



TOWN OF HAYMARKET TOWN COUNCIL

REGULAR MEETING ~ AGENDA ~

David Leake, Mayor
<http://www.townofhaymarket.org/>

15000 Washington St
Haymarket, VA 20169

Monday, February 2, 2015

7:00 PM

Council Chambers

1. Call to Order

2. Invocation

3. Pledge of Allegiance

4. Citizen's Time

5. Minutes Acceptance

6. Agenda Items

- A. Dominion VA Power Transmission Line
- B. Trespassing Ordinance - Chief Greg Smith
- C. The Very Thing for Her Sign - Marchant Schneider
- D. Fiscal Policy - Brian Henshaw
- E. Appointments - BZA, ARB, PC

7. Department Reports

- A. Town Engineer's Report - Holly Montague
- B. Building Official's Report - Joe Barbeau, Jr.
- C. Museum Report - Denise Hall
- D. Police Report - Greg Smith, Interim Chief of Police
- E. Town Planner's Report - Marchant Schneider
- F. Town Manager's Report - Brian Henshaw
- G. Treasurer's Report - Sherrie Wilson

8. Councilmember Time

- A. Matt Caudle
- B. Pam Swinford
- C. Steve Aitken
- D. Chris Morris
- E. Joe Pasanello
- F. Kurt Woods
- G. David Leake

9. Adjournment



TO: Town of Haymarket Town Council
SUBJECT: Dominion VA Power Transmission Line
DATE: 02/02/15

The Report and Findings from the Planning Commission, forwarded to the Town Council, for their recommendation. Resolution for the Town Council is attached.

ATTACHMENTS:

- Dominion Report - Final (PDF)
- DVP transmission line resolution-February 2015 (PDF)

Haymarket 230 kV Transmission Line and Substation

Report and Finding of the Town of Haymarket Planning Commission

December 8, 2014



Haymarket Planning Commission

Robert Weir – Chairman
Ralph Ring – Vice Chairman
Matt Caudle - Council Liaison
Josh Mattox
James Carroll
Maureen Carroll

Attachment: Dominion Report - Final (2234 : Dominion VA Power Transmission Line)

Introduction

Dominion Virginia Power (Dominion) proposes to construct a new overhead 230 kilovolt (kV) double circuit transmission line, using existing transportation corridors, where possible, and new right of way (ROW) that will tap into either the existing Gainesville to Loudoun transmission line near the Route 234 Bypass, the New Road substation in Loudoun County or the proposed Wheeler substation in Prince William County and extend to a new substation west of the Haymarket town limits.

Dominion has proposed a two-phase approach to the project. The first phase will require the addition of distribution reinforcements to the existing distribution lines (double-build) along Washington Street in the Town of Haymarket to provide “bridging power” until the new transmission lines have been completed and energized; this phase will provide dedicated 34.5 kV service to a single Dominion client, allowing them to begin operations. Phase two entails the actual construction of the overhead 230 kV double circuit transmission line. Dominion’s preliminary route for the overhead 230kV line included a corridor that spans the southern boundary of the Town of Haymarket. As a result of input from the Town of Haymarket and numerous local citizens, Dominion has identified and mapped several alternate routes consisting of both overhead and underground transmission lines.

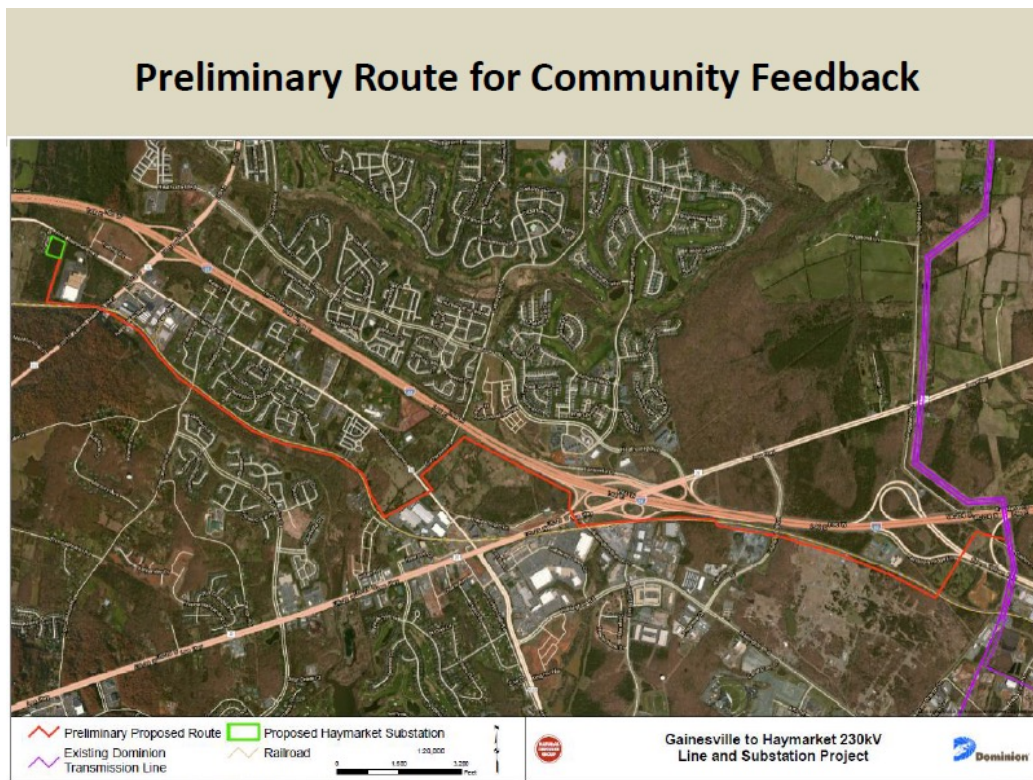
Dominion asserts the need for the Haymarket 230kV Line and Substation project is due to increased energy demand and future growth projections within the Haymarket area and western Prince William County. Dominion claims the need comes as a result of the rapid growth of the high-tech and commercial sectors in the region. Similarly, Dominion states that current demand from growth has already outgrown the steady and reliable infrastructure that is in place today, and will strain the existing system, thus causing issues for the community and its economic development efforts. Dominion holds that the proposed transmission infrastructure will address forecast increases in energy demand that will exceed the capabilities of the current distribution system beginning in 2017. Despite those assertions, Dominion has provided no indication that the local load is projected to result in violations of either federally mandated reliability criteria on existing facilities or the North American Electric Reliability Corporation (NERC) Transmission Reliability Criteria. Rather, Dominion does note that the primary driver for the

new substation is an expected block load addition from an existing local customer that has rapid and substantial plans for expansion.¹

Meetings

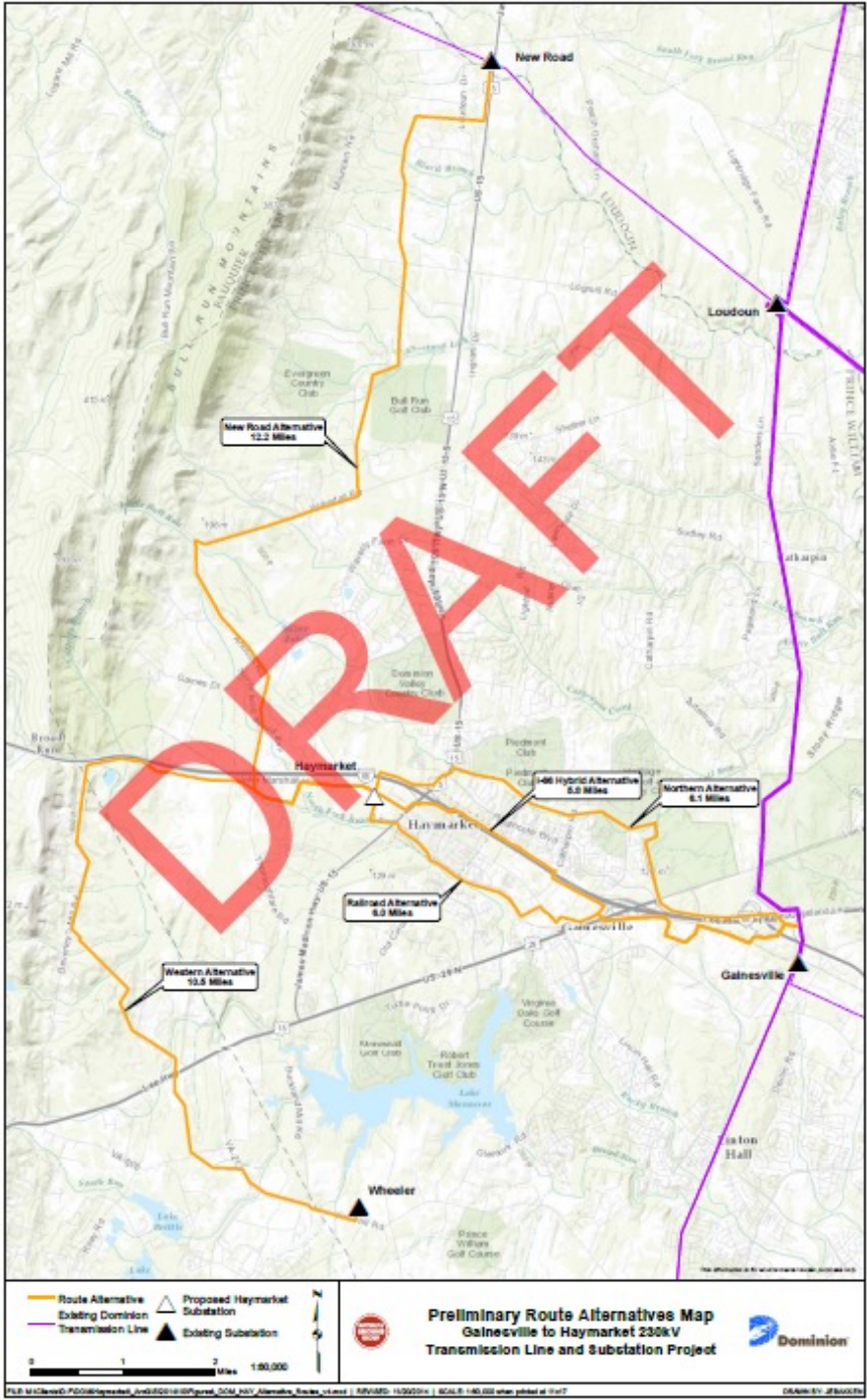
In order to present the merits of their proposal and solicit public input, Dominion held a public meeting with the Haymarket Town Council on August 25, 2014, the Haymarket Planning Commission on September 8, 2014 and an open house community outreach event at Battlefield High School on September 10, 2014.

At the August 25, 2014 meeting with the Haymarket Town Council, Dominion presented, among other materials, a singular preferred route (denoted in red) with no alternate routes (Fig. 1). Dominion also provided a rendering of the “double-build” distribution reinforcements to be added to the existing distribution lines (Fig. 2).



(Fig. 1)

¹ Haymarket 230 kV Line and Substation Project, <https://www.dom.com/about/electric-transmission/haymarket/index.jsp>



Attachment: Dominion Report - Final (2234 : Dominion VA Power Transmission Line)

(Fig. 1A)

Phase 1: Distribution Reinforcements - *AFTER*

HAYMARKET



Viewpoint 10 - Intersection of Washington Street and Coach Way - Proposed View

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(Fig. 2)

At the September 8, 2014 meeting with the Haymarket Planning Commission, Dominion presented, among other materials, both a map of preliminary route options that were considered (Fig. 3) as well as a map denoting modified route options based on community feedback (Fig. 4). Dominion also provided maps of the Study Area and Route Constraints (Fig. 5 and Fig. 6) as well as a map of existing transmission lines and substations in the region (Fig. 7).

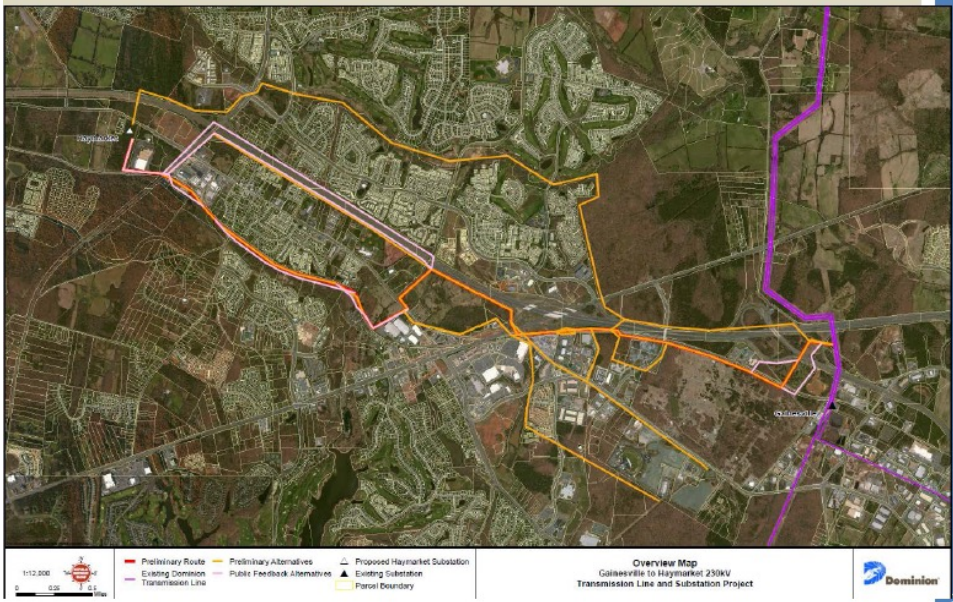
Preliminary Route Options Considered



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(Fig. 3)

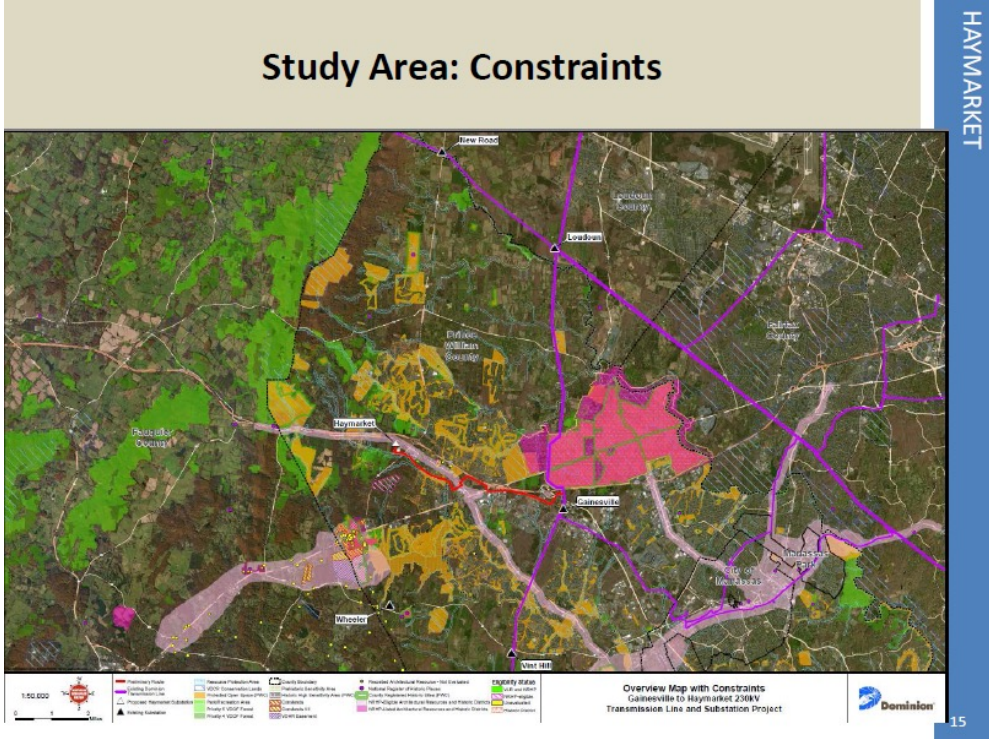
Modified Route Options Based on Community Feedback



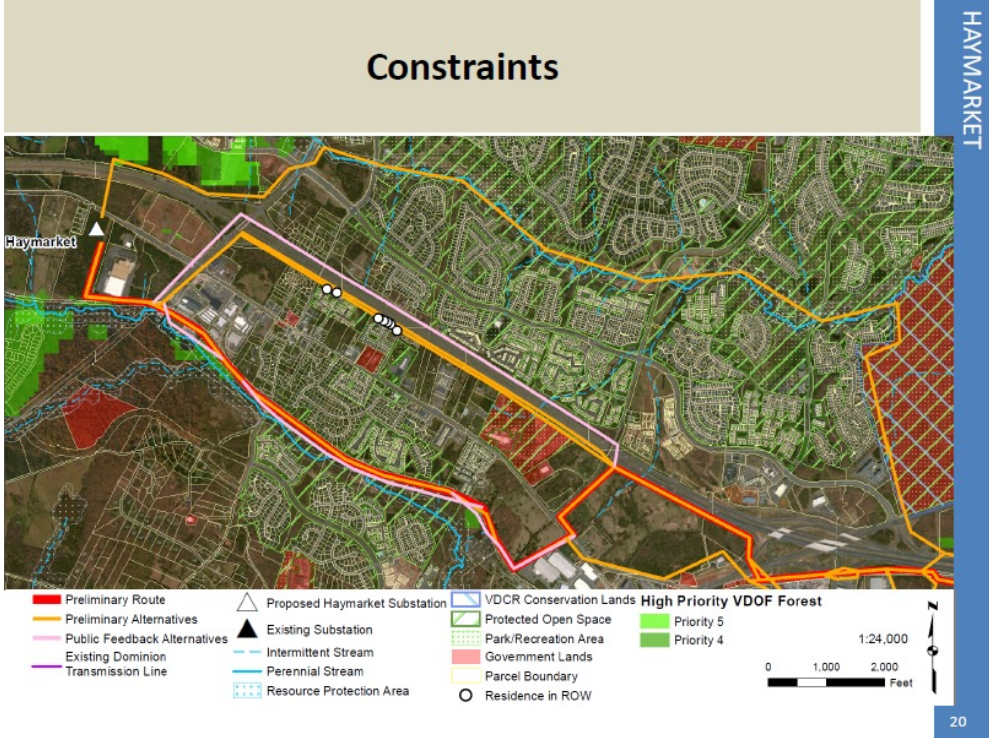
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(Fig. 4)

Attachment: Dominion Report - Final (2234 : Dominion VA Power Transmission Line)



(Fig. 5)

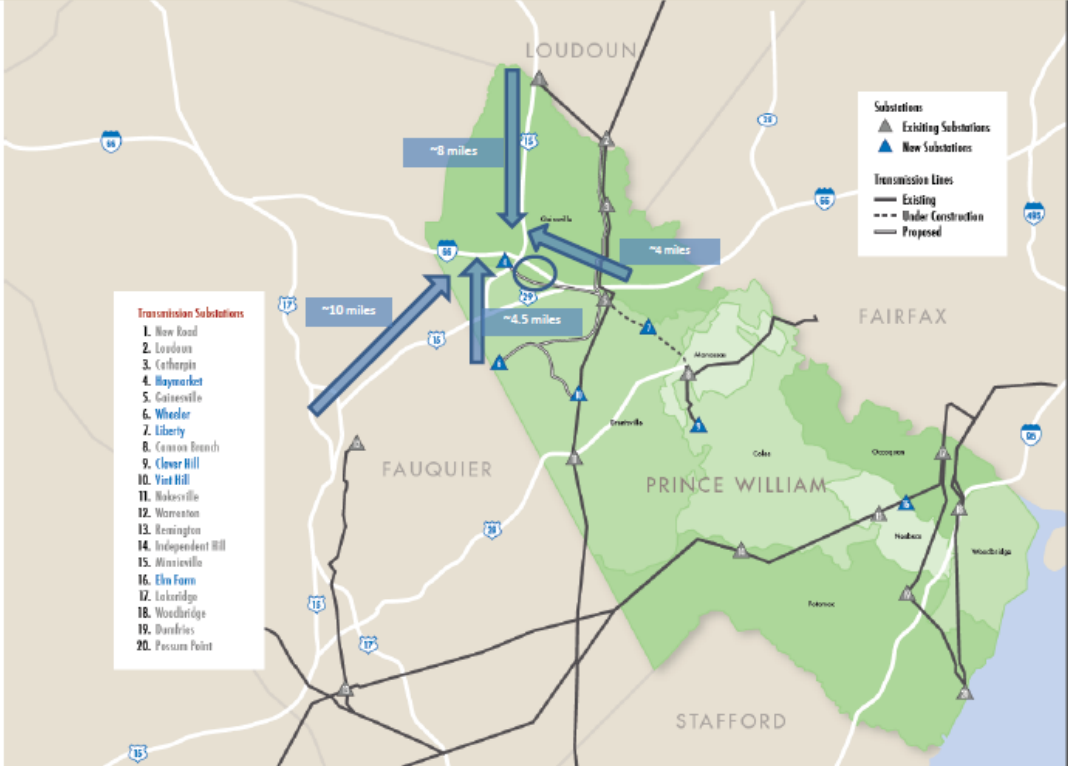


(Fig. 6)

Attachment: Dominion Report - Final (2234 : Dominion VA Power Transmission Line)

Prince William County and Surrounding Counties Transmission Lines and Substations (Existing and Proposed)

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(Fig. 7)

At the September 10, 2014 Open House held at Battlefield High School, Dominion presented all materials, updated as required, previously presented to the Haymarket Town Council and the Haymarket Planning Commission as well as additional renderings of project details and route photo simulations denoting the visual impact of the transmission lines and double-build distribution reinforcements to be added to the existing distribution lines along Washington Street.

On November 24, 2014, Dominion posted a new route alternatives map² (Figure 1A) that delineated the previous alternatives as well as a Western Alternative extending from the proposed Wheeler substation and a New Road Alternative extending from the New Road substation in Loudoun County. The Western Alternative would extend west from the proposed

² <https://www.dom.com/library/domcom/pdfs/electric-transmission/haymarket/alternative-routes.pdf>

Attachment: Dominion Report - Final (2234 : Dominion VA Power Transmission Line)

Wheeler substation across Route 29 south of Buckland Mills to a point along Beverly Mill Road. The route would follow Beverly Mill Road north to its intersection with Route 55 and then turn east to its terminus at the proposed Amazon substation. The New Road Alternative would extend south from the New Road substation in Loudoun County along a path west of and parallel to Route 15, between Evergreen Country Club and Bull Run Country Club to a point on Waterfall Road, west along Waterfall Road to the intersection with Antioch Road, south along Antioch Road to the intersection with Route 55 and then east to its terminus at the proposed Amazon substation.

Duty of the Planning Commission

The Haymarket Planning Commission was created in order to promote the orderly development of the locality and its environs. As such, the primary responsibility of the Planning Commission is to ensure the public health, safety, convenience, and welfare of the citizens and to plan for the future development of the Town. To that end, the Planning Commission must ensure that transportation systems are carefully planned; new community centers are developed with adequate highway, utility, health, educational, and recreational facilities; the need for mineral resources and the needs of agriculture, industry, and business be recognized for future growth; residential areas shall be provided with healthy surroundings for family life; agricultural and forestal land be preserved; and that the growth of the community remains consonant with the efficient and economical use of public funds.³

The Haymarket Planning Commission is also charged with the responsibility of ensuring the compatibility of land use, protecting residential areas from the adverse aspects of commercial and industrial land use and identifying land best suited for residential, commercial, and industrial activities with regard to available public infrastructure, environmental constraints, as well as economic and aesthetic considerations. In so doing, the Haymarket Planning Commission is tasked with determining the optimum density of development by considering: 1) environmental capacity of land; 2) capacity of public utilities; and 3) transportation networks and reappraising their identification periodically, and amending the zoning districts if appropriate.⁴

³ Code of Virginia Title § 15.2-2200

⁴ Comprehensive Plan, Town of Haymarket, Commonwealth of Virginia 2008-2013, Chapter 2.7 Land Use

Dominion's Process Going Forward

1. Finalize proposed route or routes and impact analysis
2. Submit application to the State Corporation Commission (SCC)
3. Department of Environmental Quality (DEQ) reviews the application and issues a report. As part of the review, DEQ will coordinate additional reviews by multiple agencies, i.e.: Virginia Marine Resources Commission, Department of Conservation and Recreation, Department of Games and Inland Fisheries, Department of Historic Resources, Army Corps of Engineers and others.
4. SCC issues an order and the review schedule is set
5. Review process begins, environmental review, SCC staff review, etc. are initiated
6. Commission shall receive and give consideration to all reports that relate to the proposed facility if requested by any municipality in which the facility is proposed to be built, to local comprehensive plans that have been adopted pursuant to Article 3 (§ 15.2-2223 et seq.) of Chapter 22 of Title 15.⁵
7. Public comments are accepted by the SCC
8. Interested respondents may participate in the case after filing a notice of participation with the SCC
9. Participants may submit testimony in response to Dominion's application
10. Dominion may rebut public testimony and agency analysis
11. SCC may conduct public hearings in the affected areas, if written requests therefor are received from 20 or more interested parties, the Commission shall hold at least one hearing in the area which would be affected by construction of the line, for the purpose of receiving public comment on the proposal⁶
12. The SCC may conduct a formal evidentiary hearing in Richmond
13. Hearing Examiner's report and recommendation are forwarded to the SCC
14. Dominion, participants and SCC staff may respond to the Hearing Examiner's report
15. SCC issues final order

Factors Considered by the Planning Commission

1. Capacity required to serve growth
2. Location of future growth in demand
3. Location of past and future population growth
4. Reliability of the current electrical grid
5. Impact of the transmission line on the community and economic development opportunities
6. Cost burdens and physical impacts
7. Location of proposed lines within Town boundaries
8. Compatibility of routes with the Comprehensive Plan
9. Chesapeake Bay Act compliance
10. Possibility of mini-substations and antennae arrays within the Dominion ROW
11. Estimated cost of underground options

⁵ Code of Virginia Title § 56-46.1

⁶ Code of Virginia Title § 56-46.1

12. Use of VDOT ROW
13. Use of Norfolk Southern ROW
14. Impact of construction on residential and commercial property values
15. Construction with densely populated suburban areas
16. Construction within areas with limited ROW
17. Construction with the flood plain
18. Construction across wetlands
19. Environmental impact of the proposed route
20. Potential impact on endangered species
21. Visual impact of overhead power lines
22. Impact of construction within the context of the Town of Haymarket Historic District
23. Impact on the Journey Through Hallowed Ground National Heritage Area
24. Concordance with Prince William County Zoning and Overlay Districts
25. Health considerations
26. Alternative routes
27. Alternative substation locations

Route Analysis

The Haymarket Planning Commission has considered all preferred and alternate routes currently proposed by Dominion. For purposes of this report, the analysis will focus primarily on those routes and portions of routes that lie within or directly adjacent to the Town of Haymarket.

A primary factor for the terminus of the route is a single Dominion customer with a 100 mW power demand. Dominion states that they have a customer that will be the primary consumer of electricity provided by the 230 kV lines. This customer is the sole consumer for the power supplied by the 34.5 kV lines. Due to a confidentiality agreement, Dominion will not release the name of the customer at this time. Although not delineated in any of Dominion's presentations, Amazon is in the process of receiving approval to build a 491,625 square foot data center at 15505 John Marshall Highway⁷. Dominion's proposed substation is located on the same parcel, adjoining Amazon's proposed facility.

Distribution Reinforcements to existing distribution lines (Double-build)

Presuming the location of the proposed datacenter does not change, each route for the new transmission lines will require the addition of distribution reinforcements to the existing distribution lines along Washington Street in order to provide enough "bridging power" for the datacenter's startup operations.

Strengths

- The distribution reinforcements may provide some measure of increased reliability, redundancy and the potential for backup service for existing customers.

⁷ Prince William County Land Plan Review Status, Final Site Plan No. 15-00046R00S01, http://eservice.pwcgov.org/apps/landstatus/review.asp?CaseNo=15-00046R00S01&ParcelNo=7298-42-4221&Status=Quality_Control (as of October 9, 2014)

- Dominion will be able to use existing infrastructure and there will be no need to acquire additional ROW.
- There is no additional environmental impact

Weaknesses

- Given the power demands of the new datacenter (100mw), the distribution reinforcements will not provide capacity for its full operations or for additional future growth.
- The aesthetics of the design creates a visual image that is not in concordance with the Town's Historic District ordinances.
- The addition of the distribution reinforcements may be in violation of Chapter 58 Sec. 58-62, 58-104, 58-145, 58-185, 58-225, 58-266 and 58-305 of the Code of the Town of Haymarket.
- Dominion's engineers have stated that the distribution reinforcements will require the replacement of the existing distribution lines with new distribution line poles.
- The distribution reinforcements will minimize, but not guarantee protection from potential blackouts as a result of the new datacenter's aggressive implementation schedule.
- No alternate routes have been provided.

Conclusion

Although the distribution reinforcements will likely provide some degree of service benefits to the Town, those benefits must be weighed against the service requirements of future growth and their visual impact.

Dominion's professional staff has asserted that the planned datacenter will have an immediate 100mw power requirement, effectively negating any immediate or long-term benefits of the transmission lines to existing and/or future residents or businesses.

The Town's zoning ordinance provides that "except for transmission power lines of 34.5 kV or greater" all "utility facilities serving new uses or installed after the effective date of the ordinance except for good cause shown because of unusual soil or topographical conditions, shall be installed underground including, among others, electrical, water, sewer, power, gas, telephone and cable utilities". At this point, it is clear that the distribution reinforcements will carry at least 34.5 kV. Thus, the upgrade to the current infrastructure along Washington Street does not fall within the Town's Zoning Ordinance requirement for underground installation.

The aesthetics of the design create a visual impact that is not in concordance with the vision of the Town of Haymarket as detailed in the Historic District Ordinance and the Comprehensive Plan. Further, the requirement to replace the existing distribution poles will likely have an adverse impact on the existing Streetscape improvements.

The Planning Commission thus can not support the current distribution reinforcements plan and suggests that the Haymarket Town Council contact Dominion to secure additional information regarding the capacity of those lines and the possibility of using an alternate route to access the datacenter site.

Preferred Preliminary Route, Alternate Preferred Preliminary Route and Public Input Preferred Alternate Preliminary Route

Dominion's preferred preliminary route (now referred to as the Railroad Alternative see Figure 1a), an overhead transmission line, designated by the red line in Figure 1, traverses the length of the Town of Haymarket's southern boundary and is virtually identical to both the alternate preferred preliminary route and the public input preferred alternate route designated by the orange and pink lines respectively at the same general locations as the preferred preliminary route in Figure 4. This report contemplates both overhead and underground construction of the lines.

Strengths

- The routes make use of existing ROW.

Weaknesses

- The routes bisect two heavily populated residential subdivisions.
- The routes bisect several commercial parcels within the Town.
- The routes traverse most of the Town's Conservation District.
- The routes traverse two of the Gateways into the Town's Historic District.
- The routes traverse that area of the Town that constitutes a portion of the Journey Through Hallowed Ground.
- Given the power demands of the new datacenter (100mw), the new transmission lines will not provide capacity for additional future growth.
- The aesthetics of the design creates a visual image that is not in concordance with the Town's Historic District ordinances.
- The routes are not in accordance with the Town's Comprehensive Plan.
- The routes are not in accordance with Prince William County's Comprehensive Plan.
- The routes, terminus point and proposed substation are not located in the principal area of future residential, commercial and industrial growth.
- The overhead routes will adversely impact the value of many existing residential units.^{8 9}
- Diminished property values do not appear to be explicitly considered as a factor by the SCC.¹⁰

⁸ Report of the Joint Legislative Audit and Review Commission to the Governor and the General Assembly of Virginia, Evaluation of Underground Electric Transmission Lines in Virginia, page 106.

⁹ The Price Effects of HVTLs on Abutting Homes, (Appraisal Journal, Oct. 2, 2013)

¹⁰ Report of the Joint Legislative Audit and Review Commission to the Governor and the General Assembly of Virginia, Evaluation of Underground Electric Transmission Lines in Virginia, page 106.

- The routes will adversely impact several existent commercial properties in the Town's southwestern corner.
- The routes will be constructed largely within the 100-year flood plain.
- The routes will traverse several designated wetlands.
- The routes may jeopardize the Town's ability to comply with the provisions of the Chesapeake Bay Act.
- Upon information and belief, the routes will traverse areas containing several endangered species.
- In addition to the fiscal impact that will be absorbed by residential ratepayers, many of those residential ratepayers within the Town limits will also have to absorb the visual impact of the overhead lines on their view shed.
- The overhead lines would allow for the construction of substations and communication arrays on the towers and within Dominion's ROW without public hearings or public facilities reviews.
- Upon information and belief, Dominion has not negotiated with the Norfolk Southern Railroad (NS) regarding use of NS's existing ROW.
- The overhead routes have a ROW that is severely limited by existing utility and railroad ROWs and numerous conservation easements.
- Due to environmental and topographical constraints, placing the transmission lines underground would be prohibitively expensive.
- Due to environmental and topographical constraints, placing the transmission lines underground would present significant engineering challenges.
- The overhead routes present a potential health hazard.

Conclusion

As a preliminary matter, the Planning Commission notes that on October 21, 2014 the Prince William County Board of Supervisors adopted a resolution urging Dominion and the SCC to "consider alternatives to the preliminary route".¹¹

Although the Preferred Preliminary Route, Alternate Preferred Preliminary Route and Public Input Preferred Alternate Route all allow Dominion to make use of existing ROW and by default are purported to be the most cost-effective routes offered by Dominion, the cost benefits must be weighed against the fiscal and physical impacts on existing residents and business, the service requirements of future growth and the visual impact of the overhead lines.

Dominion's professional staff has asserted that the planned datacenter will have an immediate 100mw power requirement, effectively negating any immediate or long-term benefits of the transmission lines to existing and/or future residents or businesses. Similarly, the proposed routes are not located in the principal area of future residential, commercial and industrial growth as designated by both the Town of Haymarket and Prince William County Comprehensive Plans.

¹¹ <http://eservice.pwcgov.org/documents/bocs/agendas/2014/1021/10-B.pdf>

Further, the routes do not fall within the “Designated Corridors or Routes for Electric Transmission Lines of 150 Kilovolts or More” as delineated in the Long Range Land Use Chapter of the Prince William County Comprehensive Plan¹² (Fig. 8) and thus do not comport with Land Use Policy 3.14, “Designated Corridors or Routes for Electric Transmission Lines of 150 Kilovolts or More,” that designates the corridors that all future electric utility lines of 150 kilovolts or more should follow.

Additionally, the aesthetics of the overhead lines create a visual impact that is not in concordance with the vision of the Town of Haymarket as detailed in the Historic District Ordinance and the Comprehensive Plan. Similarly, the aesthetics of the overhead lines create a similar circumstance with regard to that area of the proposed route designated as a portion of the Journey Through Hallowed Ground.

Further, as the routes traverse that portion of the Town that lies within the 100-year flood plain, contain several areas designated as wetlands and potentially contain several endangered species, the routes present significant environmental issues. Given those circumstances, the proposed routes may make the Town’s concordance with the provisions of the Chesapeake Bay Act difficult and expensive.

Upon review, the proposed routes of the overhead lines will have a significant, detrimental impact on the assessed value of a considerable percentage of the Town’s residential properties and several commercial parcels. Although the SCC tends to disregard that as a factor in their review, the Planning Commission cannot ignore the potential for a negative financial impact on the Town’s residents and businesses.

Upon further review, it appears that the proposed routes may be restricted by existing railroad and utility ROW and potentially constrained by existing conservation easements. It must be noted that as regards said existing ROW, Dominion has informed the Town that it has not as of yet contacted the Norfolk Southern Railroad to negotiate use of their ROW.

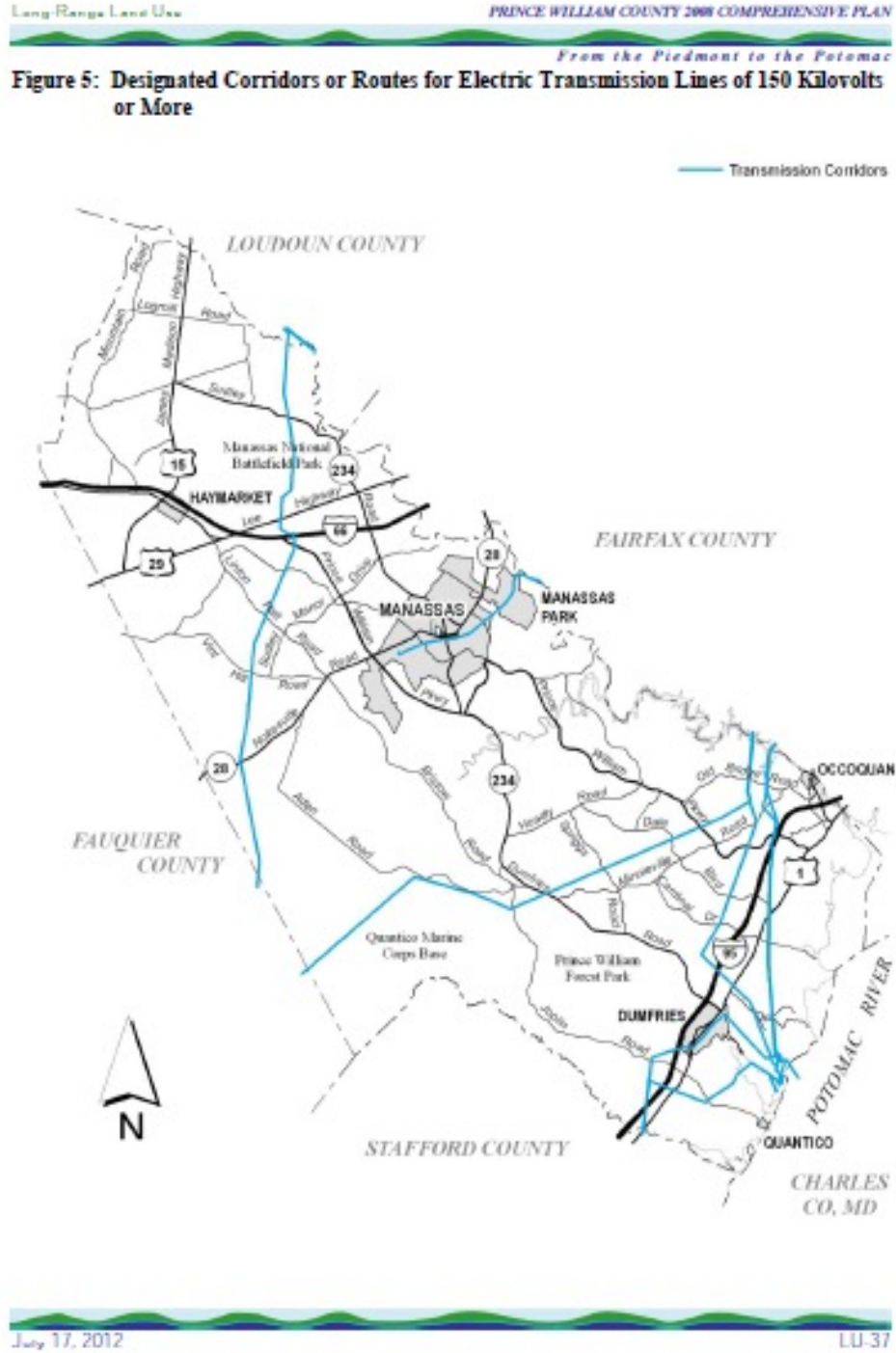
Additionally, the Planning Commission finds the potential for unrestricted construction of additional Dominion electrical infrastructure and third-party communication arrays on the proposed transmission towers and within the Dominion ROW an unacceptable condition, particularly as such construction within Prince William County requires neither a public facilities review nor public hearing.

Lastly, although the subject of heated debate, the Planning Commission cannot ignore the potential hazard to the public health that may be attributed to the electromagnetic field surrounding high voltage transmission lines.

Thus, the Planning Commission cannot support these proposed routes and suggests the Haymarket Town Council adopt a resolution in opposition to those routes, enumerating the weaknesses of the proposed routes in the text of the resolution and appending this report as an exhibit to the resolution. The Planning Commission recommends forwarding

¹² Prince William County Long-Range Land Use Plan, pages LU-7, LU-37

any such resolution and a copy of this report to Dominion prior to their submission of their proposed route or routes to the SCC.



(Fig. 8)

Attachment: Dominion Report - Final (2234 : Dominion VA Power Transmission Line)

Alternate Preliminary Route and Public Input Alternate Preliminary Route, South of I-66

Dominion has presented an alternate preliminary route, an overhead transmission line, designated by the orange line just to the south of I-66 in Figure 4 that traverses the length of the Town of Haymarket's northern boundary and is virtually identical to the underground public input alternate route designated by the pink line at the same general location as the alternate preliminary route in Figure 4.

Strengths

- The routes make use of existing ROW.
- The routes do not fall within the 100-year flood plain.
- The routes do not traverse any known designated wetlands.

Weaknesses

- The routes pass through at least eighteen (18) residential lots.
- The routes cross four heavily populated residential subdivisions.
- The routes cross several commercial parcels within the Town.
- The routes traverse most of the Town's Planned Interchange Park.
- The routes traverse two of the Gateways into the Town's Historic District.
- The routes traverse that area of the Town that constitutes a portion of the Journey Through Hallowed Ground.
- Given the power demands of the new datacenter (100mw), the new transmission lines will not provide the capacity for additional future growth.
- The aesthetics of the design creates a visual image that is not in concordance with the Town's Historic District ordinances.
- The routes are not in accordance with the Town's Comprehensive Plan.
- The routes, terminus point and proposed substation are not located in the principal area of future residential, commercial and industrial growth.
- The overhead routes will adversely impact the value of many existing residential units.¹³
- Diminished property values do not appear to be explicitly considered as a factor by the SCC.¹⁴
- The routes will adversely impact several commercial properties in the Town's northwestern corner.
- In addition to the fiscal impact that will be absorbed by residential ratepayers, many of those residential ratepayers within the Town limits will also have to absorb the visual impact of the overhead lines on their view shed.
- The overhead lines would allow for the construction of substations and communication arrays on the towers and within Dominion's ROW without public hearings or public facilities reviews.

¹³ Report of the Joint Legislative Audit and Review Commission to the Governor and the General Assembly of Virginia, Evaluation of Underground Electric Transmission Lines in Virginia, page 106.

¹⁴ Report of the Joint Legislative Audit and Review Commission to the Governor and the General Assembly of Virginia, Evaluation of Underground Electric Transmission Lines in Virginia, page 106.

- The overhead routes present a potential health hazard.

Conclusion

Although the Alternate Preliminary Route and Public Input Alternate Preliminary Route, South of I-66 both allow Dominion to make use of existing ROW and are cost-effective routes offered by Dominion, the cost benefits must be weighed against the fiscal and physical impacts on existing residents and business, the service requirements of future growth and the visual impact of the overhead lines.

The most immediate impact of these proposed routes would be the likely demolition of approximately eighteen existing residential units within the Town limits, many of them built within the last five years. Additionally, the routes would require the construction of the transmission lines in the backyards of several dozen additional residential properties. Given that the Dominion would have to acquire those properties through condemnation proceedings, the acquisition costs would likely be greater than the savings realized from the existing ROW.

Dominion's professional staff has asserted that the planned datacenter will have an immediate 100mw power requirement, effectively negating any immediate or long term benefits of the transmission lines to existing and/or future residents or businesses. Similarly, the proposed routes are not located in the principal area of future residential, commercial and industrial growth as designated by both the Town of Haymarket and Prince William County Comprehensive Plans.

The routes do not fall within the "Designated Corridors or Routes for Electric Transmission Lines of 150 Kilovolts or More" as delineated in the Long Range Land Use Chapter of the Prince William County Comprehensive Plan¹⁵ (Fig. 8) and thus do not comport with Land Use Policy 3.14, "Designated Corridors or Routes for Electric Transmission Lines of 150 Kilovolts or More," that designates the corridors that all future electric utility lines of 150 kilovolts or more should follow.

Additionally, the aesthetics of the overhead lines create a visual impact that is not in concordance with the vision of the Town of Haymarket as detailed in the Historic District Ordinance and the Comprehensive Plan. Similarly, the aesthetics of the overhead lines create a similar circumstance with regard to that area of the proposed route designated as a portion of the Journey Through Hallowed Ground.

Upon review, the proposed routes of the overhead lines will have a significant, detrimental impact on the assessed value of a considerable percentage of the Town's residential properties and several commercial parcels. Although the SCC tends to disregard that as a factor in their review, the Planning Commission cannot ignore the potential for a negative financial impact on the Town's residents and businesses.

¹⁵ Prince William County Long-Range Land Use Plan, pages LU-7, LU-37

Additionally, the Planning Commission finds the potential for unrestricted construction of additional Dominion electrical infrastructure and third-party communication arrays on the proposed transmission towers and within the Dominion ROW an unacceptable condition, particularly as such construction within Prince William County requires neither a public facilities review nor public hearing.

Lastly, although the subject of heated debate, the Planning Commission cannot ignore the potential hazard to the public health that may be attributed to the electromagnetic field surrounding high voltage transmission lines.

Thus, the Planning Commission cannot support these proposed routes and suggests the Haymarket Town Council adopt a resolution in opposition to those routes, enumerating the weaknesses of the proposed routes in the text of the resolution and appending this report as an exhibit to the resolution. The Planning Commission recommends forwarding any such resolution and a copy of this report to Dominion prior to their submission of their proposed route or routes to the SCC.

Alternate Public Input Alternate Preliminary Route, North of I-66

Dominion's has presented a public input alternate route designated by the pink line just to the north of I-66 in Figure 4 that traverses the length of the Town of Haymarket's northern boundary. Dominion has presented no information with regard to whether the proposed route is to be overhead or underground but has agreed to provide cost estimates for both options.

Strengths

- The route makes use of existing ROW.
- The route does not fall within the 100-year flood plain.
- The route does not traverse any known designated wetlands.
- The route does not require the demolition of any existing residential units.

Weaknesses

- The route traverses the Town's Planned Interchange Park.
- The route traverses one of the Gateways into the Town's Historic District.
- The route traverses that area of the Town that constitutes a portion of the Journey Through Hallowed Ground.
- Given the power demands of the new datacenter (100mw), the new transmission lines will not provide the capacity for additional future growth.
- The aesthetics of the design creates a visual image that is not in concordance with the Town's Historic District ordinances.
- The route is not in accordance with the Town's Comprehensive Plan.
- The route, terminus point and proposed substation are not located in the principal area of future residential, commercial and industrial growth.

- The overhead route will adversely impact the value of many existing residential units.¹⁶
- Diminished property values do not appear to be explicitly considered as a factor by the SCC.¹⁷
- The rout will adversely impact a large commercial parcel in the Town’s northwestern corner.
- In addition to the fiscal impact that will be absorbed by residential ratepayers, many of those residential ratepayers within the Town limits will also have to absorb the visual impact of the overhead lines on their view shed.
- The overhead routes present a potential health hazard.

Conclusion

Although the Public Input Alternate Route, north of I-66 allows Dominion to make use of existing ROW and is a cost-effective route offered by Dominion, the cost benefits must be weighed against the fiscal and physical impacts on existing residents and business, the service requirements of future growth and the visual impact of the overhead lines.

Dominion’s professional staff has asserted that the planned datacenter will have an immediate 100mw power requirement, effectively negating any immediate or long term benefits of the transmission lines to existing and/or future residents or businesses. Similarly, the proposed routes are not located in the principal area of future residential, commercial and industrial growth as designated by both the Town of Haymarket and Prince William County Comprehensive Plans.

The routes do not fall within the “Designated Corridors or Routes for Electric Transmission Lines of 150 Kilovolts or More” as delineated in the Long Range Land Use Chapter of the Prince William County Comprehensive Plan¹⁸ (Fig. 8) and thus do not comport with Land Use Policy 3.14, “Designated Corridors or Routes for Electric Transmission Lines of 150 Kilovolts or More,” that designates the corridors that all future electric utility lines of 150 kilovolts or more should follow.

Additionally, the aesthetics of the overhead lines create a visual impact that is not in concordance with the vision of the Town of Haymarket as detailed in the Historic District Ordinance and the Comprehensive Plan. Similarly, the aesthetics of the overhead lines create a similar circumstance with regard to that area of the proposed route designated as a portion of the Journey Through Hallowed Ground.

Upon review, the proposed routes of the overhead lines will have a significant, detrimental impact on the assessed value of a considerable percentage of the Town’s residential properties and several commercial parcels. Although the SCC tends to

¹⁶ Report of the Joint Legislative Audit and Review Commission to the Governor and the General Assembly of Virginia, Evaluation of Underground Electric Transmission Lines in Virginia, page 106.

¹⁷ Report of the Joint Legislative Audit and Review Commission to the Governor and the General Assembly of Virginia, Evaluation of Underground Electric Transmission Lines in Virginia, page 106.

¹⁸ Prince William County Long-Range Land Use Plan, pages LU-7, LU-37

disregard that as a factor in their review, the Planning Commission cannot ignore the potential for a negative financial impact on the Town's residents and businesses.

Additionally, the Planning Commission finds the potential for unrestricted construction of additional Dominion electrical infrastructure and third-party communication arrays on the proposed transmission towers and within the Dominion ROW an unacceptable condition, particularly as such construction within Prince William County requires neither a public facilities review nor public hearing.

Moreover, although the subject of heated debate, the Planning Commission cannot ignore the potential hazard to the public health that may be attributed to the electromagnetic field surrounding high voltage transmission lines.

If however, the transmission lines were placed underground in the northern I-66 ROW from Catharpin Road to a point west of the I-66/Route 15 interchange and then to the terminus at the planned substation, many of the Planning Commission's concerns would be alleviated.

Underground transmission lines would not create an adverse visual impact and thus would have a far less detrimental impact on the assessed value of the Town's residential properties, commercial properties, Gateways to the Town's Historic District or the Journey Through Hallowed Ground.

Similarly, underground transmission lines would dramatically decrease the potential hazard to the public health that may be attributed to the electromagnetic field surrounding high voltage transmission lines.

Further, underground service from Catharpin Road to the terminus at the substation location would provide greater security for both the transmission line and the end-user's facility, effectively diminishing the potential for intentional or accidental damage or disruption.

Dominion has asserted that the cost of constructing underground transmission lines is prohibitively expensive in that it is several orders of magnitude more costly than the construction of overhead lines. While Dominion's professional staff has stated that historically such underground construction costs upwards of ten times that of overhead construction, data from similar projects indicates that the true cost is less than twice that of overhead construction. That being said, the Planning Commission has been advised that dedicated fiber optic lines servicing the Amazon site have already been buried in the southern I-66 ROW and that on or about October 8, 2014, Dominion filed a request with VDOT to bury the transmission lines on the north side of I-66.

Moreover, the Planning Commission notes that Dominion has undertaken or completed the construction of several underground transmission lines in Arlington County, Loudoun County and the City of Alexandria. The Planning Commission notes that said underground transmission lines ranged in length from one half to nearly four miles and

traversed variously, densely populated urban and suburban areas, areas with limited ROW, and areas where overhead transmission lines were deemed unacceptable for visual amenity reasons.

Arlington County, Radnor Heights 230 kV Underground Transmission Lines and Substation¹⁹

Dominion is constructing 3.7 miles of new 230kV underground electric transmission lines and a new electrical substation to support future growth and continue to provide reliable electricity to customers in Arlington County. (Fig. 9)

Arlington County, City of Alexandria, Glebe – Potomac River Substation New 230kV Line and Substation Modifications²⁰

Dominion is proposing a new underground transmission line between Dominion’s Glebe Substation located at the intersection of S. Glebe Road and S. Eads Street, and Pepco’s Station C Substation at the intersection of Slaters Lane and E. Abingdon Drive. (Fig. 10)

Loudoun County, Beaumeade - NIVO 230kV Double-Circuit Line²¹

In the Ashburn area of Loudoun County Dominion installed a 230 kV double circuit underground transmission line, approximately 2700 feet (0.5 mile±) long, from the existing Beaumeade substation to a new substation (NIVO) located near the intersection of Smith Switch Road and Chilum Place. (Fig. 11)

Although, the Planning Commission can not support the proposed overhead route, it can support the proposed route if the transmission lines are constructed underground and suggests in the interest of the public health, safety, convenience, and welfare, the Haymarket Town Council adopt a resolution in support of said underground route, enumerating the strengths of the proposed route in the text of the resolution and appending this report as an exhibit to the resolution. The Planning Commission recommends forwarding any such resolution and a copy of this report to 1. Dominion, prior to their submission of their proposed route or routes to the SCC, 2. The Commonwealth of Virginia State Corporation Commission, 3. The Gainesville Magisterial District Supervisor, The Honorable Peter Candland, and 4. The Chairman of the Prince William County Board of County Supervisors, The Honorable Corey Stewart.

¹⁹ <https://www.dom.com/about/electric-transmission/radnor/index.jsp>

²⁰ <https://www.dom.com/about/electric-transmission/glebe/index.jsp>

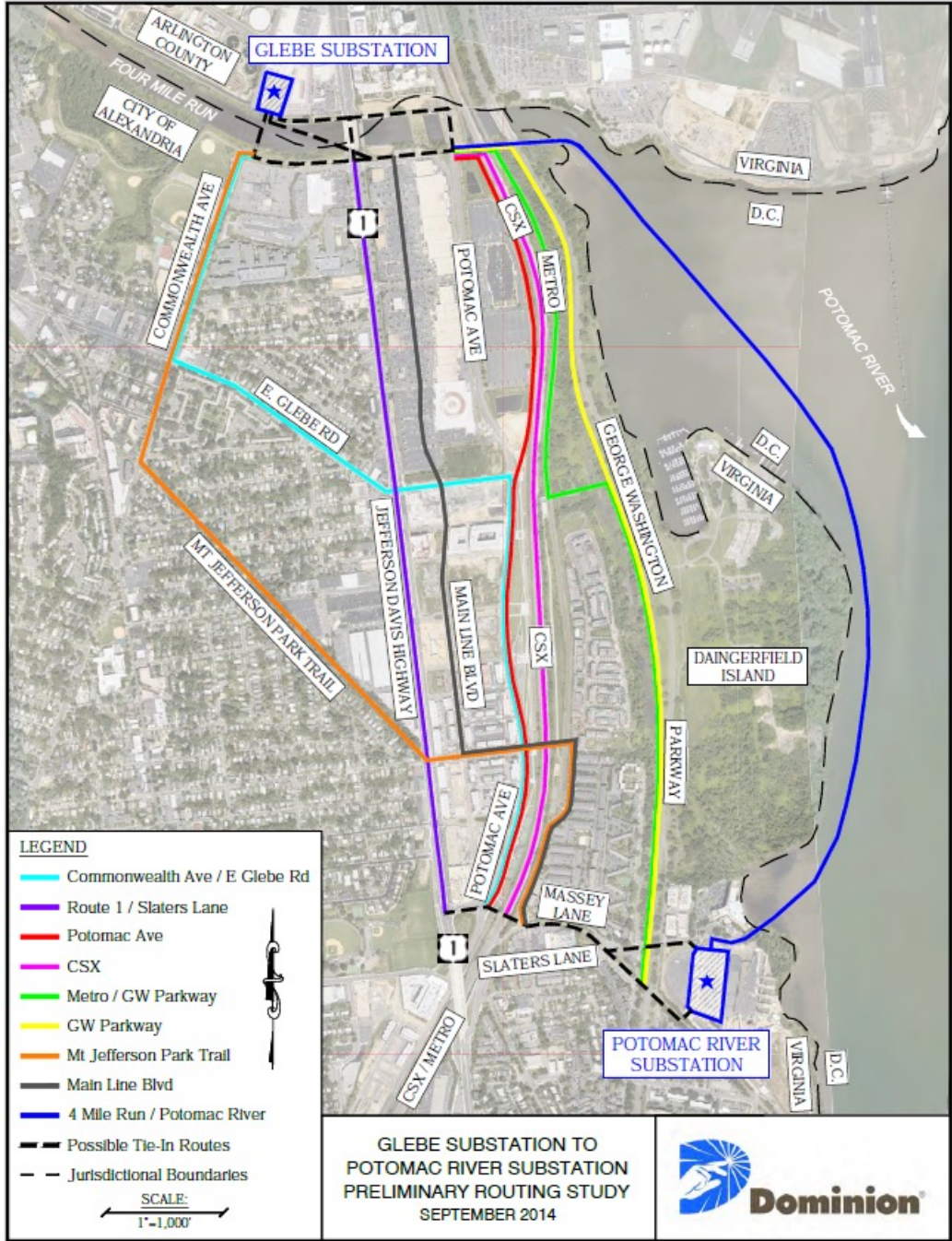
²¹ <https://www.dom.com/about/electric-transmission/ashburn/index.jsp>

Radnor Heights Proposed 230 kV Line & Substation



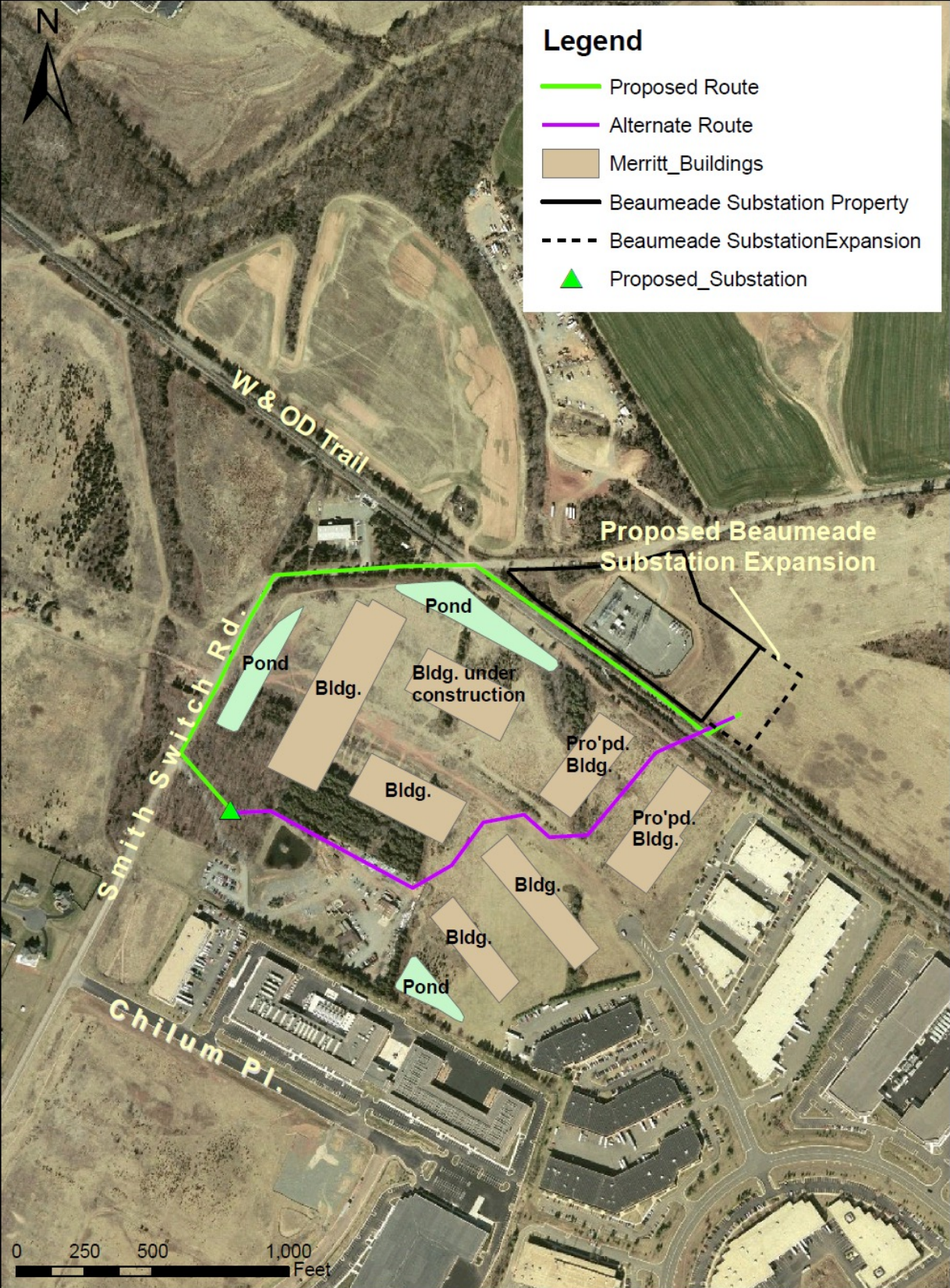
(Fig. 9)

Attachment: Dominion Report - Final (2234 : Dominion VA Power Transmission Line)



(Fig. 10)

Attachment: Dominion Report - Final (2234 : Dominion VA Power Transmission Line)



Attachment: Dominion Report - Final (2234 : Dominion VA Power Transmission Line)

(Fig. 11)

Preliminary and Public Input Alternate Preliminary Piedmont Route

Among the options initially presented by Dominion was a route that extended along the northern boundary of I-66 from the 234 Bypass to its intersection with Route 29 in Gainesville. From that point the route proceeded north along the boundary between Conway Robinson State Park and the Heritage Hunt subdivision, swung west through the Heritage Hunt Golf Course and wetlands separating the Piedmont communities to a point north of the intersection of Route 15 and Heathcote Boulevard, skirted the Haymarket Hospital site, crossed I-66 and terminated at the Amazon substation site. As of November 3, 2014, Dominion has “effectively ruled out” that route due to the State Park lands crossed.²²

Western and New Road Alternatives

Although both the Western and New Road Alternatives fall entirely without the Town’s boundaries, the Planning Commission notes that many of the concerns regarding overhead power lines within the Town boundaries, would seemingly also apply to the Western and New Road Alternatives. As with the other routes, these two alternatives do not fall within the “Designated Corridors or Routes for Electric Transmission Lines of 150 Kilovolts or More” as delineated in the Long Range Land Use Chapter of the Prince William County Comprehensive Plan (Fig. 8) and thus do not comport with Land Use Policy 3.14, “Designated Corridors or Routes for Electric Transmission Lines of 150 Kilovolts or More,” that designates the corridors that all future electric utility lines of 150 kilovolts or more should follow.

Similarly, the aesthetics of the overhead lines create a visual impact that is likely not in concordance with the vision of Prince William County as detailed in the Long Range Land Use, Environmental, Transportation and Historic Chapters of the Prince William County Comprehensive Plan and/or restrictions regarding construction in the Rural Crescent and near historic areas. Similarly, the aesthetics of the overhead lines create an identical circumstance with regard to those areas of the proposed routes that are designated as a portion of the Journey Through Hallowed Ground.

Upon cursory review, these proposed routes will not have a significant, detrimental impact on the Town but will likely have a significant, detrimental impact on the assessed value of many properties both residential and commercial, in western Prince William County. Although said impacts do not fall within the purview of the Town of Haymarket Planning Commission, it cannot disregard them as a factor in its review of all proposed routes. Nevertheless, the Planning Commission would defer to the findings of Prince William County and urges the Town Council to make our local Prince William County officials aware of the newly proposed routes so that Prince William County may weigh in on the matter.

Evolution of Underground Power Transmission Lines

The use of underground routes for high voltage transmission lines has increased dramatically in recent years. Although once limited to large urban areas, New York City has not permitted

²² November 1, 2014 e-mail from Travis K Cutler (travis.k.cutler@dom.com) to Mayor Leake (dleake@townofhaymarket.org)

construction of overhead lines since the 1890's²³, underground transmission lines are increasingly being constructed in suburban and rural environments and indeed in the entirety of some jurisdictions. The State of Connecticut enacted legislation (Public Act No. 04-246, 2004) mandating the burial of high-voltage power lines and the Commonwealth of Virginia is currently underwriting the replacement of many overhead distribution lines with underground lines. Similarly, as a result of blackouts caused by the ice storm of 1998²⁴ (Fig. 12) and more recently Superstorm Sandy (Fig. 13), several northeastern states are currently giving priority to underground transmission options and/or initiating legislation to mandate that all new power transmission lines be constructed underground.

Nearly a decade ago, Connecticut Light & Power in conjunction with The United Illuminating Co., understood the need for an expansion of the transmission system in southwest Connecticut. As a result, the first of several 345-kV transmission projects with significant underground components took place as early as 2006. The growing list of projects at that time included²⁵:

- CL&P's Bethel — Norwalk project. This project included 2.1 miles (3.4 km) of 345-kV XLPE cable, from Plumtree Substation to Hoyt's Hill Road in Connecticut.
- CL&P and United Illuminating's Middletown — Norwalk project. This project included 24 miles (39 km) of 345-kV XLPE cable from East Devon to Singer and Singer to Norwalk in Connecticut.
- ComEd's Transmission Reliability Reinforcement project. This project included 10 miles (16 km) of 345-kV XLPE cable connecting the Crawford, Taylor and West Loop substations in Chicago, Illinois, U.S.
- ITCTransmission's Bismarck — Troy project. This project included 10 miles of 345 kV in Detroit, Michigan, U.S.
- Neptune Regional Transmission System (RTS) and Long Island Power Authority's (LIPA's) Duffy Avenue Converter Substation to Newbridge Road Substation project. The project included 2.5 miles (4 km) of 345-kV XLPE cable. (This was a small part of the overall Neptune RTS project, which consists of 67 miles (108 km) of a 500-kV high-voltage dc submarine cable system.)
- LIPA and New York State Department of Transportation's Newbridge Road connector project. A total of 13 miles (20 km) — 4 miles (6.4 km) of the Western Connector and 9 miles (14.5 km) of the Eastern Connector — of 345-kV XLPE cable was proposed.

²³ Testimony of Harry E. Orton, "Overhead or Underground: A Comparison", to the Commonwealth of Virginia Joint Commission On Technology And Science, Emerging Technology Issues Advisory Committee, Wednesday, May 18, 2005, <http://dls.virginia.gov/commission/pdf/overheadorunderground.pdf>

²⁴ Idem

²⁵ HV Transmission Goes Underground, Vito Longo, Technology Editor, T&D World Magazine, April 1, 2006.

Such initiatives are not limited to the United States, Belgium has banned overhead lines since 1992 and as result of the outages experienced after the winter storms of 1999, France has mandated that at least 25% of its high voltage lines be placed underground²⁶.

Dominion, in a fashion consistent with utilities in other states, has asserted that the cost of constructing underground transmission lines is prohibitively expensive, several orders of magnitude more costly than the construction of overhead lines. Nevertheless, the Planning Commission has found several examples of such underground construction in other NOVA jurisdictions.

Further examples have been located in states such as Vermont, New York and New Hampshire in which underground transmission lines extend for lengths as long as 333 miles²⁷. Other large scale examples, both existing and planned, can be found throughout New England with underground runs ranging from 150 to 230 miles.

It should be noted that the utility companies, which preferred the construction of overhead transmission lines in those jurisdictions, made similar claims regarding their expense, noting that they “would spend on average \$3million per mile on overhead and \$15-20 million per mile of underground cable”²⁸. A 2013 analysis by the Conservative Law Foundation of three such projects in New England, determined that the actual cost averaged \$5.47 million per mile²⁹, a finding supported in 2014 by the CEO of Transmission Developers Inc., the contractor for one of the projects, who noted that the actual cost for the underground portion of the project was roughly \$5 million per mile³⁰.

Further, upon review, the terrain to be traversed for the Haymarket 230 kV Transmission Line is significantly less challenging than that contemplated in the New England examples, presumably resulting in a lower cost per mile. Additionally, as underground transmission lines require a significantly smaller ROW and in the instant case could be constructed largely within existing easements, the acquisition costs should be greatly diminished.

A review of Dominion’s existing projects suggests that their opposition to placing the lines underground may be based more on a desire to monetize Dominion’s existing ROW than in determining the best option for transmission. Should the lines be placed underground and within the VDOT ROW, Dominion would not be afforded that opportunity and the state would benefit from the ownership of the ROW.

Upon consideration of similar projects in NOVA and the consistent average construction cost per mile across several projects and jurisdictions, the Planning Commission is skeptical of Dominion’s assertions regarding the actual expense of burying the instant high voltage transmission line.

²⁶ Idem

²⁷ Conservative Law Foundation, Champlain Hudson Power Express (Transmission Developers Inc.), <http://www.clf.org/wp-content/uploads/2013/11/Transmission-Line-Cost-Fact-Sheet-11-6-13.pdf>

²⁸ Burying Electrical Transmission Lines Not So Simple, Concord Monitor, Allie Morris, May 18, 2014.

²⁹ Conservative Law Foundation, Champlain Hudson Power Express (Transmission Developers Inc.), <http://www.clf.org/wp-content/uploads/2013/11/Transmission-Line-Cost-Fact-Sheet-11-6-13.pdf>

³⁰ Burying Electrical Transmission Lines Not So Simple, Concord Monitor, Allie Morris, May 18, 2014.

Strengths

- Minimal visual impact
- Low EMF
- Not affected by weather
- No corona discharge
- No potential for brush fires
- Low maintenance costs
- Lower ROW acquisition costs
- Minimal impact on the value of land and buildings
- Underground structures are more secure than overhead lines
- Potentially lower life cycle costs
- Reduced potential for accidents
- Greater physical security

Weaknesses

- Higher construction costs
- Potentially higher life cycle costs
- Higher costs will be passed on to rate payers
- Continuous trench required

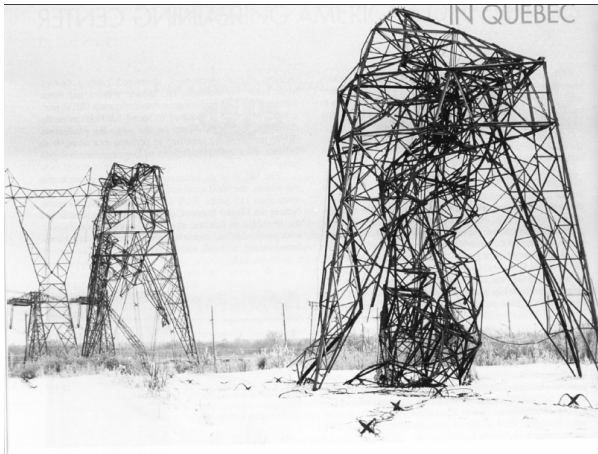
Placing the high voltage transmission lines underground would address the property values, aesthetic and health concerns of the residents. It would also provide for a transmission system largely immune to the effects of inclement weather or natural phenomena such as lightning. Likewise, it would reduce the potential for accidental damage caused by individuals, vehicles, wildlife, etc. Similarly, it would create a utility infrastructure more secure from the threat of sabotage or terrorism. Additionally, placing the lines underground would result in lower maintenance costs as well as lower ROW acquisition costs³¹.

Historically, both overhead and underground high voltage transmission lines have been presumed to have a life cycle of thirty-five years. Thus when calculating the life cycle cost for each, the initial construction cost weighs heavily in the average life cycle cost for each system. The higher construction and ultimately life cycle cost of underground lines have typically been cited by power providers as the greatest weakness of underground initiatives given that the costs are typically passed on to the ratepayers. Dominion has asserted such and further claims that fault location and repair of underground transmission lines could take days or weeks in the case of outages whereas overhead line fault location and repair could generally be accomplished in one day. While that scenario may have been true as recently as a decade ago, advances in technology render such thinking obsolete. The oil filled conduits historically used to carry underground transmission lines have been replaced with more cost-effective and lower maintenance technology and current smart grid technology provides machine learning methods that assure almost instantaneous fault location through advances in technology and monitoring

³¹ Testimony of Harry E. Orton, "Overhead or Underground: A Comparison", to the Commonwealth of Virginia Joint Commission On Technology And Science, Emerging Technology Issues Advisory Committee, Wednesday, May 18, 2005, <http://dls.virginia.gov/commission/pdf/overheadorunderground.pdf>

equipment. As a result, power companies have largely switched from reactive maintenance plans to proactive maintenance plans³².

Thus given the significantly lower average actual construction costs experienced in New England, 25%-33% of the construction costs originally estimated by the power companies, in conjunction with technological advances that allow for nearly instantaneous fault location, the life cycle cost model of past decades is likely obsolete. Further, given that underground power transmission facilities are largely secure from the effects of weather, natural phenomena, accidents and sabotage, the number of outages and subsequent repairs are fewer than those experienced by overhead transmission facilities drawing the delta of costs for the systems closer and diminishing the power companies claims of higher life cycle expenses.



(Fig. 12)



(Fig. 13)

Summary

Upon consideration of the of the potential fiscal, physical and aesthetic impacts, the Planning Commission can not support the proposed distribution enforcements, Preferred Preliminary Route, Alternate Preferred Preliminary Route, Public Input Preferred Alternate Preliminary Route, Alternate Preliminary Route (South of I-66), Public Input Alternate Preliminary Route (South of I-66) and the Overhead Public Input Alternate Preliminary Route (North of I-66).

The Planning Commission does however support the Public Input Alternate Preliminary Route North of I-66 provided that the transmission lines are constructed underground and suggests in the interest of the public health, safety, convenience, and welfare, the Haymarket Town Council adopt a resolution in support of said underground route, enumerating the strengths of the proposed route in the text of the resolution and appending this report as an exhibit to the resolution. The Planning Commission recommends forwarding any such resolution and a copy of this report to 1. Dominion, prior to their submission of their proposed route or routes to the SCC, 2. The Commonwealth of Virginia State Corporation Commission, 3. The Gainesville Magisterial District Supervisor, The Honorable Peter Candland,

³² Machine Learning for the New York City Power Grid, Rudin, etal, IEEE Transactions on Pattern Analysis and Machine Intelligence archive, Volume 34 Issue 2, February 2012

and 4. The Chairman of the Prince William County Board of County Supervisors, The Honorable Corey Stewart.

RESOLUTION 20150202- 1

RESOLUTION OF THE TOWN OF HAYMARKET TOWN COUNCIL TO EXPRESS SUPPORT FOR DOMINION VIRGINIA POWER’S PUBLIC INPUT ALTERNATE PRELIMINARY ROUTE NORTH OF I-66 IF THE TRANSMISSION LINES ARE CONSTRUCTED UNDERGROUND

WHEREAS, the Virginia Electric and Power Company, d/b/a Dominion Virginia Power (“DVP”) has proposed a 230 kV Transmission Line (“the Line”) and Substation to serve a customer north of the Town limits; and

WHEREAS, DVP has proposed several routes for the Line, each of which would likely impact the Town and its citizens; and

WHEREAS, the Town’s Planning Commission has prepared a Report and Finding dated December 8, 2014, analyzing the various proposed routes and their likely impacts on the Town and its citizens and recommending opposition to all of the proposals as presented by DVP, with contingent approval of the “Public Input Alternate Preliminary Route North of I-66” provided that the Line is constructed underground;

NOW, THEREFORE, BE IT RESOLVED by the Council of the Town of Haymarket, meeting in regular session this ___ day of _____, 20___, that the Council does hereby

1. Support the construction of the DVP Transmission Line along the “Public Input Alternate Preliminary Route North of I-66” contingent upon the Line being constructed underground, and
2. Oppose all of DVP’s proposed Transmission Line routes as presented by DVP, as well as the proposed distribution lines that include “double stack” towers throughout Washington Street within the Town, and
3. Direct that this Resolution and the Planning Commission’s report be forwarded to DVP, the Virginia State Corporation Commission, the State House Delegate of the 13th District the Honorable Robert “Bob” G. Marshall, the State Senator of the 13th District the Honorable Richard H. Black, Gainesville Magisterial District Supervisor the Honorable Peter Candland, and Chairman of the Prince William County Board of Supervisors the Honorable Corey Stewart.

Done this ___ day of _____, 20___

ORDER OF THE COUNCIL

David Leake, Mayor
On Behalf of the Town Council of

Attachment: DVP transmission line resolution-February 2015 (2234 : Dominion VA Power Transmission Line)

Haymarket, Virginia

ATTEST:

Jennifer Preli, Town Clerk

MOTION:

SECOND:

Votes:

Ayes:

Nays:

Abstain:

Absent:

Attachment: DVP transmission line resolution-February 2015 (2234 : Dominion VA Power Transmission Line)



TO: Town of Haymarket Town Council
 SUBJECT: Trespassing Ordinance
 DATE: 02/02/15

SUBJECT: Request for Adoption of New Ordinances

ISSUE: Trespassing Enforcement Program.

BACKGROUND:

- Under prevailing state law, the owner or “agent in charge” can ban a person from trespassing on real property. Operationally, the owner or agent must place the person “on notice” they are prohibited from trespassing on the property. If an offender is criminally charged, the owner must appear in court to testify.
- Section 15.2-1717.1 of the *Code of Virginia* authorizes localities to adopt an ordinance that empowers owners of private property to designate the police department as his/her agent for purposes of enforcing trespass laws. Haymarket currently has no such ordinance. This allows a police officer to act as the agent of the property owner.
- Operationally, *should this ordinance be enacted*, an officer can serve notices on a person prohibiting them from trespassing, cite or arrest a person based on an observed offense, and testify in court for this limited purpose on behalf of the property owner. This eases the burden on the property owner, and provides an effective law enforcement tool at night or on weekends when an officer encounters a person on private property with a possible nefarious intent. It is most effective in subdivisions with common property, or business areas that attract loitering, or that are prone to thefts or vandalism. It is voluntary - only those property owners that ask to participate in the program are included. Police officers retain their ability to exercise appropriate discretion in issuing a summons or arresting a violator, and a mechanism will exist in policy for the property owner to rescind a notice against trespass for cause. Stated differently, if a police officer serves a “notice” on a person whom the owner later determines he or she desires to allow back on the property, the owner can rescind the prohibition.
- Similar ordinances and trespassing programs are in effect in Prince William County, the City of Manassas, and area localities. They have proven effective. Moreover, one existing subdivision (Greenhill Crossing) straddles the corporate boundary. They are a participant in the Prince William County program. It would be practical, for operational and enforcement purposes, to maintain consistency across the municipal boundary.

DISCUSSION:

- The Safety Committee was briefed on this recommendation at the most recent quarterly meeting and concurs this is an appropriate action.
- At this time, Council is being asked to enact the attached ordinances.

INTERIM POLICE CHIEF’S COMMENTS: (January 21, 2015)

- A similar system had been in place already. These ordinances would solidify the legal foundation and allow for full enforcement, on the occasions it is necessary.
- The majority of instances this process is utilized goes no further than a notice being served that prohibits that person from trespassing in the future. Routinely, this serves as a sufficient enough deterrent to preclude the need to cite or arrest at a later date.
- Uniformity between the Town and County Ordinances eases the familiarity in court proceedings; it eases the familiarity for prosecutors and judges. It also eases the ability of

police officers - both Town and County - when asked advice. They are able to inform a person the restrictions are the same regardless of the boundary line; this is most acute in a community such as Greenhill Crossing.

POTENTIAL QUESTIONS:

- Does this take away a police officer's sound discretion on whether to warn, cite, or arrest?
A: No
- What criteria does a police officer use in determining whether to serve a person with a "No Trespass" notice? **A:** It is much the same as in everyday police decision-making: Their explanation for being there, hour of the day or night, his/her criminal history if relevant, is he/she with friends that are legitimately on the property.

BUDGET IMPACT:

- Minimal. The cost of printing the necessary forms.

RECOMMENDATION:

Safety Committee Chair recommends the adoption of the attached ordinances, numbers 30-5.1, 30-5.2, 30-5.3, and 30-5.4, to amend the Town Code.

MOTION:**Motion of Approval:**

I move to adopt the attached ordinances, numbers 30-5.1, 30-5.2, 30-5.3, and 30-5.4, to amend the Town Code.

Motion of Denial:

I move to deny the adoption because...

Take no action. Enforcement of trespassing offenses would continue under the existing statutory and case law limitations - the owner or agent would need to initiate service of notices, as well as appear in court to testify to violations.

ATTACHMENTS:

- No Trespass Ordinance-atty rev (PDF)

ORDINANCE TO ADD SECTIONS 30-5.1 THROUGH 30-5.4 TO THE TOWN CODE RELATING TO DESIGNATING THE CHIEF OF POLICE OR HIS DESIGNEES AS “PERSONS LAWFULLY IN CHARGE OF PROPERTY” FOR PURPOSES OF ENFORCING LAWS PROHIBITING TRESPASSING

WHEREAS, the Town of Haymarket, Virginia, in order to preserve public order and the protection of property within the Town, desires to allow the owners of private property to cooperate with, and to enable to the extent they can support, the police department to deter and prevent trespassing, or the ensuing criminal activity that may follow, and

WHEREAS, Authorizing such a program is mutually beneficial to the good order of the Town, maximizes the efficiency of its police officers, and provides a benefit to the property owner by minimizing court appearance, and

WHEREAS, Virginia Code § 15.2-1717.1 authorizes local governments to adopt, by ordinance, a procedure by which the owner, lessee, custodian, or other person lawfully in charge of real property may designate the local law-enforcement agency as a “person lawfully in charge of the property” for the purpose of forbidding another to go or remain upon the lands, buildings, or premises as specified in the designation, and

WHEREAS, Prince William County has adopted an ordinance as permitted by Virginia Code § 15.2-1717.1, which is codified in the Prince William County Code as §§ 16-41.1 through 16-41.4, and

WHEREAS, the Town Council desires to amend the Town Code to adopt ordinances modeled on Prince William County Code §§ 16-41.1 through 16-41.4,

NOW, THEREFORE, BE IT ORDAINED by the Town Council of the Town of Haymarket, meeting this ___ day of ___, 2015, in _____ session, that the Town Council finds that amending the Town Code as stated in the preamble to this ordinance serves to protect the public health, safety, and welfare, and therefore the Town Council hereby amends the Town Code by adding §§ 30-5.1, 30-5.2, 30-5.3, and 30-5.4 as follows:

Sec. 30-5.1 – Designation of Chief of Police and designees as “persons lawfully in charge of property” for the purposes of enforcing laws prohibiting trespassing.

The owner of any real property used for commercial or residential purposes in the Town, or any person legally authorized to act for the owner of such property, or the lessee, custodian, or other person lawfully in charge as those terms are used in §18.2-119, *Code of Virginia*, may designate the Chief of Police or designees as agents of the property owner and as “persons lawfully in charge of the property” for the purposes of forbidding another to go or remain upon the lands, buildings, or premises of the owner as specified in the designation, for enforcing any and all state and local laws prohibiting trespassing against such persons should they observe such persons going or remaining on such lands, buildings or premises after having been forbidden to do so. Such designations must be made in accordance with the procedure established in section 30-5.2, and are subject to the condition and limitations established by sections 30-5.3 and 30-5.4.

Sec. 30-5.2 – Procedure for designating the Chief of Police and designees as “persons lawfully in charge” of the owner’s property for purposes of enforcing laws prohibiting trespassing.

The owner of any real property used for commercial or residential purposes, or any person legally authorized to act for the owner of such property, or the lessee, custodian, or other person lawfully in charge as those terms are used in § 18.2-119, *Code of Virginia*, wishing to designate the Chief of Police as “a person lawfully in charge of the property” for the purposes set forth in section 30-5.1 must:

(1) File a written application, in a form to be established by the Chief of Police, with the Chief's office, stating the owner's intent to designate the Chief of Police for these purposes, describing the real property covered by the designation, stating whether the property owner wishes the Chief of Police to enforce the trespassing laws against individuals identified in the application, against any individual found on the property engaging in suspicious or unlawful activity in the opinion of the Chief of Police or his or her designees, against any individual to be identified in future by the property owner, or against any combination of these groups of people. The written application must be signed by a person who can demonstrate that he or she is the owner of the property, or is legally authorized to act for the property owner.

(2) Execute a written power of attorney, in a form approved by the Chief of Police and the Town Attorney, designating the Chief of Police and his or her designees as persons lawfully in charge of the property for the following purposes:

a. To orally or in writing forbid any person identified by the property owner or applicant, or any person who, in the opinion of the Chief of Police or his designees, should be forbidden to go or remain upon the lands, buildings, or premises covered by the application;

b. To initiate criminal process for trespassing and take any and all other appropriate action to enforce state and local laws prohibiting trespassing if a person returns to or remains on the property after having been forbidden to do so by the owner, lessee, custodian, or other person lawfully in charge of the property; and

c. To testify on behalf of the owner, lessee, custodian, or other person lawfully in charge of the property, as a person lawfully in charge of the property, in any criminal prosecutions arising out of any trespass notices or complaints described in this subsection.

Sec. 30-5.3 – Acceptance of designation by Chief of Police required; other conditions.

- (a) A designation of the Chief of Police and his or her designees as agent and a person lawfully in charge of the property becomes complete when the Chief of Police mails a written notification to the applicant that the application and power of attorney have been received, reviewed, and accepted, and the Chief of Police consents to being designated as a person lawfully in charge of the property for the purposes set forth in section 30-5.1. The decision whether to accept any designation is solely within the discretion of the Chief of Police, who may base his or her decision on such factors as resource levels of the police department, overall benefit to public safety, and the proper allocation of police resources.
- (b) The Chief of Police may rescind his acceptance at any time, by mailing written notification of his rescission of acceptance to the applicant. The decision to rescind any acceptance of designation is solely within the discretion of the Chief of Police, who may base his or her decision on such factors as resource levels of the police department and the proper allocation of those resources.
- (c) The Chief of Police and his designees will make reasonable efforts to issue no trespassing notices to persons specifically identified by the applicant.
- (d) The decision of whether to issue no trespassing notices to persons who have not been specifically identified by the applicant, but who are observed on the property by the Chief of Police or his or her designees are solely within the discretion of the Chief of Police and his or her designees.
- (e) The Chief of Police and his or her designees will provide written notifications to the applicant whenever they give an oral or written no trespassing notice to a person, identifying the person with reasonable specificity.
- (f) The Chief of Police will maintain on file in the police department all applications and powers of attorney in cases in which he or she has accepted designation as “a person lawfully in charge of the property”, as well as records of all no trespassing notices issued by employees of the police department acting in that capacity.

Sec. 30-5.4 – Temporary or partial suspensions or rescissions of no trespassing notices.

The property owner or applicant may temporarily or partially suspend, or rescind, a notice of no trespassing issued by the Chief of Police or his or her designees to any person, provided that the property owner or applicant first provides a written notification to the Chief of Police of the temporary or partial suspension or rescission, and sufficiently identifying the person. If a trespassing notice is to be temporarily or partially suspended, the property owner or applicant must provide, in the written notice, a reasonable specific description of the times and circumstances under which the person is authorized to be on the property.

A property owner or other applicant considering a person’s request to modify or rescind a no trespassing notice issued to him or her may request the Chief of Police or his or her designees to perform a local criminal record check. The Chief of Police may disclose the results of that local record check to the property owner for the property owner’s purposes in considering the person’s request for modification or rescission of the not trespassing notice.

THIS ORDINANCE IS EFFECTIVE UPON ADOPTION.

Done this ____ day of _____, 2015.
TOWN OF HAYMARKET, VIRGINIA

ATTEST:

Jennifer Preli, Town Clerk

- Motion to approve:
- Second:
- Voting Aye:
- Voting Nay:
- Absent:
- Abstaining:

Attachment: No Trespass Ordinance-atty rev (2228 : Trespassing Ordinance)



TO: Town of Haymarket Town Council
SUBJECT: The Very Thing for Her Sign - Marchant Schneider
DATE: 02/02/15

The Very Thing for Her business applied for a Sign in March 2014. It was approved by the Architectural Review Board, and the Zoning Administrator. It was then sent before the Town Council at their April 7, 2014 Meeting, as the Town is the owner of the Building. The Council denied the permit application, and directed the Town Manager and Town Attorney to proceed as discussed in the closed session. The Town Manager can update on this matter.

ATTACHMENTS:

- TVT For Her Sign Application (PDF)
- Council Action re TVT for her sign (PDF)

Revised
The Town of
HAYMARKET
Established in 1799

ZONING PERMIT APPLICATION

ZONING PERMIT #: ZP 20140311

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

ZONING ACTIVITY: New Construction Alteration/Repair Addition Sign
(Check all that apply) New Tenant/Use Change of Use Relocation

NAME OF BUSINESS/APPLICANT: The Very Thing for Her

PROPOSED USE: Signage Size (Sq. Ft./Length) of Construction: 1x6

SITE ADDRESS: 6630 Jefferson Street Parcel ID #: _____

Subdivision Name: _____ Lot Size: _____

ZONING DISTRICT: R-1 R-2 B-1 B-2 I-1 C-1 Site Plan Required: Yes No

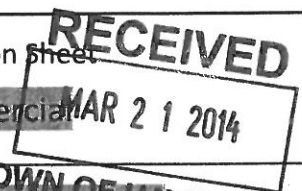
Special Use Permit Required: Yes No Homeowners Association (HOA) Approval: Yes No

Off-street Parking: Spaces Required: _____ Spaces Provided: _____

BRIEF DESCRIPTION OF ACTIVITY: (i.e. previous use, type and dimensions of signs, height/length of fencing, etc.)
store signage - WALL SIGN SOUTHERN FACADE

Supporting Documentation (attached): Narrative Plan/Plat Specification Sheet

FEE: \$25.00 Residential \$50.00 Commercial



CERTIFICATE OF APPROPRIATENESS

ADDITIONAL DESCRIPTION: (i.e. color, type of material, font style, etc.)

1x6 sign

Supporting Documentation (attached): Specification Sheet Photograph(s)

PERMIT HOLDER INFORMATION		PROPERTY OWNER INFORMATION	
<u>The Very Thing for Her</u>		<u>Town of Haymarket</u>	
Name		Name	
<u>6630 Jefferson St.</u>		<u>P.O. BOX 1230</u>	
Address		Address	
<u>Haymarket</u>	<u>VA</u>	<u>HAYMARKET, VA</u>	<u>20169</u>
City	State	City	State
<u>20155</u>		<u>703-753-2600</u>	
Zip		Phone#	Email
<u>703-743-1494</u>	<u>tvtforher@comcast.net</u>		
Phone#	Email		

Attachment: TVT For Her Sign Application (2231 : The Very Thing for Her Sign - Marchant Schneider)

APPLICANT / PROPERTY OWNER SIGNATURE

*****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 is correct. Construction of improvements described herein and as shown on the attached plat, plan and/or specifications will comply with the ordinances of the Town of Haymarket and any additional restrictions and/or conditions prescribed by the Architectural Review Board (ARB), Planning Commission, or the Town Council and all other applicable laws.

Lisa Lynn Dalby
Applicant Signature

[Signature]
Property Owner Signature

*****OFFICE USE ONLY*****

EP 20140307

Date Filed: 3-11-2014 Fee Amount: \$50.00 Date Paid: 03-11-2014

DATE TO ZONING ADMINISTRATOR: 3-25-14

APPROVED DISAPPROVED TABLED UNTIL: _____ DEFERRED UNTIL: _____

[Signature] R. MARCHANT SCHNEIDER
SIGNATURE PRINT

CONDITIONS: APPROVED PURSUANT TO SECTION 58-343(b)(4)
WALL SIGN

DATE TO ARCHITECTURAL REVIEW BOARD (ARB): Approved on 3-19-2014

APPROVED DISAPPROVED TABLED UNTIL: _____ DEFERRED UNTIL: _____

SIGNATURE PRINT

CONDITIONS:

DATE TO TOWN COUNCIL (IF APPLICABLE): _____

APPROVED DISAPPROVED TABLED UNTIL: _____ DEFERRED UNTIL: _____

TOWN COUNCIL (where required):

SIGNATURE PRINT

CONDITIONS:

Attachment: TVT For Her Sign Application (2231 : The Very Thing for Her Sign - Marchant Schneider)

The Very Thing For Her 

Attachment: TVT For Her Sign Application (2231 : The Very Thing for Her Sign - Marchant Schneider)

The Town of HAYMARKET Established in 1799

6.C.a

MAR 11 2014

TOWN OF HAYMA

ZONING PERMIT APPLICATION

ZONING PERMIT #: ZP20140311

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

ZONING ACTIVITY: New Construction Alteration/Repair Addition Sign
(Check all that apply) New Tenant/Use Change of Use Relocation

NAME OF BUSINESS/APPLICANT: The Very Thing for Her

PROPOSED USE: store signage Size (Sq. Ft./Length) of Construction: 2 x 6

SITE ADDRESS: 6630 Jefferson St., Haymarket, Va. Parcel ID #: _____

Subdivision Name: _____ Lot Size: _____

ZONING DISTRICT: R-1 R-2 B-1 B-2 I-1 C-1 Site Plan Required: Yes No

Special Use Permit Required: Yes No Homeowners Association (HOA) Approval: Yes No

Off-street Parking: Spaces Required: _____ Spaces Provided: _____

BRIEF DESCRIPTION OF ACTIVITY: *(i.e. previous use, type and dimensions of signs, height/length of fencing, etc.)*
Have had store sign up for over a year. Was told by sign company that they had obtained approval. It is on side of building, 2 x 6 → it matches the sign in front of store.

Supporting Documentation *(attached)*: Narrative Plan/Plat Specification Sheet photograph

FEE: \$25.00 Residential \$50.00 Commercial

CERTIFICATE OF APPROPRIATENESS

ADDITIONAL DESCRIPTION: *(i.e. color, type of material, font style, etc.)*
black w/ white script letters and logo of shoe - matching front sign

Supporting Documentation *(attached)*: Specification Sheet Photograph(s)

PERMIT HOLDER INFORMATION			PROPERTY OWNER INFORMATION		
<u>The Very Thing for Her / Lisa Dalby</u>			<u>Town of Haymarket</u>		
Name			Name		
<u>6630 Jefferson Street</u>			<u>PO Box 1230</u>		
Address			Address		
<u>Haymarket</u>	<u>VA</u>	<u>20169</u>	<u>Haymarket Va.</u>	<u>20169</u>	
City	State	Zip	City	State	Zip
<u>703-743-1494</u>					
Phone#			Phone#		
<u>tttforher@comcast.net</u>					
Email			Email		

Attachment: TVT For Her Sign Application (2231 : The Very Thing for Her Sign - Marchant Schneider)

APPLICANT / PROPERTY OWNER SIGNATURE

*******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 is correct. Construction of improvements described herein and as shown on the attached plat, plan and/or specifications will comply with the ordinances of the Town of Haymarket and any additional restrictions and/or conditions prescribed by the Architectural Review Board (ARB), Planning Commission, or the Town Council and all other applicable laws.

Lisa Lynn Dolby
Applicant Signature

[Signature]
Property Owner Signature

*****OFFICE USE ONLY*****

Date Filed: 3-11-2014 Fee Amount: 50- Date Paid: 3-11-2014

DATE TO ZONING ADMINISTRATOR: 3-11-2014

APPROVED DISAPPROVED TABLED UNTIL: _____ DEFERRED UNTIL: _____

[Signature] R. MARCHANT SCHNEIDER
SIGNATURE PRINT

CONDITIONS:
WALL SIGN LIMITED TO SIX SQUARE FEET
MAXIMUM SIGN IS 12 SQUARE FEET. REVISE ACCORDINGLY

DATE TO ARCHITECTURAL REVIEW BOARD (ARB): 3-19-2014

APPROVED DISAPPROVED TABLED UNTIL: _____ DEFERRED UNTIL: _____

[Signature] Kenneth M Luersen
SIGNATURE PRINT

CONDITIONS:

DATE TO TOWN COUNCIL (IF APPLICABLE): _____

APPROVED DISAPPROVED TABLED UNTIL: _____ DEFERRED UNTIL: _____

TOWN COUNCIL (where required):

SIGNATURE PRINT

CONDITIONS:

Attachment: TVT For Her Sign Application (2231 : The Very Thing for Her Sign - Marchant Schneider)



Attachment: TVT For Her Sign Application (2231 : The Very Thing for Her Sign - Marchant Schneider)



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Bull Run Middle School Students, Dev Suri and Kofi Asenso, & Noah Wong

The young men here this evening are with the Robotics team at Bull Run Middle School, they are here this evening to ask for the Town's financial support to go to the world championships in Anaheim, CA

Appropriate Funds

Move to appropriate \$1,000 from the Town Administration: Education & Training budget line item as a gift to the Bull Run Middle School Robotics Team towards their trip to Anaheim, CA for the world competition.

Discussion: Harnest asks why only \$1,000? Tobias explains that we do not really have a policy about gifts and donations and it could open up "Pandora's Box". Harnest would really like to do a \$2,000 donation to get our name on the robot. Motion stands.

RESULT: ADOPTED [UNANIMOUS]
MOVER: Jay Tobias, Vice Mayor
SECONDER: Steve Aitken, Councilman
AYES: Aitken, Bare, Harnest, Kenworthy, Tobias
ABSENT: Mary-Lou Scarbrough

6. Agenda Items**A. Special Use Permit - Saint Paul's School****B. Historic District Overlay**

Table to the next Council meeting of May 5, 2014

RESULT: TABLED [UNANIMOUS]
MOVER: Steve Aitken, Councilman
SECONDER: Katherine Harnest, Councilwoman
AYES: Aitken, Bare, Harnest, Kenworthy, Tobias
ABSENT: Mary-Lou Scarbrough

C. Bull Run Middle School - Request to Council**D. Parking Study Analysis Proposals**

Move to send the parking analysis proposals to the Planning Commission for their review

RESULT: ADOPTED [UNANIMOUS]
MOVER: Jay Tobias, Vice Mayor
SECONDER: Rebecca Bare, Councilwoman
AYES: Aitken, Bare, Harnest, Kenworthy, Tobias
ABSENT: Mary-Lou Scarbrough

E. The Very Thing...For Her Certificate of Appropriateness

Move to deny request to council for approval of the Certificate of Appropriateness for a sign to be located on the Hulfish building for The Very Thing for Her

RESULT: ADOPTED [UNANIMOUS]
MOVER: Jay Tobias, Vice Mayor
SECONDER: Rebecca Bare, Councilwoman
AYES: Aitken, Bare, Harnest, Kenworthy, Tobias
ABSENT: Mary-Lou Scarbrough

F. Appointment of Building Official - Brian Henshaw

Tobias asks if Mr. Smith would be open to a minor modification. He asks if Total Construction Solutions could strike the mileage provision of the contract. Mr. Smith agrees to strike.

Move to approve the proposed contract with Total Construction Solutions, LLC, authorize the Town Manager to execute the Contract, striking the mileage reimbursement provision, and authorize TCS to designate its employee, Mr. Joe Barbeau, as the Town's interim Building Official to perform the services and responsibilities identified within the contract.



TO: Town of Haymarket Town Council
 SUBJECT: Fiscal Policy - Brian Henshaw
 DATE: 02/02/15

ISSUE: As part of the Strategic Action Plan adopted by the Town Council in December of 2014, under Initiative Four, Fund the Future, initiative number 1, the Council has identified the need to draft and adopt a fiscal policy for the Town.

BACKGROUND:

- After researching and reaching out to surrounding jurisdictions to obtain some examples of Fiscal Policies, staff was able to draft a policy for the Finance Committee to review.
- The Finance Committee began their review of the draft fiscal policy guidelines in December and completed their review at their January 20th committee meeting.

DISCUSSION:

- All policies and guidelines identified within the draft are initiatives that may not currently be in practice but will be implemented in the months and fiscal years to come.
- The guidelines are a starting point for the Town to take our handling of finances in a more uniform and public manner.
- These guidelines set parameters for the Council and administrative staff to work within with regard to the handling of the Towns funds.
- In order to remain current and that the policy guidelines are up to date with current best management processes, this document should be reviewed annually by the Finance Committee, if not the Town Council.

TOWN MANAGER'S COMMENTS: (January 21, 2015)

- It is my recommendation that establishing a set of Fiscal Policy Guidelines is a prudent and accountable action to handling of municipal funds.
- Some of the policies identified in the draft document, the Town has already begun or practice in general terms. If adopted, staff will begin addressing the guidelines and start transitioning into the identified direction of the fiscal policy guidelines.
- It is with the utmost importance that these guidelines, if adopted are reviewed annually to remain current with best management practices.

POTENTIAL QUESTIONS:

- What is the anticipated timeline for implementation of these policies?
- Are the policies identified obtainable for our expectations?
- Who would be responsible for implementation?

FISCAL IMPACT:

- None

RECOMMENDATION:

It is recommended that the Town Council adopt the draft fiscal policy guidelines as they are an established goal within your adopted Strategic Action Plan.

MOTION:

Motion of Approval:

I move to adopt the draft Fiscal Policy Guidelines as drafted and further move that we have the Finance Committee as established, review these policies on an annual basis prior to the start of the new fiscal year for the Town.

Motion of Denial:

I move to deny the draft Fiscal Policy Guidelines

ATTACHMENTS:

- (2) Fiscal Policy Guidelines(December 2014)(PDF)



TO: Town of Haymarket Town Council
SUBJECT: Appointments - BZA, ARB, PC
DATE: 02/02/15

The Town currently has one vacancy on the Board of Zoning Appeals. In addition, Mr. Ring's term expires on January 31, 2015. Mr. Ring is interested in reappointment to the Board, please find his interest attached.

ATTACHMENTS:

- Ring request for re-appointment to BZA (PDF)

From: [Ralph Ring](#)
To: [Jennifer Preli](#)
Subject: Expiring BZA appointment
Date: Sunday, January 18, 2015 8:31:41 PM

Jen, can you submit my name for re-appointment to the BZA?

Thank you

Ralph

Attachment: Ring request for re-appointment to BZA (2226 : Appointments - BZA, ARB, PC)



TO: Town of Haymarket Town Council
 SUBJECT: Town Engineer's Report
 DATE: 02/02/15

Enhancement Project

- The contract has a fixed end date of August 29, 2014 with a \$1,000/day Liquidated Damages clause for late completion.
- The Contractor submitted a Request for Contract Time Extension per the contract documents on August 28, 2014. The Engineer coordinated with the Town Attorney and sent a response to their request on October 13, 2014. Finley sent an email stating they did not want to accept the response. I informed them if they wanted to appeal my decision they needed to follow the appeals process as set out in the Contract. As of the writing of this report, no appeal has been received.
- I expect a second Request for Contract Time Extension for the Ms. Leonard driveway work and other minor out of scope work since the first request. As of the writing of this report, a second Request for Contract Time Extension has not been received.
- The Contractor is performing Final Punch Out items the week of 1/19 and I expect them to be completed during the week of 1/19 or 1/26.
- Over the course of the next several weeks, I expect all outstanding invoices and claims for time extensions to be received and worked on so final invoicing can occur.

I-66/Rte 15 Interchange Project

- As of the writing of this report, the comments from the Citizen's Information Meeting (including the Town Council's concerns about pedestrians) and the VDOT responses are not available. However, VDOT's responses to the Council's requests regarding changes to the pedestrian facilities were forwarded to the Council via email. There is a separate agenda item for this discussion.

Pedestrian Improvement Project (Connelly Money)

- The engineer has submitted electronic PFI plans (Preliminary Field Inspection or Preliminary Plans) to VDOT and we are expected the hard copies to be delivered to VDOT and the Town shortly.

I-66 Corridor Improvements from Route 15 to the Beltway

- A Public Information Meeting will be held at Battlefield High School on Wednesday, January 28 regarding the proposed improvements. The meeting is from 6:00 pm to 8:30pm with a brief presentation at 7:00 pm.
- The Town Engineer will attend this meeting, but all are encouraged to attend.



TO: Town of Haymarket Town Council
 SUBJECT: Building Official's Report
 DATE: 02/02/15

Inspections Report for the Month of January 2015, for the Town of Haymarket,

Permits Issued

- January 16: Plumbing Permit for repairs to frozen pipe in the Fire Suppression system at the Remax property at 15100 Washington Street.
- January 20: Primary and sub Building Permits issued for the construction of the second building on the Winterham site. This process issues one overall permit for the project, and successive sub-permits for each distinct area (i.e., each residential unit, each commercial unit, and common areas); in this way individual CO's may be issued, and a more complete record of inspections can be retained.

Certificates of Occupancy Issued

- No Certificates of Occupancy have been issued this month.

Inspections

- January 14: Pace West School building 14600 Washington Street, Building and Electrical Inspections for petitions to create office space within an existing classroom. This work was approved.
- January 22: Complaint investigation non-working fire doors at 15100 Washington Street (Remax building).
- January 29: Scheduled Inspection to repair work, done for freeze up that occurred to elements of the Fire suppression system at 15100 Washington Street (Remax building).

Document Review

- Plan review has been completed for the plans to construct a new building at the Winterham site. This review was first done by this official, and then sent for more in depth review by TCS's engineer.

Actions

- We are slowly bringing the owner of 6660 Fayette Street into compliance for a deck that was constructed without permits or approvals from the town. This owner located this deck in a way that blocks the access to the crawl space; an oversight discovered by the property owner when the plumbing froze during a recent cold snap.
- It was reported to the department by the HOA that the owner of 6607 Brave Court had recently done work on his deck without permitting this work. An inspection from outside the owner's property revealed that both the decking and the railings had been replaced. This inspector spoke with the owner of the unit, who stated that in his opinion no permit was required. Further he stated that the work was done by a contractor, upon reaching the contractor by phone, this inspector was informed that he was only working in a not-for-profit circumstance, repaying a family favor. As such he was not, but the owner was responsible to permit this work. We are awaiting action by the HOA before determining what action this department should take.
- A determination letter was produced by this official regarding whether or not there were Building Code violations that required the builder's intervention to repair the property, owned by Mr. Zachary Hart, located at 14721 Alexandra's Keep Lane, concerning storm water issues. This official is aware and has attempted along with the Both Brian and Holly to address these in the interests of the homeowners. A breakdown in communications between all parties had hindered

any attempts to address these issues. The contentious nature of the relationship between the builders, DR Horton and their sub-contractors, and the owners has impeded any significant results towards ending these concerns. This official came into the position long after the Certificates of Occupancy had been issued for these properties, and became aware and involved in the storm water issue this past summer. The documents reveal that the buildings were constructed per the approved, submitted plans, and as such the Certificates were issued upon completion of the units. DR Horton has agreed to make some changes to improve the situation and has done some work to this end. At this time this official can only consider that the property was properly built per approved plans and that occupancy was then allowed. Without an egregious situation that presents a condition of life safety or structural instability there is no action that can be taken through the limited power of the Building Official to litigate what is entirely a Civil Action between the builder and the homeowner. Though this may not sit well, and understandably so, with the frustrated homeowners, it remains the situation. This department remains committed to providing service to these property owners with any matter that is within our purview.

- A request to inspect the doors in the fire stairs at the Remax building at 15100 Washington Street has been received regarding the operability of these doors. It seems that they are not opening properly; this will be investigated on January 22.

Recommendations

- A bullet point report was delivered regarding the viability of the two Craftsman Style structures that occupy the Harrover Property to be considered for re-use if and when this property is redeveloped. It is believed that these structures could and should be considered for re-use. As they represent the character of the town and its past, it would be fitting that these structures be rehabilitated and tasked to new uses, yet leaving the quaint charm of the exteriors intact. The structures themselves are in sound condition, and are designed to accommodate residential floor loads. Any significant use with a higher level of hazard or occupancy will require this issue, along with ADA Compliance, and Code mandated fire safety and egress elements to be addressed. It should be noted that this said; these buildings could be retrofitted to accommodate such uses, without egregious expense.

Other

- A meeting was held with a resident, at his residence on 14907 Greenhill Crossing Drive, to help determine the viability of a project that is being considered to add a bedroom suite for his in-laws to the rear of his home. Discussion involved setbacks, needed upgrades to existing incorporated sections of the structure, permitting, and ARB and Zoning reviews. The homeowner is now working to locate a contractor for this work.

End of Report, submitted on January 21, 2015.



TO: Town of Haymarket Town Council
 SUBJECT: Museum Report
 DATE: 02/02/15

50th Anniversary of the Voting Rights Act

On Saturday, January 17th Prince William County Human Rights Commission celebrated the 50th Anniversary of the Voting Rights Act of 1965. The Human Rights Commission recognized five community leaders and or organizations for their continued work to promote the principles of Human Rights. Remarks were given by the five awardees as well as U.S. Congressman, Gerry Connolly and Prince William County Board of Supervisors, Vice Chair Maureen Caddigan. This event was the first in a yearlong celebration.

Museum Exhibits -2015

With the museum currently closed for the season, the museum director and volunteer staff are researching possible 2015 exhibitions.

A meeting this month has been scheduled with Jordan Noble the director of the theater department at Battlefield H.S. Mr. Noble's students will be participating in the Earth Day event as well as the re-opening of the museum on May 2nd. Details TBD.

Haymarket Town Events 2015

The following are the Town events scheduled for 2015:

- Saturday, April 11th Earth Day
- Saturday, June 27th Health & Fitness Day
- Saturday, September 19th Haymarket Day
- Saturday, December 5th Haymarket Holiday Party
- **Times TBD**

Museum is Closed for the Season

Total visitors for the 2014 season = 1265



TO: Town of Haymarket Town Council
 SUBJECT: Police Report
 DATE: 02/02/15

Activity (Current month and two month historical comparison):

Activity	December	November	October
Mileage	3760	4371	4900
Parking Tickets	4	2	1
Uniform Traffic Summons	58	42	83
Criminal Felony	1	0	0
Criminal Misdemeanor	3	12	3
Reports	19	11	13
Complaints/Incidents	178	251	328
Crashes	2	4	4
Hours Worked	1142.5	876.5	1023.75

Incident or Complaint Types:

Suspicious Persons	9	Suspicious Vehicles	9
Trespassing	0	Hit and Run	1
Assist other Agency	4	Crashes	5
Domestic Disputes	1	Motorist Assist	5
Assault	1	Welfare Check	3
Citizen Assist	4	Traffic Obstruction	4
Alarms	3	Parking Violation	5
Disorderly	2	BOL	0
Vandalism	1	Shoplifting	0
Business Check	4	Larceny	2
Foot Patrol	8	Burglary	0
Open Door	0	Missing Person	1 (Juvenile)
Emerg. Cust. Order	1	Runaway	1
Medical Emergency	0	Fire	0
Drugs	2	DUI	1
DUID	1	Solicitor	1
Public Intoxication	0	Weapons Violation	0

Funeral Escort	1	Abandoned Vehicle	1
----------------	---	-------------------	---

Notable:

- Coordinated and assisted with the Town's Christmas event.
- The staff of the Department, at their own personal expense, helped a family in Town for the Christmas holiday.
- The transition to the new uniforms and shoulder patches occurred on 12/13/2014
- Street staffing impacted due to injuries
- Staff from Department assisted with the annual Santa Cop program



TO: Town of Haymarket Town Council
 SUBJECT: Town Planner's Report
 DATE: 02/02/15

Zoning Permits. Three zoning permits approved for changes of tenant (office and retail).

Signage. A menu sign for tenants of Winterham installed the weekend of January 17.

Comprehensive Plan. Staff continues to work with the Planning Commission regarding interim updates to the Comprehensive Plan. Review of the Plan is on hold during discussion of Dominion power line extensions to the area.

Development Plan Review Status. Please see below.

PROJECT NAME	DESCRIPTION	STATUS
HAYMARKET INDUSTRIAL PARK / PARCEL A-1 / SIGNATURE COMPANIES FINAL SITE PLAN AMENDMENT	Site plan upgrades associated with enclosure of loading bays	3 rd submission review by Staff complete. Awaiting Applicant response.
ROBINSON'S PARADISE REZONING	Residential rezoning from R-1 to R-2 to permit up to 26 small lot single-family homes	Awaiting Applicant response.
HAYMARKET SELF STORAGE SPECIAL USE PERMIT / PRELIMINARY SITE PLAN	Outdoor storage of vehicles and equipment	3 rd Submission under review by Staff.
SHEETZ SPECIAL USE PERMIT/ SITE PLAN / ZONING TEXT AMENDMENT	Rebuild of convenience store and pump islands. Propose new sign standards	Awaiting Applicant's response to staff's 1 st submission comments.
CHIC-FIL-A SPECIAL USE PERMIT / FINAL SITE PLAN AMENDMENT / ZONING TEXT AMENDMENT	Fast food restaurant with drive thru. Propose new sign standards	Awaiting Applicant response to SUP and ZTA. Review of site plan suspended.
HAYMARKET ICE RINK FINAL SITE PLAN	Proposal for second ice rink	2 nd submission under review by staff.
HAYMARKET VILLAGE SQUARE PRELIMINARY SITE PLAN	Redevelopment plan for 31,396 square feet of mixed-use retail.	1 st submission under review by staff. Engineer review complete.
FAIRGROUNDS AT HAYMARKET REZONING	Residential rezoning of 15 acres from R-1 to R-2 to permit up to 120 single-family attached units.	Review of 1 st submission suspended pending Applicant completion of Traffic Impact Analysis.



TO: Town of Haymarket Town Council
 SUBJECT: Town Manager's Report
 DATE: 02/02/15

Action Items

Draft Fiscal Policy Guidelines:

- Report and Recommendation included in your packet.

Updates

Fiscal Budget 2015-2016:

- Staff is currently working on the expenditures and their forms are due to me on February 11th.
- I have looking in detail at the revenues and performing a 5 year annual analysis. I will work with our Treasurer on these findings to provide a more comprehensive view of our actual revenues over the past 5 years as a basis for generating revenue estimates for this budget cycle.
- I will be working with our Finance Committee and reporting some of early findings this February.
- I intend to present a draft budget to the Council at the April Council meeting.

Supervisor Candland:

- Recently Mayor Leake and Council member Pasanello was discussing the possibilities of establishing a standing quarterly meeting with Supervisor Candland.
- I reached out to Supervisor Candland's office to discuss arranging the first meeting and they have suggested that it might be easier to have Supervisor Candland attend one of our regularly scheduled meetings on a quarterly basis.
- I have suggested that Supervisor Candland attend the work sessions.
- Does this meet your intended outcomes of setting up the meeting with Supervisor Candland?

Administrative Assistant:

- We have conducted interviews and anticipate introducing our new Administrative Assistant at the February Council meeting.

Planning Project Updates:

- Sympoetica has received a report from our Building Official on the conditions of the Harrover Property buildings and recently completed their own assessment of the structures. They will be compiling their report and then we will schedule our Public Forum for some time in February.
- EPR, Inc. has conducted their meetings with the various stakeholders around Town and met with the Planning Commission. They are wrapping up their findings and hope to wrap up their report in February and present in the March.
- The Berkley Group has just about completed their diagnostic on the Subdivision and Zoning Ordinance and will be turning their attention to the Comprehensive Plan next. They hope to have the final report to Marchant and I by mid-February at the latest.
- RDA is moving forward with the Design Engineering for the Town Center Project and has been coordinating this project with the Pedestrian Improvements along Jefferson Street. The Jefferson Street plans are being submitted to VDOT for review this week (January 19-23). We will be meeting with our design firm in the coming weeks to discuss progress.

Sub-committee meetings:

- The minutes from the Events, Finance and Public Facilities Committee Minutes will be in the

- agenda packet for the regular meeting.
- The Personnel Committee did not meet this past month.

VML Day at the Capitol:

- Mayor Leake, Councilman Pasanello and I will be attending.
- Wednesday, January 28th in Richmond, VA. The event starts at 3pm in Richmond and lasts till 7pm.
- This is a chance for us to meet with our representatives.
- Governor McAuliffe will also be addressing the attendees on the state of Virginia.
- We will let you know how the event goes.

Public Works Update:

- Genesis was scheduled to be performing the drainage ditch and culvert work at the Food Pantry entrance this January.
- I met with Genesis to discuss the possibilities of doing some interior remodeling to proceed with the re-orientation of the Administration area.
- They are getting me final numbers at this time and I am working with the Facilities Committee to discuss the concept.
- I have authorized Genesis to upgrade the lighting around the Town Center to provide for heightened safety.

VDOT Presentation:

- I am working with VDOT representatives to possibly set up a presentation to the Council at the March Work Session with regard to all of the various projects taking place around the greater Haymarket area.

Business Open House:

- The next meeting is scheduled for Tuesday, February 17th. Time to be announced at a later date.
- Denise Hall, our Main Street Coordinator will be coordinating this.

February Holiday Hours:

- Town Offices will be closed on Monday, February 16th for "President's Day".



TO: Town of Haymarket Town Council
SUBJECT: Treasurer's Report
DATE: 02/02/15

- The current Year-to-Date Profit & Loss report is attached.
- Street Scap Enhancement Project: As of the January 13, 2015 billing to VDOT for reimbursement, the remaining out-of-pocket money the Town may owe could still potentially be a lot lower than expected. I hope to have a more accurate number by the end of February 2015, as the project is slowly coming to an end. We could possibly come out-of-pocket at approximately \$500,000. Or, it could be less based on other contingencies that we will not know until the project is concluded. I am working with Holly Montague weekly on these numbers.
- The Finance Committee met on January 20, 2015. One of the items discussed, was further investment into the Virginia Investment Pool (VIP). Currently the town has invested \$100,000.00. The Market Value to date on the investment is at \$100,404.10. The Finance Committee is proposing to invest an additional \$150,000 - \$200,000. My recommendation would be to wait until our final invoicing for the Streetscape project, to see where the Town is financially, as we're unsure at this time exactly what our out-of-pocket expense will be. But it is at the Town Council's discretion to make that decision. I will defer to Councilman Joe Pasanello, and Steve Aitken for further recommendations and suggestions.
- I will be attending a Treasurers & Commissioners of the Revenue Legislative Day Education Program on Monday, January 26th in Richmond. They will be doing Legislative Updates and sessions. On Tuesday, January 27th, we have an opportunity to visit the General Assembly Building and visit with the Legislators.

ATTACHMENTS:

- (2) Treasurers Report Profit & Loss Statement (PDF)

9:55 AM
01/22/15
Accrual Basis

Town of Haymarket
Profit & Loss Budget vs. Actual
July 2014 through June 2015

	Jul '14 - Jun 15	Budget	% of Budget
Ordinary Income/Expense			
Income			
GENERAL PROPERTY TAXES			
Real Estate - Current	288,601.55	292,415.00	98.7%
Real Estate - Delinquent	0.00	0.00	0.0%
Public Service Corp RE Tax	7,888.88	9,000.00	87.7%
Personal Property Tax	444.50	0.00	100.0%
Penalties - All Property Taxes	0.00	500.00	0.0%
Interest - All Property Taxes	89.08	1,000.00	8.9%
Total GENERAL PROPERTY TAXES	297,024.01	302,915.00	98.1%
OTHER LOCAL TAXES			
Sales Tax Receipts	66,410.25	85,000.00	78.1%
Meals Tax - Current	264,869.56	500,000.00	53.0%
Consumer Utility Tax	60,763.44	100,000.00	60.8%
Bank Stock Tax	0.00	22,000.00	0.0%
Business License Tax	5,185.83	140,000.00	3.7%
Cigarette Tax	129,492.50	250,000.00	51.8%
Total OTHER LOCAL TAXES	526,721.58	1,097,000.00	48.0%
PERMITS,FEES & LICENSESES			
Occupancy Permits	100.00	600.00	16.7%
Inspection Fees	11,145.00	10,000.00	111.5%
Other Planning & Permits	36,100.00	25,000.00	144.4%
Application Fees	1,175.00	2,500.00	47.0%
Motor Vehicle Licenses	558.00	1,000.00	55.8%
Total PERMITS,FEES & LICENSESES	49,078.00	39,100.00	125.5%
FINES & FORFEITURES			
Fines	25,565.70	75,000.00	34.1%
Total FINES & FORFEITURES	25,565.70	75,000.00	34.1%
REVENUE FROM COMMONWEALTH			
Communications Tax	73,824.41	120,000.00	61.5%
Department of Fire Programs	1,000.00	8,000.00	12.5%
599 Law Enforcement Grant	14,184.00	28,368.00	50.0%
DEQ Grant	0.00	1,000.00	0.0%
Personal Property Tax Reimburse	18,626.97	18,630.00	100.0%
Car Rental Reimbursement	2,789.89	4,500.00	62.0%
DMV Grant	968.43	8,500.00	11.4%
Railroad Rolling Stock	1,473.26	1,500.00	98.2%
Total REVENUE FROM COMMONWEALTH	112,866.96	190,498.00	59.2%
REVENUE FROM LOCAL GOVERNMENT			
Categoric Aid			
Grants			
Other	17,957.08		
Total Grants	17,957.08		
Total Categoric Aid	17,957.08		
Total REVENUE FROM LOCAL GOVERNMENT	17,957.08		
MISCELLANEOUS REVENUE			
Miscellaneous	462.48		
Total MISCELLANEOUS REVENUE	462.48		
MISCELLANEOUS			
Earnings on VACO/VML Investment	19.90		
Sale of Salvage & Surplus	0.00	500.00	0.0%
Recovered Costs - Events	4,092.60	10,000.00	40.9%
Interest on Bank Deposits	20.61		
Penalties (Non-Property)	298.01		
Interest (Non-Property)	21.52		
Citations & Accident Reports	1,040.00	1,000.00	104.0%
Total MISCELLANEOUS	5,492.64	11,500.00	47.8%

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Town of Haymarket
Profit & Loss Budget vs. Actual
July 2014 through June 2015

	Jul '14 - Jun 15	Budget	% of Budget
RENTAL (USE OF PROPERTY)			
Suite 110 Rental Income	8,378.02	45,260.00	18.5%
Suite 200 Rental Income	37,877.48	80,155.00	47.3%
Suite 204 Rental Income	0.00	0.00	0.0%
15020 Wash St Rental Income	23,734.41	40,700.00	58.3%
6630 Jefferson St Rental Income	24,444.80	39,100.00	62.5%
Town Hall Rental Income	2,325.00	2,000.00	116.3%
Total RENTAL (USE OF PROPERTY)	96,759.71	207,215.00	46.7%
INTEREST ON BANK DEPOSITS	1,416.39		
TRANSFER OF CASH RESERVES	0.00	724,757.00	0.0%
SAFETY LU/MAP 21 GRANT	705,048.29	590,479.00	119.4%
CABOOSE ENHANCEMENT GRANT	0.00	30,800.00	0.0%
PEDESTRIAN IMPROVEMENT GRANT	26,378.00	90,000.00	29.3%
Total Income	1,864,770.84	3,359,264.00	55.5%
Gross Profit	1,864,770.84	3,359,264.00	55.5%
Expense			
01 - ADMINISTRATION			
11100 - TOWN COUNCIL			
Salaries & Wages - Regular	16,825.00	21,750.00	77.4%
FICA/Medicare	1,108.87	1,600.00	69.3%
Unemployment Insurance	196.13	1,000.00	19.6%
Mileage Allowance	347.20	1,500.00	23.1%
Meals and Lodging	2,314.65	2,500.00	92.6%
Convention & Education	4,681.89	3,000.00	156.1%
Town Elections	0.00	0.00	0.0%
Total 11100 - TOWN COUNCIL	25,473.74	31,350.00	81.3%
12110 - TOWN ADMINISTRATION			
Salaries/Wages-Regular	104,682.74	206,730.00	50.6%
Salaries/Wages - Overtime	5,076.50	8,000.00	63.5%
Salaries/Wages - Part Time	49,422.07	72,350.00	68.3%
FICA/Medicare	14,100.33	18,788.00	75.0%
VRS	7,692.37	12,000.00	64.1%
Health Insurance	24,207.92	30,550.00	79.2%
Life Insurance	784.72	1,000.00	78.5%
Disability Insurance	927.50	1,600.00	58.0%
Unemployment Insurance	2,409.31	1,975.00	122.0%
Worker's Compensation	270.51	300.00	90.2%
Liability Insurance	8,478.00	9,000.00	94.2%
Accounting Services			
Consultants	57.00		
Accounting Services - Other	5,401.56	15,000.00	36.0%
Total Accounting Services	5,458.56	15,000.00	36.4%
Cigarette Tax Administration	3,255.99	6,000.00	54.3%
Printing & Binding	3,028.11	5,700.00	53.1%
Advertising	5,729.94	10,000.00	57.3%
Computer, Internet & Website Svc	15,060.65	19,400.00	77.6%
Postage	1,291.15	2,500.00	51.6%
Telecommunications	3,758.11	3,700.00	101.6%
Mileage Allowance	994.03	1,500.00	66.3%
Meals & Lodging	3,193.66	3,000.00	106.5%
Convention & Education	1,480.00	4,000.00	37.0%
Books, Dues & Subscriptions	1,193.88	3,500.00	34.1%
Office Supplies	3,784.92	4,400.00	86.0%
Capital Outlay-Machinery/Equip	16,367.51	21,000.00	77.9%
66900 - Reconciliation Discrepancies	317.75		
Miscellaneous	1,846.64		
12110 - TOWN ADMINISTRATION - Other	-16.94		
Total 12110 - TOWN ADMINISTRATION	284,795.93	461,993.00	61.6%
12210 - LEGAL SERVICES			
Legal Services	65,834.30	110,000.00	59.8%

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Town of Haymarket
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July 2014 through June 2015

	Jul '14 - Jun 15	Budget	% of Budget
Total 12210 · LEGAL SERVICES	65,834.30	110,000.00	59.8%
12240 · INDEPENDENT AUDITOR			
Auditing Services	15,950.00	15,000.00	106.3%
Total 12240 · INDEPENDENT AUDITOR	15,950.00	15,000.00	106.3%
Total 01 · ADMINISTRATION	392,053.97	618,343.00	63.4%
03 · PUBLIC SAFETY			
31100 · POLICE DEPARTMENT			
Salaries & Wages - Regular	240,349.91	352,444.00	68.2%
Salaries & Wages - Overtime	3,615.84	15,000.00	24.1%
Salaries & Wages - Part Time	0.00	10,500.00	0.0%
FICA/MEDICARE	15,754.90	28,154.00	56.0%
VRS	7,762.31	21,500.00	36.1%
Health Insurance	52,069.43	55,000.00	94.7%
Life Insurance	1,016.80	5,000.00	20.3%
Disability Insurance	1,156.75	3,200.00	36.1%
Unemployment Insurance	345.60	2,800.00	12.3%
Workers' Compensation Insurance	5,374.99	8,000.00	67.2%
Line of Duty Act Insurance	1,521.00	2,000.00	76.1%
Legal Services	9,357.11	15,500.00	60.4%
Repairs & Maintenance	6,193.80	2,000.00	309.7%
Maintenance Service Contracts	0.00	0.00	0.0%
Advertising	0.00	250.00	0.0%
Electrical Services	1,609.33	5,500.00	29.3%
Heating Services	0.00	0.00	0.0%
Computer, Internet & Website	2,511.86	5,000.00	50.2%
Postage	194.80	300.00	64.9%
Telecommunications	4,238.98	5,900.00	71.8%
General Prop Ins (Veh. & Bldg)	10,436.00	8,000.00	130.5%
Mileage Allowance	269.09	250.00	107.6%
Meals and Lodging	85.32	500.00	17.1%
Convention & Education	350.00	500.00	70.0%
Misc - Discretionary Fund	1,066.20	1,000.00	106.6%
Books Dues & Subscriptions	5,292.00	5,000.00	105.8%
Office Supplies	3,457.22	3,500.00	98.8%
Vehicle Fuels	8,148.72	20,000.00	40.7%
Vehicle/Powered Equip Supplies	6,224.18	27,000.00	23.1%
Uniforms & Police Supplies	5,705.32	8,000.00	71.3%
Grant Expenditures	0.00	8,500.00	0.0%
Capital Outlay-Machinery/Equip	0.00	10,000.00	0.0%
Total 31100 · POLICE DEPARTMENT	394,107.46	630,298.00	62.5%
34100 · BUILDING OFFICIAL	22,835.00	65,000.00	35.1%
32100 · FIRE & RESCUE			
Contributions to other Govt Ent	0.00	8,000.00	0.0%
Total 32100 · FIRE & RESCUE	0.00	8,000.00	0.0%
Total 03 · PUBLIC SAFETY	416,942.46	703,298.00	59.3%
04 · PUBLIC WORKS			
43200 · REFUSE COLLECTION			
Trash Removal Contract	43,257.04	71,000.00	60.9%
Total 43200 · REFUSE COLLECTION	43,257.04	71,000.00	60.9%
43100 · MAINT OF 15000 Wash St./Grounds			
Repairs/Maintenance Services	13,051.62	35,500.00	36.8%
Maint Svc Contract-Pest Control	550.00	2,000.00	27.5%
Maint Svc Contract - Public Wks	17,030.82	19,000.00	89.6%
Maint Svc Contract-Landscaping	20,616.00	15,000.00	137.4%
Maint Svc Contract Snow Removal	1,490.50	4,000.00	37.3%
Maint Svc Cont- Street Cleaning	6,696.65	10,500.00	63.8%
Electric Services	1,346.53	3,500.00	38.5%
Electrical Services-Streetlight	1,127.97	2,600.00	43.4%
Water & Sewer Services	134.78	400.00	33.7%
General Property Insurance	0.00	2,800.00	0.0%

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Town of Haymarket
Profit & Loss Budget vs. Actual
July 2014 through June 2015

	Jul '14 - Jun 15	Budget	% of Budget
Janitorial Supplies	419.04	1,000.00	41.9%
Total 43100 · MAINT OF 15000 Wash St./Grounds	62,463.91	96,300.00	64.9%
43201 · RENTAL PROPERTY - SUITE 110			
Repairs/Maintenance Services	136.00	2,000.00	6.8%
Electrical Services	1,346.52	3,000.00	44.9%
Water and Sewer Services	134.78	400.00	33.7%
General Property Insurance	0.00	500.00	0.0%
Real Property Taxes	0.00	500.00	0.0%
Repair/Maintenance Supplies	0.00	750.00	0.0%
Total 43201 · RENTAL PROPERTY - SUITE 110	1,617.30	7,150.00	22.6%
43202 · RENTAL PROPERTY - SUITE 200			
Repairs/Maintenance Services	0.00	1,000.00	0.0%
Electrical Services	1,346.52	3,000.00	44.9%
Water and Sewer Services	134.77	400.00	33.7%
General Property Insurance	0.00	500.00	0.0%
Real Property Taxes	0.00	1,000.00	0.0%
Repair/Maintenance Supplies	0.00	500.00	0.0%
Total 43202 · RENTAL PROPERTY - SUITE 200	1,481.29	6,400.00	23.1%
43203 · RENTAL PROPERTY - SUITE 204			
Repairs/Maintenance Services	0.00	1,000.00	0.0%
Electrical Services	1,346.47	3,000.00	44.9%
Water and Sewer Services	134.72	400.00	33.7%
General Property Insurance	0.00	500.00	0.0%
Real Property Taxes	0.00	150.00	0.0%
Repair/Maintenance Supplies	0.00	500.00	0.0%
Total 43203 · RENTAL PROPERTY - SUITE 204	1,481.19	5,550.00	26.7%
43204 · RENTAL PROPERTY - 15020 WASH ST			
Repairs/Maintenance Services	0.00	1,000.00	0.0%
General Property Insurance	0.00	500.00	0.0%
Real Property Taxes	111.13	1,000.00	11.1%
Repair/Maintenance Supplies	0.00	500.00	0.0%
Total 43204 · RENTAL PROPERTY - 15020 WASH ST	111.13	3,000.00	3.7%
43205 · RENTAL PROPERTY-HULFISH HOUSE			
Repairs/Maintenance Services	1,086.50	1,000.00	108.7%
General Property Insurance	0.00	500.00	0.0%
Real Property Taxes	0.00	400.00	0.0%
Repairs/Maintenance Supplies	0.00	500.00	0.0%
Total 43205 · RENTAL PROPERTY-HULFISH HOUSE	1,086.50	2,400.00	45.3%
43206 · 14710 WASHINGTON STREET			
Repairs/Maintenance Services	122.25	1,000.00	12.2%
Electrical Services	207.76	1,000.00	20.8%
Gas Services	506.25	1,000.00	50.6%
General Property Insurance	0.00	500.00	0.0%
Repair & Maintenance Supplies	0.00	500.00	0.0%
Total 43206 · 14710 WASHINGTON STREET	836.26	4,000.00	20.9%
RENTAL PROPERTY - 14740 Wash St			
Repairs/Maintenance Services	280.00	500.00	56.0%
General Property Insurance	0.00	500.00	0.0%
Repairs/Maintenance Supplies	0.00	1,000.00	0.0%
Total RENTAL PROPERTY - 14740 Wash St	280.00	2,000.00	14.0%
Total 04 · PUBLIC WORKS	112,614.62	197,800.00	56.9%
07 · PARKS, REC & CULTURAL			
71110 · EVENTS			
Contractual Services	6,530.56	7,500.00	87.1%
Total 71110 · EVENTS	6,530.56	7,500.00	87.1%
72200 · MUSEUM			
Salaries & Wages - Part Time	9,453.10	20,300.00	46.6%

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FICA/Medicare	679.98	1,500.00	45.3%
VRS	554.40	1,300.00	42.6%
Health Insurance	1,572.91	3,450.00	45.6%
Life Insurance	36.30	120.00	30.3%
Disability Insurance	118.58	225.00	52.7%
Unemployment Insurance	0.00	200.00	0.0%
Workers' Comp Insurance	0.00	25.00	0.0%
Repairs & Maintenance Services	6,282.25	6,500.00	96.7%
Advertising	2,194.50	1,500.00	146.3%
Electrical Services	321.11	900.00	35.7%
Heating Services	528.00	1,200.00	44.0%
Water & Sewer Services	138.78	300.00	46.3%
Postage	0.00	100.00	0.0%
Telecommunications	1,018.32	2,200.00	46.3%
General Property Insurance	0.00	500.00	0.0%
Convention & Education	0.00	500.00	0.0%
Mileage Allowance	63.31	100.00	63.3%
Books, Dues & Subscriptions	100.00	500.00	20.0%
Office Supplies	641.82	500.00	128.4%
Repair & Maintenance Supplies	0.00	500.00	0.0%
Exhibits & Programs	1,524.05	2,000.00	76.2%
Capital Outlay-Furn/Fixtures	9,955.00	12,000.00	83.0%
Dues & Subscriptions	0.00	0.00	0.0%
72200 · MUSEUM - Other	295.46		
Total 72200 · MUSEUM	35,477.87	56,420.00	62.9%
Total 07 · PARKS, REC & CULTURAL	42,008.43	63,920.00	65.7%
08 · COMMUNITY DEVELOPMENT			
81100 · PLANNING COMMISSION			
Salaries & Wages - Regular	3,510.00	5,000.00	70.2%
FICA/Medicare	243.65	300.00	81.2%
Consultants	16,200.00	60,000.00	27.0%
Mileage Allowance	0.00	1,000.00	0.0%
Meals & Lodging	0.00	1,500.00	0.0%
Convention/Education	0.00	2,000.00	0.0%
Books/Dues/Subscriptions	0.00	750.00	0.0%
Total 81100 · PLANNING COMMISSION	19,953.65	70,550.00	28.3%
81110 · ARCHITECTURAL REVIEW BOARD			
Salaries & Wages - Regular	1,320.00	3,750.00	35.2%
FICA/Medicare	109.01	300.00	36.3%
Mileage Allowance	0.00	1,000.00	0.0%
Meals & Lodging	0.00	1,000.00	0.0%
Convention & Education	0.00	1,000.00	0.0%
Books/Dues/Subscriptions	0.00	500.00	0.0%
Total 81110 · ARCHITECTURAL REVIEW BOARD	1,429.01	7,550.00	18.9%
Total 08 · COMMUNITY DEVELOPMENT	21,382.66	78,100.00	27.4%
09 · NON-DEPARTMENTAL			
95100 · DEBT SERVICE			
General Obligation Bond	192,119.63	196,818.00	97.6%
Total 95100 · DEBT SERVICE	192,119.63	196,818.00	97.6%
Total 09 · NON-DEPARTMENTAL	192,119.63	196,818.00	97.6%
94100 · WASH ST. ENHANCEMENT PROJECT			
Beautification	0.00	12,000.00	0.0%
Maintenance	600.00	18,000.00	3.3%
Street Scape Construction	761,375.51	752,410.00	101.2%
Total 94100 · WASH ST. ENHANCEMENT PROJECT	761,975.51	782,410.00	97.4%
94101 · CABOOSE ENHANCEMENT PROJECT			
Construction	2,920.48	38,500.00	7.6%
Total 94101 · CABOOSE ENHANCEMENT PROJECT	2,920.48	38,500.00	7.6%

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TOWN CENTER MASTER PLAN			
Construction	0.00	400,000.00	0.0%
Architectural/Engineering Fees	16,923.74	100,000.00	16.9%
Total TOWN CENTER MASTER PLAN	16,923.74	500,000.00	3.4%
HARROVER MASTER PLAN			
Drafting of Plan	0.00	20,000.00	0.0%
Total HARROVER MASTER PLAN	0.00	20,000.00	0.0%
PEDESTRIAN IMPROVEMENT PROJECT			
Architectural/Engineering Fees	35,612.00	90,000.00	39.6%
Total PEDESTRIAN IMPROVEMENT PROJECT	35,612.00	90,000.00	39.6%
General Reserve	0.00	70,075.00	0.0%
PERSONNEL			
EMPLOYEE BENEFITS			
6560 - Payroll Processing Fees	236.69		
Total EMPLOYEE BENEFITS	236.69		
Total PERSONNEL	236.69		
Total Expense	1,994,790.19	3,359,264.00	59.4%
Net Ordinary Income	-130,019.35	0.00	100.0%
Net Income	-130,019.35	0.00	100.0%

Attachment: (2) Treasurers Report Profit & Loss Statement (2223 : Treasurer's Report)