storage.)</p>
#2045	5.05.03 Parking Ratios
By: Ryan Reed ryan.reed@loudoun.gov Date:7/6/2021	Comment to be taken into consideration to clarify gross floor area and different uses.
#2057	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	We welcome the discussion on basing such ratios on occupancy.
#1842	5.05.03 Parking Ratios
By: Eric Zicht zicht@erols.com Date:7/3/2021	<p>Maximums can be problematic, especially for small uses where deviations can be greater. For a large apartment building, the deviations get averaged out, but a small complex may need more parking spaces to address both greater deviation and special conditions.</p> <p>Liberally allow administrative waivers.</p> <p>Is it really a problem in any case? What commercial entity goes to the expense of purposefully building excessive parking?</p> <p>With regards to individual homes: Well-to-do individuals may be car collectors There may be big and extended families with a multitude of cars.</p>
#2042	5.05.03 Parking Ratios
By: Ryan Reed ryan.reed@loudoun.gov Date:7/6/2021	<p>Noted. The use of parking maximums is a common tool by localities to implement policies similar to the 2019 GP. The parking adjustments section was added so that reasonable justifications could be considered by the Zoning Administrator.</p> <p>For Single-Family Detached, this is certainly open for discussion and revision.</p>

ID	Section
#1841	5.05.03 Parking Ratios
By: Eric Zicht zicht@erols.com Date:7/3/2021	Why have separate metrics explanations for cars, bicycles, etc? Aren't measurements made the same way for each?
#2037	5.05.03 Parking Ratios
By: Ryan Reed ryan.reed@loudoun.gov Date:7/6/2021	Bicycles, electric vehicles were included in Section 5.05.03.A (8&9) to clarify what the measurement metric meant. Does this make sense? We're open for discussion.
#1840	5.05.03 Parking Ratios
By: Eric Zicht zicht@erols.com Date:7/3/2021	RE: Parking requirements per employee (guest, visitor, attendee) Make clear that this is based on the maximum at any given time, not over the course of a day.
#1870	5.05.03 Parking Ratios
By: Jean Ault jean.ault@gmail.com Date:7/5/2021	Possibly add "for any given shift"?
#2005	5.05.03 Parking Ratios
By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021	That type of metric is nearly impossible to count, keep track of, and enforce.
#2009	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	Comment to be taken into consideration to clarify how the # of employees are quantified.
#1839	5.05.02 Applicability
By: Eric Zicht zicht@erols.com Date:7/3/2021	Does the inoperable vehicles section belong in the zoning ordinance, or is it better in the County Codes? Is "major recreational equipment" defined? Do such apparatus need parking? How do you determine when such are inoperable? Do you mean recreational vehicles?
#1966	5.05.02 Applicability

<p>By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021</p>	<p>Further discussion with DPZ leadership staff and the County Attorney is necessary to determine if such provision could belong in the County Code. Major recreational equipment is currently defined in the Zoning Ordinance. Further details on parking for inoperable vehicles, rec equipment, commercial vehicles, etc. are in section 5.05.08 Oversized Vehicle Parking.</p>
#1838	5.05.02 Applicability
<p>By: Eric Zicht zicht@erols.com Date:7/3/2021</p>	<p>Some site uses are not simultaneous. How is this addressed in the new ordinance? One example is that churches today often have a family center as well as a sanctuary.h are not occupied simultaneously.</p>
#1968	5.05.02 Applicability
<p>By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021</p>	<p>I can see that being an enforcement subject. Maybe having peak parking times but that is an enforcement thing. For instance, we can say 100 spaces are needed for the sanctuary, while 50 are needed for the family center, thus making the site need 150 total spaces. If we say we only need 100 spaces in general because both uses aren't used at the same time, does that create an enforcement issue? Consideration for parking adjustments and getting that Section right may address this point?</p>
#1837	5.05.02 Applicability
<p>By: Eric Zicht zicht@erols.com Date:7/3/2021</p>	<p>Practice has been that when expanding a use the original provision of parking has been grandfathered, and that additional parking need only be provided for the expansion or added use. Is this practice expressly continued in the new text?</p>
#1963	5.05.02 Applicability
<p>By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021</p>	<p>Parking would apply to the expansion part of the use or a new use. See 5.05.02.B of this section</p>

Section Comments

ID	Section
#1922	5.05.06 Motorcycle/Scooter Parking
By: Jean Ault jean.ault@gmail.com Date:7/5/2021	What is the purpose of having a separate standard? Will the spaces be smaller? Will they be designated in a separate section for safety - to separate cycles from cars?
#1977	5.05.06 Motorcycle/Scooter Parking
By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021	These questions will be tackled in the FSM. Usually motorcycle space dimensions are smaller than traditional car parking spaces.
#1871	5.05.03 Parking Ratios
By: Jean Ault jean.ault@gmail.com Date:7/5/2021	<p>Far be it for me to push for more parking, but we do want enough parking. I have some concerns about residential parking maximums in Suburban and Transition areas. With Loudoun housing prices skyrocketing, we have seen an increase in shared housing. Will on street parking be able to handle the overflow? If a home is built with a 2-car garage and 2 driveway spaces and then the owner rent's out the basement as an accessory unit, does the SFD then get to/have to provide an additional parking space? How does that get provided? Only on the street?</p> <p>Also, with the maximum of 4 spaces for a SFD unit, would that preclude any homes from having a 3-car garage? Any driveway leading to those would probably fit 2 cars, so that would be at least 5.</p>
#2069	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	Staff welcomes the discussion on residential parking minimums and maximums. Parking would need to be provided for the principal SFD use and the accessory dwelling unit as well. We are not precluding garages from having three parking spaces.
#1840	5.05.03 Parking Ratios
By: Eric Zicht zicht@erols.com Date:7/3/2021	RE: Parking requirements per employee (guest, visitor, attendee) Make clear that this is based on the maximum at any given time, not over the course of a day.
#1870	5.05.03 Parking Ratios
By: Jean Ault jean.ault@gmail.com Date:7/5/2021	Possibly add "for any given shift"?
#2005	5.05.03 Parking Ratios

By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021	That type of metric is nearly impossible to count, keep track of, and enforce.
#2009	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	Comment to be taken into consideration to clarify how the # of employees are quantified.
#1869	5.05.02 Applicability
By: Jean Ault jean.ault@gmail.com Date:7/5/2021	I agree with Eric. Section F "Inoperable Vehicles". seems out of place here. Previous ZO, does define both "Major Recreational Equipment" and "Recreational Vehicle Unit." Is it correct to say that RVs are a subset of Major Rec Equipment? Are these Inoperable Vehicle sections new to this ZO to address a problem or are they carryovers from previous ZO?
#1967	5.05.02 Applicability
By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021	Inoperable vehicles is under consideration for it's appropriate location. Yes RV's are a subset of Major Rec Equipment. See section 5.05.08 Oversized Vehicle parking for more clarity.
#1868	5.05.02 Applicability
By: Jean Ault jean.ault@gmail.com Date:7/5/2021	Section B - Isn't it likely that a change in intensity may result in a use going over the new maximum limits? Should that be addressed specifically?
#1964	5.05.02 Applicability
By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021	We can ask staff for further guidance on an approach that can tackle this request.
#1866	5.05.01 Purpose
By: Jean Ault jean.ault@gmail.com Date:7/5/2021	Minor item, but in the first paragraph where it reads "This Section," section does not need to be capitalized. If it read "Section 5.05.01," then it would be capitalized.
#1867	5.05.01 Purpose
By: Jean Ault jean.ault@gmail.com Date:7/5/2021	I see that the capitalization of Section seems to be a convention used throughout, so my comment can be disregarded.
#1958	5.05.01 Purpose

By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	The term "Section" refers to the Parking Standards Section in its entirety and remains capitalized to reference the language throughout the entire parking section.
#1866	5.05.01 Purpose
By: Jean Ault jean.ault@gmail.com Date:7/5/2021	Minor item, but in the first paragraph where it reads "This Section," section does not need to be capitalized. If it read "Section 5.05.01," then it would be capitalized.
#1867	5.05.01 Purpose
By: Jean Ault jean.ault@gmail.com Date:7/5/2021	I see that the capitalization of Section seems to be a convention used throughout, so my comment can be disregarded.
#1958	5.05.01 Purpose
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	The term "Section" refers to the Parking Standards Section in its entirety and remains capitalized to reference the language throughout the entire parking section.

Section Comments

ID	Section
#2049	5.05.11 Parking Location and Design
By: John Merrithew Date:7/6/2021	All businesses that invite customers to play, shop or eat should have a designated drop off and pick up area. The growth in ride sharing and autonomous vehicles will make drop off areas more important. Perhaps we should consider less parking and more drop off.
#2076	5.05.11 Parking Location and Design
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	Noted. Staff looks forward to additional discussion.
#2044	5.05.11 Parking Location and Design
By: John Merrithew Date:7/6/2021	Parking structure design seems like overkill. If anything we should be promoting crime prevention through design techniques such as open visibility into the garage at ground level, security lighting, visible stairwells, etc.
#2077	5.05.11 Parking Location and Design
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	Noted. Staff welcomes the discussion as such points are important.
#2039	5.05.11 Parking Location and Design
By: John Merrithew Date:7/6/2021	Prohibiting surface parking lots within 1/4 mile of a transit station seems contrary to the concept discussed with the General Plan that urban centers “build from the outside in” and that interim uses such as parking lots are desirable and easily replaced when the land becomes more valuable. Urban centers are likely to build in phases and it may be desirable to allow surface parking.
#2078	5.05.11 Parking Location and Design
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	Perhaps they can be permitted on an interim basis. We welcome additional discussion on surface parking near our transit stations.
#2020	5.05.11 Parking Location and Design

<p>By: John Merrithew Date:7/6/2021</p>	<p>There seems to be a lot of unnecessary and redundant language in the Location and Design Section. Sections A&C are repeated in D, for example. Conformance to the FSM does not need to be stated.</p> <p>B seems to go the long way to stay any off site parking must come with a lease or deed. Lease or deed seems more arduous than a parking agreement. Do we need a deed?</p>
#2079	5.05.11 Parking Location and Design
<p>By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021</p>	<p>Noted. Staff will review and revise accordingly.</p>
#1946	5.05.09 Parking Adjustments
<p>By: John Merrithew Date:7/6/2021</p>	<p>Don't understand the reduction for affordable housing or public open space.</p> <p>Is car pooling the same as car sharing? Does transit include bus lines? What's the basis for a maximum reduction of 35%?</p> <p>There is no real need for a scoping meeting if you require a professional do the study. The standards a for the study should be consistent.</p>
#1945	5.05.08 Oversized Vehicle Parking
<p>By: john Merrithew Date:7/6/2021</p>	<p>How does this apply to farmers in the rural area? Are we requiring they pave the parking area? Does this limit the number of tractors and hay wagons?</p> <p>Maybe Business and Commercial vehicle standards should not apply in the RPA?</p>
#1987	5.05.08 Oversized Vehicle Parking
<p>By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021</p>	<p>See comment above. These rates shouldn't affect a farm. Farms are not located in residential districts unless we've updated the use table again. Maybe business and commercial vehicle standards shouldn't apply to the RPA to further clarify and ensure ag uses are protected.</p>
#1944	5.05.07 Car-Share Parking
<p>By: John Merrithew Date:7/6/2021</p>	<p>If a business normally requires 100 spaces, should we not be reducing the number of spaces based on them offering a car sharing program? Seems like we are asking for additional parking spaces for a program intended to reduce vehicles in the parking lot.</p>
#1984	5.05.07 Car-Share Parking
<p>By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021</p>	<p>These requirements are not additions. If there's a development that requires 100 total parking spaces, 1 spaces must be dedicated as a car-share parking space. In C, if we're using the same example, 1 car share space within 100 ft of an entrance is equal to 3 spaces. That means if the site provides 97 car spaces and 1 car share space within 100 ft of an entrance, then that meets the 100 space requirement.</p>

#1943	5.05.06 Motorcycle/Scooter Parking
By: John Merrithew Date:7/6/2021	What is the problem we are solving?
#1976	5.05.06 Motorcycle/Scooter Parking
By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021	Staff indicated the need for ways to address motorcycle/scooter parking. This section provides dedicated parking space for motorcycle/scooter parking.
#1942	5.05.05 Electric Vehicle Parking
By: John Merrithew Date:7/6/2021	What does the ratio apply to? Convenience store with gas pumps is 1%; of what? Should we be asking for charging stations equivalent to 20% of the number of conventional pumps?
#1974	5.05.05 Electric Vehicle Parking
By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021	See section 5.05.05.B - "minimum percentages of electric vehicle parking are calculated based on the minimum number of required parking spaces for a use". So in your example, 1% of the total parking should be reserved for EV. Also note that EV parking only applies to developments more than 10,000 sf. EV rates probably won't apply to most convenience store gas stations. The question of "should we be" is certainly open for discussion.
#1941	5.05.05 Electric Vehicle Parking
By: John Merrithew Date:7/6/2021	What are the ratios for hotels, multi family dwellings, office, etc. based on?
#1973	5.05.05 Electric Vehicle Parking
By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021	Based on best practices and our experience. These ratios are open to discussion.
#1940	5.05.04 Bicycle Parking
By: John Merrithew Date:7/6/2021	I want to withdraw my comment about putting a cap on bike racks. I realize now it was short term versus long term facilities and not minimum and maximum.
#2073	5.05.04 Bicycle Parking
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	Understood.

ID	Section
#1939	5.05.04 Bicycle Parking
By: John Merrithew Date:7/6/2021	Shouldn't we require bike racks at transit stations and stops? Seems people who are close by the station might not want to take their bikes on metro all the way to DC.
#1970	5.05.04 Bicycle Parking
By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021	Thank you for bringing up this point. We will look at revising in future drafts.
#1938	5.05.04 Bicycle Parking
By: John Merrithew Date:7/6/2021	<p>Why would we ever put a cap on the number of bike spaces or bike racks a business wants to put on their property? What is the issue we are trying to address with these standards, Do we really care about the type of bike rack?</p> <p>Given the number uses with non required, It would seem we could limit this section to just those uses we think need bike racks.</p>
#2074	5.05.04 Bicycle Parking
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	Good point. We welcome additional discussion on bicycle parking.
#1937	5.05.02 Applicability
By: John Merrithew Date:7/6/2021	Is there a discussion somewhere about how mix of uses in the same project effects the required parking? Is mixed use center a use with its own ratios?
#1959	5.05.02 Applicability
By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021	Multiple uses in one building will use the given parking ratio for that particular use and combine required parking for all uses. For instance, if there's a building with 5000 sf office and 5000 sf retail, and the office rate is 2/1000 sf and the retail is 4/1000 sf, then 10 spaces for the office use is required and 20 spaces for the retail is required. This combined total would amount to 30 spaces required for the building. On another note, I'm pretty sure we removed the mixed use building use from the use table so there's no specific ratio for that use.
#1936	5.05.01 Purpose
By: John Merrithew Date:7/6/2021	I think a matrix of parking required for uses by policy area would be more efficient and more beneficial for the Committee.
#1956	5.05.01 Purpose

By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	Please refer to Section 5.05.03 Parking Ratios and Section 5.05.13 Village Parking which provides a table of uses and parking ratios separated by policy area and villages.
#1935	5.05.03 Parking Ratios
By: John Merrithew Date:7/6/2021	It looks like there is more parking required for a transition area and rural area restaurants than for suburban and urban areas.Is this intentional?
#2002	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	The thought behind this was to require less parking in areas where there is more opportunity for different modes of transportation while in the transition and rural areas there is more reliance on vehicles. Staff welcomes additional discussion with ZOC.
#1934	5.05.03 Parking Ratios
By: John Merrithew Date:7/6/2021	Virginia farm wineries usually include a retail and entertainment function. Have we distinguished the uses? 2 parking spaces per winery seems very low.
#2004	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	Staff welcomes additional discussion on Virginia farm wineries if it is the desire of ZOC that this ratio needs adjusted.
#1933	5.05.03 Parking Ratios
By: John Merrithew Date:7/6/2021	Is ground transportation referring to the terminal? If not is the parking requirement an acreage rather than a floor area?
#2007	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	Good point. Parking ratio should be considered to be based upon acreage. We will revise future drafts.
#1932	5.05.03 Parking Ratios
By: John Merrithew Date:7/6/2021	The difference between minimum and maximum permitted parking spaces is typically 100% and often more than double the minimum. That seems excessive. Can we hear how that was arrived at?
#2013	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	The min/max approach to parking was created to allow flexibility in parking ratios based upon context area, yet also implement policies regarding sustainability and reduction in impervious areas called for in the 2019 General Plan and 2019 CTP. Staff is open to additional discussion on these ratios.

#1931	5.05.03 Parking Ratios
By: John Merrithew Date:7/6/2021	Farm co-ops are a form of ownership; not a use.
#2014	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	Farm co-op is listed as a use in the draft language of the use matrix and a parking ratio was created for such use.
#1930	5.05.01 Purpose
By: John Merrithew Date:7/6/2021	Non residential uses need to provide adequate parking to survive. There really have been few cases where we have commercial uses under parked. Under parking is a residential issue and an issue for uses in residential neighborhoods (short term rentals or daycare homes for example). I would suggest eliminating the minimums parking requirement in nonresidential districts.
#1957	5.05.01 Purpose
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	We will take this comment under consideration and discussion.
#1929	5.05.03 Parking Ratios
By: John Merrithew Date:7/6/2021	Art studio and food store require the same parking. I need to hear more about the logic behind the GFA measurement for parking versus the activity of the use. For example, all schools and colleges require the same parking when the parking demand is clearly different and the parking-generation space versus non-parking-generating space is different based on the type of school.
#2015	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	Additional discussion will be provided by the consultant regarding these two uses.
#1928	5.05.03 Parking Ratios
By: John Merrithew Date:7/6/2021	I'm confused by the Manufacturing and employment requirements. Data Centers typically require few spaces. Are these standards based on our history? I also see less parking required for flex space than for data centers, Flex space usually includes retail and recreational uses. Seems the reverse of what we have done in the past.
#2016	5.05.03 Parking Ratios

By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	We welcome additional discussion on these parking ratios and uses. Parking ratios for these uses fall under industrial or manufacturing in the ITE Manual.
#1927	5.05.03 Parking Ratios
By: John Merrithew Date:7/6/2021	One space per five acres for farm market seems to be an odd ratio. How many 5-acre farm markets do we see and is the acreage all market? Seems like we are including the farming operation in the calculation? If you look at the Farmer John operation, it sits on less than an acre but the farm is 100's of acres.
#2017	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	Good point of clarification. Additional discussion is warranted on this parking ratio.
#1926	5.05.03 Parking Ratios
By: John Merrithew Date:7/6/2021	Do these standards apply only to customer parking or are they assumed to accommodate employees. I ask because daycares, animal hospitals and other uses have a high number of employees and basing the parking on Gia seems to under count the parking demand.
#2018	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	ITE looks at all three of these parameters. We can look at other parameters to see if basing such ratios on employees or the number of children is more appropriate.
#1925	5.05.03 Parking Ratios
By: John Merrithew Date:7/6/2021	Why are we specifying religious housing when it should be categorized as group or congregate housing?
#2019	5.05.03 Parking Ratios
By: Rory Toth rory.toth@loudoun.gov Date:7/6/2021	Group living type uses are separate uses in the use matrix and have a different ratios.
#1924	5.05.02 Applicability
By: John Merrithew Date:7/6/2021	Section E refers to making exceptions for vehicle stacking in addition to parking and loading. What is vehicle stacking in this case?
#1962	5.05.02 Applicability

By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021	Vehicle stacking essentially is the queuing of cars in a drive through type lane/area. You typically see 15 cars in the drive through lane at Starbucks, that's vehicle stacking. Vehicle stacking regulations will be an item under consideration for the FSM.
#1923	5.05.02 Applicability
By: John Merrithew Date:7/5/2021	I agree with Eric that inoperable vehicles are a property maintenance issue and not a zoning issue. They should be in the Codified ordinance with tall grass and trash regulations.
#1960	5.05.02 Applicability
By: Rhys Wilson rwilson@planningandlaw.com Date:7/6/2021	Thank you for the feedback. This is open for discussion and consideration within the County as well regarding the appropriate location for inoperable vehicles.