



TOWN OF HAYMARKET PLANNING COMMISSION

REGULAR MEETING ~ AGENDA ~

Robert B. Weir,
<http://www.townofhaymarket.org/>

15000 Washington Street, Suite 100
Haymarket, VA 20169

Tuesday, October 14, 2014

7:00 PM

Council Chambers

1. Call to Order

2. Announcements

3. Citizens Time

4. Minutes Approval

- a. Planning Commission - Regular Meeting - Sep 8, 2014 7:00 PM

5. Special Use Permit Application

- a. 6864 St Paul Drive - Lovely Rita's Cupcakes
- b. 6720 Bleight Drive - Maid Brigade

6. ARB and Council Update

7. New Business

- a. Parking Study

8. Town Planner Report

9. Old Business

- a. Dominion Power 230KV Transmission Line Update
- b. Comprehensive Plan Update
- c. 1-Mile Notices

10. Discussion Items

11. Adjournment



TOWN OF HAYMARKET PLANNING COMMISSION

REGULAR MEETING ~ MINUTES ~

Robert B. Weir,
<http://www.townofhaymarket.org/>

15000 Washington Street, Suite 100
Haymarket, VA 20169

Monday, September 8, 2014

7:00 PM

Council Chambers

A Regular Meeting of the Planning Commission of the Town of Haymarket, VA, was held this evening in the Board Room, Commencing at 7:00 PM

Chair Robert B. Weir called the meeting to order.

1. Call to Order

Chair Robert B. Weir: Present, Commissioner Ralph Ring: Present, Commissioner Christopher Johnson: Absent, Council Liaison Matt Caudle: Present, Josh Mattox: Present.

2. Dominion Power Haymarket Line and Substation Project

a. Dominion Power Haymarket 230KV Line and Substation Project

Dominion Virginia Power (DVP) does a presentation, giving a recap of why the project is proposed, and a status update. There is a need to serve in the Haymarket area. They have an existing Customer that has specific expansion plans. First phase is a reinforcement of distribution lines by adding an upper deck. A long term solution is a new sub station with a new transition line. The State Corporation Commission (SCC) requires a specific list. Want feedback from the community. Open House event on Wednesday night. September 10th. Then continue to meet with groups and organizations as requested. Key thing that's changed, is they're intentionally vague about when to file with SCC. Make sure we've done due diligence. Trying to create the most robust picture of the alternatives, what we've learned from residents, localities, stake holders, so we can give enough information as possible to the SCC. The SCC has their own review process that takes a about a year. They will look at every detail. DVP intends to file with SCC late 2014. The biggest question is routes. Overhead compared to underground. Initially brought overhead route. Will always include some analysis of underground, to see if a viable option. Will do for this project.

Key concerns are construction impact. Wetlands. Are familiar with working with Wetlands. Will clearcut trees for construction. With danger trees will only take 80' trees. Residents are concerned about clearing a lot of trees, that an entire row of trees will disappear and that is not the case.

What is a broader view? Can it come from somewhere else? They've expanded the map, and showed more of the planning process. Looked at all different scenarios. Any proposals to bury the lines? Underground route would require a transition station. A small substation. Right of way required is more narrow. Would need to be maintained and cleared edge to edge.

DVP makes their proposal to the SCC. And offer a proposed route. They are to consider public uses. The SCC makes the final decision.

Chair Weir shows 6 presentation slides. Where exactly is the cut going to be, in relation to Town boundary. Entirety of clear cut is in the town boundaries. Where substation located. Who is the end user. VA Data, known as Amazon. Data Center. What else can be done besides power lines? Smaller station can be co-located. Underground can be done. Showing map of one in Arlington. Been done in rural areas as well, like Loudoun County.

Delegate Marshall asks DVP to categorize these questions. Did not see a suggested placement, IF it goes up railroad track. Also, please address the question of bringing the lines up Route 15. At the last meeting, DVP suggested using poles that are slightly taller and run emergency lines. If that's true, why couldn't you do these lines on 15. Hallowed Ground doesn't prevent you from going up. Why can't you have smaller lines service the same area to

Minutes Acceptance: Minutes of Sep 8, 2014 7:00 PM (Minutes Approval)

deposit the same amount of electricity in this area. That's a technical question I'm not sure DVP can answer.

Terrorist are in this Country. Anything you can do to make it harder for them to wreck the country is something you should do. Did contact the SCC to come up here tonight. They said it's too early in the process. We will get someone here at the appropriate time.

Open for Citizens to speak:

Tim Lamb from Greenhill Crossing. Haven't heard about the role of Amazon since doing this dance, since Amazon is going to put a data center out here. Talked about increased costs, and that's the reason not to go underground. Any discussion or study on the role of Amazon in sharing with those costs or even paying for underground lines? Would like to have that explored.

Ken Ferran from Saint Paul Drive in Greenhill Crossing. Want to find out, if how, if the 2nd alternative route for the Right-of-Way behind tracks, the south side, what is the furthest it can possibly be moved back towards the Somerset area. I know Somerset doesn't want it closer to them than they want it to be. But wants to know the furthest possible that those lines can be from the track itself. Also, very curious to find out, as some ladies here said, Like to know If given the option, if we need to help pay for this line to go underground, what homes would be affected, how many people would be contributing towards that, and what that amount would be based on an average use of a monthly bill. If we're looking at \$2 to \$3 a month, even maybe \$10 or \$12 a month, maybe even \$20. Don't know what peoples hurt point is. But I would like to have that information so we can say you know what? Ok we'll help you put it underground we just really do want to know the cost it's going to be.

Maria Turner, 18th Century Haymarket. Imbedded online in this very remote area is a comment on their website, is a comment from VA Department of Health. In partial I quote "even if it is assumed that there is an increased risk of cancer as implied, in some epidemiological studies, the imperial relative risk appears to be very small in magnitude". I moved here 14 years ago. Before I moved here I lived near one of these. My son got a brain tumor. His friends Father down the street died of it. I have been told that if they come behind my house, my Grandchildren will not be able to come see me.

Jim Napoli, Somerset Crossing and President of the HOA. Going off some of the comments that were made this evening. First there was a comment about appropriately notifying both the residents, the effected areas, and the SCC. How does DVP draw the line as to who receives a notice and who does not. They took pictures in my front yard for one of these diagrams that didn't make this cut. Was at another meeting. Did not receive a notice. A neighbor told me as they got a notice. Are we going to get notified prior to SCC filing? If so how much advance notice. Or will it be slipped in and up to us to follow. With the SCC, have their been environmental tests or studies of the area. Seems DVP was caught off guard when we started talking about the habitat that they would like to cut through on their current proposal, that being the Wetlands. We have endangered species. We do have migratory birds. And we do have a Wetland. Have they done any type of study of how that will effect the water management system of our community. Everything drains into the Wetlands and works its way through. It's part of our Storm Water Management system. With respect to the cost, would like to do potential remediation? There would have to be property to be purchased. Somerset Crossing does own the woods that run behind Somerset Crossing to the railroad easement. Plus the Remediation to the homes whose value would depreciate under this proposal. Wish DVP would look at other alternatives, take them seriously. This is the worst possible proposal, as it hits Wetlands, hits over 1000 homes, home value, potential health risks. The best DVP can give is there is nothing to prove that there is no cancer risk. That's enough to impact the market. I get no sense that they're real looking at other alternatives closely. How long they've worked on this proposal? It does seem odd that you do have 15, 66 and you do have Wetlands. Just doesn't seem very thoughtful.

Jeff, Greenhill Crossing, St. Paul Drive. Would like to piggy back off others. Strikes me they're only looking at overhead options, with small consideration to underground options. Even

though the number of impacted homes is much less. Would be curious to see a cost breakout for each option. More underground alternatives options. If we have additional costs, how would we as both a community, what are our options to offset costs. Additional tax? Do we do it as a Town? County? Don't know the answer. May help with a working alternative. We have to come up with an alternative that gets something moving. If we try to fight it without coming up with an alternative option, we're shooting ourselves in the foot. Lets help them and ourselves and come up with something.

Jim Napoli steps up for another point. This is just on the cost issue. Want to be clear on understanding after reading the proposals, the line that will be going thru does not really impact current homes. Reinforces what already have? No problems with our electricity. Does not directly effect us. Driven by a corporate consumption and future growth. While we talk about spreading the cost, it seems inequitable to me to have 1500 homes bear the cost, that doesn't even help us in any way. No benefit.

Dottie Leonard, Washington Street. Has lived here 42 years. Speaking for the citizens for the betterment and harmony of Haymarket. For all of us, it has been a joy to view the beautiful Bull Run Mountains, and we've often said that Haymarket is nestled at the foothills of the first mountain west of DC. Anything that would impair that beauty, would be a negative. Major property value effecting issue. When comes to hallowed ground, Haymarket was burned to the ground during Civil War and has slowly built itself back. How much more hallowed can you be than that. Ask that the very least consider the medium size poles and routes suggested by Delegate Marshall, but the preference of the Citizens group would be to have it be underground, it could be cost effective because we've learned in Haymarket burying lines later is not cost effective. We hope you give strong consideration to a complete underground situation.

PC Members can speak.

Mattox: Did DVP know about the Amazon project? If so why not forthcoming?

Reply: Chuck with Community Relations: We are not in the position to confirm or deny who client is. Under a confidentiality clause with client. Was asked point blank at last meeting. We are not in a position to confirm or deny. Will not comment on who the Customer is.

Weir: Find his wording curious but expected. Understands the constraints of confidentiality. But the word I take issue with is YOUR client. You're constructing a power line for your client that impacts us. Potential Customer.

Mattox: Second, is the primary reason for the project to help the customers needs, or the clients? Versus reinforcing our current infrastructure. With the current infrastructure we have out here, we talked about adding a couple of cables on the top beam, and has that structure been gauged to see if it can withstand with weight, health risk for walkers?

Reply: The existing facilities that are running along the North side of Washington Street, the poles that are there today, they have a cross arm at the top. We're putting in a new pole right next to the old pole that's going to be tall enough for both sets of cross arms. Denise Stephens here with Dominion, local design supervisor, and overseeing team that's doing that reinforcement project. But we will be transferring the existing wires to that new pole that's adjacent to. We will add the 2nd tier. Then old pole removed once all facilities transferred over.

Weir: My understanding is you're going to erect new pole, transfer the lines, then eliminate the existing pole? Yes. Been in the plan for how long? About 4 months now.

Weir points out if only doing this for 4 months, we've been in the midst of a utility relocation that's been on the plans for years. And we were told Dominion didn't want to curb the expense to moving some of the poles.

Dominion has been working with Holly on the relocation.

Weir: But now you're going to go above and beyond that location? Seems curious we're at the finish line of our relocation and now you're moving everything again.

EMF - I understand transmission line at top? No. Just another distribution line? Yes. Distribution voltage, not a transmission line. Seems like it was a higher voltage.

The Distribution pole where adding a double bill, is another distribution line, not a 230kv, not a high voltage at all. It's a short term fix to get thru until 2017 when can have transmission infrastructure in place. Weir had asked about the benefit for town? Both short term distribution work and the ultimate transmission line, will benefit not just the Town of Haymarket, but the larger Haymarket area. All areas served by long distribution lines that originate in Gainesville. With the data center coming on line, we want to make sure we continue to serve the local area, reliably like we have. It's too much for existing system to handle.

Mattox: Grew up in Fairfax county. Most Infrastructure is mostly underground. Personal opinion, if cross anything in town, it be underground or 66 north side. If you will study that, encourage that. How soon evaluation on that?

The Team made a note to look at, underground along North side of 66. We can get an estimate done that will help everyone have a better understanding of cost differential. Between Overhead and underground. Can produce.

Underground cost vs current cost? Will get that calculation.

Mattox: The humming. Lived in a neighborhood. Heard it for about 2.5 years of 3 years living there. What kind of assurance, if above ground.

Assurance is that lines will be within the county ordinance.

A lot of people are not educated on the ordinances.

Ring: Understanding from last meeting was that they would serve needs of commercial client for short term, until long term 2017. Correct?

Yes

They will be serving that customer? Not exclusively. 230 kv? Not correct? Just low voltage distribution lines.

Lines thru town, distribution lines. 2 circuits instead of 1. Transmission lines require specific structures and a very specific Right-of-Way.

When High Voltage lines go in, those distribution lines remain? Are a long term solution? Dormant or taken down?

Once High Voltage transmission line is built to feed the substation, the distribution lines that run thru town and new express distribution line that will be added, both will stay energized and that express line becomes a backup to serve the local area.

Ring: Last time there was a break in the underground line, it took 4 months to find the break. Don't do a TDR on your lines?

No engineer tonight to help with that answer tonight. Issue isn't finding the fault. Issue is the highly skilled labor used for splicing and making repairs. Most specialists come from Korea.

Ring: Impact putting temporary lines on the Town. New poles in, old poles out. Roughly how long?

Probably start seeing after first of year. Finish early Spring.

Traffic disruption, what's going to occur on day to day impact?

Working during hours of the VDOT permit. Hours to start 9:30am - 3pm. Won't see many crews in the field during rush hour times. Will work off road much as possible. Only down to one lane. Not total shut down. Daily disruption for 3-4 months. Maybe not quite that long.

Ring shares Weirs comment on Street Scape. Part of our Street Scape called for burying these lines. Low Voltage underground, makes sense long term. No one on Council or PC, ARB, has been approached about possibility of burying these lines? Working with Holly? What have you done?

Holly could tell better if she were here.

Ring, also, have you talked to VDOT? Railroad studies?

We have met with VDOT on a larger scale. There is a Code of VA that does not allow utility's in a limited access Right-of-Way. They want to make sure to not impede them to expand their Right-Of-Way. Have not talked to Norfolk Southern. Will meet with them.

Environmental surveys? Haven't started a survey. Started desktop surveys. Asked Fish & Wildlife, they responded back. There are some endangered in the Wetland area. Don't know where structures are going to be.

Ring: Advertising cost. Not sure a special tax will go over well. Data center is a rather large commercial customer. How much cost they do they bare? How much of a percentage does local communities bear? If our bill goes up, fine let's do it.

Don't have a percentage yet. The Data Center would pay a different increased proportion of the total cost. Transmission cost is reflected in the monthly bill. This project cost is lumped in with other projects around the system. One combined total spreads across the customer base.

We know current project as proposed is about 65 million. More along the order of 300 million for underground.

Weir: Bills submitted to GA. Where the underground cost was passed on. Provision on both bills and past that those costs borne by Residential. If comparison of underground or overhead, provide a cost of under on all alternative routes. Come up with numbers. Let's see apples to apples. Let's see the cost of one route vs other. Over vs under. Give them all. Will do one full engineer cost underground. 6-10 times as much magnitude. Some routes not buildable overhead, some not buildable underground. Want viable routes cost comparison.

Buckland Mills. Has State or Federal designated this as historic areas? Yes.

DVP: We do our best to put together the application. Recognize needs. Develop solutions. How we feel to best approach to solving the problems. Then we present to the SCC. They tell them what to build. We don't do final engineering until they say the final route. We don't know what SCC is going to tell them to build. We will not start acquiring Right-Of-Way now because the SCC may say to run the lines elsewhere. We can't take steps until we get a final order.
Ring: Current Right-Of-Way gives the right without applying to the Town? Yes, thru a VDOT permit. They could show up and start doing work.

Caudle: Thanks DVP for coming and listening. Would like them to consider looking at the Route 15 Corridor. See what that looks like, and North of 66. Seems to him it's just coming down to cost. The proposed other routes, underground. Both are reliable. Underground done in other areas. Cost today versus the quality of life 40 years down road? Seems very minimal.

Weir: Recaps all issues. And discussion tonight.

Wants to see alternate routes. Overhead route had proposed North side of 66. Plenty of Right-Of-Ways in place. More than enough room to run small section of 66. If can be built overhead, that is what required to present to SCC. If build able overhead to present as preferred? If underground, where does the taxing district come in. Weir wants to see constraints. Someone asked about the furthest setback. Closest is the creek. Cancer/health risks concerns?

DVP says EMF - they are everywhere. They are found everywhere in your home. If you knew how much was in your house, you would never use electric razor or hair dryer again. It's just a part of life. Commonly misunderstood. Fields diminish rapidly, those fields fall off as approach the edge of Right-Of-Way. There are 2 different kinds. Electric, and magnetic. Electric can be blocked by a physical object. Magnetic cannot. As far as health concerns, the best approach is to provide information. We will offer to come out and take readings, and tell residents what that means. Provide access to reputable studies on the topic. VA Dept of Health studied this a long time. There was no conclusive evidence. All studies are available on their website.

Dottie Leonards concern about the view shed. The entire Town is a Historic District, though not equivalent to Buckland Mills. Proposed route, bisects 2 gateways. We just spent how long talking about attempting to revise, visual impact of development. What we want or don't want at gateway areas. 110' power utility towers right thru the gateways.

Last question is when will the application go to the SSC? In fall 2014. Earliest date? End of November. Subject to change.

Town Planner says the Town Ordinance may not allow this in certain areas. There are Impediments to bringing thru town. Will provide more info later.

From SCC perspective, if the Town submits comments to them first, they're going to send them back. DVP has to file first. Takes 30 to 60 days. Then will establish a docket and case #. Once that is done, the Town can submit comments.

It would be a good idea for Planning Commission to make their recommendation. Council will make formal response.

Weir assume shortest timeline. Will work with Schneider and put together a report/recommendation of a draft nature and draft resolution by October meeting, for Town Council, from the Planning Commission.

Has anyone reached out to the potential client? How can we work together?

3. Citizens Time

No additional comments from Citizens.

4. Minutes Approval

a. Planning Commission - Regular Meeting - Aug 11, 2014 7:00 PM

RESULT:	ACCEPTED [UNANIMOUS]
MOVER:	Ralph Ring, Commissioner
SECONDER:	Josh Mattox
AYES:	Robert B. Weir, Ralph Ring, Matt Caudle, Josh Mattox
ABSENT:	Christopher Johnson

b. Planning Commission - Work Session - Aug 18, 2014 7:00 PM

RESULT:	ACCEPTED [UNANIMOUS]
MOVER:	Ralph Ring, Commissioner
SECONDER:	Josh Mattox
AYES:	Robert B. Weir, Ralph Ring, Matt Caudle, Josh Mattox
ABSENT:	Christopher Johnson

5. ARB and Council Update

ARB did not meet in August. No report.

Town Council has nothing to report.

6. Town Planner Report

October will talk about Haymarket Self Storage and Chick-fil-A. Sheetz is dormant right now.

7. Old Business

a. Haymarket Fairgrounds

No additional input. Was going to address the Council. Asked to move to October.

CLERK LEAVE ON OLD BUSINESS.

John Marshall Commons. Town Council has not looked at. Planning Commission made their recommendation. Not scheduled for Public Hearing any sooner than November. On the October Agenda for Town Council.

b. Comprehensive Plan

Are there any edits? Yes.

Minutes Acceptance: Minutes of Sep 8, 2014 7:00 PM (Minutes Approval)

Weir suggests Schneider sends edits electronically. Commissioners can review edits at their leisure. Move we defer action on further consideration until such time as DVP presents their recommend route to the SCC. Ring seconds.

Depending on which route the power lines go will dramatically impact the development patterns in town, existing and proposed uses. That way we won't have to come back and do a Comp plan amendment. It's in the best interest of the Town to defer.

Roll call vote to defer:

Mattox: Yes

Ring: Yes

Weir: Yes

Cadle: Yes

8. Discussion Items

No additional items to discuss.

9. Adjournment

Mattox motions to adjourn.

Ring seconds.

Ayes: 4

Nays: 0

Absent: 1



TO: Town of Haymarket Planning Commission
SUBJECT: 6864 St Paul Drive - Lovely Rita's Cupcakes
DATE: 10/14/14

This is a Special Use Permit Application for an In-Home Business located at 6864 St. Paul Drive.

ATTACHMENTS:

- 6864 St Paul Drive - Lovely Rita's Cupcakes (PDF)



Date: 10/7/2014

Case #: 2014-1007 ^{sup}

Special Use Permit Application

Business Name: LOVELY RITA'S CUPCAKES Address: 6864 ST PAUL DR

Applicant's Information

Property Owner's Information

Name: RITA SAYLOR RITASAYLOR@
Address: 6864 SAINT PAUL DR
City: HAYMARKET, VA 201109 Yahoo.com
State/Zip: _____
Phone: 703-862-6624

Name: FARREN
Address: _____
City: _____
State/Zip: WARRENTON, VA
Phone: _____

Type of Structure: SFD Multi TH Zoning District: R1 Code Section: _____

Name of Business: LOVELY RITA'S CUPCAKES
~~Name of Business:~~ _____

Number of employees working from site: SELF ONLY
Number of vehicles: 0 Type: 0 GVH: 0
Number of parking spaces set aside for this activity: 0
Total floor area of structure devoted to activity: 400 sq. ft.
Total floor area devoted to activity MUST be the main structure, NOT any accessory Building RS (please initial you will comply)
Will accessory storage be necessary? Yes No
If so, where will it be? _____

Will the activity require any special tools or structure improvements? NO

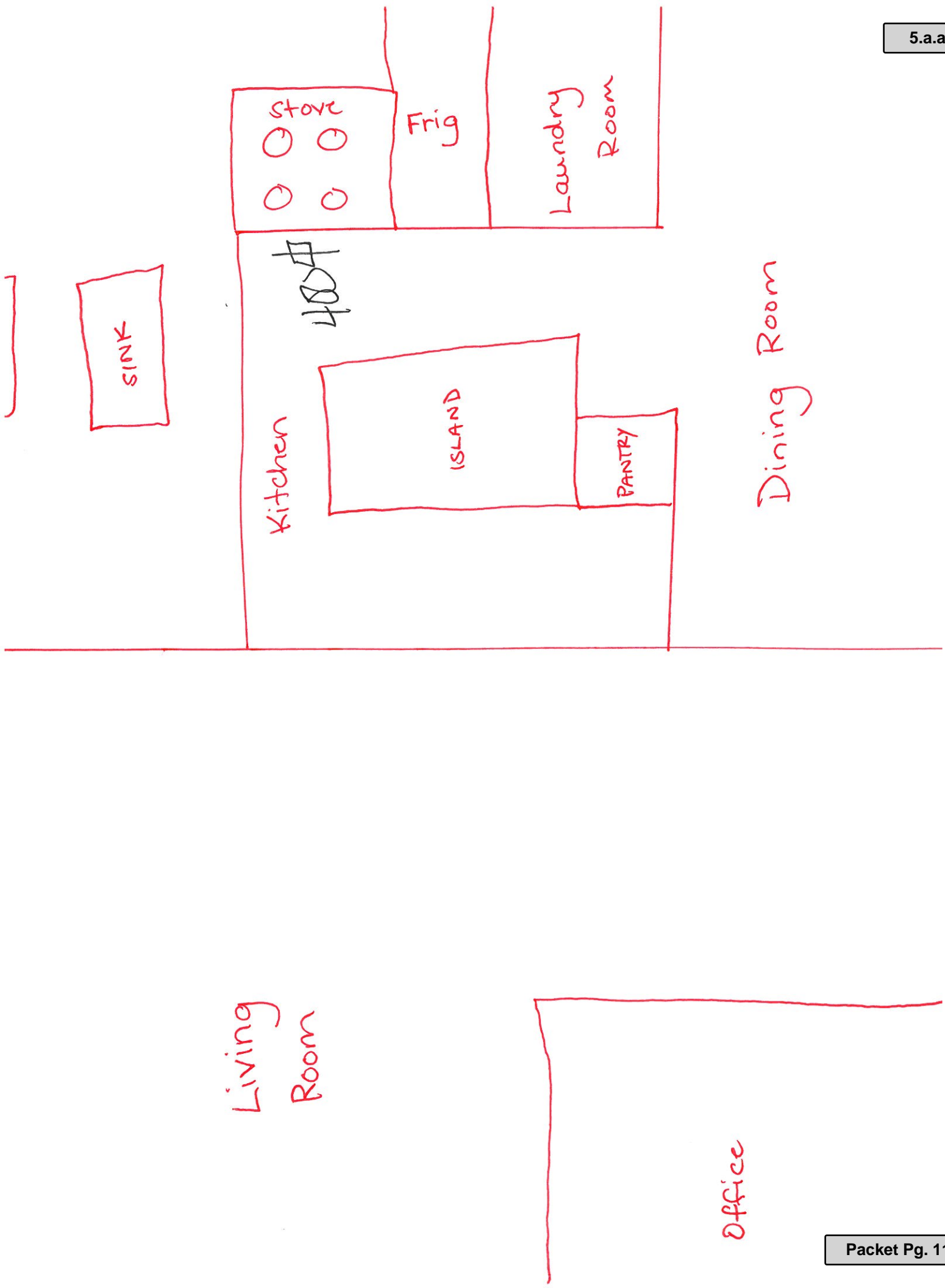
Applicant agrees NO signage is allowed RS (please initial you will comply)
In the space provided or on an attached sheet, please describe in detail your activity, including hours of operation, type of clientele, number of vehicles anticipated to visit the site in the average work day and any other changes that will affect the nature or appearance of the site.

Baking goods for farmer's market / resale about 20 hours weekly. zero vehicles are visiting the property.

The above is a true representation of the activity and the method of operation upon approval:

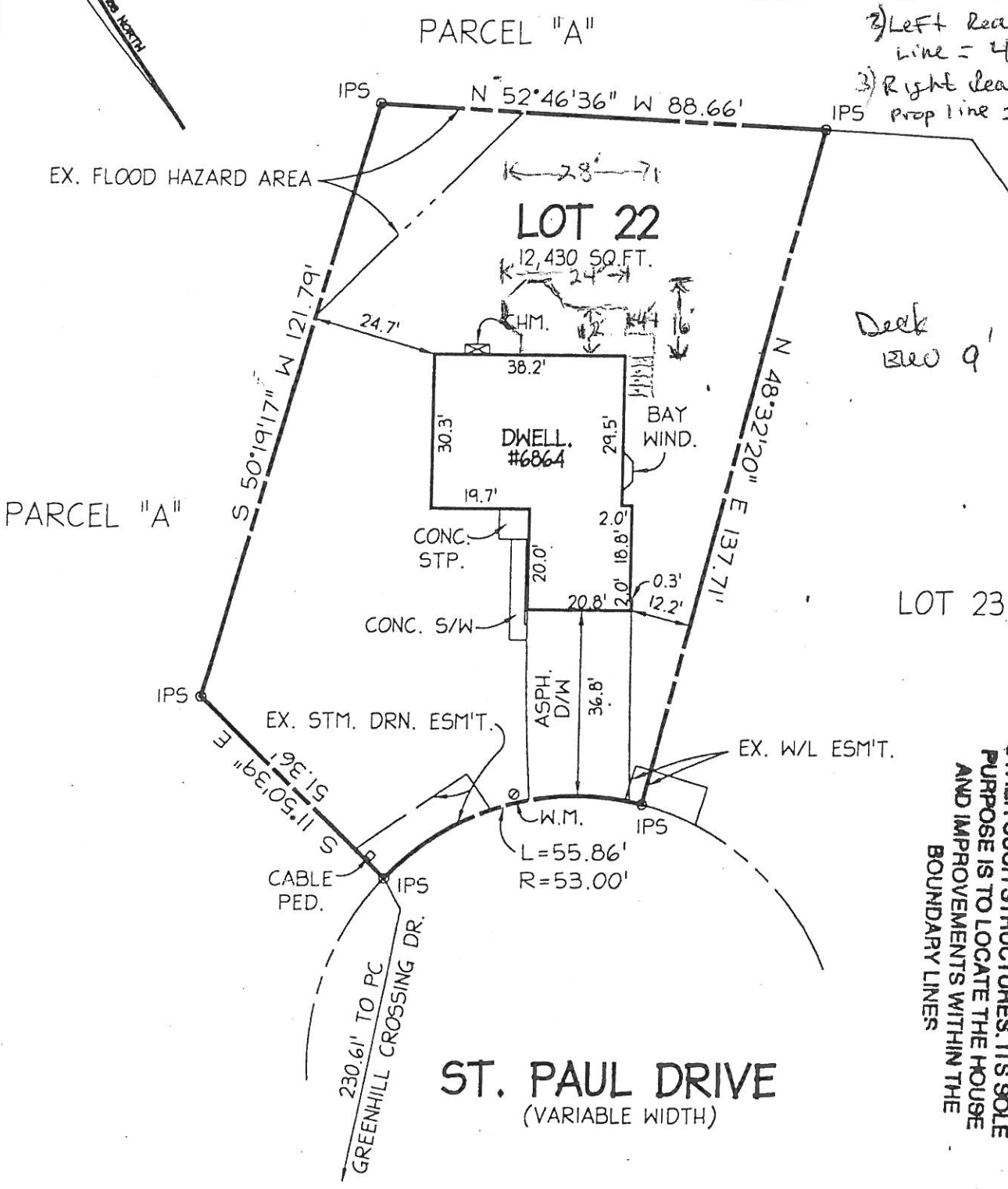
Applicant Signature: Rita Saylor
Owner's Signature: attached email

Approved Rejected by Town Council Vote: _____ Date: _____
Conditions: _____ Signature: _____
Fee: 200.00 Paid: 10-7-2014 Date: _____



SET BACKS

- 1) Right Rear to back Line = 46.65'
- 2) Left Rear to back Line = 48.47'
- 3) Right rear to side Prop line = 22.63'



THIS SURVEY SHOULD NOT BE USED FOR BUILDING DECKS, FENCES OR OTHER SUCH STRUCTURES. ITS SOLE PURPOSE IS TO LOCATE THE HOUSE AND IMPROVEMENTS WITHIN THE BOUNDARY LINES

FLOOD ZONE NOTE: THE DWELLING SHOWN HEREON WAS NOT FOUND TO LIE WITHIN A FEMA IDENTIFIED "SPECIAL FLOOD HAZARD" AREA.

FLOOD INSURANCE RATE MAP: PRINCE WILLIAM CO. 01/05/295

COMMUNITY-PANEL NUMBER: 510121 0067 D

ZONE DESIGNATION: "X"

PROPERTY SUBJECT TO ALL NOTES & RESTRICTIONS AS SHOWN ON RECORD PLAT.

ALL EASEMENTS SHOWN HEREON ARE RECORDED IN D.B. 2470 AT PG. 1653 UNLESS SHOWN OTHERWISE.

Attachment: 6864 St Paul Drive - Lovely Rita's Cupcakes (2076 : 6864 St Paul Drive - Lovely Rita's Cupcakes)

Jennifer Preli

From: Ken Farren [kenfarren@yahoo.com]
Sent: Tuesday, September 30, 2014 9:26 PM
To: Jennifer Preli
Cc: Ritasaylor
Subject: Fw: Rita Sailor's Business Application.

Hi Jen,

Hope all is well with you.

I wanted to let you know that I have no objection to Rita Saylor having her baking business based out of my property at 6864 Saint Paul Dr. Haymarket 20169. I hope that is official enough.

Thank you.

Sincerely,

Ken Farren

Window World

Cell#.....703-203-7046

Showroom.....703-378-7999

I love working for this company!!!!

Attachment: 6864 St Paul Drive - Lovely Rita's Cupcakes (2076 : 6864 St Paul Drive - Lovely Rita's Cupcakes)



TO: Town of Haymarket Planning Commission
SUBJECT: 6720 Bleight Drive - Maid Brigade
DATE: 10/14/14

This is a Special Use Permit Application for an In-Home Business located at 6720 Bleight Drive.

ATTACHMENTS:

- 6720 Bleight Drive - Maid Brigade (PDF)



SUP# SUP20141002

5.b.a

SPECIAL USE PERMIT APPLICATION

RECEIVED

NOTE: This application must be filled out completely and all submission requirements must be met before the application can be accepted and scheduled for review/Public Hearing.

OCT - 2 2014

NAME OF BUSINESS/APPLICANT: Barbara A. Best

SITE ADDRESS: 6720 Bleight Drive Haymarket, VA 20169

ZONING DISTRICT: R-1 R-2 B-1 B-2 I-1 C-1 SITE PLAN PROPOSED: Yes No

PROPOSED USE(S): Home office CODE SECTION(S) #: _____

BRIEF DESCRIPTION OF ACTIVITY: In the space below or in an attached narrative, please describe in detail the proposed activity including size and type of proposed/existing structures, hours of operation, type of clientele, number of vehicles anticipated to visit the site during an average workday and any other changes that will affect the nature or appearance of the structure(s) or site.

Administrative office - no clientele visits office and only 1 part-time employee - 8A-5P - 2-3 vehicles park at any any given time - no physical changes to home.

Supporting Documentation (attached): Narrative (addressing criteria of Section 58-9(d)) Plan/Plat

ADDITIONAL INFORMATION FOR HOME OCCUPATIONS (SUBJECT TO SECTION 58-16):

TYPE OF STRUCTURE: SFD TH TOTAL FLOOR AREA OF MAIN STRUCTURE: 2200 (sq. ft.)

FLOOR AREA DEVOTED TO HOME OCCUPATION: 300 (sq. ft.) HOA APPROVAL: Yes No

NUMBER / TYPE OF VEHICLES: 2-3 / Cars/Vans/SUVs

NUMBER / TYPE OF EQUIPMENT AND METHOD OF STORAGE (i.e. garage, accessory storage, etc.):
N/A

OFF-STREET PARKING SPACES PROVIDED: 8 NO. OF EMPLOYEES WORKING FROM SITE: 1

FEE: \$500 Residential \$200 Residential In-Home Business
 \$350 Commercial (no land disturbance) \$1,500 Commercial (land disturbance) PAID

APPLICANT/PERMIT HOLDER INFORMATION	PROPERTY OWNER INFORMATION
Name <u>Barbara A. Best</u>	Name <u>Barbara A. Best</u>
Address <u>6720 Bleight Drive</u>	Address <u>6720 Bleight Drive</u>
City State Zip <u>Haymarket VA 20169</u>	City State Zip <u>Haymarket VA 20169</u>
Phone#(s) <u>703-517-4811</u>	Phone#(s) <u>703-517-4811</u>
Email Address <u>bbest@maidbrigade.com</u>	Email Address <u>bbest@maidbrigade.com</u>

Attachment: 6720 Bleight Drive - Maid Brigade (2077 : 6720 Bleight Drive - Maid Brigade)



TOWN OF HAYMARKET
SPECIAL USE PERMIT APPLICATION

SUP# 20141002

APPLICANT / PROPERTY OWNER CONSENT

*****REQUIRED*****

I, as owner or authorized agent for the above-referenced parcel, do hereby certify that I have the authority to make the foregoing application and that the information provided herein or attached hereto is correct and a true representation of the activity and method of operation described. Construction of any improvements described herein and as shown on the attached plat, plan and/or specifications will comply with the ordinances of the Town of Haymarket, any additional restrictions and/or conditions prescribed by the Planning Commission or the Town Council, and all other applicable laws.

[Signature]
Applicant Signature

[Signature]
Property Owner Signature

9/19/14
Date

9/19/14
Date

OFFICE USE ONLY

DATE FILED: 10-2-2014 FEE AMOUNT: 200.00 DATE PAID: 10-2-2014

DATE TO ZONING ADMINISTRATOR: _____ STAFF REVIEW COMPLETE: _____

APPLICABLE ZONING ORDINANCE SECTION(S) / RECOMMENDED CONDITIONS:

ZONING ADMINISTRATOR _____ DATE _____

DATE TO PLANNING COMMISSION: 10-14-2014 PUBLIC HEARING DATE: 11-3-2014

RECOMMEND APPROVAL RECOMMEND DENIAL NO RECOMMENDATION

RECOMMENDED CONDITIONS:

CHAIRMAN _____ DATE _____

DATE TO TOWN COUNCIL: _____ PUBLIC HEARING DATE: _____

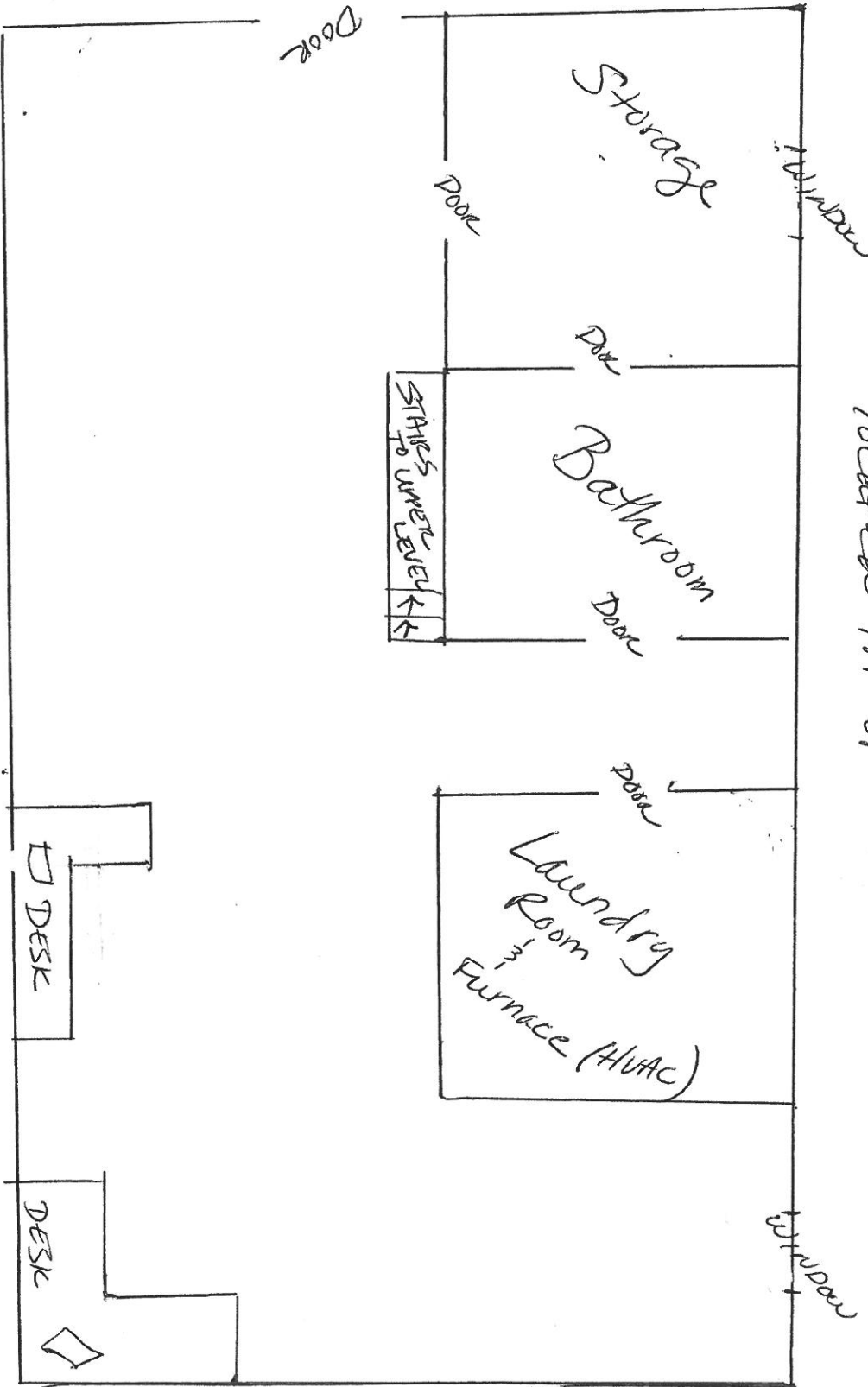
APPROVED DENIED

CONDITIONS:

Attachment: 6720 Bleight Drive - Maid Brigade (2077 : 6720 Bleight Drive - Maid Brigade)

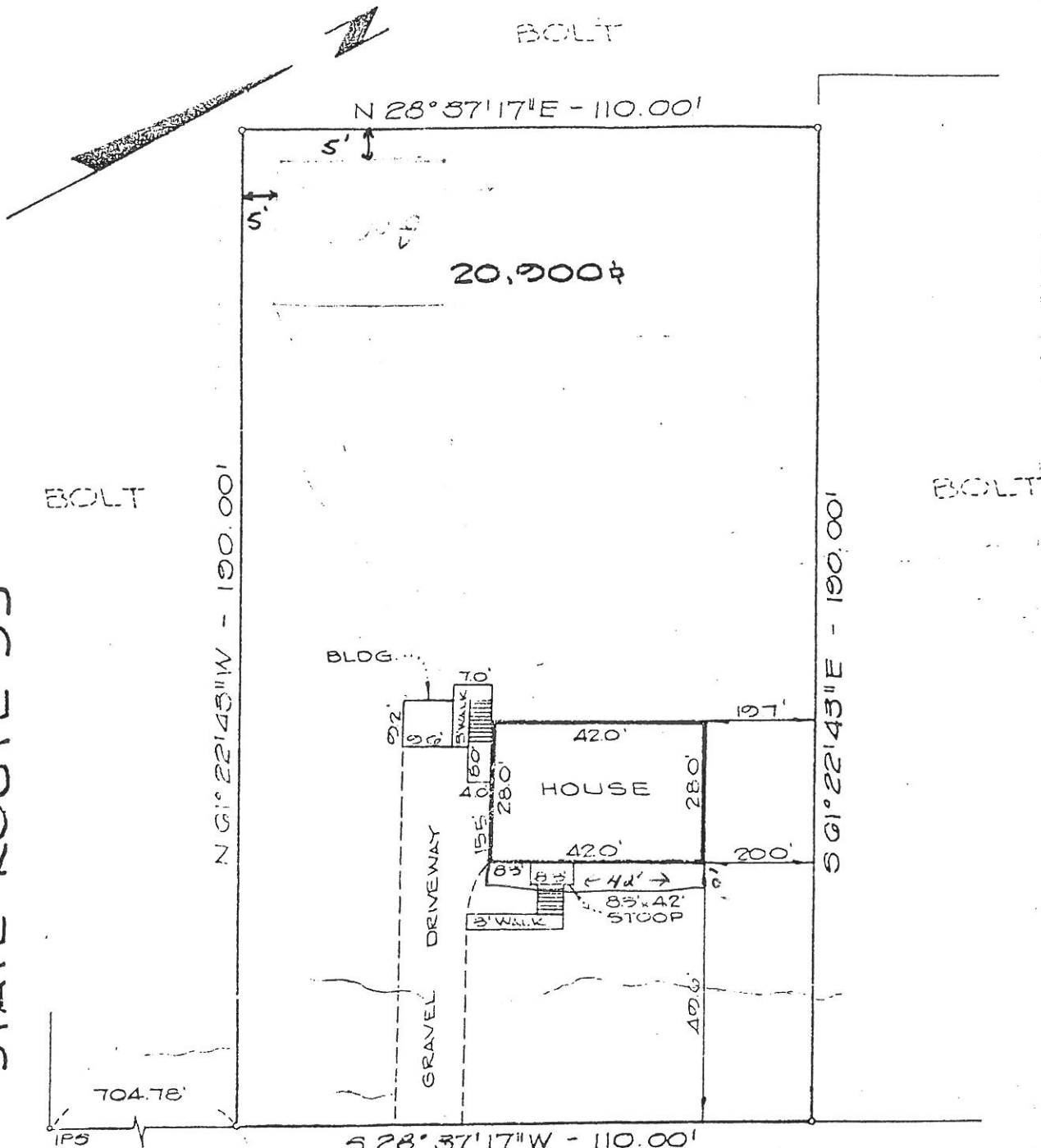
6720 BLEIGHT DRIVE
Haymarket, VA 20169

Lower Level - Approximately 1100 sq ft
Office consists of two desks
located in open area



Updated Legend 1992

STATE ROUTE 55



S 28° 37' 17" W - 110.00'

6720 BLEIGHT DRIVE

BLEIGHT DRIVE

F4 LUMBER 22' x 28' 3000 Area

Attachment: 6720 Bleight Drive - Maid Brigade (2077 : 6720 Bleight Drive - Maid Brigade)



TO: Town of Haymarket Planning Commission
SUBJECT: Parking Study
DATE: 10/14/14

The Haymarket Parking Study will be presented by Herd Planning & Design.

ATTACHMENTS:

- Haymarket Parking Ordinance document 9-09-2014 (PDF)

Haymarket Parking Study

Town of Haymarket, Virginia



Attachment: Haymarket Parking Ordinance document 9-09-2014 (2078 : Parking Study)

9/9/14

Prepared by: EPR, P.C. | Herd Planning & Design, Ltd. | Sympoetica

Haymarket Parking Study

Town of Haymarket, Virginia

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Executive Summary

Background and Introduction

The Town of Haymarket is experiencing issues with its current parking ordinance brought on by both new development and redevelopment proposals that call into question the appropriateness of that ordinance's principles and suburban-style land use-based standards. New uses for adaptively re-used industrial buildings and proposed new mixed-use projects have unique parking demands and opportunities that are not applicable to the current ordinance requirements, thereby making the site plan review and approval process difficult. An initial element of a comprehensive review and update of the parking strategies is to update and modify the Town's current parking ordinance. The updated ordinance should mesh well, and strike a balance with, the Town's broader comprehensive planning and connectivity goals, particularly for the Town Center area.

Study Methodology

In the spring of 2014, the Town contracted with a team of consultants to review the existing parking ordinance and suggest modifications to update the ordinance. Key elements of the study effort included:

- Conducting a review and analysis of the Town's current parking ordinance.
- Performing a weekday and weekend inventory and utilization analysis for the existing parking supply
- Researching parking ordinances per other localities in the region, specifically as it relates to required parking thresholds and alternative provisions for parking (see Appendix A)
- Meeting with a representative group of stakeholders to identify issues and opportunities related to parking needs
- Identifying a conceptual framework plan for parking, connectivity, and multimodal mobility for the Town.
- Providing final recommendations for an update (re-write) of the Town's parking ordinance. (see Appendix B)

Long Term Policy Considerations: Parking Within the Broader Planning Framework

Although parking is the focus of this study, it should not be considered in a vacuum. Provision of adequate parking, either on- or off-site, is essential not only to the vitality of businesses but also to the higher functioning of the community at large. Parking must be easily accessible; therefore, a highly-connected street network will support quality access to parking from various areas of the Town. Existing conditions and Town planning documents inform planning for enhanced parking; these include parking availability and occupancy, lack of connectivity, recognition of development patterns, and identifying cues gleaned from historic town plans, the current comprehensive plan and trail/open space concepts. A Parking Enhancement Framework Plan was prepared as a summary of key parking-related conditions and opportunities, illustrated within a framework of potential parking policy tools. These tools, ranging from broad town planning concepts to potential

implementation suggestions, provide planning-level guidance to the Town for achieving its vision of maintaining a small town character, increasing economic vitality and enhancing community connectivity. Further planning steps will be necessary to achieve many of the ideas. The Parking Enhancement Framework Plan provides a town-wide planning context for considering parking for Haymarket; key discussion areas include:

- Key Policy Tools & Opportunities
- Town Plan Concepts
- Mobility & Connectivity (Enhanced connectivity can make parking more accessible.)
- Parking Policy & Management Opportunities (Shared & Municipal Parking, Potential Parking Policy Areas, and Municipal Parking Development)
- Improving Access to Parking by Creating a Parking Wayfinding System.

1. Introduction and Background

The Town of Haymarket commissioned this study to identify and develop recommendations for a new parking ordinance for the Town. Haymarket has been experiencing issues with its current parking ordinance brought on by new development and redevelopment proposals that call into question the appropriateness of that ordinance's principles and suburban-style land use-based standards. New uses for adaptively re-used industrial buildings and proposed new mixed-use projects have unique parking demands and opportunities that are not applicable to the current ordinance requirements, thereby making site plan approval difficult. The recommendations for a new ordinance have been designed to mesh well, and strike a balance with, the Town's broader comprehensive planning and connectivity goals, particularly for the Town Center area.

Key elements of this study included:

- A review and analysis of the Town's current parking ordinance to evaluate the applicability of the current ordinance to the reality and requirements of contemporary land uses, and importantly, mixed- and shared-use projects. This review focused on the current ordinance's parking standards in comparison to current real estate industry parking standards and best practices (ULI, ITE and NPA, for example), and to current standards required by selected area and surrounding jurisdictions.
- An inventory of existing public and private parking lots within the Town. This inventory identified current parking capacity, conditions and deficiencies/needs. Attention was given to possible needs for municipal parking facilities and their locations. Relative areas of parking demand (excessive vs. weak), areas of "competition for parking", and areas of parking conflicts were identified. This effort included the field observations and obtaining direct input from stakeholders, through informal interviews; these stakeholders represented the development community, key Town institutions, and historic downtown advocates. These efforts provided the analytical baseline for testing the merits of various parking standards alternatives in a very real manner specific to Haymarket.
- Integration of the parking needs assessment and ordinance review to form a comprehensive baseline set of conditions. This overall "snapshot" of the Town's current parking environment allowed for testing and evaluation of alternative parking principles and standards, particularly affording some fine tuning for more specific uses and mixes of uses, and to identify the optimal standards for new development and redevelopment proposals.
- Identification of strategies and opportunities for optimizing the parking supply per the design character, uses, and context of the community.

The end result of this study is a product which covers the "nuts and bolts of parking", including a total update and re-write of the existing parking ordinance, a quantitative analysis of current parking conditions, and a vision and framework for an overall approach to addressing parking in the future.

While preparing this study, several particular considerations and factors provided a back-drop for identification of needs and solutions. These include:

- **Walkability.** The Town wishes to become more walkable, a feature which is consistent with its historic roots, but also with current economic and demographic trends. Yet its parking standards, like those of so many other jurisdictions, are out of date and “suburban” in nature. This inhibits businesses from locating or expanding in ways that respond to market needs and the desires of the Town for business vitality.
- **Expectations.** Businesses and their customers still demand convenient and adequate parking, particularly for retail uses. Balancing conflicting forces is a central challenge in revising parking standards for Haymarket.
- **Perception.** No matter how much parking there might be in an historic downtown neighborhood, it is very common for retailers to perceive that parking is inadequate, or conversely that the parking requirements are too stringent. This is due in part to the contrast between large parking lots in suburban malls which seem to provide too much parking supply, desire for high density development within a confined space, and concerns about actual parking needs for sites having a variety of use types with varying parking needs.
- **Supply and Demand.** The key to Haymarket having an appropriate level of parking over the long term is to first get an accurate picture of the existing supply, gain an understanding of expected future developments, and then determine how the supply can best be created to match the demand. The supply has to be addressed in terms of number of spaces, but also location and access of spaces, in relation to the uses that create the demand.
- **Balancing Needs.** The end result must be a set of policies and regulations that properly balance the real need for parking in today’s environment (and the future expected environment), with perceived needs and expectations of residents and businesses. It must also balance the ability to provide parking (land availability and funding) with the need for it.

2. Research and Analysis

The research and analysis effort included reviewing background studies, conducting stakeholder meetings, performing field observations of supply and demand, and comparing the Town's existing parking thresholds to practices undertaken in other communities throughout the region.

Stakeholder Interviews - Stakeholders included a mix of local business owners, developers and residents. Three meetings were conducted on May 29th, 2014. By inspection of the stakeholder input it was apparent that there are common themes and key points useful in informing policy decisions regarding parking.

Common Themes:

1. A provision is needed in the parking regulations to address multi-use developments.
2. An interest in providing on-street, or as an alternative, municipal parking.
3. The Town's parking ordinances could be relaxed, versus what is currently required.

Other Key Points:

1. Awareness of current peak parking concerns, especially for restaurants.
2. Need for addressing mixed- and multiple-use projects' parking needs.
3. A desire for a simplified parking plan approval process.
4. Look toward more "liberal" parking standards for commercial uses; 5 spaces/1000 square feet too excessive?
5. Strong need for better vehicular and pedestrian connectivity within the Town.
6. Desire for improved "walkability" possibly through a pathway system.
7. Awareness of the Town Comprehensive Plan, particularly in regards to desired street connectivity and walkability.
8. Look for new opportunities for on-street parking.
9. Municipal parking as potential solution for parking problems in Town center.
10. Improve pedestrian facilities and safety (particularly at crossings).
11. Give folks a reason to "slow down and stop" along Washington Street in Haymarket.

Field Data Collection- A parking utilization study was conducted for both the weekday condition, between 9AM and 6PM, and a Saturday condition between the hours of 1PM and 9PM. The purpose of this study was to identify how the existing parking supply compared to the demand. See the following **Figures 2.a through 2.h** for graphics that summarize the study area and findings.

Overall, it appears that there is sufficient parking supply in the Town study area. However, some of the uses – including the restaurants, experience parking overflow conditions in their peak hours, i.e. after 6PM. The tire / auto repair shop operates at full capacity throughout the day.

In the weekday condition, the field count in the study area was taken on May 13th, 2014, Tuesday and May 14th, 2014, Wednesday between 9AM and 6PM. The field count did not include the retail use at the southwest corner of town, which was indicated as Zone S-18 on the graphics. From the field count of parking supply in the study area, it appears that there are 1,536 parking spaces, while not including Zone S-18. In the peak hour of the weekday, a total of 593 parking spaces out of the 1,536 parking spaces were utilized.

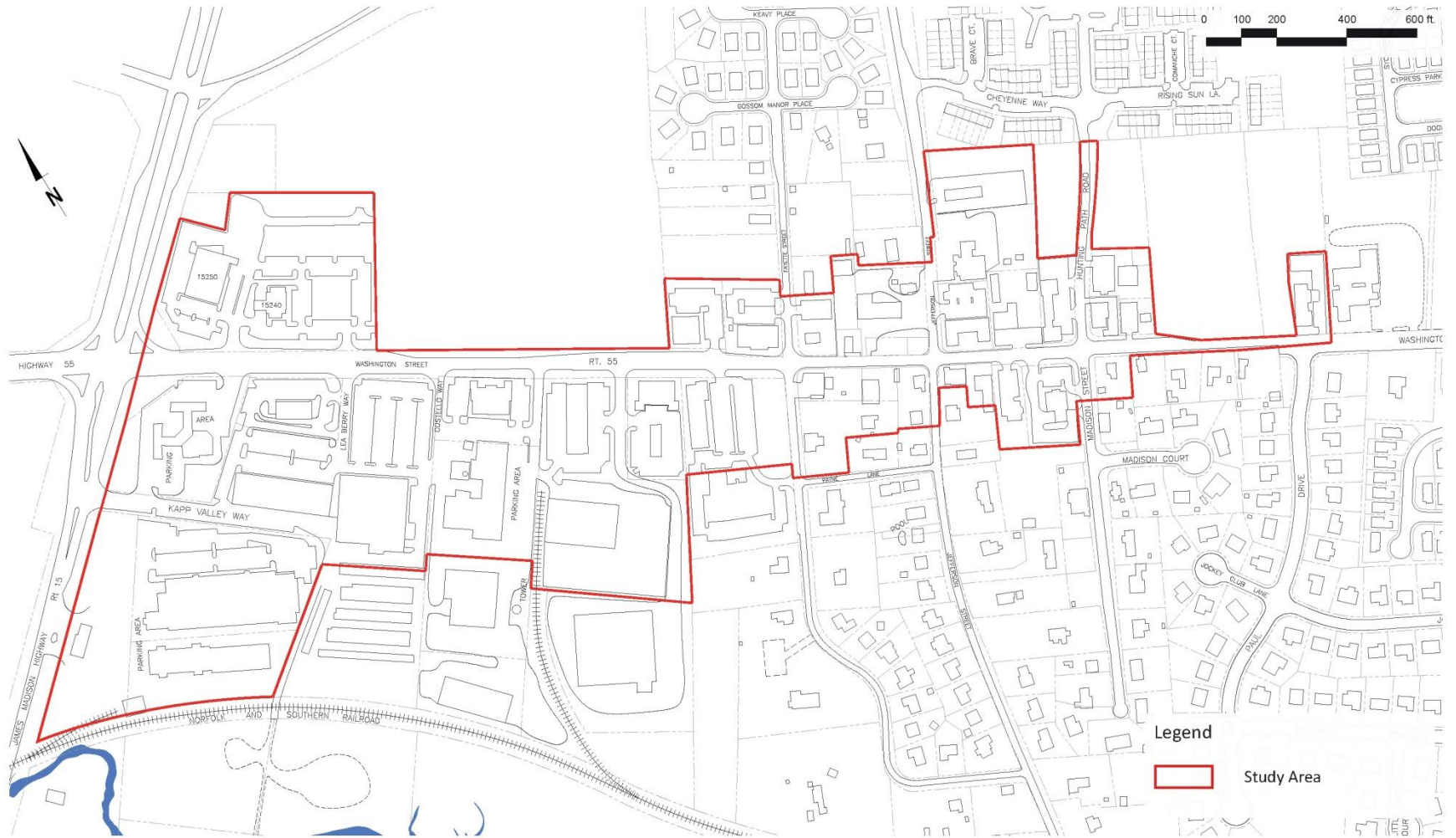
In the Saturday condition, the field count in the study area was taken on May 31st, 2014, Saturday between 1PM and 9PM. The field count included Zone S-18, the retail use at the southwest corner. From the field count of parking supply in the study area, it appears that there are 1,704 parking spaces, while including Zone S-18. In the peak hour of the Saturday, a total of 551 parking spaces out of the 1,704 parking spaces were utilized.

The Urban Land Institute reference (Shared Parking 2nd Edition) includes factors for variation in parking demand by month. Generally, the month of May tends to be a high parking demand month, with exception of some retail uses that peak out in November and December due to the holiday season. For the purpose of this analysis, it is deemed reasonable to assume that May represents an adequate condition for parking demand to base assumptions about comparison of supply to demand.

The findings from the parking utilization analysis and related field observations are as follows:

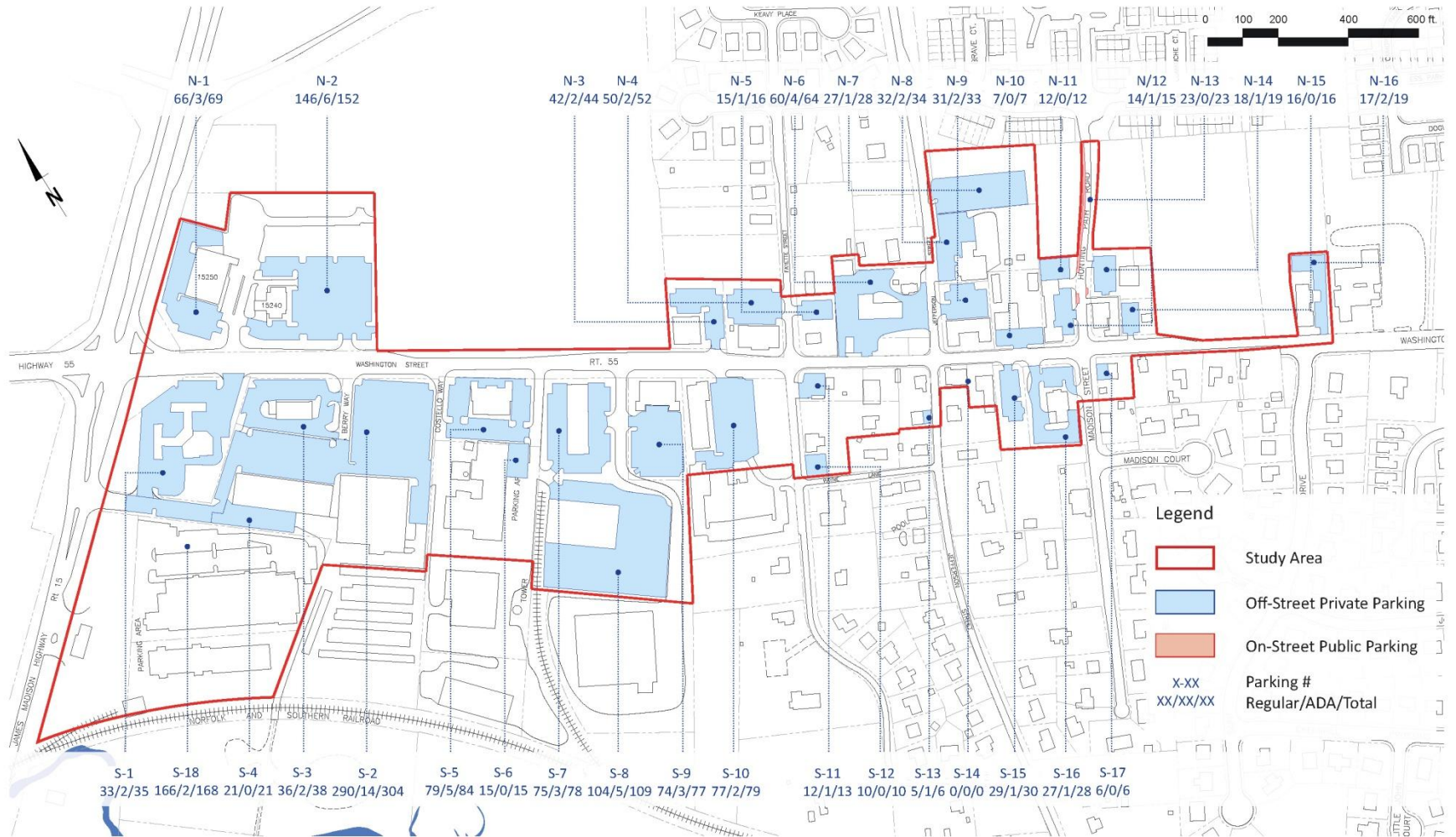
1. At present, under typical conditions, there does not appear to be a shortage of parking, except as noted in #4 below.
2. There is no municipal or on-street parking, with exception of a small supply of spaces adjacent to Hunting Path Road north of Washington Street.
3. It appeared that there is very little, if any, shared parking between abutting sites with different owners.
4. The restaurant use, indicated as Zone N-12 on the graphics, has parking demands that exceed supply in their peak hour of operations (17 vehicles parking on site and 15 parking spaces are provided for the 4,400 square feet restaurant).
5. The restaurant use, indicated as Zone N-3 on the graphics, has parking demands that reach supply in their peak hour of operations (44 vehicles parking on site and 44 parking spaces are provided for the 14,600 square feet restaurant).
6. The various commercial uses in the study area have peak periods that vary throughout the day. There are examples of adjacent sites that have significantly different peak parking demand times (i.e. in the weekday condition, peak parking demand times are 5PM for Zone N-3, a restaurant; 2PM for Zone N-4 and Zone N-5, offices, and 12PM for Zone N-6, the town hall and retail).
7. Opportunities to walk between uses are somewhat limited. As illustrated in **Figure 2.i**, there is a sidewalk along Washington Street west of Madison Street. Due to the existing street patterns, there are presently no contiguous streets or walking paths north or south of Washington Street, with the exception of the sidewalk on the west side of Fayette Street.

Figure 2.a Study Area



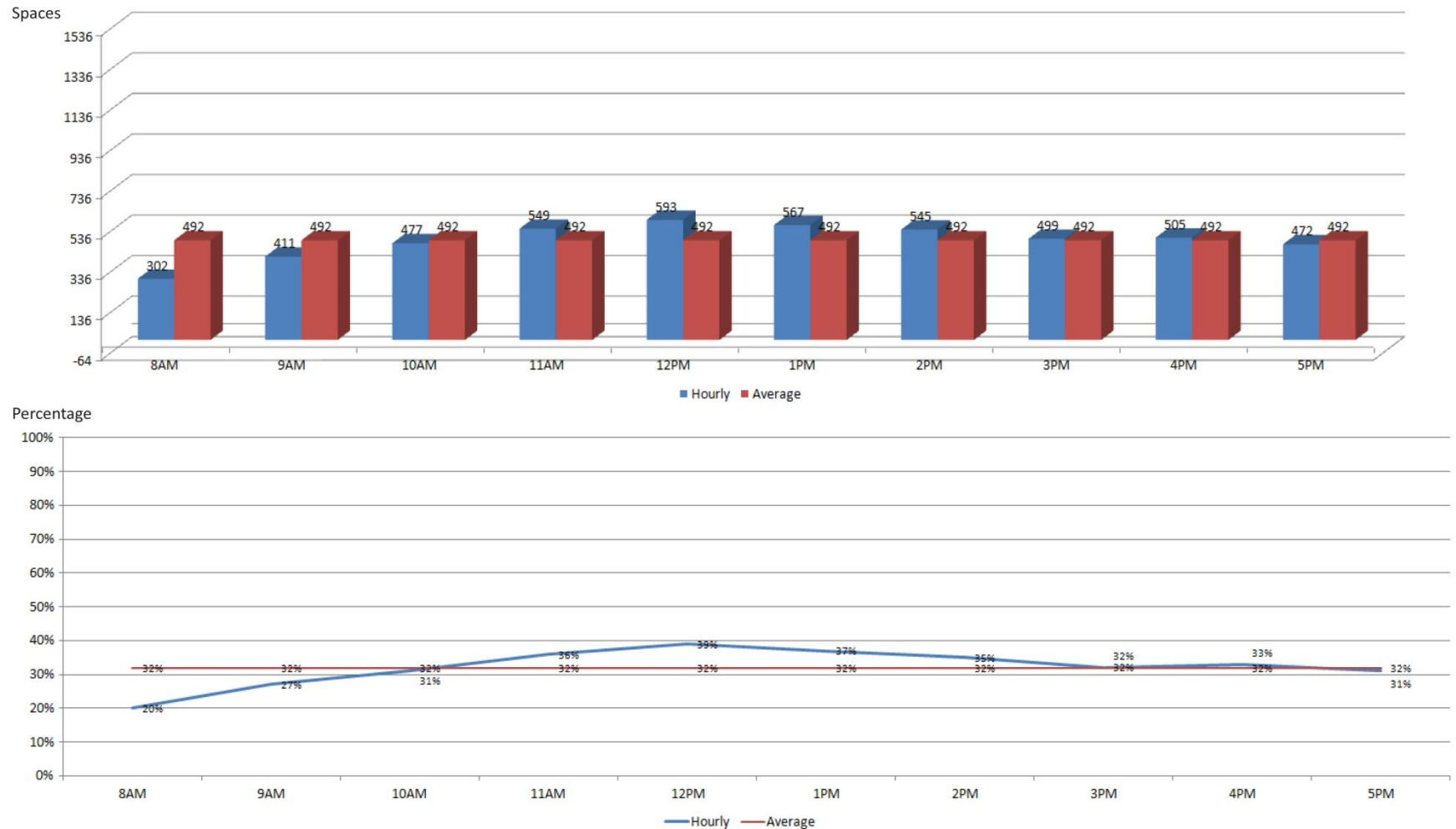
Attachment: Haymarket Parking Ordinance document 9-09-2014 (2078 : Parking Study)

Figure 2.b Existing Parking Spaces



Attachment: Haymarket Parking Ordinance document 9-09-2014 (2078 : Parking Study)

Figure 2.c Weekday Overall Parking Utilization in Study Area



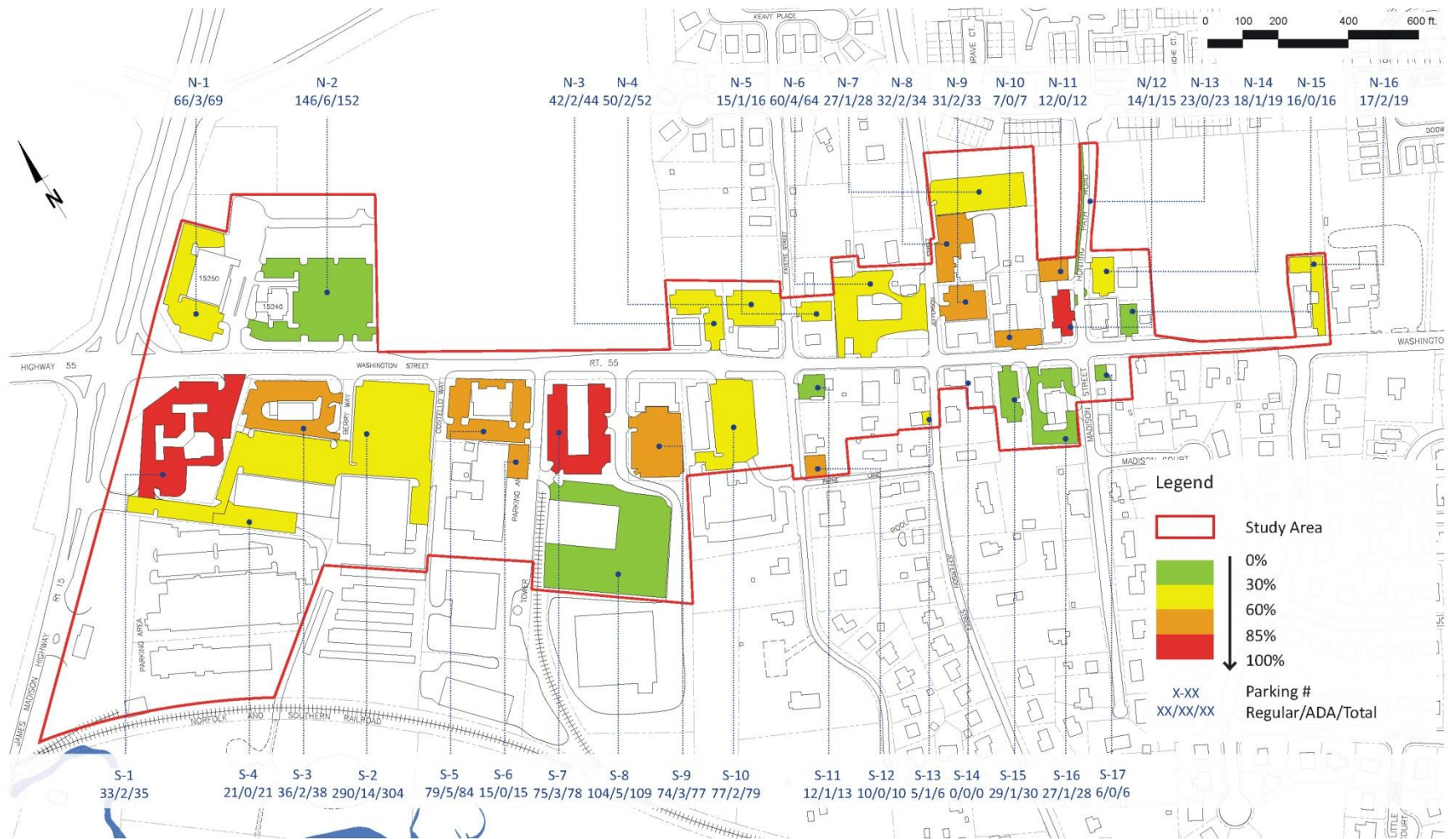
Attachment: Haymarket Parking Ordinance document 9-09-2014 (2078 : Parking Study)

Figure 2.d Weekday Peak Hour Parking Utilization for Each Zone



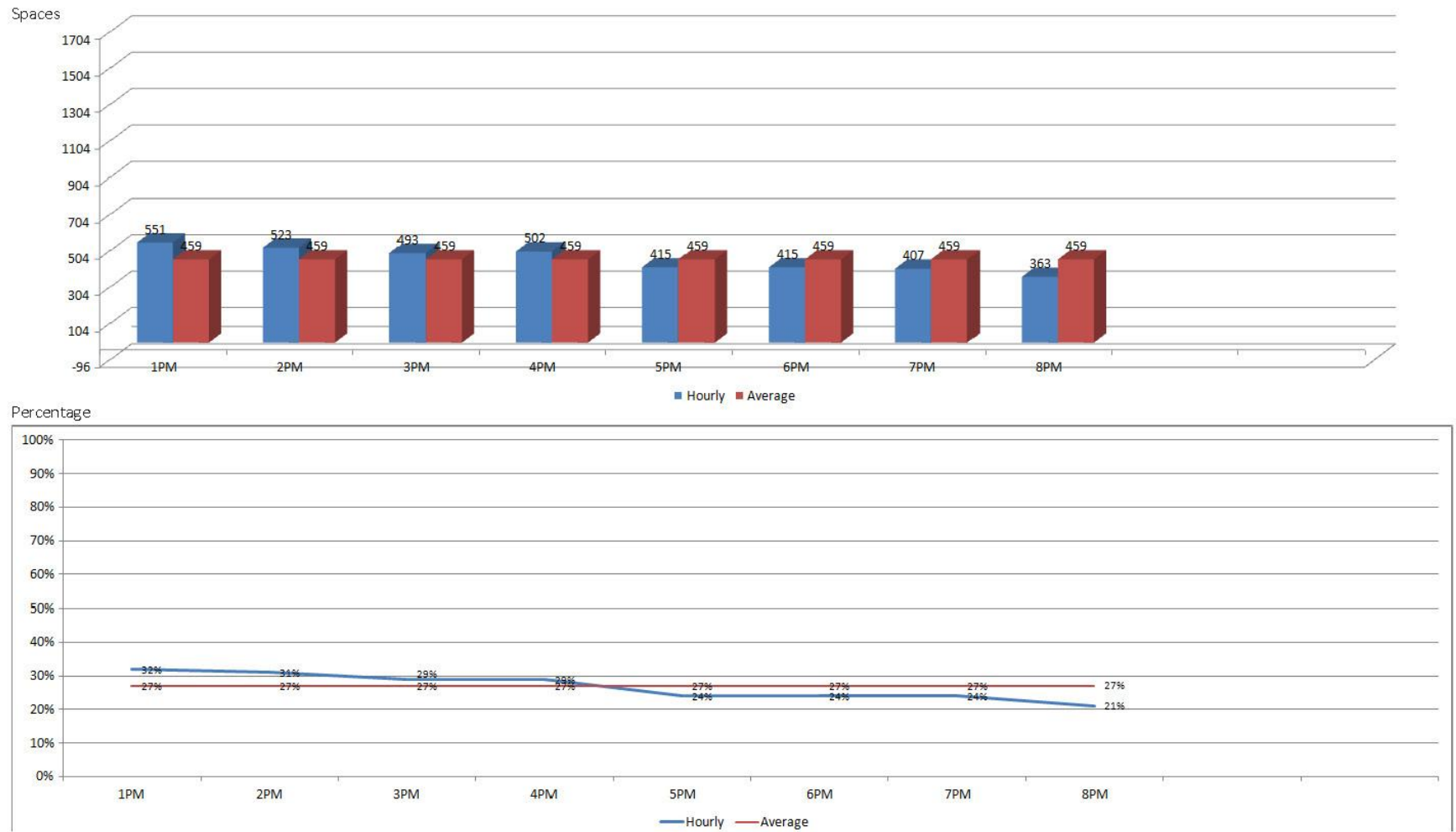
Attachment: Haymarket Parking Ordinance document 9-09-2014 (2078 : Parking Study)

Figure 2.e Weekday Peak Hour Parking Utilization Percentage for Each Zone



Attachment: Haymarket Parking Ordinance document 9-09-2014 (2078 : Parking Study)

Figure 2.f Saturday Overall Parking Utilization in Study Area



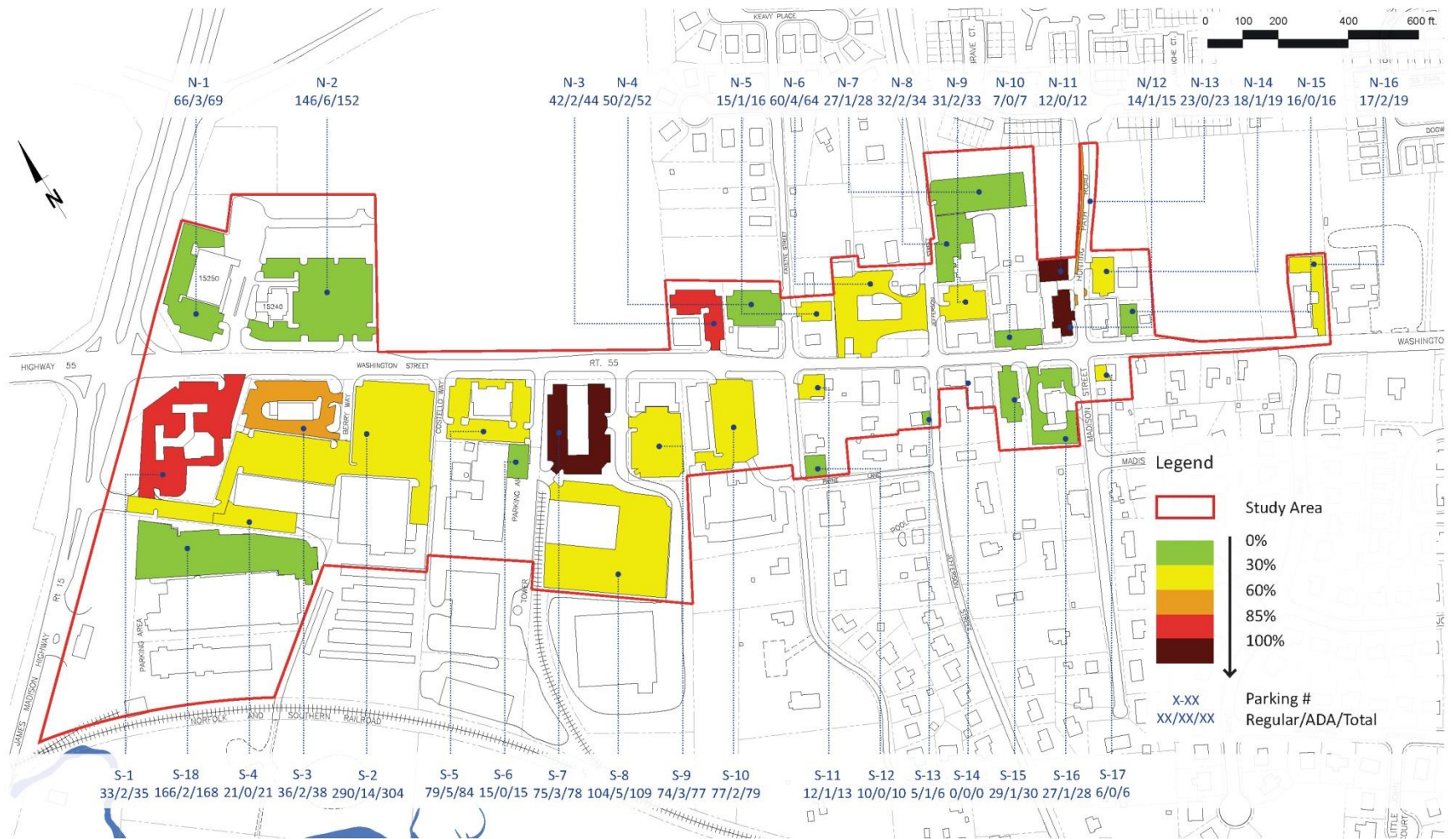
Attachment: Haymarket Parking Ordinance document 9-09-2014 (2078 : Parking Study)

Figure 2.g Saturday Peak Hour Parking Utilization for Each Zone



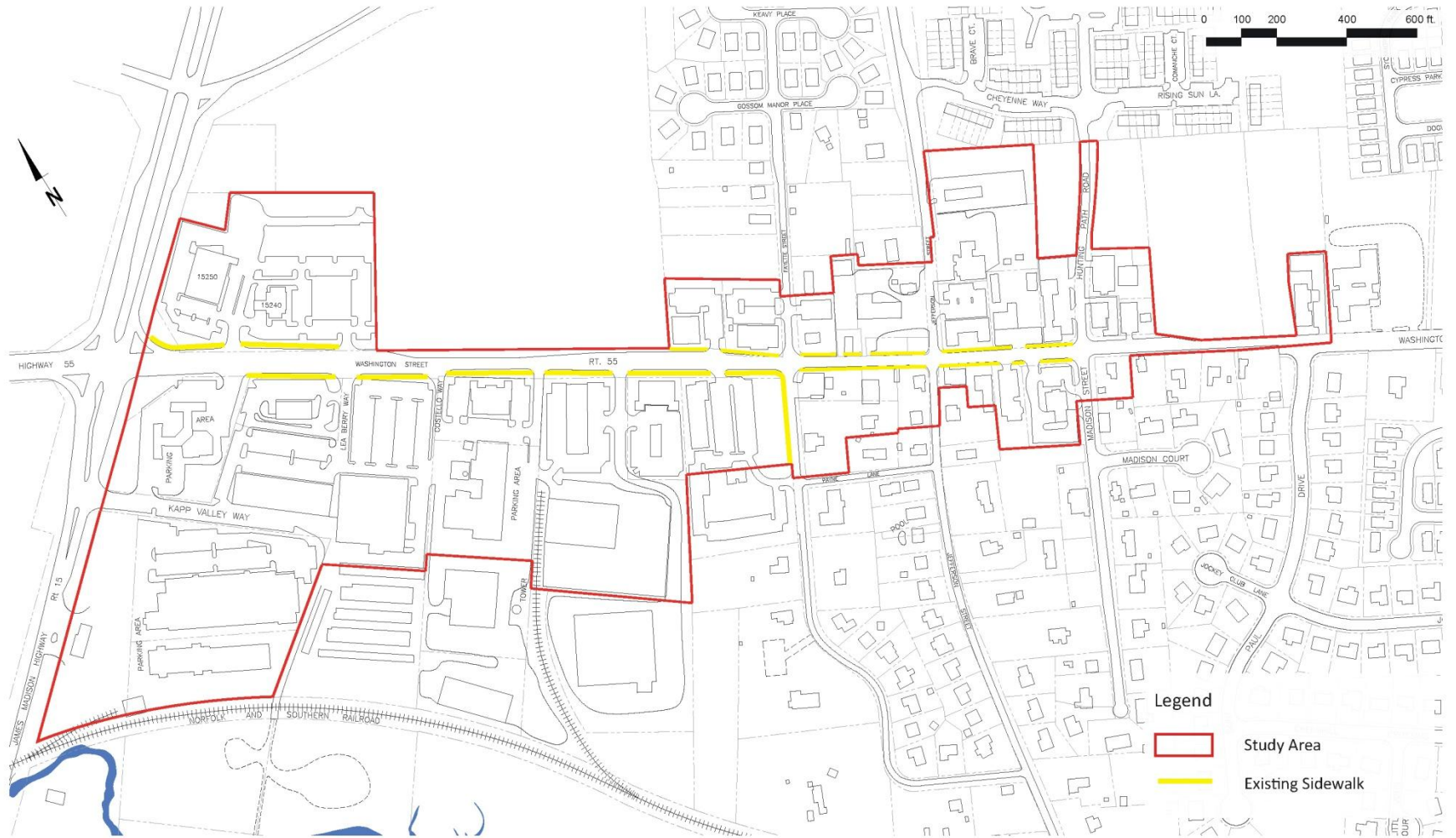
Attachment: Haymarket Parking Ordinance document 9-09-2014 (2078 : Parking Study)

Figure 2.h Saturday Peak Hour Parking Utilization Percentage for Each Zone



Attachment: Haymarket Parking Ordinance document 9-09-2014 (2078 : Parking Study)

Figure 2.i Existing Sidewalks



Attachment: Haymarket Parking Ordinance document 9-09-2014 (2078 : Parking Study)

Comparison of Parking Standards in Other Jurisdictions

The Town’s current parking requirements, by use type, were reviewed and compared to the current parking requirements of several nearby comparable jurisdictions (towns and counties) and to recognized industry standards as reflected in the Manual of the Institute of Transportation Engineers (ITE). A complete review of this comparative analysis is shown in Appendix A. Comparative jurisdictions included the towns of Warrenton and Leesburg, and the counties of Prince William and Loudoun. These localities were chosen because they are in the same geographic region as Haymarket, are subject to similar demographic and economic forces, have a somewhat larger population, and have long and venerable histories of sophisticated planning and zoning efforts.

This comparative analysis resulted in two key aspects for the new draft parking standards:

Proposed standards for parking and loading are provided for a longer and more complete list of uses, thereby creating a “finer grain” of regulation, which is more accurate than the very broad approach of the Town’s existing standards.

The proposed standards aim to avoid an excess of parking which is wasteful for both landowners and the Town, yet still provide an adequate and functional level of parking to meet the market demand.

Additional research was conducted for shared parking. The latest Urban Land Institute guidelines for shared parking were reviewed and considered in this analysis, as were shared parking provisions of the Town of Leesburg and the City of Harrisonburg, as well as other technical studies of shared parking techniques. Additionally, payment in-lieu for parking, in combination with municipal parking, was examined.

3. Recommendations

Draft Parking Regulations

A key implementation tool is the preparation of a revised parking ordinance for adoption into the Town Code. A proposed parking ordinance is included in the Appendix and a summary table of basic standards for parking and loading by type of use is shown in the following table.

Key components of the draft ordinance include:

- **Refined Parking Requirements by Use:** The following table provides a summary of the recommended parking and loading standards, based upon the field analysis and the comparative analysis. These proposed standards cover an expanded list of uses based on the particular needs of Haymarket.
- **Shared Parking Parameters:** Shared parking should be allowed by the Town under provisions of the new parking regulations. The sharing of parking facilities may be between private property/business owners or between those owners and the Town under these regulations. A process for determining shared parking requirements is provided within the draft parking ordinance.
- **Payment In Lieu of Parking:** A payment in lieu of parking (PILOP) program can be a source of funding for new municipal parking development. Through this program developers would be able to reduce their on-site parking requirement and help to fund better designed, more efficient, more centrally located public parking facilities. The draft ordinance does not include a particular proposed amount for a PILOP provision, because this will depend on how the Town chooses to implement this approach in relation to the CIP, etc.

See **Appendix B** for the Draft Ordinance Revision.

Shared Parking Techniques

If and when parking thresholds cannot be met, or if a landowner wishes to increase density on their parcel(s), then consideration could be given to allowing for shared parking. An effective strategy for optimizing parking supply in a mixed use environment is through the use of shared parking. The Urban Land Institute (ULI) is a leading source of information relative to shared parking. The ULI Shared Parking manual, 2nd Edition, is an industry standard reference for defining shared parking, its benefits, applications, and methods for calculating parking demand under a shared parking scenario.

Per ULI, shared parking is defined as the use of a parking space to serve two or more individual land uses without conflict or encroachment. The ability to share parking spaces is the result of two conditions:

1. Variations in the accumulation of vehicles by hour, by day, or by season at the individual land uses, and
2. Relationships among the land uses that result in visiting multiple land uses on the same auto trip.

Shared parking is a critically important concept when looking to optimize the parking supply against expected demand. The cost of providing surface parking is significant, both in capital costs, environmental impacts, and opportunity costs. The ULI manual proves out, through case studies and examples, that parking supply can be significantly reduced without any adverse impact to businesses or the community, when considering shared use principles. The calculation methodology is somewhat complex and considers parking characteristics of all uses, monthly demand variations, time of day factors, captive versus non captive interaction of uses, and mode split when applicable. ULI suggests that oversimplifying the process can be detrimental to the planning process, thus it is suggested that shared parking calculations be performed by traffic engineers or parking professionals, using the ULI methodology. ULI sells software for an automated approach the calculations, and they provide a clear explanation of the manual calculations with numerous examples in their Shared Parking manual.

Next Steps

- Refine and Adopt Parking Regulations into Zoning Ordinance
- Develop a municipal parking framework plan and funding strategy
- Initiate an Amendment to the Comprehensive Plan to incorporate connectivity and municipal parking
- Initiate Amendments to CIP to include projects for connectivity and municipal parking

4. Long Term Policy Considerations: Parking Within the Broader Planning Framework

Although parking is the focus of this study, it should not be considered in a vacuum. Provision of adequate parking, either on- or off-site, is essential not only to the vitality of businesses but also to the higher functioning of the community at large. Parking must be easily accessible; therefore, a highly-connected street network will support quality access to parking from various areas of the Town. Parking location matters; parking within the Town core may serve multiple businesses, consist of multiple yet smaller footprints and have higher turnover than parking along the US 15 corridor. Municipal parking can be a key ingredient in the Town's long-range planning and economic development efforts. Below is a discussion of how existing conditions within the Town, coupled with key concepts contained within the Town Plan, can provide the opportunity for the Town to view parking within a broader Parking Enhancement Framework Plan context. These ideas are illustrated in relation to each other in the Parking Enhancement Framework map (see **Figure 4.c**) at the end of this section.

How Existing Conditions & Plans Inform Planning for Parking

Parking Availability/Occupancy:

A common perception is that there is a lack of parking within the Town, but parking analysis findings confirm that there is an overall surplus of parking. However, the analysis also indicates a shortage of parking for specific locations during peak use periods, particularly on Saturdays. Restaurant uses in and around the core area of the Town exhibit parking conditions near or at lot capacity during peak usage times.

Lack of Connectivity:

Stakeholders uniformly agreed that the Town's street pattern is "a pattern of stems" rather than a connected grid. Washington and Jefferson, the historic crossroads, are the primary arteries. Only a fragment of a grid pattern remains due to new developments that feature internal loops, cul de sacs and parking lots rather than inter-parcel/inter-neighborhood linkages. Actual linkages usually are in the form of private drives and parking lots. Stakeholder comments underscore the lack of vehicular and pedestrian connectivity, resulting in wasted time in traffic on the few available alternative routes, particularly along Washington Street. Enhanced connectivity can make parking more accessible.

Recognition of Development Patterns:

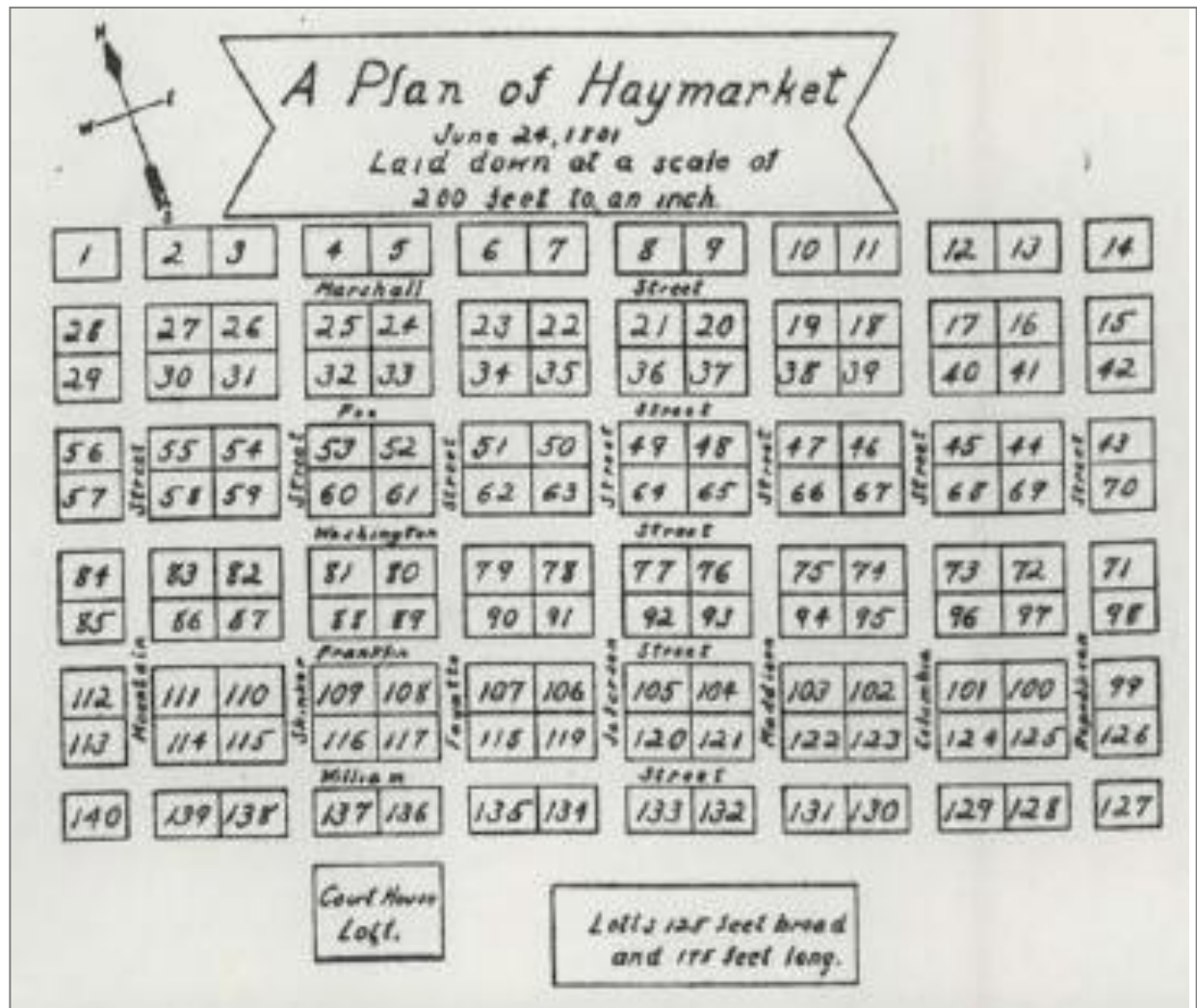
The compact nature of the Town, and the reality that Washington Street is the primary and only continuous east-west thoroughfare, combine to present a clear series of "development zones and patterns" that are the image of the Town. The historic core of the Town is defined by Fayette and Madison Streets, the vestiges of the original grid plan. This historic commercial Town Center Zone is distinctly different in scale and architecture than that of the more suburban East and West Gateway Zones. The West Gateway is typified by highway-oriented suburban uses and features substantial on-site parking areas. The East Gateway north of Washington Street represents a transitioning area which was, and to some degree remains, predominantly single family residential in nature. It features the old elementary school property, now in private hands, at the Town boundary. Suburban-style residential neighborhoods occupy the south side of Washington Street. Future planning and design for parking facilities should reflect the development zones attributes, particularly the smaller scale and mixed-use nature of the Town Center area.

Cues from Town Plans:

A review of the Town’s current Comprehensive Plan (the Plan) reveals information, discussions and recommendations which offer guidance for parking-related planning efforts. These concepts range from the consideration of shared parking to enhanced town-wide connectivity within a “historically focused” framework.

- **Town Form/Street Pattern:** The Town was chartered by the General Assembly in 1799, and in 1801 a “Plan of Haymarket” was prepared. This historical plan featured regularly sized rectangular blocks set within a regular grid of thirteen streets. (See **Figure 4.a**). This town plan was never achieved. There is an opportunity today to “realize and rebuild” key elements of the original town plan grid, thereby improving overall connectivity and mobility within the Town.
- **Shared Parking Concept:** The current Plan provides guidance for parking-related planning. Specifically, the plan suggests the consideration of developing a program of centralized parking facilities within blocks which could be shared by the businesses and institutions within each block.
- **Walkability within the Town Center:** Particular mention was made in the Plan of arranging

Figure 4.a A Plan of Haymarket, 1801



Attachment: Haymarket Parking Ordinance document 9-09-2014 (2078 : Parking Study)

buildings within the Town Center area in a “walk-around” manner. (The Town Center area is defined on the Planned Land Use Map generally as the blocks immediately around the intersection of Washington and Jefferson Streets.)

- **Connectivity:** Trail and open space linkages are suggested in the Plan, both internally within the Town and connecting to the surrounding neighborhoods. (See **Figure 4.b**). Notably, the key streets, Washington and Jefferson, act as pedestrian corridors. These linkages are supported by a proposed pedestrian system grid connecting the primary streets with neighborhoods within the four primary quadrants of the Town core.

Figure 4.b Trail & Open Space Linkages, Charrette 2004



Source: Charrette Report-May 6-8, 2004 (Clerk's Office Town of Haymarket)

A Parking Enhancement Framework Plan

Introduction: Key Policy Tools & Opportunities:

The Parking Enhancement Framework Plan (See **Figure 4.c**) was prepared as a summary of key parking-related conditions and opportunities illustrated within a framework of potential parking policy tools. These tools, ranging from broad town planning concepts to potential implementation suggestions, provide planning-level guidance to the Town for achieving its vision of maintaining a small town character, increasing economic vitality and enhancing community connectivity. Further planning steps will be necessary to achieve many of the ideas. Following are highlights of the Parking Enhancement Framework Plan:

Attachment: Haymarket Parking Ordinance document 9-09-2014 (2078 : Parking Study)

Town Plan Concepts:

Town planning concepts for Haymarket are closely related to mobility and linkages, particularly in regard to re-establishing a semblance of the street grid envisioned in the original Town Plan. Town plans call for a focus on the Town Center, the core area around the intersection of Washington and Jefferson Streets. Current plans call for the improvement of parking and creation of a public green on the Town Hall property. These improvements will strengthen the functional and visual qualities of the core. Consideration should be given to potential shared parking benefits between this improved municipal parking facility and future development within the immediate area. “Walkability” is a key Town goal, and enhancing pedestrian connections within the core will act to increase the benefits of the public parking asset. The Town Center, as well as other areas of the Town, needs improved east-west connectivity. The Town should consider in the next Comprehensive Plan update that new east-west connectors be constructed within the core north and south of Washington Street as shown on the Framework Plan. The north-side connector would be constructed as part of future infill development projects; the south-side connector would include Payne Lane and a new link east of Jefferson Street to Madison Street. These links would accommodate vehicular and bicycle traffic and feature sidewalks for pedestrians. Traffic calming devices, such as mini-roundabouts, could be incorporated into these links at select intersections. Opportunities are then created, possibly in the form of small landscaped squares, for new Town Center gateways along Jefferson Street where it would intersect these new links. Long-term, the Town should identify any potential opportunities for enhancing connectivity for pedestrians, bicycles and vehicles, and evaluate such opportunities within the comprehensive plan update process.

Mobility & Connectivity:

Planned streetscape improvements along Washington Street, currently underway, include pedestrian sidewalks and bicycle lanes. Planned improvements to the I-66 / US Route 15 interchange include proposed bicycle facilities at the US 15 and Jefferson Street bridges, and along those roadways. A stated desire among stakeholders was the need for the Town to create an environment along Washington Street that invites folks to slow down and stop to enjoy the village and its amenities. A potential step toward that goal is consideration of planning for two modern roundabouts along Washington Street. Roundabouts are accepted traffic distribution and safety devices that also provide opportunities for place-making; in this case the roundabouts could establish East and West Gateways into the Town. These gateways would define the highly imageable and walkable zone along Washington Street in and around the Town core. Roundabouts are shown on the Framework Plan at the future entrance into the proposed *Fairgrounds at Haymarket* Development (West Gateway) and at the *Pace West* entrance (East Gateway).

As described in the earlier Town Plan discussion, it is suggested that a pair of new east-west connectors be constructed parallel to Washington Street north and south of the Washington Street corridor. The north-side connector would not only serve and define the Town core, but would be planned to extend west and east from the core to the *Fairgrounds* and *Pace West* developments. This north-side connector would be constructed as part of future infill development projects and would offer a much needed alternative east-west route for local traffic. This link would provide direct access to new development projects and accommodate vehicular and bicycle traffic and feature sidewalks for pedestrians. Again, traffic calming devices, such as mini-roundabouts, could be incorporated into these links at select intersections. The comprehensive plan recommends a trails and open space network for the Town. Consideration should be given to obtaining a voluntary trail easement on the *Fairgrounds at Haymarket* property that connects the east-west connector to the trail facilities planned along the US 15 corridor. The proposed

new east-west links, along with existing and proposed north-south streets and drives, can provide the framework for the development of those trail and open space elements.

Parking Policy & Management Opportunities:

The Framework Plan illustrates, at a comprehensive planning level, a possible array of parking concepts and elements for consideration by the Town:

- **SP OPP:** Shared Parking Opportunities exist in a number of areas; these are designated by the label “SP Opp” on the map. Some shared parking opportunities are associated with proposed mixed-use development projects such as *Haymarket Village Square* within the town core, while others are noted to ameliorate notable peak period parking shortages, particularly with restaurants such as Giuseppe’s. Numerous future development sites along the north side of Washington Street offer opportunities for shared parking as part of mixed-use infill development. The Firehouse area in the southeast quadrant of the Town core presents opportunities for the potential shared use of existing or new parking facilities. Other opportunities for shared parking may occur in a future scenario where parking requirements are reduced so that existing uses, such as the *Food Lion*, may be able to accommodate additional infill buildings while providing no additional parking spaces. Of course, specific site-based parking analyses would need to be undertaken to support such a scenario.
- **MP OPP:** Municipal Parking Opportunities are present within the Town. Proposed improvements to the parking facility at Town Hall make that resource even more attractive for Town Hall users, area business patrons and visitors. Further east near Bleight Drive, the Town owns a substantial property that currently contains two historic bungalows. A future redevelopment scenario here could include the provision of a municipal parking facility to serve new infill buildings, while moving and adaptively reusing the historic homes along the Washington Street frontage. The Town should look at opportunities for on-street parking along all street segments. Currently, there is an opportunity along Payne Lane for parallel parking, at least on the north side; this could be developed as a part of the *Haymarket Village Square* development. Perhaps the parking could be built by the developer as part of a shared parking agreement.
- **Potential Parking Policy Areas:** The Framework Plan defines four possible parking policy areas. The intent is to recognize that different areas within the Town exhibit different parking conditions, opportunities and needs. The central parking policy area is the Town Center Parking Policy Area; it defines the current Town core and extends eastward to the Town parcel along the north side of Washington Street. In this key area the Town might have a very assertive shared and municipal parking strategy. Flanking the Town Center area are the East and West Gateway Parking Policy Areas. Here the parking strategy may be a mix of ordinance requirements, shared parking agreements and some municipal parking facilities. Finally, the Sports Activity/Training Campus Parking Policy Area covers the older industrial area of the Town. The new trend toward private fitness and recreation service businesses within this area may call for a unique parking approach that offers flexibility for unique uses ranging from instructional schools to fitness to active recreation to residual industrial uses.
- **Municipal Parking Development:** The opportunity now exists for municipal parking to be developed on Town-owned property, and, as mentioned the Town is planning to upgrade parking facilities at Town Hall. A payment in lieu of parking (PILOP) program can be a source of

funding for new municipal parking development. Through this program developers would be able to reduce their on-site parking requirement and help to fund better designed, more efficient, more centrally located public parking facilities. Should the town wish to pursue additional municipal parking facility development, a more focused development entity may be warranted. Financing, construction and management of such facilities may be accomplished and funded through the establishment of a parking authority and/or a special service district (VA Code 15.2-2400). This would allow for bonds to be issued and funded for facility development and maintenance costs, for parking-focused budgeting and accounting oversight, and for rates to be set for optimum facility use. Additionally, such a public parking entity may be able to take the lead in developing and/or managing new shared parking facilities on private properties within the Town via lease agreements. Legally binding parking agreements should be developed between all parties involved in new projects relying on shared parking arrangements.

- **Improving Access to Parking by Creating a Parking Wayfinding System:** A system of improved directional and identity signage for public parking will greatly enhance the utilization of parking resources. This system should feature high quality signage with clear and consistent graphics, to direct users to convenient public/shared parking facilities.

Figure 4.c: Parking Enhancement Framework Plan



Date: 7/7/14 Revision
8/19/14 Final

Note: This is an illustrative framework concept intended for policy-level planning purposes only. Planning concepts illustrated may or may not be endorsed, approved or implemented by the Town of Haymarket.



Parking Study / Haymarket, Virginia

Key Policy Tools & Opportunities:
Town Plan / Mobility & Connectivity / Parking

Parking Enhancement Framework

Attachment: Haymarket Parking Ordinance document 9-09-2014 (2078 : Parking Study)

Appendices

- A. Complete Draft Comparative Off-Street Parking Standards with Proposed Revisions
- B. Complete Draft Amendments to the Parking Regulations for Haymarket Zoning Ordinance

Appendix A Complete Draft Comparative Off-Street Parking Standards with Proposed Revisions

Existing standards in black font; Draft revised standards in blue font
 Uses in Haymarket Zoning Ordinance that need parking standards in green font
 Uses NOT in Haymarket Zoning Ordinance that need parking standards in red font

Residential Uses	Standards (minimum number of spaces) ¹					
	Haymarket	PWC ⁴	Loudoun	Warrenton	Leesburg	ITE ⁶
Residential Dwelling	2 per d.u.					
Single Family Detached	2 / d.u. exclusive of garage	2 ³	3 per d.u. ²	2 per d.u.	2 per d.u. ⁵	LU 210, 2.14 per du (suburban condition) (av=1.83/du)
Single Family Attached (townhouse); two-family dwellings (duplex)	2.25 / d.u. (0.25 to cover visitor parking - must be distinct from units)	2.75 per d.u. ²	3 per d.u. ² except at least 0.5 spaces/unit are off lot.	2.5 per d.u.	2 per d.u. ⁵	LU 230, 1.52 per DU (demand range is 1.04 to 1.96) (av=1.38/du)
Apartment/Multi-family Efficiency Studio 1-BR unit 2 BR unit 3 or more BR	2.5 per d.u. 1.0 / d.u. 1.25 / d.u. 2.0 / d.u. 2.5 / d.u. (for 3 BR or >) +0.20 for visitor parking	1 per 10 units, plus: 1 per unit 1.5 per unit 2.2 per unit	1.25 per unit 1.5 per unit -- 2 per unit 2.5 per unit	1.5 per unit 2 per unit 2.5 per unit (3 per unit for 3 BR or more)	1.5 per unit 1.5 per unit 2.0 per unit (2.5 per unit for 3 BR or more)	LU 221, 222, 224. Range of 1.15 to 1.94 (av = 1.33/du)
Apartments on the second floor of structures designed for commercial uses	1.5 / d.u. (assigned) [presumes shared with retail]					
Elderly/independent		1 per 3 units	0.25 per unit	1.5 per 4 units if central dining; 2.5 per 4 units w/o central dining plus 1 per employee	1.0 per 3 units plus 1 per employee	LU 252, 253, 254. Range of .2 to .67 per du (av=.4/du)
Active Adult/Age restricted			1.75 per unit for 4 stories or less			LU 255, 1.12 per du (av=1/du) (av=1/du)
Accessory Apartment (D. U.)	1 / unit		1 per unit			n/a
Group home	(see residential unit type standard)					

¹ Sources: Current Zoning Ords of Haymarket, Loudoun, Warrenton, Leesburg; Design & Construct'n Standards Manual of Prince William; ITE Manual (not Loading Str'n'rds)

² garage spaces may be counted; (in PWC, SFA with two or more car garages require only 2.40 spaces.)

³ exclusive of garage

⁴ Net Floor Area is defined as equal to 75% of Gross Floor Area

⁵ 3.0 if access is from a private access way.

⁶ Institute of Traffic Engineers Manual

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Existing standards in black; Draft revised standards in blue; Uses in Haymarket ZO that need parking standards in green; Uses NOT in Haymarket ZO that need parking standards in red

Commercial Uses	Standards (minimum number of spaces)					
	Haymarket	PWC	Loudoun	Warrenton	Leesburg	ITE
Home occupations	Meet residential requiremt plus 1 per non-res employee					
Lodging, hotels, motels	1 per unit 1.1 / room (restaurant/mtg. rooms subject to separate standards)	1.2 per room	2 for owner/mangr plus 1 per room plus any req. for restaurant/mtg. rooms	1 per room plus 1 per each employee on largest shift	1 per room plus 1 per 2 employees	LU 310, 1.54 per occupied room. (av=1.2 / occp'd rm)
Bed and Breakfast facilities	Meet residential requirement plus 1 per guest room		2.5 / dwelling unit, 1 / guest room			
Hospitals (not listed as a use in current Haymarket ZO) <i>[Note: this use is probably a moot point]</i>	1 per 2 beds plus 1 per staff doc plus 1 per other employee for largest shift	1.25 per bed	1.5 per employee on main shift + 1 per doctor on staff + 1 per 2 beds in-patient + 1.5 per 250 SF out patient	1 per 2 beds plus 1 per staff doc plus 1 per other employee for largest shift	1 per 2 beds plus 1 per staff doc plus 1 per other employee on major shift	LU 610 1.08/employee 7.35 / bed (av=.81/employee and 4.49/bed) - based on suburban condition
Medical Clinics; medical or dental clinics medical or dental offices	At least 10; plus 3 for each doctor above 3 docs 1 / 250 SF GFA	1 per 150 net SF up to 15K NSF, then 1 per 200 up to 30K NSF then 1 per 250 above 30K NSF	4/1000 SF GFA up to 30K SF, 3.3 / 1000 SF thereafter	3 per exam room plus 1 per doc or employee (Medical office 1 per 175 GFA)	4 per exam room plus 1 per doc and employee (medical office 1 per 300 GFA)	LU 630 4.96 / 1000 GFA (av=4.49/1000 GFA)
Liquor Store	At least 10 <i>[same as retail]</i>					LU 859, 2.98 / 1000 GFA (based on one study)
Retail Store (Stores or shops for the conduct of retail business)	1 per 200 SF of retail floor space 1 / 250 SF GFA	1 per 200 NSF up to 50K, 1 per 225 NSF to 300K	General: 4 per 1K GFA, min. of 4; Service: 2.5 per 1K GFA, min. of 3	1 per 200 SF GFA for first 10,000 SF, plus 4 per each additional 1,000 SF, min. 5 for each estab.	1 per 200 SF up to 10K GFA, plus 4 per each add. 1K SF of GFA	ITE lists numerous types of stores
Other low-intensity commercial and personal service uses	1 per 200 SF of business floor space 1 / 300 SF GFA		Integrated Shopping Centers >60K GFA: 4 per 1,000 GFA			
(other) Retail sales and services and similar uses not addressed, including shopping centers	1 per 300 SF GFA	1 per 200 NSF up to 50K NSF, then 1 per 225 NSF up to 300K NSF; 1 per 250 NSF after that.		same as for gen. retail sales, plus additional spaces, as req'd for offices, theaters, banks, persnl servs, & eating estabs...	Same as general retail plus additional space for offices, theatres and restaurants	LU 820 (non December) 3.9/1K GFA (Av=2.94/1K GFA) Dec: 5.91/1000 GFA (Av=4.67/1K GFA)

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Existing standards in black; Draft revised standards in blue; Uses in Haymarket ZO that need parking standards in green; Uses NOT in Haymarket ZO that need parking standards in red

Commercial Uses	Standards (minimum number of spaces)					
	Haymarket	PWC	Loudoun	Warrenton	Leesburg	ITE
Food store, grocery store, supermarket (excluding quick-service food store)	1 / 250 SF GFA	1 per 200 NSF				LU 850 5 per 1000 gfa,(av 3.78/1000 gfa)
Funeral home, Mortuary funeral or wedding chapel	1 / 4 seats plus 1 / 2 employees plus 1 for each hearse	1 per 50 NSF; minimum 20		1 / 4 seats plus 1 / 2 employees plus 1 for each hearse	1 / 4 seats plus 1 / 2 employees plus 1 for each hearse/ambulnc	n/a
For Discussion: <i>Motor Vehicle related uses</i> <i>Auto/cycle Dealership:</i>					Sales or rental:	
<i>indoor display & offices</i>	1.0 / 500 SF GFA of enclosed sales area plus 1.0 / employee plus...	1 per 400 NSF	2.5/1K SF GFA	1 space per employee plus	1.0 / 500 SF of enclosed sales area plus 1.0 per employee plus...	
<i>Outdoor sales area</i>	1.0 / 2,500 SF of open sales area plus	1 per 5K NSF	1.5/1K SF external		1.0 per 2,500 SF of open sales area	
<i>Service area</i>	2.0 / service bay	3 per service bay	3 per service bay	3 per service bay	2.0 per service bay	
<i>Retail parts sales area</i>	1 per 400 SF GFA	1 per 300 NSF		1 per 500 SF		Parts Sales LU 843 2.74 / 1000 GFA (2.25/1000 GFA)
<i>Heavy Equip. sales & service:</i> <i>indoor display & offices</i>		1 / 500 NSF, min. 5				
<i>Outdoor sales area</i>		1 per 5,000 NSF				
<i>Service area</i>		2 per work bay			1.0 per 200 SF of sales area plus 2.0 per service bay, plus 1.0 per employee	
<i>Retail parts sales area</i>		1 per 300 NSF				

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Commercial Uses	Standards (minimum number of spaces)					
	Haymarket	PWC	Loudoun	Warrenton	Leesburg	ITE
Retail Fuel Sales (service station) Fuel only Fuel w/ service	[Ancillary to pump spaces]: 1 per fueling position	5 1 per 200 NSF of office/retail plus 3 per work bay; 10 min.	1 per 6 pumps plus 1 per employee; 2 per service bay	2 per service bay, + 1 per six pumps, + 1 per employee for work period w/ largest number of employees, + addnl spaces required for any auxiliary uses	2 per service bay, plus 1 per employee	LU 853 10.5 /1000 GFA (av=8.38/1000GFA) LU 945 1.03/fueling position (av=.75/f.p.)
Fuel w/ convenience retail	0.75 per fueling position plus 1 per 200 SF GFA	5 plus 1 per 150 NSF, 10 min.				
Nursery/garden center	1 per 200 SF GFA plus 1 per 1,300 outdoor GSF	1 per 200 NSF of indoor, plus 1 per 1K NSF outdoor				
Office, general business or professional	1 per 300 SF GFA	1 per 250 NSF; 10 minimum	4 per 1,000 SF GFA for up to 30K; 3.3 per 1,000 SF of GFA thereafter.	1 per 300 GFA	1 per 300 GFA	LU 701 3.45/1000GFA (av=2.84 / 1000 GFA)
Office with ancillary retail or service uses		1 per 250 NSF plus 5%				
Quick service food store (convenience store)	1 per 200 SF GFA	1 per 150 NSF plus 2 up to 5K NSF, plus 4 if > 5K NSF		6 per 1,000 GFA	6 per 1,000 GFA	LU 851 3.79 / 1000 GFA (av=3.11 / 1000 GFA) (no fuel pumps)
For Discussion: Recreational uses						
Billiard parlor	1 per 150 NSF	1 per 150 NSF				LU 438, 6.9/1000 GFA
Bowling Alley	4 per lane	4 per lane		4 per alley	4 per alley	LU 437, 3.78/lane (av 3.31/lane)
Retail area	1 per 300 NSF	1 per 300 NSF				
Restaurant	1 per 400 NSF	1 per 400 NSF				
Court Sports Facility	4 per court + 1 per 3 seats on stands	4 per court plus 1 per 3 seats on stands				LU 491, 4.13/court (av 3.56/court)
Fairground/Carnival/Circus	1 per 400 NSF	1 per 400 NSF				
Miniature Golf/Drvg Range	2 per tee for 36 tees, then 1 / tee	2 per tee for 36 tees, then 1 / tee				

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Commercial Uses	Standards (minimum number of spaces)					
	Haymarket	PWC	Loudoun	Warrenton	Leesburg	ITE
Public Recreational Facility/Club <i>Recreation, commercial, indoor, fitness & sports activity</i>	1 per 300 SF GFA		0.33 per person of permitted occupancy by Fire Marshall plus 1 per employee	1 per 200 GFA	1 per 200 GFA	LU 493, 4.94/1000GFA (av 3.55/1000 GFA)
Active recreational uses, parks and playgrounds	3 per acre <i>[what about field sports?]</i>	3 per acre				
Hard or soft courts	4 per court	4 per court		4 per court plus 1 per employee	4 per court	LU 491, 4.13 / court (av 3.56/court)
Indoor uses not pools or courts	1 per 250 NSF	1 per 250 NSF				
Retail, ancillary use	1 per 300 NSF	1 per 300 NSF				
Swimming pools	1 per 150 NSF of water space	1 per 150 NSF of water space		1 per 4 people of design capacity	1 per 75 SF pool area plus 1 / seat	
Restaurants Freestanding (w/o drive-in or fast food) <i>For Discussion:</i>	1 per 100 SF GFA	1 per 100 NSF	15/1,000 SF GFA	1 per 150 GFA	1 per 150 GFA plus 1 for every 4 outside seats	LU 931 (quality restaurant), 22.7/1000 GFA (av = 16.4/1000 GFA) LU 932 (high turnover sit down restaurant – with bar), 20.4/1K GFA (Av =16.3/1000 GFA)
Freestanding drive-in, drive-up, drive-thru or carryout	1 per 100 SF GFA	1 per 75 NSF, minimum 5	20/1,000 SF GFA plus 0.5 per seat	1 per 100 GFA 1 per 75 GFA	1 per 100 GFA 1 per 75 GFA	
In line (attached)	1 per 100 SF GFA <i>[presumes some sharing with adjacent uses]</i>	1 per 100 NSF				LU 932 (high turnover sit down restaurant – with bar), 20.4/1K GFA (Av =16.3/1K GFA)
Fast food restaurants with drive-thru (drive-in)	1 per 100 SF GFA					LU 934 (Fast food w/drive thru) 15.13/1000 GFA (av=9.98/1000GFA)

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Commercial Uses	Standards (minimum number of spaces)					
	Haymarket	PWC	Loudoun	Warrenton	Leesburg	ITE
Outdoor craft and/or antique shows/sales, farmers markets	1 per 500 SF GFA of sales area	1 per 400 NSF of sales area	Min. 10 spaces		1 / 500 SF GFA sales area plus 1 / employee	
School of special instruction, business or trade		1 per 200 NSF				
Veterinary or dog or cat hospital, kennels	1 per 300 SF GFA	1 per 200 NSF			1 per 300 SF GFA	2.3/1000 sf
Theater and similar estabshmt, or Public Assembly	1 per 3.5 seats by rated capacity	1 per 3.1 seats by rated capacity	0.25 per person of permitted occupancy plus 1 per employee	1 per 3.5 seats	(indoor theater) 1 per 3.0 seats	LU 444 (Friday peak), .36/seat (av=.26/seat)
Any other commercial building	1 per 200 of business floor space 1 per 300 SF GFA					

Institutional Uses	Standards (minimum number of spaces)					
	Haymarket	PWC	Loudoun	Warrenton	Leesburg	ITE
Schools, public and private	1 per classroom & other room used by students plus 0.2 / student > driving age	HS: 1 / 5 students plus 10 visitor spaces plus 1 per 4 seats in auditorium	1 per classroom & other room used by students plus 0.2 / student > driving age	HS: 1 per 10 seats plus 1 per employee	HS: 1 per 2.5 seats plus 20 visitor spaces	HS .25/student, (av .23/student)
Municipal Building	1 per 300 SF GFA		4 per 1,000 GFA of admin offices			LU 730 6.13/1000 gfa, (4.15/1000 gfa)
Other Public uses	(Same as municipal building)	1 per 3 seats or equivalent	0.25 per person of permitted capacity		1 per 4 seats design capacity	
Churches; Religious Institution ⁵	1 per 5 fixed seats design capacity		0.25 per person of permitted capacity	1 per 4 seats design capacity	1 per 4 seats design capacity	LU 560, 14.38/1000 GFA .25/seat (av= 8.37/1000 GFA, or .20/seat)
Places of Assembly, Private Clubs, Lodges or Meeting Halls	1 per 5 seats design capacity		.33 per person of permitted occupancy	1 per 3 members	1 per 3 members	

⁵ Religious facilities should be treated the same as other places of assembly for purposes of the federal RLUIPA statute

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Industrial Uses	Standards (minimum number of spaces)					
	Haymarket	PWC	Loudoun	Warrenton	Leesburg	ITE
Self Storage center/Mini Warehouse	1 per 250 GFA of office space plus 1 per employee <i>[these uses have a large supply of "built-in" overflow parking]</i>	3.2 spaces per 1,000 NSF of office plus 1 space per employee and 2 spaces for resident manager	3 spaces at office plus 1 per employee	4 per 1,000 NSF of office space plus 1 per employee plus 2 for resident manager	4.0 per 1K SF of GFA plus 1.0 per employee, plus 2.0 for resident manager quarters.	LU 151, .17/1000 GFA, or 1.66 per 100 storage units. (av=.14/1000GFA, or 1.35/100 storage units)
General Manufacturing Assembly and Manufacture	1 per 1,000 GFA	1 per 1,000 NSF	2 per 1,000 SF of GFA plus req. for office, sales.	1 per employee plus 1 per company vehicle	1.0 per 1K SF of GFA, or 1.0 per employee, whichever is more	LU 140, 1.18/1000 GFA (av=1.02/1000 GFA)
Cabinets, furniture and upholstery shops	1 per 1,000 GFA					
Laboratories, pharmaceutical and/or medical	1 per 300 GFA					
Monumental stone works	1 per 300 GFA of enclosed area					
Outdoor storage of equipment	1 per 300 GFA of office area					
Research and Development		1 per 300 NSF to 10K, then 1 per 500 NSF			1.0 per 1K SF of GFA or 1.0 per employee, whichever is more	n/a
Warehouse and wholesale Wholesale businesses, storage warehouses	1 per 1,000 GFA	1 space per employee plus 5 spaces	0.5 per 1,000 SF of GFA plus req. for office, sales.	1 per 1,000 GFA plus 1 per company vehicle	<i>Wholesale:</i> 1 per 1K SF GFA plus 1.0 per company vehicle	LU 150, 1.01/employee (av=.78/employee)
If office space exceeds 50% of net floor area		1 per 300 NSF up 100K then as provided above			<i>Warehouse:</i> 1.0 per 1K SF GFA or 1.0 per employee, whichever is more	

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Appendix B Complete Draft Amendments to the Parking Regulations for Haymarket Zoning Ordinance

Chapter 58 - Zoning

Sec. 58-11. Minimum off-street parking and loading.

(a) Minimum Standards. ~~There shall be provided that~~ At the time of erection of any main building, or at the time any main building or its accessory uses is enlarged or the use changed, all provisions of article XIII shall be met along with minimum required off-street parking and loading space with adequate provision for entrance and exit of motor vehicles, by standard size automobiles as follows in accordance with the following table. Modifications to these requirements may be approved if shared parking is provided in accordance with Sec. 58-11 (b):

- ~~(1) In all residential districts there shall be provided, either in a private garage or on a lot, space for the parking of two automobiles for each dwelling unit located on such lot or parcel.~~
- ~~(2) Lodginghouses, motels and hotels shall provide, on the lot, parking space for one automobile for each accommodation.~~
- ~~(3) For church, high school, college and university auditoriums, and for theaters, general auditoriums, stadiums and other similar places of assembly, at least one parking space for every five fixed seats provided in the building.~~
- ~~(4) For hospitals, at least one parking space for each two beds' capacity, including infants' cribs and children's beds.~~
- ~~(5) For medical and dental clinics, at least ten parking spaces. Three additional parking spaces shall be furnished for each doctor or dentist having offices in such clinic in excess of three doctors or dentists.~~
- ~~(6) For apartments, at least 2.5 parking spaces for each individual sleeping or living unit.~~
- ~~(7) For liquor stores, at least ten parking spaces.~~
- ~~(8) For retail stores selling directly to the public, one parking space for each 200 square feet of retail floor space in the building.~~
- ~~(9) Any other commercial building erected, converted or structurally altered after the effective date of the zoning ordinance of September 19, 1983, shall provide one parking space for each 200 square feet of business floor space in the building.~~
- ~~(10) Parking space as required in this section shall be on the same lot with the main building; except that in the case of buildings other than dwellings, spaces may be located as far away as 600 feet. Every parcel of land used as a public parking area and motor vehicle ways, after the effective date of the zoning ordinance of September 19, 1983, shall be surfaced with asphalt or concrete. It shall have appropriate guards where needed as determined by the administrator. Any lights used to illuminate such parking areas shall be so arranged as to reflect the light away from adjoining premises in a residential district.~~
- ~~(11) Reserved.~~

Table of Parking Requirements

Abbreviations:

GFA means gross square feet of floor area, as defined

NFA means net square feet of floor area, as defined. For the purposes of these parking standards, Net Floor Area is equivalent to 75% of the Gross Floor Area

SF means square feet

DU (d.u.) means dwelling unit

BR means bedroom

Residential Uses	Minimum Parking ¹	Minimum Loading
Single Family Detached Dwelling	2 per dwelling unit (d.u.) exclusive of garage	
Single Family Attached Dwelling (townhouse) and Two-family dwelling (duplex)	2.25 per d.u. (inclusive of minimum of 0.25 for visitor parking which must be distinct from dwelling units)	
Apartment/Multi-family Efficiency Studio 1-BR unit 2 BR unit 3 or more BR	1.0 per d.u. 1.25 per d.u. 2.0 per d.u. 2.5 per d.u. (for 3 Bedrooms or less) and additional 0.20 for visitor parking	1 per building
Apartments on the second floor of structures designed for commercial uses	1.5 per d.u. (spaces must be assigned to each dwelling)	
Elderly/independent	1 per 4 d.u. plus 1 per employee	
Active Adult/Age restricted	1.5 per d.u.	
Accessory Apartment as defined	1 per d.u.	
Group home	See standard for the residential unit type ²	

Commercial Uses	Minimum Parking	Minimum Loading
Home occupations	Meet the residential requirement plus 1 per non-resident employee	
Lodging, hotels, motels	1.1 per room (restaurant/meeting rooms subject to separate standards)	
Bed and Breakfast facilities	Meet residential requirement plus 1 per guest room	
Medical Clinics; medical or dental clinics medical or dental offices	1 per 250 square feet of gross floor area (GFA)	

Attachment: Haymarket Parking Ordinance document 9-09-2014 (2078 : Parking Study)

Commercial Uses (cont'd)	Minimum Parking	Minimum Loading
Retail Store (Stores or shops for the conduct of retail business)	1 per 250 SF of GFA	None for first 10,000 SF then 1/30,000 up to 70,000 SF plus 1/100,000 SF thereafter
Other low-intensity commercial and personal service uses, as defined	1 per 300 SF of GFA	Same as retail
(other) Retail sales and services and similar uses not addressed, including shopping centers	1 per 300 SF of GFA	Same as retail
Food store, grocery store, supermarket (excluding quick-service food store)	1 per 250 SF of GFA	1 up to 12,000 GSF, then 1 per 24,000 GSF
Funeral home, mortuary or wedding chapel	1 per 4 seats plus 1 per 2 employees plus 1 for each hearse	1
Motor Vehicle Sales and/or Repair:		Same as industrial
Indoor display, sales, waiting, and offices	1.0 per 400 SF of GFA of enclosed area plus 1.0 per employee, and	
Outdoor sales and storage area	1.0 per 2,500 SF of open sales area, and	
Service area	2.0 per service bay	
Retail Fuel Sales (service station)	<i>[in addition to pump spaces]:</i>	
Fuel only	1 per fueling position	1
Fuel w/ service		1
Fuel w/ convenience retail	0.75 per fueling position plus 1 per 200 SF of GFA	1
Nursery/garden center	1 per 200 SF of GFA plus 1 per 1,300 square feet of outdoor area	1 per 60,000 GSF
Office, general business or professional	1 per 300 SF of GFA	None for first 30,000 SF then one/100,000 SF thereafter
Quick service food store (convenience store)	1 per 200 SF of GFA	
Recreational uses:		
Billiard parlor	1 per 150 SF of NFA	
Bowling Alley	4 per lane	
Retail area	1 per 300 SF of NFA	
Restaurant	1 per 400 SF of NFA	
Court Sports Facility	4 per court plus 1 per 3 seats on stands	
Fairground/Carnival/Circus	1 per 400 SF of NFA	

Attachment: Haymarket Parking Ordinance document 9-09-2014 (2078 : Parking Study)

Commercial Uses (cont'd)	Minimum Parking	Minimum Loading
Miniature Golf/Driving Range	2 per tee for 36 tees, then 1 per tee	
Public Recreational Facility or Club; Commercial, indoor, fitness and sports activities	1 per 300 SF of GFA	
Active recreational uses, parks and playgrounds	3 per acre	
Hard or soft courts	4 per court	
Indoor uses not pools or courts	1 per 250 SF of NFA	
Retail, ancillary use	1 per 300 SF of NFA	
Swimming pools	1 per 150 SF of water space	
Freestanding restaurant (w/o drive-in or fast food)	1 per 100 SF of GFA	1 per 40,000 SF GFA
Freestanding drive-in, drive-up, drive-through, including fast food	1 per 100 SF of GFA	1 per 40,000 SF GFA
In line (attached)	1 per 100 SF of GFA	1 per 40,000 SF GFA
Outdoor craft/antique shows/sales; farmers markets	1 per 500 SF of GFA of sales area	
Veterinary or dog or cat hospital, kennels	1 per 300 SF of GFA	
Theater and similar establishment	1 per 3.5 seats by design capacity	1
Any other commercial use not otherwise listed	1 per 300 SF of GFA	

¹Employee always refers to the number of employees on the largest shift

²Code of Virginia (§ 15.2-2291) requires that group homes be regulated like single family homes

Institutional Uses	Minimum Parking	Minimum Loading
Schools, public and private	1 per classroom and other room used by students plus 0.2 per student above driving age	
Municipal Building	1 per 300 SF of GFA	
Other Public uses	(Same as municipal building)	
Churches; Religious Institution ¹	1 per 5 seats of design capacity	1 per 100,000 SF of GFA
Places of Assembly, Private Clubs, Lodges or Meeting Halls	1 per 5 seats of design capacity	1 per 100,000 SF of GFA

Industrial Uses	Minimum Parking	Minimum Loading
Self Storage center/Mini Warehouse	1 per 250 SF of GFA of office space plus 1 per employee	
General Manufacturing, Assembly and Manufacture	1 per 1,000 SF of GFA	1 per 50,000 SF of GFA
Cabinets, furniture and upholstery shops	1 per 1,000 SF of GFA	1 per 50,000 SF of GFA
Laboratories, pharmaceutical and/or medical	1 per 300 SF of GFA	1 per 50,000 SF of GFA
Monumental stone works	1 per 300 SF of GFA of enclosed area (interior space)	1 per 50,000 SF of GFA
Outdoor storage of equipment	1 per 300 SF of GFA of office area	1 per 50,000 SF of GFA
Warehouse and wholesale businesses, storage warehouses	1 per 1,000 SF of GFA	1 per 50,000 SF of GFA
If office space exceeds 50% of net floor area of any industrial use	(parking for the office areas must meet parking requirements for office uses)	

(b) Shared Parking. The minimum required parking spaces may be reduced if a land owner can provide parking that will be shared by complementary adjacent land uses. Such a proposal must be prepared using the methods set forth in the latest edition of the *Shared Parking Manual* of the Urban Land Institute (ULI). The necessary calculations and other data that show the suitability of a shared parking proposal must be submitted to the Town in conjunction with a site plan or other applicable development application, and will be evaluated by the Town as part of the normal application review process.

(Code 1989, § 12-11; Ord. of 3-19-1990; Res. of 4-2-1990; Res. of 6-4-1990; Ord. of 7-6-1998, § 1(12-11); Ord. of 6-2-2003; Ord. of 11-15-2011; Ord. No. 20121221, 5-6-2013)

Cross reference— Parking generally, § 46-81 et seq.

Attachment: Haymarket Parking Ordinance document 9-09-2014 (2078 : Parking Study)

Other Related Proposed Amendments

Sec. 58-1. Definitions.

Accessory Apartment means a dwelling unit that is attached and subordinate to the main or primary use of the building.

Dwelling unit means one or more rooms in a building designed or used as a place of residence for one household.

Other low intensity commercial use means a commercial use that is permitted or permissible by this ordinance but is not otherwise defined and does not exceed 0.30 floor area ratio of gross developed square feet of space.

Service Bay means an enclosed or partially enclosed area where motor vehicles are parked while they are serviced or repaired.

Service Stall means a non-enclosed area where motor vehicles are parked while they are serviced or repaired, which may be covered but not enclosed by walls or doors.

Square feet, gross means all enclosed, usable space within a structure, including unfinished service areas such as stairwells and elevators.

Square feet, net means all enclosed, usable finished space within a structure, not including unfinished service areas such as stairwells and elevators.

Haymarket Parking Study



Haymarket Parking Study

Introductions

Bill Wuensch, P.E., PTOE with EPR, P.C.

- 22 years of experience in traffic engineering, transportation planning.
- Worked with communities, industries and universities to address parking concerns
- Broad background in transportation engineering

Milt Herd, FAICP with Herd Planning & Design

- Former planning director in Loudoun County
- 30+ years of experience in community planning
- Consulted with over 75 communities throughout Virginia on Comp Plans and Zoning Regulations

Barry Carpenter, ASLA

- Community / Corridor Planner
- 30+ years experience in community planning



Haymarket Parking Study

Purpose:

- Identify and develop recommendations for a new parking ordinance for the Town.

Current Ordinance:

- Limited number of uses
- Sub-urban style development approach to parking for a range of uses including:
 - Residential
 - Commercial
 - Institutional
 - Industrial
- Does not address types of uses that are being proposed lately
- Does not address potential innovative approaches



Haymarket Parking Study

Methodology:

- Review the current ordinance
- Conduct an analysis of existing parking conditions
- Meet with stakeholders
- Compare the current ordinance to those in other localities in the region and to industry standard references
- Provide recommendations for a new ordinance
- Provide a sample planning framework for future complimentary improvements



Haymarket Parking Study

Existing Parking Demand Analysis:

- Inventoried existing parking for the non-residential uses on the Town
 - Conducted hourly observations of utilization on a Weekday and Saturday
- Data and findings illustrated on maps



Haymarket Parking Study

Figure 2.d Weekday Peak Hour Parking Utilization for Each Zone



Haymarket Parking Study

Figure 2.e Weekday Peak Hour Parking Utilization Percentage for Each Zone



Haymarket Parking Study

Figure 2.g Saturday Peak Hour Parking Utilization for Each Zone



Haymarket Parking Study

Figure 2.h Saturday Peak Hour Parking Utilization Percentage for Each Zone



Haymarket Parking Study

Existing Parking Demand Analysis:

- Notable Findings
 - Piedmont Tire → fully utilizing their lot
 - Two restaurant uses have parking demands (in the evenings) that exceed capacity
 - Town-wide there is an extensive parking surplus
 - Overall, approximately 1/3 of the parking supply (Town-wide) is utilized on a daily basis



Haymarket Parking Study

Stakeholder Meetings

Common Themes:

1. A provision is needed in the parking regulations to address multi-use developments
2. An interest in providing on-street, or as an alternative, municipal parking
3. The Town's parking ordinances could be relaxed, versus what is currently required.

Other Key Points:

1. Awareness of current peak parking period problems, especially for restaurants.
2. Need for addressing mixed- and multiple-use projects' parking needs.
3. Look toward more "liberal" parking standards for commercial uses; 5 spaces/1000 square feet too excessive?
4. Strong need for better vehicular and pedestrian connectivity within the Town.

Haymarket Parking Study

Other Key Points (cont'd):

5. Desire for improved "walkability" possibly through a pathway system.
6. Awareness of the Town Comprehensive Plan, particularly in regards to desired street connectivity and walkability.
7. Look for new opportunities for on-street parking.
8. Municipal parking as potential solution for parking problems in Town center.
9. Improve pedestrian facilities and safety (particularly at crossings).
10. Give folks a reason to "slow down and stop" along Washington Street in Haymarket.

Haymarket Parking Study

Findings from Industry Research and Comparison of Current Ordinance to other Jurisdictions

- Standards for parking and loading are provided for a longer and more complete list of uses – creating a finer grain of regulation
- Other standards aim to avoid an excess of parking while still meeting demand
- Other localities allow for shared parking provisions
- Other techniques for addressing parking demand include strategies such as payment in lieu to facilitate the ability to build public parking



Haymarket Parking Study

Shared Parking

- More than simply making an agreement to share parking among sites
- Technical analysis that considers
 - Variations in the accumulation of parking of vehicles by hour, by day, or by season at the individual land uses
 - Relationships among land uses that result in visiting multiple land uses on the same auto trip
- Implementation should require an analysis in accordance with the Urban Land Institute (ULI) shared parking manual
 - Analysis should be performed by a professional engineer and provided as a signed document to the Town, per requirements of ULI



Haymarket Parking Study

Payment in Lieu (for parking) Strategy

- Allowed by Virginia Administrative Code
- Funds directed towards construction of a municipal lot
- Lot centrally located and accessible to businesses in the PILOP Program



Haymarket Parking Study

Recommended Parking Ordinance

- Consistent with “modern standards”, comparable to
 - Other localities in the region
 - Institute of Transportation Engineers Parking Generation Manual
- More extensive listing of common uses

Existing standards in black; Draft revised standards in blue; Uses in Haymarket ZO that need parking standards in green; Uses NOT in Haymarket ZO that need parking standards in red

Commercial Uses	Standards (minimum number of spaces)					
	Haymarket	PWC	Loudoun	Warrenton	Leesburg	ITE
Retail Fuel Sales (service station) Fuel only Fuel w/ service	[Ancillary to pump spaces]: 1 per fueling position	5 1 per 200 NSF of office/retail plus 3 per work bay; 10 min.	1 per 6 pumps plus 1 per employee; 2 per service bay	2 per service bay, + 1 per six pumps, + 1 per employee for work period w/ largest number of employees, + addnl spaces required for any auxiliary uses	2 per service bay, plus 1 per employee	LU 853 10.5 / 1000 GFA (av=8.38/1000GFA) LU 945 1.03/fueling position (av=.75/f.p.)
Fuel w/ convenience retail	0.75 per fueling position plus 1 per 200 SF GFA	5 plus 1 per 150 NSF, 10 min.				
Nursery/garden center	1 per 200 SF GFA plus 1 per 1,300 outdoor GSF	1 per 200 NSF of indoor, plus 1 per 1K NSF outdoor				
Office, general business or professional	1 per 300 SF GFA	1 per 250 NSF; 10 minimum	4 per 1,000 SF GFA for up to 30K; 3.3 per 1,000 SF of GFA thereafter.	1 per 300 GFA	1 per 300 GFA	LU 701 3.45/1000GFA (av=2.84 / 1000 GFA)
Office with ancillary retail or service uses		1 per 250 NSF plus 5%				
Quick service food store (convenience store)	1 per 200 SF GFA	1 per 150 NSF plus 2 up to 5K NSF, plus 4 if > 5K NSF		6 per 1,000 GFA	6 per 1,000 GFA	LU 851 3.79 / 1000 GFA (av=3.11 / 1000 GFA) (no fuel pumps)
For Discussion: Recreational uses						
Billiard parlor	1 per 150 NSF	1 per 150 NSF				LU 438, 6.9/1000 GFA
Bowling Alley	4 per lane	4 per lane		4 per alley	4 per alley	LU 437, 3.78/lane (av 3.31/lane)
Retail area	1 per 300 NSF	1 per 300 NSF				
Restaurant	1 per 400 NSF	1 per 400 NSF				
Court Sports Facility	4 per court + 1 per 3 seats on stands	4 per court plus 1 per 3 seats on stands				LU 491, 4.13/court (av 3.56/court)
Fairground/Carnival/Circus	1 per 400 NSF	1 per 400 NSF				
Miniature Golf/Drvg Range	2 per tee for 36 tees, then 1 / tee	2 per tee for 36 tees, then 1 / tee				



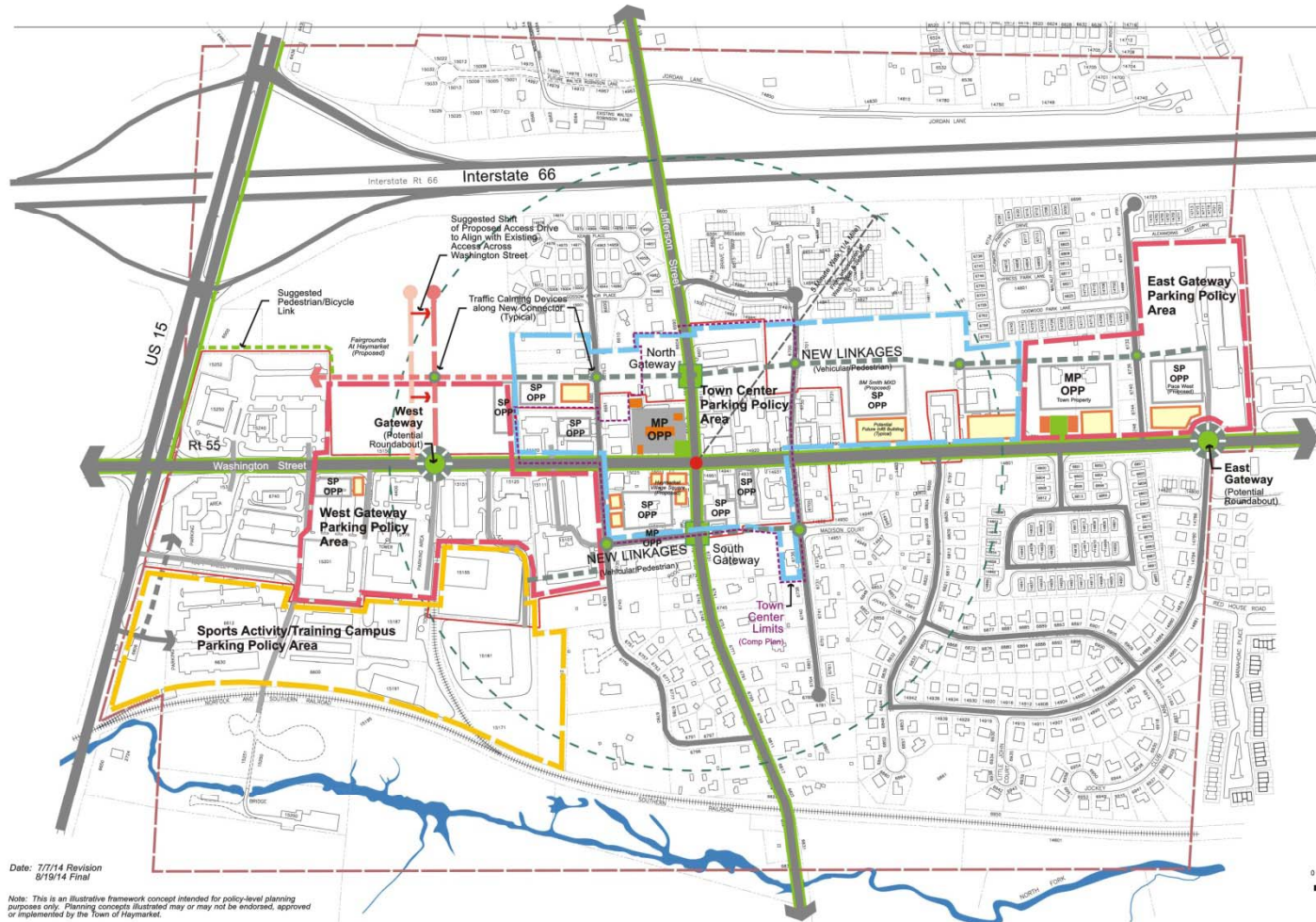
Haymarket Parking Study

Draft Ordinance is the First Step – Next Steps Should Include:

- Adopt Draft Ordinance into Zoning Ordinance
- Develop a municipal parking framework plan and funding strategy
- Initiate an Amendment to the Comp Plan to incorporate connectivity and municipal parking
- Initiate Amendments to the CIP to include projects for connectivity and municipal parking



Haymarket Parking Study



Date: 7/7/14 Revision
6/19/14 Final

Note: This is an illustrative framework concept intended for policy-level planning purposes only. Planning concepts illustrated may or may not be endorsed, approved or implemented by the Town of Haymarket.

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Parking Study / Haymarket, Virginia

Key Policy Tools & Opportunities:
Town Plan / Mobility & Connectivity / Parking

Parking Enhancement Framework

TOWN PLAN CONCEPTS

- Town Center As Major Focal Area
- Town Center Parking Policy Opportunities
- Town Gateway Definition Potential: Modern Roundabouts on East & West Washington Street
- Rebuilding the Town Plan: New E-W Links
- Traffic Calming, Pocket Parks & Gateways along New E-W and N-S Links
- Enhanced Town-wide Trails & Open Space System

MOBILITY & CONNECTIVITY

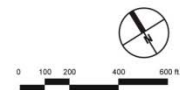
- Enhanced Walkability, Traffic Calming, Pocket Parks & Gateways along New Linkages
- Multi-modal Approach to Mobility: Enhanced Vehicle, Bicycle, Pedestrian Systems; Potential Local Shuttle Transit
- Bicycle & Pedestrian Improvements with Planned I-66 & US 15 Roadway Improvements
- Washington Street Gateway Roundabouts/Traffic Calming & Defining the Town Core
- Enhanced Town-wide Trails & Open Space System with Links to Surrounding Areas

PARKING POLICY & MANAGEMENT OPPORTUNITIES

- SP OPP: Shared Parking Opportunities
- MP OPP: Municipal Parking Opportunities
- Potential Parking Policy Areas
- Municipal Parking Development Tools

ENHANCED PARKING ACCESS & VISIBILITY

- Opportunities for improved Pedestrian & Vehicular Access to Public Parking
- Enhanced Public Parking Awareness & Utilization: A Parking Wayfinding System
- Improved Public Parking Informational Signage for Users



Q/A?

Discussion





TO: Town of Haymarket Planning Commission
SUBJECT: Dominion Power 230KV Transmission Line Update
DATE: 10/14/14

Chair Weir will update on this report.



TO: Town of Haymarket Planning Commission
SUBJECT: Comprehensive Plan Update
DATE: 10/14/14

The Town Planner will update on this item.



TO: Town of Haymarket Planning Commission
SUBJECT: 1-Mile Notices
DATE: 10/14/14

The Town Planner will update on this item.