

# **COUNTRYSIDE TOWNHOUSE RESIDENT PARKING ADVISORY**

Created by the Resolution 233 Parking Working Group

Draft to the Community | 11/03/2024

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## A. PURPOSE

The primary purpose of this document is to inform current and prospective CountrySide townhouse residents about parking availability as well as parking limitations and restrictions in our neighborhoods. Only by being well informed can we collectively make better parking choices in our townhouse communities, and by extension, be better neighbors to each other.

This document includes historical considerations for parking when CountrySide was founded, information about parking availability and violations, our existing parking rules, and a detailed list of all proposed parking solutions that unfortunately have never been viable.

## B. HISTORICAL CONSIDERATIONS

In the 1980s, CountrySide was developed with two parking spaces per townhouse. Townhouse parking has always been a challenge to some degree since the inception of the CountrySide subdivision. And because parking has always been a challenge, there have been many parking working groups, committees, and subcommittees formed over the decades, all of which floated numerous solutions and proposals at some level, often more than once.

This advisory was developed to help ensure that all of us, as community members, have the same understanding about parking guidelines that we are beholden to, physical and financial limitations within CountrySide, and the impractical solutions that have come before.

## C. PARKING INFORMATION

There are two classes of streets in the CountrySide subdivision, and we must accommodate the differences by law.

### **CountrySide Proprietary Streets vs. VDOT Streets**

Streets that are maintained by the Proprietary are known as Proprietary or HOA (Homeowner Association) streets. These streets are subject to Proprietary parking rules. Additionally, the Proprietary is also financially responsible for maintaining these streets, which is one of the major reasons townhouse assessments are higher than single family home assessments.

Streets that are maintained and under the control of the Virginia Department of Transportation are known as VDOT streets. Virginia law establishes parking rules that apply to these streets, and CountrySide Proprietary has no authority to control parking on these streets. All streets in the single-family home neighborhoods are VDOT controlled streets, and in general, the “entrance streets” in the townhome communities are also VDOT streets.

### **Data and Resources**

In partnership with the Grounds Committee and Proprietary staff, the Resolution 233 Parking Working Group has obtained and consolidated the following information for residents:

- The names and locations of all CountrySide neighborhoods, specifying which have townhouses.
- The names and locations of all HOA and VDOT streets in CountrySide.

- The total number of all assigned, visitor, and curbside parking spaces that are available in each townhouse neighborhood.
- The location of all visitor parking spaces in each townhouse neighborhood.
- The total number of all assigned, visitor, and curbside parking spaces that are available in each townhouse neighborhood.
- The location of all visitor parking spaces in each townhouse neighborhood.

[All of this information can be found in the Appendix.](#) Please utilize this information when parking your own vehicles, the vehicles of your renters, and the vehicles of your guests.

## D. EXISTING PARKING RULES

It is important for all residents to be familiar with and abide by the current parking rules (or more formally, resolutions). Below is more information about the rules themselves, when and how they were amended and approved by the Board of Directors in February 2024, and why the Resolution 233 Parking Working Group was formed in April 2024.

### Parking Resolution 233

Resolution 233, *Reserved Parking Policies*, (dated 24 September 2008) is in effect until April 2, 2025. [The full resolution language can be found here.](#) What is of particular importance and interest to residents is Section V, Additional and Visitor Parking, which includes restrictions on visitor parking. **According to Resolution 233, the use of visitor parking spaces is for any non-commercial vehicle, not just visitor vehicles. Any non-commercial vehicle parked in a visitor spot three (3) times in any thirty-day (30) period is in violation of Resolution 233 and is subject to towing.**

On February 7, 2024, the Board of Directors accepted the recommendations of a prior Working Group and approved an amended Resolution 233 (dated 09 November 2023) that, among other changes, effectively applied the same restrictions on visitor parking to curbside parking; this was in direct response to requests from several residents. However, due to an unprecedented and overwhelming objection from more than a hundred CountrySide townhouse residents, the Board moved to delay the effective date for the 2023 revision until the October 2, 2024, Board Meeting and fully reinstated the 2008 revision of Resolution 233. The Board also requested the Grounds Committee establish a new working group to evaluate and update Resolution 233. As such, the Resolution 233 Parking Working Group was formed after more than a dozen residents volunteered to accept the charge. As the Working Group has not yet completed its work, the Board passed a motion on October 2, 2024 to extend the delay of the effective date for the 2023 revision of Resolution 233 until the Board meets on April 2, 2025.

### Parking Resolution 234

Resolution 234, *Commercial, Recreational, Junked and Abandoned Vehicles, Equipment and/or Other Machinery*, (dated 07 February 2024) is in effect. [The full resolution language can be found here.](#) What is of particular importance and interest to residents is Section IV, Enforcement of Policy and Procedures, which includes restrictions of commercial vehicles parking on townhouse HOA streets. **According to Resolution 234, commercial vehicles are prohibited to be parked on a townhouse street and will be issued a warning sticker that gives one (1) day/twenty-four (24) hours' notice before the vehicle is subject to towing.**

## **E. PARKING COMPLIANCE, VIOLATIONS, AND ENFORCEMENT**

### **Formal Complaints with the Proprietary**

The Proprietary maintains a general complaint log to allow Board members the ability to monitor the complaints received in all categories, not just parking. Data from 2024 shows that most of the parking complaints recorded in the log have pertained to:

- Residents consistently using visitor spaces as personal parking spaces.
- Visitors parking in visitor spaces consistently more than three (3) days in a thirty (30) day period.
- Commercial vehicles being parked on townhouse streets.

If you are aware of parking activities that may violate Resolutions 233 and 234, you may report them to Proprietary management for review and possible action by contacting the main Proprietary Office at 703.430.0715.

### **Resident Compliance Request**

To best support your fellow neighbors, PLEASE make every attempt to comply with these rules as well as the spirit of the rules. Here is our request to all residents:

- 1) Please utilize curbside parking to maximize the space available. This means parking close enough but not too far away from another car so that space is not wasted. It is not appropriate to take up more than one spot along the curb, or block adjacent resident parking spaces, sidewalk entrances or fire hydrants.
- 2) Our curbside spaces are not “storage lots” for unused vehicles. Unused vehicles should be taken to a commercial storage lot where they belong. Failure to do so may result in additional parking rules to address this longstanding concern in the future.
- 3) Please use visitor parking spots appropriately. These are not to be used as daily overflow parking by residents, rather they are for those who visit our community for various reasons. We should gracefully accommodate them. If you see neighbors frequently parking in visitor spots, please kindly remind them to park on the curb.
- 4) Please drive slowly and carefully through our neighborhoods, which will always be rather tight! This is not only for the safety of all our residents, but also for the safety of our vehicles. Some residents have had their vehicles hit after parking on our streets, and as a result, they have unfairly incurred repair costs, which are burdensome for our residents. This regular occurrence also contributes to more residents parking in visitor spots because they deem those spots as safer for vehicles.

### **Towing**

As stated on the Proprietary’s website, AI’s Towing and Storage is the Proprietary’s official towing provider. It is important to know that AI’s Towing does not engage in predatory behavior. They arrive

after someone calls for assistance. Al's Towing can also tow vehicles parked in fire lanes or double parked without being called.

Also stated on the website is this disclaimer: "As a reminder, commercial, recreational, junked and abandoned vehicles, other machinery and/or equipment ARE NOT permitted on CountrySide property. Due to increased complaints about these vehicles, Al's Towing and Storage has been instructed to strictly enforce CountrySide's parking restrictions as outlined in Resolutions 233 & 234. This includes towing of commercial, recreational, junked and abandoned vehicles, other machinery and/or equipment illegally parked."

## **Parking Enforcement on VDOT Streets**

The Proprietary does not monitor parking, ticket, or tow on VDOT streets. As indicated on the Proprietary's website, call the non-emergency Sheriff's Office number at 703.777.1021 to report a traffic or parking problem, or complete [this traffic complaint form](#). For VDOT road condition problems, contact VDOT directly at <https://my.vdot.virginia.gov/>.

## **F. SOLUTIONS**

The heart of the parking issue within CountrySide townhouse neighborhoods, to put it simply, is that more people are living here every year, and there are a limited number of overflow spaces, even when including VDOT street parking. By and large, CountrySide has been a "self-regulating" community when it comes to vehicle counts, all based on the availability of the existing parking, combined with the choices made by individual residents, be they homeowners or renters.

The CountrySide Proprietary's position, in general, is that these are the circumstances that we live with by original design, and many proposed solutions are hard to implement. Additionally, it is not the role of the Proprietary to accommodate the parking needs of residents that have more than two vehicles.

### **Non-starter Solutions**

A key part of this advisory is to both identify and address the different solutions that residents have proposed, often more than once, and all of which have been rejected by the Board of Directors as unworkable or non-viable for a variety of reasons. The intent is to inform as well as alleviate some frustration on the part of residents as well as volunteer advisory committees and working groups, and the Board of Directors, which serves as the only governing body within CountrySide.

When parking issues come to the forefront, there are inevitably new calls for various solutions that have been discussed in depth and rejected in years past. These inquiries take time to reply to in a meaningful way, and that time is better spent discussing more practical solutions.

With that in mind, here they are for the first time in one place...

#### **Create More Parking Spaces**

Although this solution is the easiest to imagine, it is the least likely to happen primarily due to the cost. Parking spaces are expensive, with estimates in the tens of thousands of dollars per new space, once all the engineering, permitting, environmental compliance, design costs, financing, and actual build-out costs are considered.

A sizable percentage of homeowners would be required to approve the addition of such significant costs to the Proprietary's monthly fees. This is extremely challenging to achieve, as surveys in the past have indicated that homeowners are overwhelmingly against raising HOA fees to accommodate new parking. Therefore, valid proof that this is no longer the case would be required before the Board of Directors would approve any money spent on new parking spaces, and the expenses are such that it would almost certainly require a special assessment, which under the Declaration of Covenants and Restrictions, Article V Section 2, requires a two-thirds approval vote from the community.

Unfortunately, the Board of Directors has been unable to revise the Governing Documents, despite attempts in 2022 and 2023, as only one third of residents have ever cast their votes.

Please keep in mind that townhouse owners with no need for additional parking have no incentive to support a huge capital expenditure on townhouse parking spaces.

Additionally, the possible locations for new spaces are quite limited. Any new spaces would only benefit some neighborhoods, and therefore, be an inequitable solution for our community.

Townhouse owners may object to a new parking lot if it is adjacent to their properties. Reasons for opposing additional parking could include aesthetic, noise, and safety considerations, as well as their own lack of need for additional spaces.

Disrupting many to benefit a few is another challenge, especially when the beneficiaries of additional spaces may not be townhouse owners in our community. In that case, whom exactly are we representing? It is a very hard sell.

In all, it is important that residents fully understand that adding new parking spaces in the CountrySide community presents challenges that are effectively insurmountable on a practical level.

**The Resolution 233 Parking Working Group respectfully asks that residents refrain from putting forward requests for additional parking spaces or lots.** Without considerable evidence to the contrary, new parking spaces or lots are not a possibility for CountrySide.

### **Issue Parking Passes**

Another regularly floated solution is for "parking passes" to be issued in some manner. This could be everything from paper tags or stickers to online license plate registrations, and all the way up to "pay to park" reserved spaces along the HOA street curbs.

Certainly, other communities have initiated various parking pass solutions with some degree of success or failure, but the bottom line is there is simply not enough curbside parking to even offer one additional parking spot per townhouse.

Furthermore, parking pass management without any revenue to support it has never achieved any traction with the Board of Directors, as the costs to manage it would be passed on to homeowners. Luckily, we are fortunate to have a Board of Directors that makes a real effort to keep our monthly HOA fees in check.

Again, townhouse owners who do not need additional parking have no incentive to pay such costs.

### **Offer Paid Parking/Reserved Spaces**

While this solution would provide revenue that could cover some of the management costs, there is little data to effectively support the investment and the development work that would make this possible. In other words, how many passes would be sold, and at what cost?

Additionally, reserving available spaces on HOA-managed streets might put us into non-compliance with Loudoun County zoning. In short, there is a real limit to how many spaces can be offered.

And while it may seem like a good idea to require that all HOA curbside parking becomes paid parking to inhibit the vehicle count, this proposal is inherently problematic because it triggers the emergence of multiple problems associated with acceptance by residents, visitor accommodation, management oversight, and zoning compliance.

### **Utilize Parkway Pool Spaces**

This solution would involve selling spaces in the Parkway Pool parking lot, which appears to be unused at many times. Believe it or not, this proposal has been floated to the Board of Directors and soundly rejected because the proposal from that Working Group advocated overselling the number of available spaces (in other words, subscribers would pay a monthly fee but would still not be guaranteed a space); the Board was not comfortable with the idea of selling more spaces than were available. That Working Group was unwilling to modify their proposal to have spaces sold equal to spaces available.

The Parkway Pool hosts swim meets and other events that require the full use of the available parking, even if it is intermittent use. That is the intended use of those spaces, and that goal remains a priority of the Board of Directors. Additionally, what is the cost to manage such a program, and what are residents willing to pay to park at such an isolated location? These are all unknown data points that are not easily obtained.

### **Park on Loudoun County School Property**

At one point, there were a considerable number of Morven Woods residents parking at the Algonkian Elementary School. Several years ago, a large snowstorm brought this into focus for the Loudoun County Public School (LCPS) administration, as plowing operations were hindered by the parked cars. Additionally, the LCPS administration noted an uptick in trash in the parking lot and had valid safety concerns about unknown cars parking on their property. The combination of all three factors led directly to a notification from the LCPS administration outlining that their policy prohibited the use of their property for residential parking, and that this was a non-negotiable position. No amount of pleading will change their county-wide parking policy for the benefit of a single subdivision.

### **Utilize Shopping Center Parking**

This solution is like the LCPS issue above. It is just not practical for a shopping center operator to open their limited parking spaces to residential overflow parking. Again, the logistics required to manage this are substantial, and arguably, this type of arrangement is not within the core function of the CountrySide Board of Directors.

Residents can purchase private parking services from local storage lots, and our volunteer representatives should not be involved with negotiating and managing overflow parking logistics with shopping center management.



## **Counting and Controlling Vehicle Counts**

Parking proposals that attempt to count vehicles – either by townhouse or neighborhood – are intended to provide some form of Loudoun County residential occupancy enforcement with the goal of reducing the number of vehicles. While there may be some violations of Loudoun County occupancy limits in the townhouse neighborhoods in our community, which can lead to more vehicles in our community and puts additional pressure on the parking situation, the solution to these housing violations is not within the purview of the Grounds Committee, Resolution 233 Parking Working Group, or any other parking working group that may be formed. Occupancy violations need to be addressed by the Loudoun County Zoning Office; suspected violations should be reported to Loudoun County directly.

On a practical level, this issue cannot be solved with parking rules or passes.

## **Onerous Solutions**

It is quite possible to enact parking rules or limitations that would affect nearly every townhouse owner in CountrySide, with the unstated intention of holding landlords accountable who allow occupancy violations, or even multiple-adult households that are not in violation of any laws, as they put pressure on parking availability.

The Resolution 233 Parking Working Group rejects these types of proposals outright. Even though we have been unable to implement innovative parking solutions, CountrySide residents have done a decent job navigating our parking challenges for five decades. In truth, we are lucky to have as much visitor and curbside parking as we do, as many other subdivisions have even less additional parking. But can we do better as a community? Yes, we believe we can.

Onerous solutions that adversely and/or disproportionately impact residents – especially residents that are in full compliance in CountrySide – are simply not welcome. Finally, towing should be considered a last resort.

## **Stored Vehicles on HOA streets**

One of the most challenging issues is the “stored vehicle” issue on HOA streets. This is a vehicle that is legally operable – with current registration and license, and no visible signs of impairment like flat tires or broken windows – but never moves. When these vehicles are stored on our streets, over time, they tend to become eyesores in the community due to their unkempt appearance.

Our streets are not storage lots. In keeping with the needs of the community, residents with stored vehicles should put them in commercial storage.

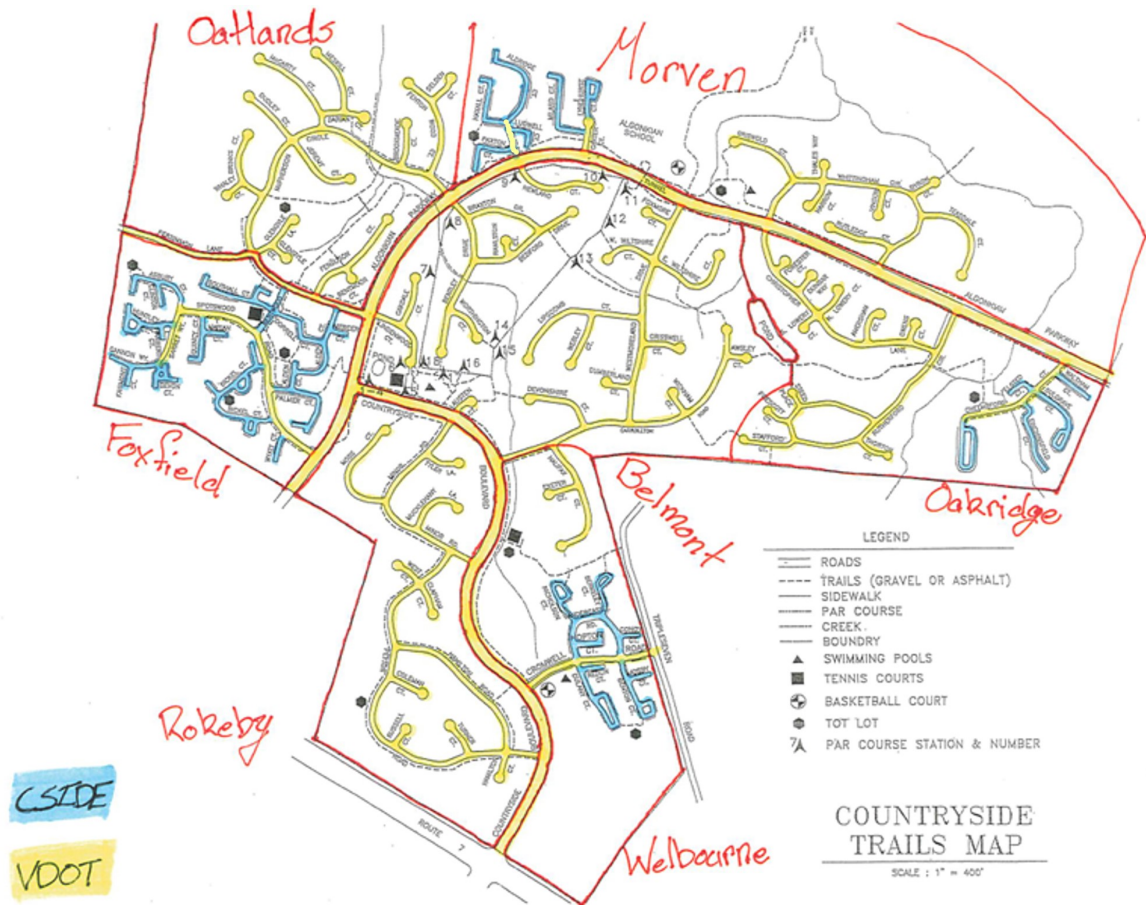
# APPENDIX

## CountrySide Neighborhoods, HOA Streets, and VDOT Streets

CountrySide has seven total neighborhoods, four of which have townhouses, visitor parking, and curbside parking on HOA streets:

1. Belmont
2. Foxfield – Has townhouses
3. Morven – Has townhouses
4. OakRidge – Has townhouses
5. Rokeby
6. Oatlands
7. Welbourne – Has townhouses

Here is a map of all seven neighborhoods, with HOA streets highlighted in blue, and VDOT streets highlighted in yellow. [You can download this map here.](#) As you can see, there are fewer HOA streets than VDOT streets, and all HOA streets are in townhouse neighborhoods.



Here is a list of all HOA and VDOT streets in each of the CountrySide neighborhoods. HOA streets are green, and VDOT streets are black.

## COUNTRYSIDE STREET LISTING

### BELMONT

Austen Court  
Awsley Court  
Bedford Drive  
Bentley Drive  
Carrollton Road  
Crisswell Court  
Cumberland Court  
Devenshire Court  
Exeter Court  
Foxmore Court  
Halifax Court  
Lindenwood Court  
Lipscomb Court  
Newland Court  
Oakdale Court  
Rawlston Court  
Webley Court  
Westmoreland Drive  
Wickham Court E & W  
Wiltshire Court  
Worthington Court

### FOXFIELD

Alden Court  
Asbury Way  
Bentwood Road  
Bickel Court  
Clinton Court  
Devon Court  
Dorrell Court  
Fairmont Place  
Gannon Way  
Harbert Court  
Huntley Court  
Marian Court  
Mercer Court  
Palmer Court  
Quincy Court  
Sarret Way  
Southall Court  
Spotswood Road  
Wyatt Court

### MORVEN

Aldridge Court  
Byron Court  
Carter Court

Griswold Court  
Harrow Court  
Haxall Court  
Ludwell Court  
Lyndhurst Court  
Millard Court  
Paxton Court  
Powell Court  
Rutledge Court  
Teasdale Court  
Thales Way  
Vinson Court  
Whittingham Circle

### OAKRIDGE

Amersham Court  
Chelmsford Court  
Christopher Lane  
Dunbar Way  
Felsted Court  
Finchingfield Court  
Forester Court  
Lowery Court N & S  
Owens Court  
Prescott Court  
Rutherford Circle  
Stafford Court  
Steed Place  
Sulgrave Court  
Thorton Court  
Waltham Court

### ROKEBY

Clapham Court  
Coleman Lane  
Hamilton Court  
Hamilton Road  
Minor Road  
Moss Road  
Mucklehany Lane  
Peyton Road  
Russell Court  
Turner Lane  
Tyler Lane  
West Court

### OATLANDS

Bentmoor Court  
Brinks Court  
Brookmeade Court  
Darian Court  
Dudley Court

Fenton Wood Drive  
Ferguson Court  
Glengyle Court  
Glengyle Lane  
Jeremy Court  
McCarty Court  
McPherson Court  
Meskill Court  
Selden Court  
Whaley Court

### WELBOURNE

Benton Court  
Berkeley Court  
Conoy Court  
Dulany Court  
Hopton Court  
Jermyn Court  
Mosbey Court  
Nicholson Court  
Redlin Court  
Vandercastel Road  
Cromwell Road

### \*COUNTRYSIDE

### \*VDOT

Vehicles on streets maintained by VDOT are monitored, ticketed, and towed by the Loudoun County Sheriff's Office. (703) 777-1021

## Parking Space Allocations in Townhouse Neighborhoods

This chart provides the following information for each HOA street in all four (4) townhouse neighborhoods:

- The number of townhouses and assigned parking spaces.
- The number of visitor parking spaces.
- The approximate number of curbside parking spaces.
- The number of driveways.
- The total number of assigned, visitor, and curbside parking spaces.

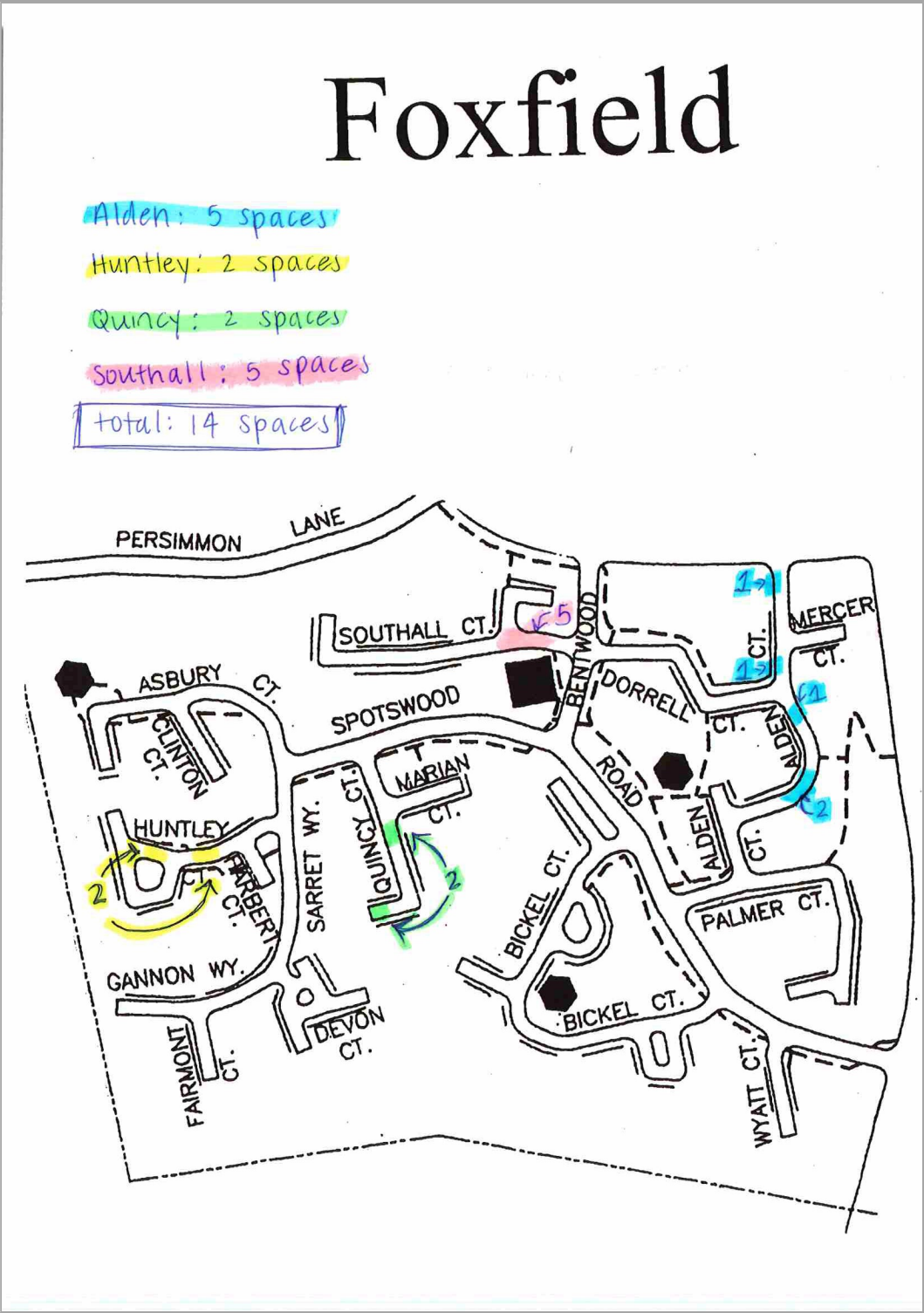
HOA Streets	# of Townhomes	# of Assigned Spaces	# of Visitor Spaces	Curbside Parking	# of Driveways	# of Spaces Total
<b>Foxfield</b>						
Alden Ct.	56	112	5	24	0	141
Asbury Way	33	66	0	16	0	82
Bickel Ct.	110	220	0	22	0	242
Clinton Ct.	20	40	0	0	0	40
Devon Ct.	25	50	0	13	0	63
Dorrell Ct.	30	60	0	5	0	65
Fairmont Place	16	32	0	0	0	32
Gannon Way	19	38	0	25	0	63
Huntley Ct.	45	90	2	9	0	101
Marian Ct.	25	50	0	2	0	52
Mercer Ct.	16	32	0	1	0	33
Palmer Ct.	40	80	0	27	0	107
Quincy Ct.	35	70	2	10	0	82
Southall Ct.	60	120	5	12	0	137
Wyatt Ct.	21	42	0	0	0	42
<b>Total for Foxfield</b>	<b>551</b>	<b>1102</b>	<b>14</b>	<b>166</b>	<b>0</b>	<b>1282</b>
<b>Morven</b>						
Aldridge Ct.	46	92	6	15	0	113
Haxall Ct.	41	82	5	14	0	101
Ludwell Ct.	13	26	0	6	0	32
Lyndhurst Ct.	36	72	0	17	0	72
Millard Ct.	61	122	5	2	0	127

HOA Streets	# of Townhomes	# of Assigned Spaces	# of Visitor Spaces	Curbside Parking	# of Driveways	# of Spaces Total
Paxton Ct.	22	44	4	20	0	68
<b>Total for Morven</b>	<b>219</b>	<b>438</b>	<b>20</b>	<b>74</b>	<b>0</b>	<b>513</b>
<b>OakRidge</b>						
Chelmsford Ct.	41	82	3	23	0	108
Felsted Ct.	16	32	0	0	0	32
Finchingfield Ct.	43	46	3	0	20	69
Sulgrave Ct.	61	66	6	17	28	117
Waltham Ct.	14	14	2	0	8	24
<b>Total for OakRidge</b>	<b>175</b>	<b>240</b>	<b>14</b>	<b>40</b>	<b>56</b>	<b>350</b>
<b>Welbourne</b>						
Benton Ct.	44	88	7	0	0	95
Berkeley Ct.	38	76	10	0	0	86
Conoy Ct.	13	26	0	0	0	26
Dulany Ct.	50	100	21	0	0	121
Hopton Ct.	12	24	0	0	0	24
Jermyn Ct.	12	24	0	0	0	24
Mosby Ct.	17	34	0	0	0	34
Nicholson Ct.	33	66	13	0	0	79
Redlin Ct.	10	20	0	0	0	20
Wandercastel Rd.	11	22	24	0	0	46
<b>Total for Welbourne</b>	<b>240</b>	<b>480</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>555</b>
<b>Grand Total</b>	<b>1185</b>	<b>2260</b>	<b>123</b>	<b>261</b>	<b>56</b>	<b>2700</b>



# Visitor Parking Maps

The following maps show where visitor parking is available in each townhouse neighborhood.



# Morven

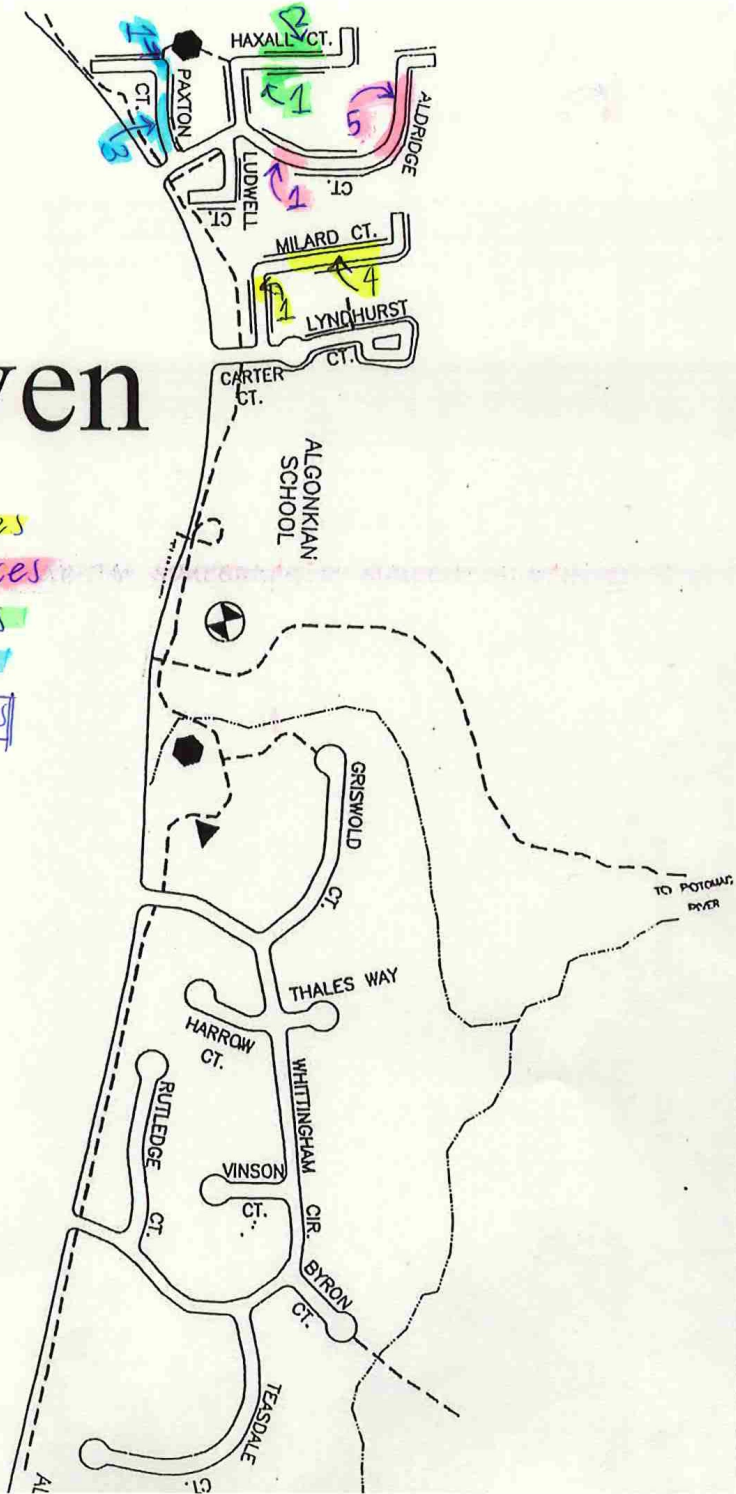
Millard: 5 spaces

Aldridge: 6 spaces

Haxall: 3 spaces

Paxton: 4 spaces

Total: 18 spaces



# Oakridge

Chelmsford: 3 spaces

Sulgrave: 6 spaces

Finchingfield: 3 spaces

Waltham: 2 spaces

Total: 14 spaces

