

Comprehensive Plan
Town of Haymarket
Commonwealth of Virginia
2008-2013



TOWN OF HAYMARKET
COMPREHENSIVE PLAN

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Planning Commission on

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Town Council on

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Town of Haymarket, Virginia

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The 2007-2008 update of the Town of Haymarket Comprehensive Plan was prepared by the Planning Commission. Further references on natural resources can be found in the 2001 edition of the Town of Haymarket Comprehensive Plan.

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INTRODUCTION

The Virginia General Assembly, recognizing the need for local planning within each area of the Commonwealth, adopted Section 15.1-446.1 of the Code of Virginia (1950) as amended on July 1, 1980. This section requires that each municipality develop its own comprehensive plan. The mandate states, "The comprehensive plan shall be made with the purpose of guiding and accomplishing a coordinated, adjusted, and harmonious development of the territory which will, in accordance with present and probable future needs and resources best promote the health, safety, morals, order, convenience, prosperity, and general welfare of the inhabitants."

To achieve these ends, the Town Council and Planning Commission of the Town of Haymarket have developed the following Comprehensive Plan. The Comprehensive Plan, which is to be used in conjunction with the various Town ordinances, is designed to protect those qualities of life held important by the citizens of the Commonwealth and the Town and to encourage future development that enhances and compliments the growth of the Town as well as protects its natural and cultural resources.

The Comprehensive Plan has three interrelated parts: Part I, Community Characteristics and Resource Inventory; Part II, Community Goals and Objectives; and Part III, Implementation of Goals and Objectives. The following provides a general overview of these sections.

Part I: Community Characteristics and Resource Inventory

This part involves the collection of data concerning the history of the Town, population characteristics, existing land use, natural resources, growth determinants, potential and existing sources of pollution, economy, and community attitudes. This background information provides a basis on which to formulate future goals and objectives in Part II.

Part II: Community Goals and Objectives

This part develops the future goals and objectives of the Town, creating a focus that the Town Council and the Planning Commission can use to guide the requests of the community and establish consistency between each new Council as the years pass.

Part III: Implementation of Goals and Objectives

This part focuses on the implementation of the goals and policies identified in Section II of the Comprehensive Plan. In particular, this section identifies the tools which may be used by the Town Council to achieve these goals and objectives. It further defines the priorities of these goals and provides a time frame by which the Town hopes to achieve these goals.

PLAN AMENDMENT

Growth in any living entity involves changes that must be accepted and adapted to as time passes. The Town of Haymarket remained in a non-growth status for many years and reliance on a good neighbor policy was sufficient to meet the demands of its citizens. In the last ten years, the Town has experienced growth of unusual proportions and therefore must evaluate the direction that the community is heading in order to ensure continued survival. This continuing growth requires a reexamination of Town goals on a regular basis, and to this purpose, the Comprehensive Plan may be changed as the development and views of the community change. The original Comprehensive Plan, adopted in 1990, concentrated heavily upon natural constraints to development such as potable water supply protection and soil suitability for septic systems. The nature of these factors has changed as the County extends public water and sewer throughout the Town and the surrounding environs. In 1993, concerned that the pattern of development in the Town might not be in harmony with the environment, the Town added a new section on natural resources to the Comprehensive Plan. The Plan Amendment was prepared by the Northern Virginia Planning District Commission through a grant from the Chesapeake Bay Local Assistance Department and focused on the importance of maintaining the integrity of state waters and the Chesapeake Bay to the citizens of the Commonwealth. In this update, a section on cultural resources and Town identity, the growing concerns of transportation, parking, architectural styles, community design and a more detailed land use policy have been added to assist the Town in maintaining its sense of place as development in and around the Town threaten to overwhelm the community. In subsequent years, the text will continue to be re-evaluated for new goals and directions for the Town to pursue in order to preserve its heritage and to remain a viable and desirable community in which to live and work.

It is necessary, due to the nature of the Comprehensive Plan and its purpose, that the Town Council regularly review the Comprehensive Plan and update the goals to keep pace with events and development affecting the Town's well being. As required by the Virginia State Code, the document shall be reviewed at no more than a five (5) year interval.

PART I

COMMUNITY CHARACTERISTICS AND RESOURCE INVENTORY

1.1 COMMUNITY PROFILE

1.1.1 Location

The Town of Haymarket is located in the Northwestern portion of Prince William County, Virginia approximately 37 miles due west of downtown Washington, DC. The Town straddles Interstate 66, an important radial corridor of the Washington region. The Town of Haymarket is a small, suburban community of approximately 1400 citizens, located at the edge of Northern Piedmont foothills 37 miles west of Washington DC in Prince William County, Virginia. In the past five years development and property values surrounding Haymarket have increased, making the Haymarket area one of the most prestigious regions within western Prince William County. The future of Haymarket must be adjusted from previous plans to embrace and exploit this growth by maximizing the use of resources real and financial, to best suit the residents of the Town.

FIGURE 1: Map of area location



1.1.2 History of Haymarket

When the first English settlers were seeking to establish a wilderness outpost at Jamestown (1609), the upper Piedmont was an Indian hunting ground and the scene of sporadic battles between local Manahoac tribes and the powerful Iroquois Confederation of the north. By the time the Treaty of Albany was established in 1722, which required the remaining natives to move west of the Blue Ridge Mountains, the Manahoac had long been dispersed either by disease or the Iroquois.

During Colonial times, several important trails were cut through the area. One of these, the Carolina Road, was the main north-south route of the Piedmont. It followed an old Indian trail which gradually became a road as settlers moved into the area. The Carolina Road is in approximately the present location of US Route 15 and Route 625. A second trail, the Dumfries Road, was important as a route connecting the areas west of the Bull Run Mountains with the once thriving port of Dumfries. This road followed the general alignment of Route 55 and Route 619.

FIGURE 2: 1799 Plan of the Town



Near the intersection of Fayette and Washington Street a historical marker explains how this town acquired the endearing nick-name of "The Crossroads". It says:

The Town of Haymarket, chartered in 1799, owes its location to the junction of the Olde Carolina Road and the north branch of the Dumfries Road at the site of the Red House. The Carolina Road developed from the Iroquois hunting path which was abandoned by the Indians after 1722 when they were forced by treaty beyond the Blue Ridge. The Dumfries Road was in use as a major trade route between the Potomac and the Shenandoah Valley before 1740.

Before there was a town called Haymarket at the crossroads of Carolina and Dumfries Roads, there was a tavern called the Red House. It is not certain when the Red House Tavern was built, but there are references to "the Red house" in travel diaries as early as 1780 and it was first seen as a place name on a 1787 map drawn by Thomas Jefferson.

On January 11, 1799, the Town of Haymarket was chartered by the General Assembly. Regulations were formulated for buying lots in the Town. A house built to specifications was to be completed within five years or the lot would be forfeited. All streets were 60 feet in width and each block was 250 feet by 350 feet, divided into four lots. The lots were numbered 1 to 140 on a survey of 1800. (See Figure 2)

TABLE 1: Current & Future Population, Households, & Employment

Haymarket Area "Current & Future" (MWCOG Forecasts)		
YEAR	POPULATION	GROWTH
2000	11,387	
2005	29,078	+ 17,691
2010	41,674	+ 12,596
2015	50,612	+ 8,938
2020	55,572	+ 4,960
Growth Forecast		44,185
YEAR	HOUSEHOLD	GROWTH
2000	4,065	
2005	9,211	+ 5,176
2010	13,608	+ 4,367
2015	16,804	+ 3,196
2020	18,602	+ 1,798
Growth Forecast		14,539
YEAR	EMPLOYMENT	GROWTH
2000	2,141	
2005	3,293	+ 1,152
2010	5,936	+ 2,643
2015	8,438	+ 2,502
2020	10,460	+ 2,022
Growth Forecast		8,319
NOTE:	Population growth by 388%. Households grow from 2.8 persons to 3.15 persons to 3.0 persons. Jobs per Household grow from 0.53 to 0.56	

From 1803 to 1807, Haymarket was the seat of the district court. In 1807, district courts were abolished in favor of circuit courts and in 1812 the General Assembly ordered the courthouse to be sold. For about four years, the Hygeia Academy occupied the building. In 1822, the building was purchased by William Skinker, Jr. who, in 1830, deeded it and one and one-half acres to the Episcopal Church. In 1833 the old courthouse was consecrated as St. Paul's Church in which capacity it has served to this day.

During the Civil War, Haymarket's location at the intersection of two major roads, as well as the presence of the Manassas Gap Railroad within the town, guaranteed that it would experience heavy troop activity. In November, 2004, the Town of Haymarket was added to the Virginia Civil War Trails for two significant events: (1) the burning of the town and (2) the fated meeting at Haymarket between Federal and Confederate forces prior to the battle of Gettysburg.

On November 4, 1862 Federal troops occupied the Haymarket area and during the day went through the homes in the town to confiscate all firearms. Later that night a sentry reported being fired on while passing through the town, so a small Federal scouting party was sent to flush out the suspected sniper. The officer in command of the party, Lt. Kurd Velthiem, gave the order to set fire to the houses; a decision for which he was court marshaled six days later. Only three dwellings and St. Paul's Church remained after the fire. St. Paul's then was used as a stable for Union Calvary horses, and later it, too, was burned. Only the walls were left standing. As a result of the fire, the Town remained virtually unpopulated for the remainder of the war.

The second event is explained on the Civil War Trails sign:

On June 25, 1863, Confederate General JEB Stuart and nearly 5,000 of his cavalry approached Haymarket, Virginia on specific orders from Gen. Robert E. Lee. Lee was on the western side of the Bull Run Mountains, heading north into Pennsylvania and needed Stuart to “pass around their (Federal) army without hindrance” in order to screen the movements of the Army of Northern Virginia as it crossed the Potomac. Stuart took the intended route north through Haymarket on the advice of his aide, Col. John Mosby. Arriving at Haymarket, Stuart converged with Federal General Winfield S. Hancock’s II Corp on the Old Carolina Road. Hancock, too, was marching north toward Leesburg. Stuart attacked the Federal wagon train and infantry, shelling them with six cannons. This bombardment “scattered men, wagons, and horses in wild confusion” causing several Federal casualties. The Federals regrouped, formed a battle line, and marched toward Stuart, forcing him to make a decision to either fight the larger force or retreat. Stuart decided to retreat southwest toward Buckland Mills and sent a courier to Lee detailing his change of plans. The courier never arrived with this vital news for Lee. Stuart began moving northward on a new route that took his forces 60 miles away from his intended route and out of communication with Lee for eight critical days. The devastating loss of communication between Lee and Stuart, his most trusted reconnaissance officer, caused Lee to fight on unfamiliar ground at Gettysburg, Pennsylvania on July 1, 1863.

Following the war, Haymarket began to recover, slowly regaining its former size and prosperity. On February 21, 1882, an act was approved to reincorporate Haymarket. Minutes of the Town Council from May 2, 1882, list G. A. Hulfish as Mayor and T.A. Smith, Jon L. Reid, W.W. Meade, and C.E. Jordan as Councilmen-elect. D.E. Saunders was Clerk and James McDonough, Sergeant.

Well into the 20th century, Haymarket played an active role in Virginia’s famous horse culture. As early as 1785 the “Jockey Club” was organized at Red House and the area became well known for the races held at a local horse track. Although the exact location of the track is not known, the horse racing legacy was remembered by Bishop William Meade who wrote in 1857 “...in preaching there in former days I have, on a Sabbath, seen from the courthouse [now St. Paul’s Church] ... the horses in training for the sport which was at hand. Those times have, I trust, passed away forever.” The town’s affinity for horses did not, however, “pass away”, because in the 1950’s and 1960’s the town once again became well known for the popular yearly horse show held in the town sponsored by St. Paul’s Church.

Throughout much of its history, Haymarket has served as a major commercial and agricultural service center for western Prince William County. With the construction of Interstate 66, however, and as Northern Virginia has grown, that growth has extended into western Prince William County. Particularly since the late 1990’s, new residential development has come to Haymarket that is not directly associated with its traditional agricultural service businesses. This growth has placed new stresses on Town streets, services, and existing businesses while increasing demand for new ones.

Although the gradual evolution of the Town from its essentially rural character continues, Haymarket owns a rich and varied heritage from which it can learn much as it faces the challenges of the Twenty-First Century.

1.1.3 Town Government

Haymarket is one of four incorporated towns in Prince William County. The present Charter was granted by the General Assembly on April 7, 1950 and has been amended four times.

Haymarket has adopted a modified mayor-council form of government which comprises a six-person elected municipal council, which serves as a legislative body, and a separately elected mayor. The Mayor has certain executive and administrative responsibilities in addition to presiding at meetings of the council. The Mayor may vote only when necessary to break a tie. However, the Charter grants the Mayor a veto over council enactments of ordinances and resolutions. A veto by the Mayor can be overridden by a two-thirds vote of the Council members.

Members of the Town Council and the Mayor are elected for two-year terms each May in even

numbered years on the first Tuesday of the month. A Vice Mayor is selected from among the six council members and may perform the duties of the Mayor in his or her absence. Administrative appointments by the Council include a town manager, treasurer, clerk of the council, chief of police, and a building official. The Council may also appoint other officers as it deems necessary.

Unlike cities, which are independent governmental entities, a town is part of its County. Town residents pay both County and Town taxes, are qualified to vote in both County and Town elections, and receive county services including public schools, health services, and law enforcement. The Town is located within the Gainesville Magisterial District of Prince William County.

1.1.4 Community Profile Summary

The development of a comprehensive plan begins by placing the community within the context of time, setting, and structure. Haymarket's location in respect to the growing northern Virginia area will have a significant impact on the Town's future growth. The opening of Interstate 66 decreased travel time to major markets and employment centers, making the Town attractive for new development. Because the Town's provision of basic services is dependent on local tax revenues, efficiency and effectiveness are crucial to the maintenance of existing levels of service and current tax rates. A detailed assessment of community facilities and services, therefore, should be a practical component of the plan. Since Town residents also pay County taxes, Haymarket's relationship with Prince William County and services provided by the County will also be discussed.

1.2 LAND USE POLICY

Through the Comprehensive Plan, the Town expresses its commitment to a well-balanced land use pattern that will promote a high quality, affordable lifestyle with employment opportunities for its residents. To achieve that balance, the Plan provides policy guidance for a mix of residential, non-residential, and public/institutional land uses. The policies consider how residents want their community to look and function, the type of amenities they wish to have available to them, and the fiscal implications of those land use policies. The policies also consider conditions that make the community attractive for economic development, such as the location of Haymarket in western Prince William County as well as its proximity to Interstate Route 66, Route 15, Route 55 and Route 29. Most importantly, the policies honor the small-town qualities and features that distinguish Haymarket and use them as the foundation for shaping the community's future.

1.2.1 General Land Use

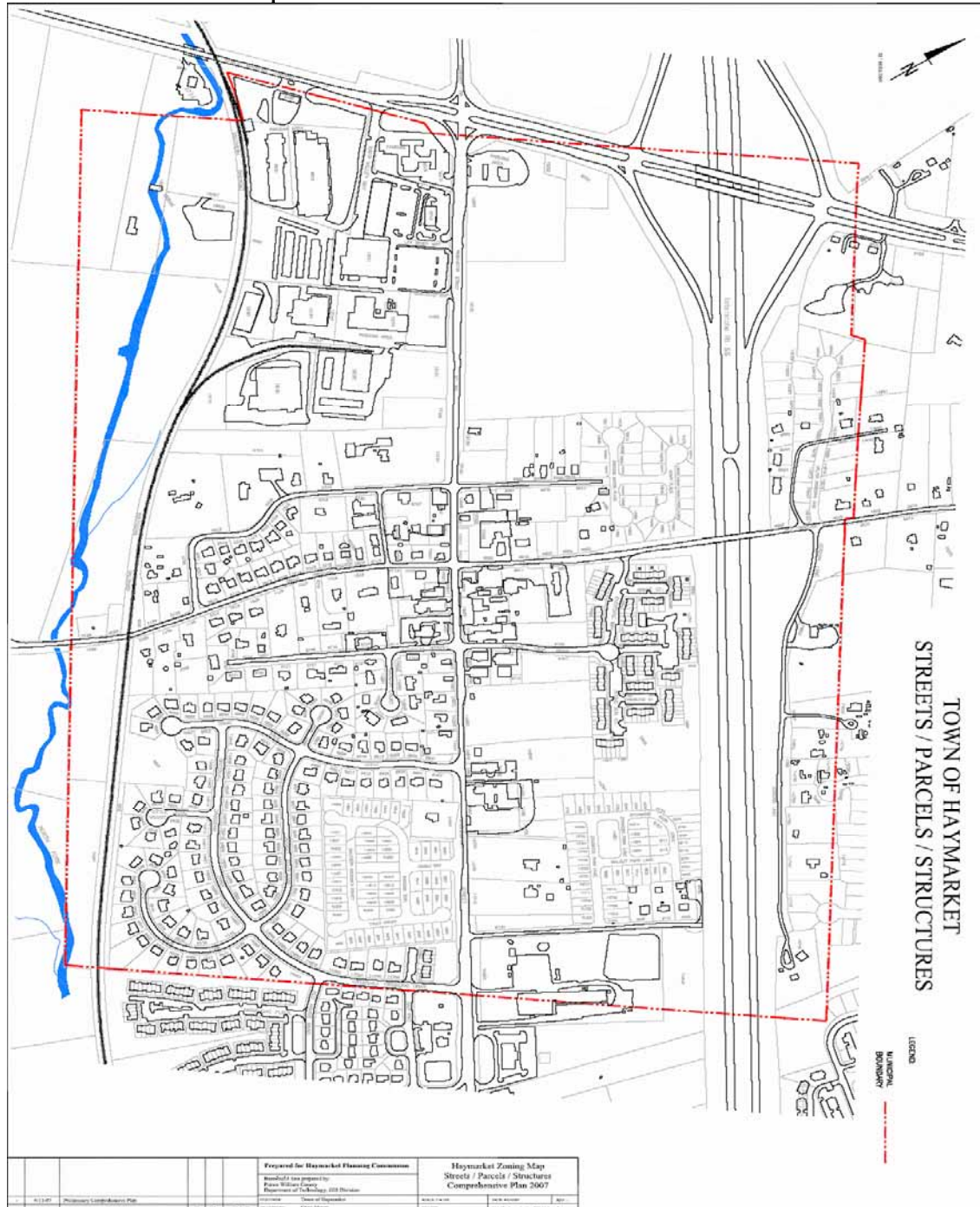
The potential for new development in an existing community generally creates some level of anxiety and stress as opinions vary on whether change is good or bad. Views are influenced by how long a person has lived in the community, whether his or her livelihood is tied directly to the community or to a larger metropolitan area, whether the person was born in the community or moved there, as well as other personal values and beliefs. In Haymarket, where residents hold a variety of beliefs regarding growth or new development and their impact on quality of life, it will be very difficult, if not impossible, for a land use plan to address all of the social aspects and opinions of change or growth. The plan can, however, focus on minimizing the negative effects on the existing Town from a land use standpoint.

The Comprehensive Plan calls for a mix of residential and non-residential land uses that will provide an economically and fiscally balanced land use strategy. Uses that generate high fiscal costs, such as residential development, must be balanced by uses that generate a positive revenue stream, such as employment uses. The land use policies are also based on compatibility in terms of appearance, scale, traffic generation, and other factors.

The land use policies of this plan take these considerations into account and seek to address concerns voiced at the Charrette in May 2004, public hearings and community input sessions where citizens expressed concern about the rate of residential growth in the area and the threat this growth poses to maintaining the small-town character of Haymarket. Citizens expressed interest in assuring that residential growth does not outpace the community's ability to provide adequate utilities and/or facilities, and does not further exacerbate existing congestion on the transportation network. Citizens also expressed the belief that the Haymarket area needs a more balanced and viable tax base and more opportunities for economic development. This, however, must be accomplished in a way that will not threaten the viability of Haymarket commercial development but will instead, complement it. Citizens also stressed the desire to have expanded recreational opportunities in the area and to plan for open space in new developments. Although the Plan sets forth a general development pattern and land use strategy for the Town, actual development will depend upon a variety of factors such as the regional and national economy, decisions of individual landowners, market supply and demand, as well as the capacity of the available sewer and water services that the Town cannot control.

The Town has closely assessed the impacts of land use decisions on the local transportation network and public utility capabilities. Although no plan can predict exactly how slowly or quickly development will occur, the Town can seek to influence the decision making process by providing a reasonable plan that seeks balanced development.

FIGURE 3: 2007 Map of Town



1.2.2 General Land Use Policies

- a. Development in Haymarket will be consistent with the land use designations depicted on the Planned Land Use Map.
- b. The Town will encourage a mix of residential and employment uses to promote a balanced tax base, provide jobs and offer a variety of housing opportunities in the Haymarket area.
- c. The Town will be the focal point for residential and nonresidential development. In an effort to facilitate the compact and efficient use of resources, new development is encouraged to locate in the Town before moving into the neighboring areas of the county. The Comprehensive Plan will offer expansion opportunities for existing Haymarket businesses and for new businesses that complement the small town character of Haymarket.

1.2.3 Existing Land Use

The land use pattern that has developed in Haymarket and its surrounding area must be taken into account in any plans for future development. Analysis of existing land use patterns can assist in the identification of problems which have resulted from the misuse of land in the past and help prevent such occurrences in the future. Studying land uses in the Town and the surrounding area will also show to what extent these patterns may influence future growth and development.

1.2.4 Land Use Survey

The Town's existing land use survey, conducted in July, 1989, was reviewed in July, 1995 and again in April, 2006 to determine if there had been any major shifts in how land is used in Haymarket. In 1989, the use of each parcel was classified and recorded according to the following functional categories:

Residential

- | | |
|-----------------|---|
| ➤ Single-Family | A structure, generally containing one dwelling unit, but not more than two. |
| ➤ Multi-Family | A structure containing three or more dwelling units. |
| ➤ Townhouse | A structure containing one dwelling unit and connected by a common party wall to another dwelling unit. |
| ➤ Mobile Home | A structure transportable in one or more sections which is built on a permanent chassis and designed to be used with or without a permanent foundation. |

Commercial

- | | |
|-------------------------|---|
| ➤ Neighborhood Business | Business activities providing necessary services for day-to-day operations of a household. |
| ➤ Planned Interchange | Business and commercial activities which generally depend on a trade area larger than the immediate neighborhood. |

Industrial

➤ Light Industry

Includes warehousing and light manufacturing uses which produce some noise, traffic congestion, etc., but which are of such limited scale or character that they present no serious hazard to neighboring properties.

1.2.5 Analysis of Existing Land Use

As show in Table 2, developed land accounts for 174.60 acres or 64.02% of the net land in Haymarket. Of the developed land in Haymarket, residential use consists of 105.60 acres or 60.48% of all developed land in the Town. Commercially zoned land (B1, B2, I1, & C1) accounts for 67.70 acres or 38.78% of the total developed land. The open or undeveloped land in the Town accounts for 98.14 acres or 35.98% of the net land in the Town. 29.84 acres of the 98.14 is located in the Town's Conservation District along the North Fork Creek. At this time, the 29.84 C1 acres cannot be developed. The remaining net developable land is approximately 68.3 acres.

Of the 68.3 acres considered open at this time, 15.22 are approved residential subdivisions (See Table 4) and have been subdivided and recorded with the Circuit Court and 12.45 is owned by Home Owners' Associations, leaving a remaining 30.63 acres of open space that is developable. 24.94 of the 30.63 are owned by B.M. Smith & Associates who have no immediate plans to develop.

The Town has a total of 433 housing units. Single-family dwellings number 297 or 71.91% of all residential units and consume 85.64 acres. Town-homes make up 28.09% of residential units and are 116 in number and consume 5.63 acres. The average lot size for town-homes is .05 acres. The average lot size for single-family dwellings is .29 acres. The Town currently has 20 (16 do not yet have occupancy) apartments and this number is included in the 433 count. However, apartments in the town are only permitted in commercial zones.

TABLE 2: Existing Land Use in Haymarket

	Acres	Percentage
GROSS LAND AREA	369.47	100.00
Freeway Portion	44.15	11.9
Stream Portion	3.65	.9
Railway Portion	6.73	1.8
Other Public Roads	28.53	7.7
Miscellaneous	13.66	3.6
NET LAND AREA	272.75	73.8
Developed Area of Net Land	174.60	64.02
Undeveloped Area of Net Land	98.14	35.98
Breakdown of Developed Net Land Area		% of Developed Net Land
Residential	105.60	60.48
R-1	87.00	
R-2	18.42	
Conservation	3.55	2.03
Light Industrial	34.20	19.59
Commercial	29.94	17.15
B-1	20.84	
B-2	9.10	
Partial Zonings R-1 & B-1	1.47	.84
Breakdown of Undeveloped Net Land		% of Undeveloped Net Land
Residential	36.17	36.86
R-1	17.68	
R-2	18.49	
Conservation	29.84	30.41
Light Industrial	2.07	2.11
Commercial	30.02	30.59
B-1	7.85	
B-2	22.17	

Residential land use accounts for approximately 105.60 acres and 60.48% of all of the developed land in Haymarket. Most of the residential units in the Town are located in named subdivisions. These include: **Greenhill Crossing** consisting of 32.77 acres; **Haymarket Station** 7.51 acres; **Longstreet Commons** 13.45 acres; **Madison Acres** 6.23 acres; **Piedmont Mews** 1.98 acres; **Robinson's Paradise** (16 new homes not yet developed but subdivided) 8.28 acres; Sherwood Forest 5.22 acres (29 homes not yet built, but subdivided); **Villages of Haymarket** 5.64 acres; **18th Century Haymarket** 4.21 acres (Table 3). There are a remaining 33.53 acres of residential units that do not lie within a named subdivision. The remaining dwelling units are spread throughout the Town mostly on Fayette, Jefferson, and Washington Streets and have an average age of 55 years (**1952 being the average year built). The average lot size for the 47 homes not located in a named subdivision is .7135 acres.

Describing the “particular nature of a place” is an important starting point in the visioning process. One can begin with the historically rural nature of Haymarket. Haymarket and the nearby new developments are the far western edge of planned development in Prince William County, with the surrounding area designated as the “Rural Crescent.” So far, the nature of this rural area is holding and there is still that small town experience when one is in Haymarket.

The setting of the Town is logical and has historically set the growth patterns to the north and south.

Washington Street (Route 55) was set on the ridgeline between the Broad Run watershed to the south and the Bull Run watershed to the north. This ridgeline is very subtle and has made Washington Street “the main street”, with all roads coming up to it.

Jefferson Street, the “Old Carolina Road”, is the historic north south road in the Piedmont foothills. Emphasizing the Washington Street/Jefferson Street intersection reflects on this historic importance and reasserts the Town’s center role in western Prince William County.

TABLE 3: Detail of Subdivisions in Haymarket

Subdivision	Year Developed	# of Units	*Average Lot Size
Haymarket Station	2004-2005	60	.1072
Greenhill Crossing	1997-1999	114	.2801
18 th Century Haymarket	2000-2001	16	.2628
Villages of Haymarket	2004	47	.1052
Madison Acres	1984	17	.3409
Longstreet Commons	1988-1989	110	.0485
Sherwood Forest	Not Yet Developed	29	.1739
Robinson’s Paradise	Not Yet Developed	16	.3452
Piedmont Mews	2007-2008	6 (in-town)	.3295
Alexandra’s Keep	Not Yet Developed	12	.0500

*average lot size does not include HOA property within the subdivision. This is only reflecting average lot sizes with dwelling units.

TABLE 4: Approved or Under Application Developments in the Town of Haymarket

Name of Development	Acreage	No. of Units or Sq. Ft.	Use (If Known)
Quarles Center	6.0346		Bank, Restaurant, Retail
Alexandra’s Keep	1.9252	12 Town Homes	Town Homes SUP
Payne Lane Development	2.31	32 Condos	Mixed Use/Retail under Apartments
Haymarket Industrial Park	2.34		Office/Retail
Olde Town Center	1.50		Office/Retail
Parking for Olde Town Center	.84		Private Parking
Sherwood Forest	5.0	29 Single Family	Residential
Robinson’s Paradise	8.07	16 Single Family	Residential
Winterham	3.30	48 Condos	Mixed Use/Retail under Apartments
Piedmont Mews	5.0 (in-town)	6 Single Family	Residential

The recent developments of Haymarket Station (2005/2006) and the Villages of Haymarket (2004/2005) added 101 new single family homes on 15 acres. Alexandra’s Keep has a preliminary approval for the development of 12 town homes on 1.9 acres; Robinson’s Paradise has been approved and subdivided for 16 additional single family dwellings on 8.07 acres; and Sherwood Forest has been subdivided and approved for 29 single family dwellings on approximately 5 acres.

Commercial land use accounts for approximately 29.61 acres or 11% of all developed land within Haymarket. Until recently, almost all commercial activity was concentrated near the center of Town at the intersection of Washington and Jefferson Streets. However, commercial activity has now spread along Washington Street from one end of Town to the other and has begun to branch off along some of the side streets. Commercial activities in and around the Town have become increasingly diversified, offering a wide variety of products and services. The days when Town residents have to travel to Manassas and elsewhere to shop appear to be numbered. The time is drawing near, when the outflow of local income will begin to dwindle as residents find that more and more of the products and services that they require can be found within walking distance of their homes.

In addition to the neighborhood business activity located in the Town, there are a number of other

existing commercial establishments near the Town limits which serve a trade area larger than the Town and the immediate area.

There are several new parcels of commercial land currently being developed or re-developed in the town. These buildings along Washington Street include an office building, restaurants, and additional retail space. There are approved plans for the Quarles property, which will include additional restaurants, retail and a bank.

Light industrial land uses within Haymarket, primarily catering to the building industry in Prince William County, account for 26.87 acres or 10 percent of the developed land in the Town. At present, industrial land use is confined to the southwestern portion of the Town between Route 55 and the Southern Railway. The availability of the interstate highway, rail access, and provisions for sewer and eventually water facilities make this area attractive for industrial development. The expansion of industry and other incompatible land uses into or near residential neighborhoods without adequate buffering should be discouraged.

Public and semi-public land uses occupy 22.57 acres or 8% of the developed land in the Town. Included within these classifications are the Town Hall, old fire station, post office, churches, and the Masonic temple. The Pace West Elementary School is located on the Town line on Washington Street. The building is in both the town and the county, but $\frac{3}{4}$ of the site and the playground extends into the Town. The County School Board has closed the Pace West Elementary School to regular classes and now uses the facility for special education purposes. Haymarket children attend Tyler and Buckland Mill Elementary School, Bull Run Middle School, and Battlefield High School. Most other public and semi-public land uses are found near the center of Town. The County built a facility for the Gainesville Fire Department just outside of the Town limits.

One of the most important land use categories in any land use analysis is the availability of vacant land for development. The amount, nature, and suitability of vacant land are a major determinant of future growth patterns. It is the general characteristics of vacant land which the Future Land Use Plan (Section III) will focus upon in determining the most appropriate type of development that would best serve the Town.

Much of the undeveloped area south of the Southern Railway lies within the limits of the 100 year flood plain and is designated as wetlands by the Federal Corps of Engineers. These areas should not be developed for urban uses due to environmental, ecological, and aesthetic reasons. The adoption of the Town's Chesapeake Bay Preservation Ordinance has identified a 100-foot buffer area adjacent to and landward of both sides of North Fork Creek and two unnamed tributaries within the Town as Resource Protected Areas (RPAs). This designation restricts all development within the RPA except for water dependent facilities and some recreational uses, such as pedestrian or equestrian trails. The extent of the RPA is almost completely contained within the Town's existing conservation land use category. In addition, the County has designated the North Fork creek as a greenway for conservation purposes with potential access for trails.

A total of 79.41 acres or 30% of all developed land within the Town is utilized for transportation facilities. People tend to overlook roads and other transportation facilities as significant land users; however, approximately 15 to 20 percent of the area of a residential subdivision is utilized for street right-of-way. The right-of-way of Interstate 66 through northern Haymarket occupies approximately 21 acres and represents the largest such use of land within the Town.

1.2.6 Existing Land Use Summary

Residential land use constitutes the single largest use of developed land within the Town. The construction of Interstate 66 has reduced travel time to the major markets and employment centers in the Washington area, thereby making the Haymarket area more attractive to land development. In anticipation of the expected increase in growth within the Town, the Town has developed a Future Land Use Plan (Section III). The Future Land Use Plan examines the Town's desired future pattern of

development and redevelopment taking into consideration a number of factors including the environment, economic growth, housing needs, public facilities, and the preservation of community character.

The availability of a number of large parcels of vacant land within the Town, the projected growth of the surrounding county areas, the Virginia Department of Transportation's projected widening of Route 15 to a six lane highway, and the County's Comprehensive Plan projection of a full cloverleaf interchange at Interstate 66 and Route 15, points to the expansion of residential and commercial uses within the Town and the surrounding area.

1.2.7 Analysis of Existing and Proposed Land Use Surrounding Haymarket

It is important to show the growth outside of the Town's boundaries. Article VII, section 1 (3) approved by the General Assembly on April 7, 1950, of the Town's Charter provides that:

Article XIII. Powers of the Town Council

(3) make and adopt a comprehensive plan for the town and to that end all plats and replats hereafter made subdividing any land within the town, or within one (1) mile thereof, into streets, alleys, roads and lots or tracts, shall be submitted to and approved by the council before such plats, or replats are filed for record, or recorded, in the office of the clerk of Prince William County, Virginia.

On September 12, 2005 the Town Council reaffirmed this enumerated power by way of resolution directed to the Prince William County Board of Supervisors. The Town is periodically provided a copy of rezoning, special use permit, and subdivision applications that fall within 1 mile of the Town's boundaries. Figure 5 is a map reflecting the 1-mile radius outside of the Town's limits.

Several current applications that are of concern to the Town are outlined below; all lie within 1 mile of the Town's boundaries. The Town has provided the Prince William County Planning Office with narratives detailing the Town's opposition to these applications.

Applications Pending in Prince William County-December 2007

1. Market Center Land Bay 3 is an application for a Special Use Permit to allow single tenant uses that exceed 80,000 square feet and to increase the maximum allowable retail square footage of 300,000 to approximately 380,000 square feet. The property is adjacent to the Town's western boundary.
2. Old Carolina Road re-zoning application also known as Haymarket Estates on approximately 29 acres. They are proposing 70 Single Family detached units (also one existing sfd to remain). The applicant desires zoning from A-1 to R-4. The County's planning staff has recommended approval of this application.
3. Carver Road Rezoning application The County's planning staff has recommended approval of this application.
4. The Village at Heathcote is a rezoning application/proffers amendment (formerly known as West Market North) requesting that 27 acres be zoned from M-2 & O(H) to PBD (Planned Business District) to develop a mixed use business park/employment center)

Developments approved and either not yet built or semi-built or newly built within 1-mile of the Town's boundaries.

Village Place at Gainesville

This development will ultimately consist of 181 dwelling units on approximately 15 acres with a mix of town-homes and condominiums. Phase II of the Village Place is a commercial Town Center consisting of approximately 350,000 square feet of office/retail on approximately 64 acres. The largest tenant proposed is 85,000 square feet. This development lies within 1 mile of the Town's boundary on the south side of VA Route 55, east of the Town limits.

Village Square at Greenhill Crossing

This is an office park designed in town-home style. The total square footage dedicated to office/business use is 38,000+. This center is located on the south side of Route 55, east of the Town's eastern boundary.

Greenhill Crossing Commercial Center

Greenhill Crossing Commercial Center is a small strip center located in front of the Greenhill Crossing Subdivision. The plaza consists of only 3 tenants, 1 being the United States Postal Service. This is the post office that services Haymarket and portions of Gainesville. The center is approximately 4,500 square feet.

Piedmont Center Plaza

Located on the North side of Route 55, east of the Town limits, directly across from the Village Square at Greenhill Crossing, this retail/commercial development is comprised of 4 parcels, totaling 9.23 acres. Building A with 4000 SF on 2 acres and exposure to Washington Street is designated for bank use. Building B with approximately 18,000 SF is designated for retail use and Building C with approximately 13,344 SF is designated for retail, restaurant and medical/dental office use. Building D will be a 350 student preschool.

The Reserve at Greenhill Crossing

This development is an additional phase of the original Greenhill Crossing development. This phase consists of 14 single family dwellings on approximately 4.45 acres and is located directly behind the Greenhill Crossing Commercial Center, east of the Town's limits and on the south side of Route 55.

Midwood Center

This development consisting of approximately 60 acres was rezoned in 2000 from A1 to PBD (Planned Business District). The developer proposes over 2.5 million square feet of office/retail/commercial.

Market Center

Market Center is a development that spans the north and south side of I-66, west of the Town's limits. The northern part of this development will be home to approximately 200 condominiums, directly across Heathcote from the Haymarket Health Center. Land bay 3, on the south side of I-66, is slated for approximately 325,000 square feet of retail/commercial uses.

West Market

The West Market Development was approved in 2001. This development consists of 6 Land Bays all slated for various times of development. Land Bays 1, 2, & 4 are completed and have a total of 409 dwelling units. Land Bay 3 is slated for light industrial; Land Bay 5, office/high rise; and Land Bay 6 for general business.

Villages of Piedmont

Formerly known as South Market Development, the Villages of Piedmont runs on the western side of Route 15 and south of Norfolk Southern Railroad. The development lies on approximately 182 acres and received its rezoning in 1992. Already subdivided, this development will be home to 400+ dwelling units including town-homes and single-family dwellings.

Haymarket Health Center

This facility, owned by Prince William Health Systems, has been designed to be a major outpatient health care center featuring a 75,000+ square foot building and being incorporated into the West Market Community. The building is located west of Route 15 on Heathcote Blvd and sits on 38+ acres.

Piedmont Mews

This development borders the Town's northeast boundary. The development consists of 77 single-family dwellings on 23.28 acres. This project did receive the Town's approval in 2005; 6 of the 77 lots lie within the Town's boundaries.

Somerset

The Somerset Subdivision is comprised of 494 lots consisting of both single-family dwellings and town-homes on approximately 711 acres. In addition, there are 139 Condominiums and 352 Apartments. This development is situated outside the southeast boundary of the Town and is complete at this time.

Carterwood

Carterwood is a combination of small lot and mid-lot single-family dwellings totaling 83 in number. The development lies on the northeast border of the Town within 1 mile.

Parks at Piedmont

The Parks at Piedmont consists of 437 single-family and town-home lots, varying in lot size. In addition, there are 47 multi-family buildings, each building consisting of 4 units, totaling 188 units. The development of the condominiums is near completion. The Parks at Piedmont lies on the northeast boundary of the Town.

UVA Property

The University of Virginia Foundation rezoning was recently approved. They are proposing to develop a maximum of 150 single-family dwellings in a cluster lay-out on approximately 195 acres.

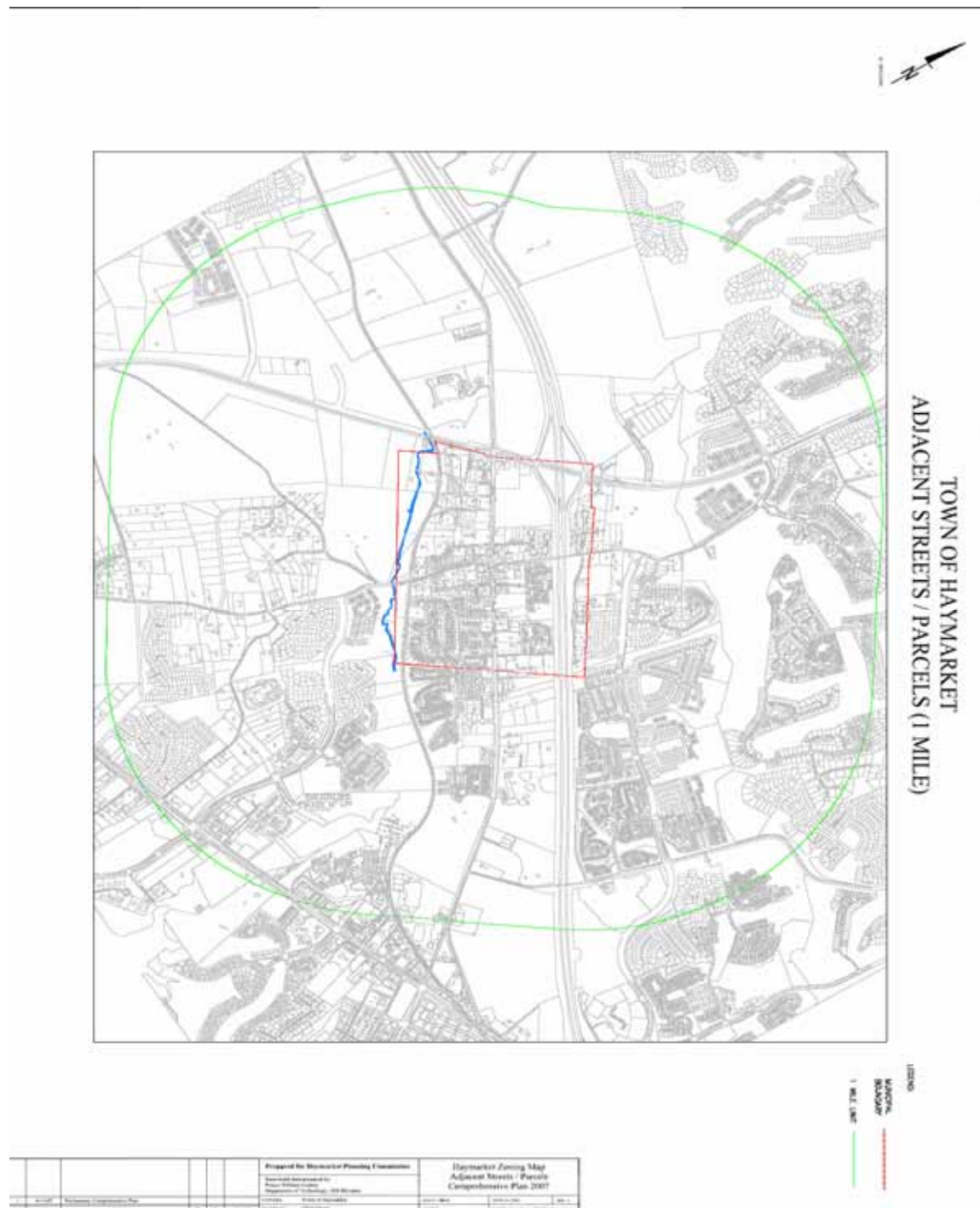
Haymarket Landing

Otherwise known as the JCE Smith Property, this development proposes a maximum of 60 single-family dwellings, in a cluster lay-out on approximately 66 acres. The property is located adjacent to the Town's southern boundary.

TABLE 5: Developments within 1-Mile of the Town's Boundaries in PWC.

Name of Development	Approximate Land Total	Zoning	Status	No. of Units/ square feet
Village Place at Gainesville	80 Acres	PMR	Residential is partially developed. Commercial not yet started.	181 Condos/T.H. 350,000 Sq. Ft. retail
Village Square at Greenhill Crossing	3.2 Acres	B1	Complete	38,000 Sq. Ft.
Greenhill Crossing Commercial Center		B1	Complete	4,500 Sq. Ft.
Piedmont Center Plaza	9.23 Acres		Partially Developed	
The Reserve at Greenhill Crossing	4.45 Acres	R4	Partially Developed	14 SFD
Midwood Center	60 Acres	PBD	Undeveloped	2.5 Million Sq. Ft.
Market Center	?	PMR	Partially Developed	200 Condos 325,000 Sq. Ft. Ret.
Villages at Piedmont	182	Mixed	Partially Developed	400+ Mix of SFD & TH
West Market	?	PMR	Mostly Developed	Land Bays 1, 2, & 4 409 Res. Units
Haymarket Health Center	38 Acres	PMD	Under Construction	75,000 Sf. Ft
Piedmont Mews	23 Acres	PMR	Mostly Developed	77 SFD
Somerset	711 Acres		Mostly Developed	494 SFD & TH 139 Condos 352 Apartments
Carterwood	?	Mixed	Complete	83 SFD
Parks at Piedmont	?	PMR	Mostly Developed	437 SFD & TH 188 Condos
UVA Property	195		Not Yet Developed	150 SFD
Haymarket Landing	66	R4	Not Yet Developed	60 SFD

FIGURE 5: Map of 1-Mile Radius Limits



Source: PWC Mapping Office September 2007

1.2.8 Trails and Open Space

Haymarket is blessed and challenged with the potential for a trail and open space system in and around the Town. The stream valleys of Bull and Broad Runs offer excellent opportunities to link into major parks in western Prince William including Manassas National Battlefield Park. Washington Street itself will offer an excellent east west path for pedestrians as well as a potential trail parallel to the railroad right-of-way.

As reflected in Figure 6, there are opportunities to tie open spaces and community activity centers together. This also benefits the Town by framing it in usable parks and spaces that still can accommodate future development.

There has been a major shift in land uses since the Town completed the full land inventory in 1989. This is due in part to the up-turn in the regional economy in the late nineties. In the last ten years, the number of people living in Haymarket has doubled and the number of businesses in Haymarket has increased tenfold. The Town is currently home to 133 licensed businesses (shown in Appendix A). There are 13 auto dealers; 17 retail establishments; 24 professional services; 1 storage facility; 2 manufacturers; 3 churches; 5 automotive repair; 10 restaurants; 2 banks; 6 personal services; 5 education facilities; 2 fuel sales; 1 grocery store; 9 contractors; 1 private club. The Town does require contractors that perform work in the corporate limits to hold a Town business license and pay a gross receipt tax annually.

FIGURE 6: Sketch of Trails and Open Space



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

1.2.9 Community Design Policy

Community design is the process of forecasting development while considering the elements of this comprehensive plan, land use, and architectural styles as a whole. Land use is covered in this plan, but architectural features of the town are outlined in the Design Guidelines for the Architectural Review Board. These guidelines can be found in the Haymarket town hall clerk's office.

A close relationship between the Planning Commission (PC) and the Architectural Review Board (ARB) is necessary to implement a community design. The PC is responsible for ensuring that development plans abide by existing land use and zoning ordinances whereas the ARB is responsible for ensuring that the design of new structures and the modification of existing buildings adhere to an overall architectural look and feel desired by the town. The guidelines describe this architectural look and feel (November 2005, foreword):

It is the intent of the Town of Haymarket (hereinafter, "the Town"), by adoption of these guidelines, to maintain and promote the historic flavor and consistency of architectural styles in this region of Virginia from circa 1750 to 1900. The ARB shall advise and assist the Town Council in rendering decisions with respect to the rehabilitation, restoration, preservation and protection of historic places and non-historic places by creating between them harmonious transitional areas through the use of Architectural and Landscape materials that are consistent with the unique characteristics of this time period.

It is not the intent of the Town to restrict or prevent homeowners from remodeling, adding to, or otherwise enhancing their property. However, the ARB will interpret what will be considered the unique characteristics of this time period and may utilize architectural and historic sources to recommend on any design issue not expressly defined in these guidelines.

In accordance with the Town of Haymarket Historic Overlay District Ordinance, these guidelines are to be applied to those improvements which currently or in the future could be visible from any public view.

From this excerpt, the community design plan must be a balance of meeting future and current community needs, saving and restoring historic structures, and allowing homeowners and business owners enough latitude to enhance their properties all while creating and preserving the "flavor" of Haymarket. This plan can be described with respect to the main geographic portions of the town: Industrial/retail, west of Fayette Street; Historical, central portion of town; Residential/open space, east of Hunting Path Road, and; residential north and south of Washington Street.

Industrial/Retail, West of Fayette Street

This section of town has experienced the most rapid growth over the last 10 years. Primarily a light industrial zone, retail shops and services have recently been added to create an almost even split between the two. Zoning regulations and architectural design have created a sense of age to the town as one travels from Route 15 to the center of town. As development has progressed, styles of new buildings show a regression of architectural styles from modern (Sheetz), to neo-colonial (Leaberry and Quarles shopping centers), to late-1800s urban (second Bloom building) and finally to colonial (Giuseppe's Restaurant and Remax Realtors). One historic structure has been saved, Winterham, albeit in the midst of a new shopping and professional complex. This regression is in concert with the overall goal of maintaining the feel of the town center as the oldest portion of Haymarket. Only one property of this part of town is undeveloped, the land between Quarles and Giuseppe's Restaurant. The overall design of a retail or professional complex on this site must flow into this age progression. Accordingly, the style and size of structures here should fit between mid-1800 and early 1900.

Locations in this part of town should be accessible by foot traffic. Parking will generally be available on

site.

Historical Walking Central Portion of Town

This portion of Haymarket houses the old Town Hall, now the Haymarket museum, and the historic old post office. Development here should be carefully considered and should reflect the architecture that lines Washington Street and defines historic Haymarket. Architectural styles and building sizes should include Colonial, Federalist, and Folk Victorian with Greek revival and Italianate architectural details. Visual interest should be encouraged through the use of height variations ranging from one to three stories. Retail and professional buildings should be arranged in a “walk-around” manner, with parking off-site. In essence, development in this area should create a town center with a historical feel in which residents and visitors can walk, shop, eat, conduct business and relax. Restoration of the old post office will be required as part of any development plan. Consideration must be made to the utility of maintaining town hall in this portion of town or moving it to another location. From this point in town, all other structures should begin to look “newer”.

Commercial/Residential Blend East of Town's Center

Traveling east from the central portion of town, Haymarket unfolds in a pleasant mix of older, residential homes and low intensity commercial uses such as a veterinary clinic and a Baptist Church. This blend of uses continues to the eastern town limit, where a neo-colonial residential development is across the street from public uses in two Sears houses fronted by a planned village green. The two Sears structures fit this area architecturally and historically and should be preserved, if at all possible.

Almost all the land north and south of Washington Street is developed. Much of the available land on the north side of Washington Street seems well suited to low intensity commercial uses, with adequate buffering to separate it from residential neighborhoods. Whenever possible, existing residential buildings should be converted to commercial use, rather than have new buildings constructed, to continue the open, small town atmosphere and sense of place.

As per the ARB guidelines, any new development must follow architectural styles represented by the surviving historic buildings in Haymarket. In general, developments within the last seven years have been styled as neocolonial. As other residential developments are planned, the ARB will encourage developers to move away from “cookie cutter” designs and explore styles that reflect a post-Civil War era. This would include Victorian styles. Modern or industrial designs do not fit into the overall feel of the town and would not be appropriate.

Overall Plan

The overall community design and its resulting policies should produce a Haymarket that gives the impression of “built over time”. Each of these sections of town discussed above should flow into each other. As developers present designs and requests for zoning changes, the PC, ARB, and ultimately the Town Council must keep this overall design goal in mind when approving these designs and granting requests.

1.3 NATURAL RESOURCES INVENTORY

Note: Much of the text in this section and some of the data have not been updated since 1995. The major changes in the environmental arena relate to widespread and dense residential and commercial development of open spaces, both in and outside of town. This results in a loss of bird and mammal habitat, and increased and accelerated runoff, as well as increases in traffic, lighting, noise, and air and water pollution.

The Town of Haymarket is fortunate to have within its boundaries a wide variety of natural resources. Throughout its history, these natural resources have played an integral part in the development of the Town and have, to a great extent, defined its character. Only recently, however, have the effects of

development on the environment been fully appreciated. The Town recognizes that future growth and development must be compatible with environmental constraints in order to protect water quality as well as the aesthetic character of the Town. In order to accomplish this goal, it is necessary to inventory and understand the natural resources within the Town and their inter-relatedness with each other and the man-made environment. The following section presents an inventory of the natural resources within the Town including the climate, topography, geomorphology, soils surface hydrology, wetlands, groundwater, and wildlife habitat.

1.3.1 Climate

The climatic data station located nearest to the Town is at Dulles International Airport. The climate of Haymarket is temperate, with the average precipitation of 40.35 inches. Precipitation over 0.1 inch occurs an average of 116 days during the year. The wettest month of the year is June, with an average of 4.23 inches of precipitation while the driest month is February, with an average of 2.64 inches of precipitation. The average annual temperature is 53.9° Fahrenheit, with a daily average high of 65.2° and a daily average low of 42.5°. The hottest month of the year is July with an average daily high of 87.0° while the coolest month of the year is January, which has a daily average high of 40.9°. The hottest day on record occurred in July, 1988 with 104°, while the coldest day on record occurred in January 1984 with -18° F. According to data recorded for the City of Manassas, average seasonal snowfall is 15.3 inches and the greatest depth of snow at any one time was recorded at 24 inches. Records from Dulles International Airport indicate an average seasonal snowfall of 22.8 inches. The average relative humidity in mid-afternoon is about 55 percent. Humidity is higher at night and the average at dawn is about 83 percent. The sun shines 70 percent of the time in the summer and about 50 percent of the time in the winter. The prevailing wind is from the south. Average annual wind speed is 7.4 miles per hour (mph) and is highest in March with an average wind speed of 9.1 mph.

1.3.2 Topography

The Town lies in a relatively flat area of the Piedmont Geologic Province in northern Virginia known as the Triassic Basin. The Town's main thoroughfare, Washington Street (Virginia Route 55), lies along a ridge running from the northwest to the southeast. The terrain within the Town varies from the rolling topography associated with the ridge of level topography associated with the floodplain of North Fork Creek in the southwestern portion of the Town. The land area on each side of the ridge is traversed by several intermittent streams which provide for hilly and sometimes steep terrain. In a five (5) mile radius of Haymarket, the elevation of the land ranges from 175 feet to 1,350 feet above sea level. The highest elevation within the Town is between 380 and 390 feet above sea level and is located in the east-central portion of Town just north and south of Washington Street. The lowest point in Haymarket is between 320 and 330 feet above sea level and is located where North Fork Creek exits the southern boundary of the Town. The terrain is easily maintained with approximately 71 to 77 percent of the Town falling within the range of 2 to 7 percent slopes. Steeper slopes ranging from 7 to 15 percent, which comprises approximately 19 percent of the Town, are found predominately adjacent to the intermittent stream beds which transact the Town. Flatter areas of the Town, with slopes ranging from 0 to 2 percent, are located primarily within the floodplain of North Fork Creek. These flat areas make up approximately 4 to 10 percent of the Town's land area.

**TOWN OF HAYMARKET
TOPOGRAPHIC MAP**

LEGEND

ELEVATION CONTOUR - 100' INTERVAL
ELEVATION CONTOUR - 200' INTERVAL
ELEVATION CONTOUR - 300' INTERVAL
ELEVATION CONTOUR - 400' INTERVAL
ELEVATION CONTOUR - 500' INTERVAL
WATER

**Town of Haymarket
Topographic Map
Comprehensive Plan 2007**

Proposed for Haymarket Planning Commission

Revised: 10/1/2007
Prepared by: [Name]
Reviewed by: [Name]
Approved by: [Name]

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1.3.3 Geomorphology

Haymarket lies within a geological region known as the Triassic Basin which is located within the larger Piedmont Geologic Province. During the late Triassic and early Jurassic Periods (approximately 208 million years ago), a discontinuous chain of variously sized downfaulted basins (known as grabens) formed in the crystalline part of the Appalachian region from maritime Canada to North Carolina. These structural troughs became filled with an accumulation of thick sedimentary sequences collectively referred to as the Newark Supergroup (named for exposures near Newark, New Jersey). Sedimentary material which filled the troughs range from coarse sands and gravels deposited from alluvial deposits adjacent to the upfaulted basin margins, to finer sands and mud deposited in the more centrally located areas as well as where stream channels, floodplains, and lakes existed. Parent material for this sedimentary accumulation came from the surrounding Piedmont area. The Piedmont consists of an assemblage of plutonic (subterranean igneous) and metamorphic (highly deformed and folded from heat and pressure but not melted) rock which are generally Devonian Period (360 to 408 million years ago) or older. Rocks typical of the Piedmont are metaquartzite, schist, gneiss phyllite, and other metamorphic and igneous rocks.

Local sedimentary rocks, the parent material for soils in the area, include conglomerate, sandstone, siltstone, and shale. These layers are generally horizontal; therefore, different soil types are generally delineated on the land surface by the topographic relief. Some areas are intruded by igneous rocks as a result of subsequent tectonic activity during the Jurassic Period. Igneous rocks in the Triassic Basin include diabase, basalt, and syenite with the depth to hard rock ranging from 3 to 5 feet. Restricting claypans commonly occur within the top 15 inches of these soils which restrict septic system development. Claypans and bedrock limitation, combined with shallowness of soil, make the area unsuited to rural urbanization where septic systems are required, but are adaptable with public sewage service.

1.3.4 Soils

Soils in Haymarket are generally classified as “silt Loam” by the Soil Survey of Prince William County, Virginia. The term loam applies to a soil that easily crumbles and consists of a mixture of clay, silt, and sand (approximately 20% sand, 60% silt, and 20% clay). Most soils of agricultural importance are loamy in nature. The Town lies within an area broadly defined as the Arcola-Panorama-Nestoria complex which is moderately deep and is well drained with a loamy subsoil. The soils are underlain by siltstone and sandstone and in places are capped with old alluvial sediments. The Soil Conservation Service (SCS) has assigned identification numbers to soils in Prince William County. In addition, a modifier letter is added to each number which indicates the slope of the land on which the soil is located. The letter (A) refers to a level to nearly level slope while the letter (E) refers to a slope of 25 percent or greater. Refer to Table 6 for a more detailed breakdown of slope modifiers for individual soils.

Soil groups which are represented within the Town include the following:

Arcola Silt Loam (SCS 4)

The dominant soil within the Town, which covers approximately 48 percent of the land area, is Arcola Silt Loam. Arcola soils are moderately deep, gently sloping, and generally well drained and formed from the interbedded siltstone, shale, and fine grained sandstone. This soil usually occurs on ridgecrests and side slopes. Typically the surface displays distinctive dark reddish brown tones and has an average depth varying from six (6) to ten (10) inches throughout the Town. This soil may be strongly acidic and low in natural fertility. Arcola soils within the Town are found along the ridge which follows Washington Street as well as the ridge which follows Jefferson Street on the north side of Washington Street.

Manassas Silt Loam (SCS 35)

The second most abundant soil in land area is Manassas Silt Loam (22 percent). This soil is very deep, gently sloping and well to moderately well drained and formed partly in local colluvium and partly from weathered Triassic red beds. The soil is subject to flooding for brief periods during heavy rainstorms.

Typically the surface layer is brown silt loam ten (10) inches thick. The subsoil is thirty-three (33) inches thick while the substratum extends to a depth of sixty (60) inches or more. The soil is very strongly acid to strongly acid. These soils within the Town are found primarily adjacent to intermittent streams and the floodplain of North Fork Creek. Other outcrops are also found scattered within the Town.

Arcola-Nestoria Complex (SCS 5)

The third largest area is covered by the Arcola-Nestoria Complex (18 percent). These soils are strongly sloping and are usually on side slopes. The Arcola-Nestoria Complex is so intermixed that it is impossible to map the two components separately. Arcola soils make up approximately 50 percent of the complex, Nestoria soils are approximately 30 percent with the remaining 20 percent consisting of various other soils. The Arcola component is usually moderately deep and well drained and formed from interbedded siltstone, shale, and fine grained sandstone. The surface layer is reddish brown silt loam nine (9) inches thick. Arcola soils are very strongly acid to strongly acid. The Nestoria component is shallow and somewhat excessively drained and formed from red shale, siltstone, and sandstone. The surface layer is reddish brown gravelly silt loam eight (8) inches deep. Nestoria soils are very strongly acid to moderately acid. These soils are found associated with but topographically higher than the Manassas Silt Loam near intermittent streams and the floodplain of North Fork Creek.

Dulles Silt Loam (SCS 17)

Dulles silt loam, which comprises 5 percent of the Town, is deep, level to gently sloping, and moderately well drained to somewhat poorly drained. It is on toe slopes and saddles and around heads of drainage ways and formed partly in colluviums and partly in residuum of red beds of siltstone, shale, and fine grained sandstone. Typically the surface layer is dark brown silt loam eight (8) inches thick. Dulles Silt Loam is typically found near to and associated with the floodplain of North Fork Creek.

Rowland Silt Loam (SCS 49)

Rowland silt loam, which makes up about 4 percent of the Town, is very deep, nearly level, moderately well drained to somewhat poorly drained. It formed in alluvium washed from silty material of the Triassic and is located on low flood plains adjacent to major streams. Typically the surface is dark reddish brown silt loam eleven (11) inches deep. This soil is found in the floodplain of North Fork Creek adjacent to the stream.

Calverton Silt Loam (SCS 11)

Calverton silt loam, which comprises a little over 1 percent of the Town, is deep, nearly level to gently sloping, and moderately well drained to somewhat poorly drained and formed in material weathered from Triassic red beds. Typically, the surface layer is dark grayish brown silt loam two (2) inches thick. This soil is found in several areas of higher elevation throughout the Town.

Sudley-Oatlands Complex (SCS52)

Sudley-Oatlands complex, which comprises just under 1 percent of the Town, is strongly sloping and well drained. They occur on ridge crests and side slopes. Sudley soils formed in residuum weathered from Triassic conglomerate while Oatlands soil formed in residuum weathered from Triassic sandstone and conglomerate. Typically the surface layer of Sudley-Oatlands complex soils is reddish brown loam eight (8) inches deep. This soil is found in the northeastern portion of the Town.

Sycoline-Kelly Complex (SCS 53)

Sycoline-Kelly Complex, which comprises only about 0.2 percent of the Town, is gently sloping on upland flats and crests. The soil formed in residuum of granulite and hornfels rock. The parent rock of this soil indicates an area of magmatic intrusion know as a dike. Typically Sycoline soils on the surface are very dark grayish brown silt loam two (2) inches thick and Kelly soils are very dark grayish brown silt loam one (1) inch thick. This soil is only found in one area in the southwestern portion of the Town.

TABLE 6: Soils Characteristics

Soil	Slope	% of Town	Permeability	Surface Runoff	Erosion Hazard	Shrink-Swell	Flooding	High Water Table	Bedrock
Arcola Silt Loam (4B)	2-7%	48%	Mod.	Med.	Severe	Low	None	72 in. +	20-40 in.
Manassas Silt Loam (35B)	2-7%	22%	Mod.-Mod. Rapid	Slow-Med.	Mod.	Low	Rare	24-36 in.	60 in. +
Arcola-Nestoria Complex (5C)	7-15%	18%	Mod.	Rapid	Severe	Low	None	72 in. +	20-40 in. (Arcola) 10-20 in. (Nestoria)
Dulles Silt Loam (17A)	0-4%	5%	Mod.-Very Slow	Slow	Mod.	High	None	12-30 in.	40-60 in.
Rowlands Silt Loam (49A)	0-2%	4%	Mod. Slow-Mod. Rapid	Slow	Slight	Low	Frequent	12-36 in.	60 in. +
Calverton Silt Loam (11B)	0-7%	1%	Mod.-Very Slow	Med.	Mod.	Mod.	None	12-24 in.	40-60 in.
Sudley-Oatlands Complex (52C)	7-15%	1%	Mod.	Med.	Severe	Mod.	None	72 in. +	60 in. + (Sudley) 20-40 in. (Oatlands)
Sycoline-Kelly Complex (53B)	2-7%	< 1%	Mod. Slow-Very Slow	Slow-Med.	Mod.	Mod. (Sycoline) High (Kelly)	None	18-30 in. (Sycoline) 18-36 in. (Kelly)	20-40 in. (Sycoline) 40-60 in. (Kelly)

FIGURE 8: Haymarket Soils Location Map



Source: Prince William County, Department of Technology, GIS Division April 11, 2007

1.3.5 Surface Hydrology

Land in Haymarket straddles two drainage basins. The ridge that divides the Town along Washington Street also separates the Bull Run watershed (VWCB Hydrologic Unit A14) to the north, and the Broad Run watershed (VWCB Hydrologic Unit A16) to the south. The Broad Run watershed drains directly into Lake Manassas, a 5.7 billion gallon reservoir, which is the primary water supply for the City of Manassas. Both watersheds and the entire area around Haymarket lie within the 580 square mile Occoquan River Basin. The Occoquan Basin drains to the Occoquan Reservoir, which serves as the primary drinking water supply for over 800,000 northern Virginians. The Occoquan River is also a major

tributary of the Potomac River. Both of these systems are part of the area encompassed by the Chesapeake Bay Preservation Act; and therefore, future development within the Town limits must observe appropriate water quality measures as mandated by the Commonwealth. Effective waste water treatment, land use planning and management, and the use of Best Management Practices for storm water runoff are necessary so that the headwater supplies of these watersheds remain clean and available for the whole region.

The Town of Haymarket has one primary perennial stream known as the North Fork of Broad Run (North Fork Creek) which flows along the southern edge of the Town and drains directly into Broad Run. Broad Run is a major tributary of the Occoquan River. The stream depth ranges from shallow to several feet deep, is approximately 10 to 15 feet wide, and has a gravelly, silt, and sometimes muddy bottom. The Haymarket Historical Society notes that North Fork Creek at one time was swifter and had a generally sandy or gravelly bottom. The stream is primarily surrounded by mature forest vegetation with interspersed areas of marsh-like vegetation. In the past, the Town has had several farm ponds within its boundaries. The largest of these ponds, located south of Washington Street between Fayette Street and a service drive, was classified as a wetland by the U.S. Fish and Wildlife Service National Wetland Inventory (NWI). This pond has since been filled in by sand and gravel. Others ponds located in the Town were removed or drained as a result of the construction of Interstate 66. The largest pond affected by Interstate 66, which was located in the extreme Northwestern portion of the Town, has had its dam breached and no longer contains standing water, although it appears through site observation that a marsh-like environment has formed in the pond bed.

Intermittent streams flow through the Town generally perpendicular to and originating on either side of the ridge which divides the Town. These intermittent streams flow into either North Fork Creek to the south or Bull Run to the north. Two of these intermittent streams have been identified as having intrinsic water quality value due to sensitive soil conditions and steep slopes. A 100-foot vegetative buffer adjacent to and landward of both sides of North Fork Creek and these two unnamed intermittent streams has been delineated as Resource Protection Areas (RPAs) and are subject to the provisions of the Town of Haymarket's Chesapeake Bay Preservation Ordinance.

Surface water quality of North Fork Creek is monitored by the Occoquan Watershed Monitoring Lab (OWML) at station BR04. Table 7 on the following page presents the seasonal average, maximum, minimum, and standard deviation for surface water quality data for North Fork Creek. Samples from North Fork Creek have been taken by OWML quarterly since 1982 at the intersection of North Fork Creek and Route 29 as part of a larger system for monitoring the water quality of Lake Manassas. The Virginia Water Control Board ambient water quality monitoring station (AWQMS) which monitors water quality for North Fork Creek as well as other reaches of Broad Run is located at the intersection of Board Run and Route 29 (VWCB AWQMS BRU020.12). This station is monitored monthly for minimum and daily average dissolved oxygen, pH, and maximum temperature. North Fork Creek is monitored as a Class III water body by the VWCB, which refers to all non-tidal waters in the Coastal and Piedmont zones. Under Federal Clean Water Act (CWA), all state waters are expected to be maintained to support recreational use and the propagation and growth of all aquatic life reasonably expected to inhabit them. These are known as the CWA fishable and swimmable goals. Because the station does not monitor for the presence of fecal coliforms, data is only available for the CWA fishable goal. Table 8 on the following page presents the standards for water quality of a Class III water body.

TABLE 7: Surface Water Quality for the North Fork Creek

	DO	Ph	Cond	OP	TSP	TP	NH3_N	SKN	TKN	OX_N	TSS	Temp
WINTER	1.9											
Avg.	13.4		92	0.02	0.03	0.05	0.02	0.37	0.41	0.19	8.2	2.4
Max.	9.1	7.1	180	0.06	0.08	0.13	0.05	0.67	0.85	0.38	49.0	7.5
Min.	1.3	5.9	55	0.01	0.01	0.01	0.01	0.13	0.19	0.01	1.2	-1.0
St. D.			31	0.01	0.02	0.03	0.01	0.15	0.17	0.12	11.0	2.0
SPRING												
Avg.	9.2		124	0.02	0.03	0.05	0.02	0.43	0.50	0.06	12.9	14.6
Max.	11.8	7.4	195	0.05	0.06	0.10	0.11	0.75	1.02	0.22	65.0	23.0
Min.	6.4	6.2	70	0.01	0.01	0.01	0.01	0.25	0.26	0.01	1.0	5.0
St. D.	1.5		34	0.01	0.01	0.02	0.02	0.14	0.17	0.06	17.3	5.7
SUMMER												
Avg.	5.5		250	0.04	0.05	0.10	0.08	0.63	0.80	0.18	29.7	23.7
Max.	10.2	7.2	600	0.25	0.17	0.36	0.46	1.20	1.45	1.49	347.0	28.5
Min.	0.8	6.0	75	0.01	0.01	0.03	0.01	0.33	0.46	0.01	3.5	19.0
St. D.	2.1		132	0.05	0.03	0.08	0.09	0.18	0.23	0.33	69.2	2.8
FALL												
Avg.	7.5		191	0.03	0.05	0.08	0.03	0.52	0.63	0.17	15.3	11.4
Max.	10.4	7.4	450	0.13	0.13	0.20	0.13	0.79	0.90	0.70	84.0	21.0
Min.	3.0	6.1	90	0.01	0.01	0.01	0.01	0.30	0.36	0.01	0.5	0.0
St. D.	2.0		83	0.03	0.03	0.05	0.03	0.13	0.16	0.19	16.5	5.4

Source: Occoquan Watershed Monitoring Lab, Virginia Polytechnic Institute and State University, [A Baseline Water Quality Assessment for Lake Manassas, Virginia](#), Manassas, Virginia: 1991.

TABLE 8: Virginia Fishable Water Quality Standards for Class III Waters

Water Quality Component	Virginia Water Quality Standard Class III
Minimum Dissolved Oxygen Content (mg/l)	4.0
Daily Average Dissolved Oxygen Content (mg/l)	5.0
pH	6.0-9.0
Maximum Temperature (°C)	32

Water quality data has also been collected by OWML for North Fork Creek regarding the presence of synthetic organic compounds since 1982. Testing has shown that concentrations of SOC's in the water and the sediment are not a health concern. SOC's detected in trace/small quantities at the BR04 station include atrazine, carbaryl, diazinon, dual, 2, 4-D, benzylbutylphthalate, dibutylphthalate, diethylphthalate, dioctylphthalate, and vapona. All values detected for SOC's in BR04 were well below EPA life-time health advisory levels (LHA). One interesting occurrence of possible concern was a spike of dibutylphthalate (a plasticizer and insecticide) which was detected on one occasion. The detection was at 95 mg/l which was far above Occoquan watershed value of 0.82 mg/l. However, the 95 mg/l figure is still far below the 10⁻⁶ risk level for carcinogens (water and organism consumption at 34,000 mg/l., organism only consumption at 154,000 mg/l.). Such an isolated occurrence does not constitute a health threat; however, further monitoring should be continued to detect and identify possible

occurrences of illegal dumping or accidental spills.

1.3.6 Wetlands

According to the National Wetlands Inventory (NWI), prior to the construction of Interstate 66, there existed four wetlands areas within the limits of the Town. These wetlands were classified POWZ, which indicates a palustrine, open water/bottom unknown, permanently flooded non-tidal wetland. However, the construction of Interstate 66 required that several of the ponds be filled or drained. One open water wetland in the northeastern section of the Town, while drained, appears to still support hydric vegetation and may warrant further investigation into the possibility that it is still a wetland. The largest identified wetland, which was located in the western portion of the Town to the south of Washington Street, has since been filled in with gravel and sand. A site investigation conducted in 1993 revealed that a wetland no longer appeared to exist. In addition to these mapped wetlands, interspersed wetland habitats are located adjacent to or within the floodplain of North Fork Creek. These areas are locations that remain wet year round and offer a safe and compatible habitat for marsh dwelling wildlife.

1.3.7 Water Supply

The Commonwealth of Virginia is rich in water resources, both in terms of number and diversity. However, as the impacts of the recent drought have demonstrated this resource cannot be taken for granted. The Commonwealth and its localities must work together to manage and protect our water resources to meet long term human and environmental needs. Improved coordination of drought response and water resources management activities at the local, regional and state levels are essential to guaranteeing the adequacy of Virginia's water supplies to meeting the current and future needs of Virginia's citizens in an environmentally sound manner.

The Code of Virginia, as amended by Senate Bill 1221 in 2003 (Section 62.1-44.38:1) requires the development of a comprehensive statewide water supply planning process to (1) ensure that adequate and safe drinking water is available to all citizens of the Commonwealth, (2) encourage, promote, and protect all other beneficial uses of the Commonwealth's water resources, and (3) encourage, promote, and develop incentives for alternative water sources, including but not limited to desalinization. In addition the amended Code Section provides that local or regional water supply plans shall be prepared and submitted to the Department of Environmental Quality in accordance with criteria and guidelines developed by the Board.

Such criteria and guidelines shall take into account existing local and regional water supply planning efforts and requirements imposed under other state or federal laws. The Local and Regional Water Supply Planning Regulation (9 VAC 25-780) was developed to implement the mandates of this section of the Code.

The Code of Virginia was further amended by House Bill 552 in 2006 (Section 62.1-44-38:1) which clarified the requirements of the Code by providing that the criteria and guidelines established by the Board shall not prohibit a town from entering into a regional water supply plan with an adjacent county.

This regulation establishes the planning process and criteria that all local governments are to use in the development of local or regional water supply plans. The regulation also established a schedule for submittal of those plans.

On November 6, 2006, the Town Council resolved to authorize the Prince William County Service Authority to participate on the Town's behalf in the development of a regional plan. This plan is due to the State by November 1, 2008.

1.3.8 Groundwater

While the quality of groundwater resources will not have as direct a role in the future growth and development of the Town as it once had, it is important that groundwater resources be managed to protect the existing wells in the Town from contamination. Further, it is important to protect groundwater from contamination because contamination of groundwater can have significant impacts on surface water and, in particular, wetlands which perform an important ecological and water quality role.

The groundwater characteristics of the Town of Haymarket are determined primarily by the local geomorphology, hydrology, and climate. There are no large water withdrawal facilities in the area that would effect the groundwater table or result in a cone of depression. According to the Virginia Water Control Board's DRASTIC mapping project, which measures the relative groundwater pollution potential of an area, the Town lies within the limits of groundwater designations 8H2-151 and 8E2-167. These relative indicators were designed to help local jurisdictions manage development in a way to best protect sensitive groundwater features. The majority of the Town lies within 8H2-151; however, a band of 8E2-167 roughly mirrors the floodplain of North Fork Creek on the southern edge of the Town. The number is broken into two parts, the first of which defines the hydrogeologic setting and the second of which defines the DRASTIC Index. The DRASTIC Index indicates the relative pollution potential of the groundwater. The hydrogeologic setting, which for the Town of Haymarket is 8H2 and 8E2, can be broken into three parameters. The first parameter (8) refers to the major groundwater region in which the hydrogeologic setting is located. For Haymarket, all areas of the Town are located in the Piedmont Geologic Province. The second parameter (H and E) refer to the more detailed hydrogeologic setting. For Haymarket, (H) indicates the setting as a Triassic Basin while (E) indicates River Alluvium. The last number indicates a certain set of DRASTIC parameters which are unique to this setting. A number (1) or number (2) are assigned when parameters, such as depth to water table change enough to warrant a different DRASTIC but does not represent a significant change in the hydrogeologic setting. The DRASTIC Index, which for the Town of Haymarket is represented by (151) and (167) is the relative measure of groundwater pollution potential. The number is based on a number of parameters including (D)epth to water, net (R)echarge, (A)quifer media, (S)oil media, (T)opography, (I)mpact on the vadose zone, and hydraulic (C)onductivity (hence the acronym DRASTIC). The Index, which ranges from less than 79 to 199, provides only a relative look at groundwater pollution potential. Haymarket, by its place on the scale has a higher than average groundwater pollution potential. An Index of 151 ranks the third from the highest category, while an Index of 167 ranks second from the highest category. The Index assignment of 167 is due primarily to the sandy soils and high groundwater table associated with the North Fork Creek floodplain. Figure 9 on the following page provides the DRASTIC map of Haymarket.

Other information concerning groundwater near the Town of Haymarket comes from a well owned by the Virginia Department of Transportation which is monitored by the U.S. Geological Survey. The well is located 3.7 miles west of Haymarket and .8 miles east of Thoroughfare Gap. The aquifer is shale and sandstone of the Newark Group and is located at 383 ft above sea level. The groundwater level has ranged from a high of 2.59 ft. below the surface in March, 1975, to a low of 10.33 ft. below surface in October, 1988. Fluctuations show a general cyclical trend in which groundwater levels are lowest between December and May and highest for the remainder of the year. Over the past few years, the average depth to groundwater has remained relatively consistent. The Prince William County Groundwater Present Conditions Report indicates that Haymarket is located in Triassic Sedimentary Rocks (TRNS) and that the area has a good (25-100 gallons per minute) to a very good (100-250 gallons per minute) water bearing capacity. Hardness is generally very hard (> 180 milligrams CaCO₃ per liter) in most of the Town to hard (120-180 milligrams CaCO₃ per liter) in the south western fringe of the Town. Table 9 provides a look at the characteristics of Haymarket's groundwater.

TABLE 9: Ground Water Features for the Town of Haymarket

Feature	Piedmont Triassic Basin	Piedmont River Alluvium
Depth to Water	15-30 feet	0-5 feet
Net Recharge	4-7 inches	7-10 inches
Aquifer Media	Massive Sandstone	Sand and Gravel
Soil Media	Sandy / Silty Loam	Silty Loam
Impact Vadose Zone	Bedded Sandstone, Shale	Sand and Gravel w/ signs of Silt and Clay
Hydraulic Conductivity	1-1,000 GPD / Ft	700-1,000 GPD / Ft
Water-Bearing Properties	Good to Very Good	Good to Very Good
pH	7.6	7.6
Hardness	269	269

Groundwater contamination has in recent years become a concern for the residents of Haymarket. According to the Prince William County Health Department (PWCHD), the most prevalent problem effecting wells in Haymarket is contamination by fecal coliforms. Fecal coliforms generally indicate the presence of a nearby failing septic system or are the result of pet waste contamination. Coliforms have primarily been detected in shallow or improperly protected wells constructed before Prince William County adopted strict well construction standards in 1962. Deeper and more recently constructed wells, which have modern routing or casing, have in general, been devoid of coliform contamination problems. Fecal coliform contamination is a common problem for many rural towns in Virginia. The Town has worked with the PWCHD to test old wells within the Town and is investigating different methods of bringing public water to the Town. The PWCSA, which manages the community wells at Longstreet Commons, tests for all primary and secondary contaminants and has reported that no treatment with the exception of chlorination has been necessary.

A 1990 report by the U.S. Geological Survey examined the possibility of groundwater contamination by synthetic organic compounds (SOCs) in the Haymarket area. Two of three test wells were found to contain trace amounts of SOCs, although none of the concentrations were high enough to exceed the EPA Maximum Contaminant Level (MCL) for drinking water. The most commonly found volatile organic compounds found in contaminant areas were xylene, chloroform, tetrachloroethylene, 1,1,1-trichloroethane, ethylbenzene, and styrene. While none of these contaminants were found above MCL levels, major contamination was found to the southeast in to Gainesville, where MCLs were exceeded.

Groundwater supplies have been sufficient to meet the potable water needs of the Town in the past so there is sufficient water to insure an adequate potable water supply well into the future without drought situations. The Town has been connected to public water since 1997. However, water conservation is an important cost saving measure and water quality element which needs to be considered by the Town. The use of water conservation techniques, as the Town grows, will ensure that an adequate supply of potable water will be available to the residents of the Town in the future. Water conservation will also save money for the individual water user as well as minimize the costs associated with the operation and expansion of water treatment and pumping facilities. From a water quality perspective, a reduction in water usage translates to a reduction in waste water effluent which needs to be treated at a sewage treatment plant. This will serve to minimize waste water treatment costs as well as to protect surface water quality.

The Chesapeake Bay Preservation Act (§10.1-2107.), as part of its water quality program, calls for the promotion of water resources conservation in order to provide for the health, safety, and welfare of the present and future citizens of the Commonwealth. In addition, the Uniform Statewide Building Code (§

36-99.10.) provides localities with the authority to require as part of their building code water conservation devices such as low flush toilets.

1.3.9 Wildlife Habitats

Within the Town exists an extensive and diverse wildlife habitat. Fully 19 percent of the Town is covered by mature forest vegetation. These areas are located primarily along the reaches of North Fork Creek with some areas also located on the north side of Interstate 66. Figure 10 presents a map of areas within the Town that are covered with mature forest vegetation. According to the Soil Survey of Prince William County, Virginia, almost the entire Town, with few exceptions, is considered good open land wildlife habitat. This habitat includes areas suited for cropland, pasture, meadows, and areas overgrown with grasses, herbs, shrubs, and vines. These areas also have the potential to produce grain and seed crops, grasses and legumes, and wild herbaceous plants. The wildlife attracted to these areas includes bobwhite quail, mourning dove, meadowlark, field sparrow, cottontail, and red fox. Much of the Town is also well suited for woodland wildlife with the exception of soils designated 4B, 52C, and 11B which are rated as fair, and 5C which is rated as fair to very poor. These areas consist of deciduous or coniferous vegetation or both and associated grasses, legumes, and wild herbaceous plants. Wildlife attracted to these areas includes woodcock, thrushes, woodpeckers, squirrels, gray fox, raccoon, and deer. There are no areas of the Town that are rated as good or fair wetland habitats. Soils designated 17A and 49A, which are associated with the North Fork floodplain, are rated as poor with the remainder of the soils rated as very poor. A rating of poor indicates that limitations are severe for such habitat but that such habitat can be created, improved, or maintained in most places provided that there is intensive management. Table 10 presents soil specific wildlife habitat ratings.

TABLE 10: Common Species of Wildlife and Vegetation in Haymarket

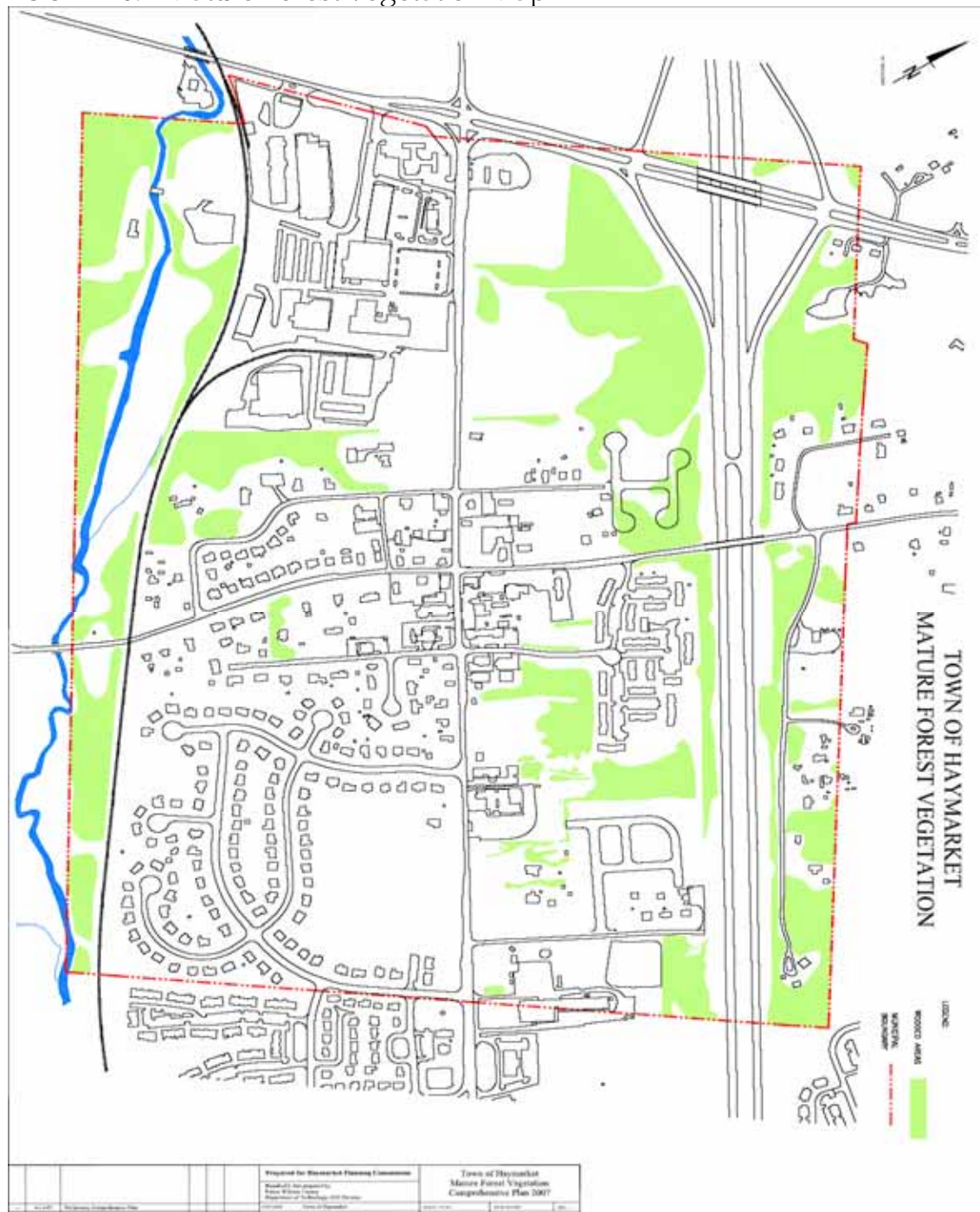
Common Vegetation	Common Breeding Birds	Animals
Trees	Green Backed Heron (C)	Fox
Northern Red Oak	Broad-Winged Hawk (C)	Raccoon
Virginia Pine	American Kestrel (C)	Opossum
White Oak	Northern Bobwhite (C)	Ground Hog
Shortleaf Pine	Rock/Mourning Dove (C)	Squirrel
Yellow Poplar	Yellow Bellied Cuckoo (C)	Rabbit
American Sycamore	Barred Owl (C)	Skunk
Dogwood	Chimney Swift (C)	Chipmunk
Birch	Woodpecker (C)	Mouse
Cherry	Northern Flicker (C)	Turtle
Maple	Eastern Wood- Pewee (C)	Terrapin
Apple	Eastern Phoebe (C)	Snake
Hickory	Eastern Kingbird (C)	Toads
Cedar	Purple Martin (C)	Frogs
Juniper	Barn Swallow (C)	Salamanders
Bradford Pear	Blue Jay (C)	Beavers
Redbud	American Crow (C)	
Grasses and Herbaceous Plants	Common Raven (Prob)	
Tall Fescue	Carolina Chickadee (C)	
Orchardgrass	Tufted Titmouse (C)	
Clover	Wren (C)	
Goldenrod	Blue-Gray Gnatcatcher (Prob)	
Beggarick	Eastern Bluebird (C)	
Pokeberry	Woodthrush (C)	
Ragweed	American Robin (C)	
	Grey Catbird (C)	
	Northern Mockingbird (C)	
	European Starling (C)	
	Warbler (C)	
	Ovenbird (Prob)	
	Common Yellowthroat (Prob)	
	Yellow-Breasted Chat (Prob)	
	Summer / Scarlet Tanager (Prob)	
	Northern Cardinal (C)	
	Indigo Bunting (Prob)	
	Rufous-Sided Towhee (Prob)	
	Sparrow (C)	
	Red-Winged Blackbird (C)	
	Eastern Meadowlark (C)	
	Common Grackle (C)	
	Brown-Headed Cowbird (Prob)	
	Orchard / North Oriole (Prob)	
	House Finch (C)	
	American Goldfinch (C)	

Source: United States Department of Agriculture and Virginia Polytechnic Institute and State University, Soil Survey of Prince William County, Virginia. Blacksburg, Va: 1989 and Virginia Society of Ornithology, Virginia's Breeding Birds: An Atlas Workbook, William Byrd Press, Richmond, VA: 1989

TABLE 11: Wildlife Habitat Potential for Soils in Haymarket

Soil	Openland Wildlife	Woodland Wildlife	Wetland Wildlife	Wetland Plant	Grain and Seed Plants
Arcola Silt Loam (4B)	Good	Fair	Very Poor	Poor	Fair
Manassas Silt Loam (35B)	Good	Good	Very Poor	Poor	Fair
Arcola-Nestoria Complex (5C)	Good / Poor	Fair / Very Poor	Very Poor	Very Poor	Fair / Very Poor
Dulles Silt Loam (17A)	Good	Good	Poor	Poor	Fair
Rowland Silt Loam (49A)	Good	Good	Poor	Poor	Fair
Calverton Silt Loam (11B)	Good	Fair	Very Poor	Poor	Fair
Sudley-Oatlands Complex (52C)	Fair	Good / Fair	Very Poor	Very Poor	Fair
Sycoline-Kelly Complex (53B)	Good	Good	Very Poor	Very Poor / Poor	Fair

FIGURE 10: Mature Forest Vegetation Map



Source: Prince William County, Department of Technology, GIS Division April 11, 2007

Table 10 presents a list of some of the more common species of wildlife and vegetation which are suited to the Haymarket environment. Bird species with a (C) are confirmed breeders within the Thoroughfare Gap USGS Quadrangle while bird species with a (Prob) are probable breeders. A complete list of bird species which inhabit and breed within the various habitats of the Town can be found in [Virginia's Breeding Birds: An Atlas Workbook](#). According to a March, 1993 survey conducted by the Virginia Division of Natural Heritage, there are no rare or endangered wildlife or vegetative species currently habitating within the Town.

1.4 POTENTIAL AND EXISTING SOURCES OF POLLUTION

Pollution can come from a variety of sources and most commonly expresses itself through surface and groundwater contamination, poor air quality, and aesthetic degradation of the landscape. While some level of pollution from development, transportation, and commercial and industrial activities is inevitable, excessive levels of pollutions make for a poor living environment and taken to an extreme, presents a significant health hazard, particularly in regard to contaminated water sources. While healthy economic growth is desirable, the Town has a vested interest in ensuring that development and commercial and industrial enterprise does not compromise the quality of life in the Town.

Pollution can be classified as being point source and non-point source pollution. Point source pollution is pollution which can be traced to a specific source such as a wastewater outfall or an underground storage tank. Non-point source pollution is pollution which has a diffuse source such as atmospheric fallout or storm water runoff. The following section describes some of the Town's existing pollution sources as well as some of the potential sources which the Town may face as it grows and develops. This inventory, along with the Town's Erosion and Sediment Control Ordinance and Chesapeake Bay Preservation Ordinance, should be used by the Town as a tool to minimize the impacts of pollutants on the environment and the people of Haymarket.

1.4.1 Failing Septic Systems

Until the early 1970s, the Town of Haymarket relied completely upon private septic systems for household, commercial, and industrial waste water treatment. Since that time, most dwellings in the Town have been connected to public sewer (operated by the Prince William County Service Authority). Prince William County Health Department records as of 1989 indicated that there were still at least 21 septic systems known to be operating within the Town of Haymarket and as many as 43 more that were functioning and possibly located within the Town limits (indiscretion is due to PWHD conversion of some records to microfiche in which some tax map numbers were lost). Since 1989, however, many more properties have been added to the public sewer system which is available to every household.

According to the 1990 Occoquan Watershed Septic Assessment performed by the Northern Virginia Planning District Commission, records maintained by the Prince William County Health Department indicated a 4.4 percent failure rate for septic systems within Haymarket, which is close to the average 5.15 percent failure rate for the Prince William County portion of the Triassic Basin. Overall, the Triassic Basin has the highest septic system failure rate in the Occoquan Watershed with 5.11 percent compared to 2.18 percent for the Piedmont. 1.13 percent for the Blue Ridge, and an average of 3.17 percent for the Occoquan River Basin.

The Town is sewered, although there are still several existing septic fields. The remaining septic fields have the potential to create a threat to the groundwater quality of Haymarket. Testing of several properties within Haymarket has indicated that localized groundwater contamination by fecal coliforms has resulted from malfunctioning septic systems. It may become necessary for those properties still utilizing a septic field to be connected to public sewer in the future.

1.4.2 Illegal Dumping of Hazardous Wastes

Illegal dumping of waste is a particular concern for any town. Often, a dump site is not identified or detected until contamination has taken place and the opportunity for an inexpensive and expedient clean-up has passed. Because illegal dumping poses a variable and potentially dangerous threat to the citizens of the Town as well as a financial burden, the Town needs to actively investigate the source of any illegal dumping. Illegal dumping of trash, garbage, refuse, litter or other unsightly matter on public property or on private property without the written consent of the owner is considered to be a Class 1 Misdemeanor under Section 6-1. of the Code of the Town of Haymarket. Other state and federal laws will be applicable for more serious illegal dumping, including hazardous wastes.

1.4.3 Underground Storage Tanks

THIS SECTION IS CURRENTLY BEING UPDATED

According to the Virginia Water Quality Assessment for 1992, underground storage tanks are the primary source of groundwater contamination in Virginia. Underground storage tanks are particularly dangerous because they are out-of-sight out-of-mind. Often, leaks are not detected until substantial contamination of the surrounding soils has already occurred. Further, tanks which were abandoned before more stringent regulations were put in place often pose an unwanted and potentially expensive liability on the property owner or the Town.

Underground storage tanks are regulated by the Environmental Protection Agency under the authority of the federal Solid Waste Disposal Act of 1970, as amended by the Resource Conservation and Recovery Act (RCRA) of 1976. The Hazardous and Solid Waste Amendments of 1984 extended and strengthened the provisions of RCRA. The portion of RCRA addressing underground storage tanks is known as Subtitle I. Underground storage tanks are regulated if the tank system, including its piping, has at least 10 percent of its volume underground and contains a regulated substance. Subtitle I excludes several different types of underground tanks including but not fully inclusive of the following 1), farm or residential tanks of 1,100 gallons or less storing motor fuel for noncommercial uses, 2) tanks for storing heating oil for consumption on the premises where stored, and 3) septic tanks.

The Commonwealth of Virginia has adopted the EPA rules with the exception that individual fuel oil tanks with the capacity to contain over 5,000 gallons are regulated in the same manner as other regulated tanks. The Virginia Water Control Board is responsible for enforcing underground tank regulations in the Commonwealth. The enabling authority for the VWCB is Article 11 of the State Water Control Law which prohibits any introduction of petroleum or other harmful products that could potentially affect state waters including groundwater. Under these regulations, the VWCB must keep track of and inventory all underground storage facilities within the state. The state deals with all aspects of underground storage tanks including design, construction installation, compatibility standards, leak detection, record keeping, reporting, closure, corrective action, and financial responsibility. The VWCB is also responsible for ensuring that tanks installed prior to 1989 are upgraded to new tank standards before December of 1998.

According to the VWCB records, there are six registered businesses or residences with underground storage tanks within the Town of Haymarket. Between these registered businesses or residences, there are a total of 19 underground storage tanks in the Town. Table 12 presents the underground storage tank statistics for the Town.

TABLE 12: Underground Storage Tank Statistics for Haymarket
NOT YET UPDATED

Total Number of Tanks	19		
Average Age of Tanks/ Break Down of Age	13.21 years	3 (1-5 years) 2 (6-10 years) 6 (11-15 years) 8 (16-20 years)	
Average Age of Tanks/ Break Down of Capacity	5,052.63 gallons	2 (500 gallons) 3 (1,000 gallons) 5 (4,000 gallons) 2 (5,000 gallons) 1 (6,000 gallons) 2 (8,000 gallons) 4 (10,000 gallons)	
Construction of Tank	19 Steel	0 Fiberglass	0 Unknown
Exterior Tank Protection	17 Painted	2 None	0 Unknown
Contents of Tank	10 Gasoline	3 Kerosene	6 Diesel

Source: Virginia Water Control Board, Woodbridge Office, NVPDC Survey of VWCB Records. March 1993.

The data in Table 12 reveals that many of the underground storage tanks in Haymarket are aging and that some of them have not been upgraded to prevent corrosion. Corrosion of unprotected tanks is of particular concern in Haymarket due to the high acidity of the soils. Within the Town, 31 percent of the land area is considered to pose a high corrosion risk for unprotected steel and 28 percent of the land area is considered to pose a high corrosion risk for the concrete. The remaining land area for both unprotected steel and concrete poses a moderate corrosion hazard.

1.4.4.1 Above Ground Storage Tanks

THIS SECTION IS CURRENTLY BEING UPDATED

The Town of Haymarket, particularly within its more established sections, relies heavily on individual fuel oil tanks for heat. While any individual tank may not pose a significant environmental hazard, the aggregate of tanks located within the Town may have the potential to pose a serious threat to the environment.

Individual above ground storage tanks are regulated by the federal government through the Clean Water Act of 1972. 40 CFR Part 112 requires owners of single tanks with a capacity greater than 660 gallons or multiple tanks with an aggregate capacity greater than 1,320 gallons to register and formulate a "Spill Prevention Control and Countermeasure Plan." The Commonwealth of Virginia, which controls above ground storage tanks through the VWCB, has just recently adopted requirements for tank owners to present an "Oil Discharge Contingency Plan" (ODCP) before a storage tank may be registered. The purpose of an ODCP is to have a plan of action in the event of a catastrophic release of oil from the largest tank. The plan must also identify what the impact of such a discharge will be on the environmental receptors and what will be done to mitigate those impacts in the event of a spill.

Individual tanks with a capacity of less than 660 gallons or multiple tanks with an aggregate capacity of less than 1,320 gallons are not currently regulated by the state or the federal government. Most home fuel oil tanks are typically only 200 to 660 gallons and are not regulated. It is therefore up to the individual owner to ensure that leaks and spills do not occur.

According to the VWCB, approximately 90 percent of releases from individual tanks are as a result of overfill or the tipping over of the tank. Overfill can occur if the driver/filler is not paying attention or if it is not known what the capacity of a tank is. To reduce the risk of an accidental spill, the homeowner or fuel oil company should inspect a tank before filling to ensure that it is sturdy and does not exhibit signs of corrosion. An owner should also have the capacity of the tank clearly marked on the tank and

specifically indicate the filling cap location.

1.4.5 Malfunctioning BMP Facilities

THIS SECTION IS CURRENTLY BEING UPDATED.

Although the actual time that a storm water management Best Management Practice (BMP) facility performs its design function is relatively brief, it must constantly be ready to do so. Pollutant removal efficiencies will decline over time if adequate maintenance is not performed. The positive aspects of a properly functioning facility, such as flood control and water quality benefits can be diminished or even reversed if they are not properly maintained.

Within the Town, there exist several BMP facilities as a result of the Town's participation in the protection of the Occoquan Watershed. However, it is unknown at this time if these facilities continue to perform their desired function. For this reason, it is essential that the Town address BMP maintenance and inspection, as provided for under the Town's Chesapeake Bay Preservation Ordinance, to ensure that BMPs continue to perform their desired function.

1.4.6 Non-point Source Pollution

Non-point source pollution is diffused pollutant loadings caused by rainfall running off of roadways, parking lots, roof tops, and other urban land uses. Urbanization increases the imperviousness of the land area, therefore increasing the amount and velocity of storm-water runoff delivered to nearby streams. Pollutants which would normally settle out or infiltrate through the soil are then carried directly to local waterways. On a per acre basis, urban land use, including residential development, produces higher annual non-point source pollution loadings of plant nutrients, heavy metals, and oxygen-demanding substances than do rural agricultural land uses. In addition to transporting pollution, increased runoff also increases stream flow during and immediately after periods of precipitation. Oil contamination, sediments, pesticides, metals, and other toxic substances can kill fish and destroy bottom life. The Northern Virginia Planning District Commission points out that non-point source pollution from urbanizing land use threatens the Occoquan River Basin and eventually the Chesapeake Bay. Haymarket residents weighing the benefits of residential growth against the environmental impacts of this growth will be called upon to use proven techniques as the surface area changes.

The effect on local waterways is a general degradation of the quality of the waterways and a phenomenon known as eutrophication. Eutrophic conditions, which are caused by excessive nutrients in the water, are characterized by low dissolved oxygen levels and high algal growth. The primary detrimental effect on water resources, particularly on large bodies of water such as the Quantico Creek estuary and the Chesapeake Bay, is algal blooms, which block sunlight from aquatic life and deplete the dissolved oxygen content during decay. Eutrophication also destroys the recreational use of a water resource and results in strong odor and undesirable taste.

Because the Town of Haymarket lies within the Occoquan Watershed which drains to the Potomac River and eventually the Chesapeake Bay, controlling non-point source pollution is an important aspect of this plan. The Virginia Division of Soil and Water Conservation has designated the control of non-point source pollution as a high priority for the Broad Run and Bull Run sub-watersheds.

Non-point source pollution from urban areas can be reduced by minimizing the amount of impervious areas of a development site, utilizing open space and preserving indigenous vegetation, as well as by employing the use of Best Management Practices (BMPs), which operate by trapping storm-water runoff and detaining it until unwanted phosphorus, sediment, and other harmful pollutants are allowed to settle out or be filtered through the underlying soil. These trapped pollutants are then disposed of through periodic maintenance. The Town's Chesapeake Bay Preservation Ordinance requires the achievement of certain performance standards for any development which takes place in a designated Resource Management Area.

The impervious cover of the Town, from which the achievements of the Town's Chesapeake Bay

Preservation Ordinance's performance standards are based, is 17.5 percent. Table 10 presents the impervious area break-down for the Town of Haymarket. The break-down was derived from the digitization of a 1992 aerial photograph of the Town using a Geographic Information System.

TABLE 13: Impervious Acreage of the Town of Haymarket
NOT UPDATED

Impervious Feature	Area in Acres	Percentage of the Town
Road Surfaces	50.18	13.5%
Structures	14.65	4.0%
Total Imperviousness	64.83	17.5%

Another part of the Town's non-point source pollution control program includes the Virginia Legislature's enacted Ordinance adopting a handbook for Erosion and Sedimentation Control Practices throughout the State. This requires that for all land disturbances of over 5,000 square feet, an erosion and sediment control plan be established, installed, and maintained until such time as the disturbed area is permanently stabilized. (It should be noted that the effective land disturbance threshold for the establishment of an erosion and sediment control plan has been reduced to 2,500 square feet as a result of the Town's Chesapeake Bay Preservation Ordinance.) This ordinance also requires for all development within the State, storm water management facilities be installed to help control increased storm water runoff created by new development thereby reducing the possibility of downstream flooding and erosion. Table 14 on the following page presents some of the most common sources of non-point source pollution in urbanizing areas.

TABLE 14: Common Sources of Non-Point Source Pollution in Urban Areas

Non-point Pollutant Source	Pollutant
Local Soil Erosion.....	Particulates (inert)
Local Plants and Soils (transported by wind and traffic).....	Nitrogen and Phosphorous
Wear of Asphalt Street Surface.....	Phenolic Compounds
Spills and Leaks from Vehicle.....	Grease, Petroleum, N-Paraffin, and Lead
Spills from Vehicles (oil additives).....	Phosphorous and Zinc
Combustion of Leaded Fuels.....	Lead
Tire Wear.....	Lead, Zinc, Asbestos
Wear of Clutch and Brake Lining.....	Asbestos, Lead, Chromium, Copper, and Nickel
Deicing Compounds (traffic dependent); Possibly Roadway Abrasion and Local Soils.....	Chlorides
Wear of Vehicle and Metal Parts.....	Copper, Nickel, and Chromium

Source: Northern Virginia Planning District Commission, Northern Virginia BMP Handbook: A Guide to Planning and Designing Best Management Practices in Northern Virginia. Annandale, Virginia: 1992

1.5 HISTORIC RESOURCES

Historic resources include sites, buildings, structures, objects, or districts that are associated with or are representative of human activities and events. They may date to any period, but are generally older than fifty years. Virginia State Code 15.2-2306 is the enabling legislation that empowers local municipalities to determine what resources are and are not considered historic and therefore worthy of protection based on their contribution to the local historic fabric. From this local designation there is the possibility of attaining the higher designation as either a state or national landmark by inclusion in either the Virginia Landmarks Register (VLR) and/or the National Register of Historic Places (NRHP). Inclusion in the VLR or NRHP invokes a higher degree of review for state and/or federally funded projects that threaten these landmarks. However, not attaining inclusion in the state or national registers in no way negates the importance of being designated as historic on the local level. Historic resources are fragile and non-renewable. If they are destroyed, the loss is permanent. Unfortunately, a great deal of Haymarket's past has been lost already through development and lack of maintenance. Nevertheless, many of the Town's most important historic resources still exist.

TABLE 15: Age of Town Structures

Year Constructed	Number	Percentage
Prior to 1910	23	4.5%
1911-20	3	.5%
1921-30	7	1.4%
1931-40	7	1.4%
1941-50	7	1.4%
1951-60	16	1.4%
1961-70	8	3%
1971-80	12	1.8%
1981-90	138	27%
After 1991	297	57%
1991-2000	120	
After 2000	120	

1.5.1 Historic District Zoning

In 1994 the entire town was placed under a Historic District Zoning Ordinance. A historic district is an example of an overlay zoning which imparts additional protection specific to historic properties in addition to whatever underlying zoning requirements are already enforced by a locality's zoning regulations. Support for the adoption of a local historic district to protect historic resources can be found in Virginia's Comprehensive Plan enabling legislation (Sec. 15.2.2223 of the Virginia Code), which recognizes the importance of preserving a local jurisdiction's heritage. A local property does not have to be listed in either a state or national register in order to be designated historic on the local level.

Historic districts are defined by the visual and environmental character of an area including the individualized design of buildings and landscapes, the settlement patterns of communities, the comfort of human-scale neighborhoods and the physical connection to the past. The area to be designated is delineated through a historic resources survey which tries to define the community's historic character using the following six "edge factors":

1. Historical Factors such as the boundaries of the original settlement or concentration of early

- buildings or sites.
2. Visual Factors such as changes in character, topography, and vistas.
 3. Physical Factors such as railroads, expressways, rivers and major changes in land use.
 4. Surveyed lines and lines of convenience such as streets, property lines and setback lines.
 5. Political considerations such as the opinions of government officials, institutions, private citizens and property owners.
 6. Socioeconomic Factors such as affordability of remaining areas after designation and citizen desires.

1.5.2 Architectural Styles

Through the Comprehensive Plan, the Town of Haymarket has the opportunity to encourage and promote the preservation of the remaining significant cultural resources as well as the 19th century feel and character of the Town.

Although the Town of Haymarket was established in 1799 it suffered a devastating fire during the Civil War. Only two historic buildings that survived the fire are still standing: The McCormick House and St. Paul's Church. These two buildings represent the ante-bellum architecture of Haymarket. The remaining historic buildings are predominantly from the 1870-1920 period of rebuilding that the town underwent after the war.

When the Town adopted the historic district in 1994 it also established the Architectural Review Board (ARB). The ARB, according to Town Code Section 58-559 was established *"to prevent developments obviously incongruous with the old and historic aspect of the surroundings."* Rather than basing the design of new construction on extant historic structures in town, the ARB was pursuing a colonial theme to all new development in town. In 2004 the Town held a Charrette in the hope of getting some objective advice concerning the Town's visions for development. The opinion on the Town's architecture was essentially that *"the Town's architectural standards should reflect the fact that Haymarket has an incremental quality to it; that is, it has been built over time. However, the town does not really have a colonial heritage but more of a 1800s to early 1900s rural/country style. This style includes frame buildings, much of the time white, with tin or other metal roofs. Masonry materials and shingle roofs (such as Old Town Alexandria) have been used but are not as common. The Town should prepare architectural standards that are examples of Haymarket's extant historic architecture and not adopt architectural standards from another community."*

The core of Haymarket is laid out in a standard grid pattern characterized by two and three story wood sided structures. The majority of the historic structures in Haymarket represent vernacular forms with a strong Greek revival influence. The Greek revival style was the most popular style in America from 1820-1860 and is often known as the "national style". The most distinctive quality of the Greek revival style in the reduced, vernacular form was the front facing gable, wide cornices, columned porticos, and deep, unornamented fascia boards. Even when Victorian details are present, they are usually combined with Greek revival details. One of the most interesting aspects of the historic structures in town is the fact that, when given a chance to rebuild after the Civil War, the residents maintained their strong attachment to earlier, familiar forms and styles.

The Town's historic structures are important because they contribute to Haymarket's "sense of place" and provide tactile lessons on the cultural influences of the people who built the community. New construction should be encouraged to respect and blend in with the existing, historic structures. In the coming years, the Town should encourage the use of both colonial styles and, new construction that reflects the extant historic structures.

1.5.3 Historic Buildings Inventory

Based on a survey conducted by the Virginia Department of Historic Resources (VDHR) in 1996 as well as Section 58-554 (a) of the Town Code which states: "all buildings within the Old and Historic Town of Haymarket which are 50 years old or older are designated historic buildings" the following structures are designated historic and worthy of protection in the Town of Haymarket.

TABLE 16: Historic Building Inventory

Address	Date of Construction	Historical Name
14710 Washington Street	ca. 1924	Sears House
14740 Washington Street	ca. 1926	Sears House
14801 Washington Street	ca. 1900's	Jordan House
14800 Washington Street	ca. 1900	Baptist Church
14841 Washington Street	ca. 1900	Watts House
14881 Washington Street 14891 Washington Street	ca. 1900 ca. 1900	House LeRoy House/Madison Shop
14910 Washington Street	ca. 1895	Melton House/store
14941 Washington Street 14950 Washington Street	ca. 1948 ca. 1870's Built on site of the Red House Tavern	Old Fire Station (first one in Western Prince William County) Roland House/Red House Tavern (first building built before Haymarket became a town)
14951 Washington Street	ca. 1910	Old Bank Building
15020 Washington Street	ca. 1920's	Old Post Office
15030 Washington Street	ca. 1920	Rust/Pickett House
15101 Washington Street	ca. 1888/90	Dr. Payne House/Winterham
6590 Jefferson Street	ca. 1910	Garrett House
6620 Jefferson Street 6707 Jefferson Street	ca. 1900 ca. 1920's	Downs House Large example bungalow
6706 Jefferson Street	ca. 1901	Gossom House
6712 Jefferson Street	ca. 1935	Baker/Bean House
6713 Jefferson Street	ca. 1910	Masonic Lodge
6720 Jefferson Street 6741 Jefferson Street	ca. 1930 ca. 1890	Gossom House Brownie Smith House
6751 Jefferson Street	ca. 1870	Alrich House
6771 Jefferson Street 6810 Jefferson Street	ca. 1870-80 c. 1900	Wise/Creech House Leonard House
6811 Jefferson Street	ca. 1890	James Beale House
6735 Fayette Street	ca. 1911	St. Paul's Parish Hall
6740 Fayette Street	ca. 1890-1910	Meade House
6750 Fayette Street	ca. 1900	St. Paul's Rectory
6790 Fayette Street 6796 Fayette Street	ca. 1930 ca. 1800	Sarah Turner House Pearson's House

1.5.4 Potential Archaeological Sites

There are several sites in addition to those listed in Table 16 that are equally important although there may be no structures extant on them. These sites are those that may have historical significance because of a particular event, or whose physical structures have been demolished or destroyed. These sites are candidates for future archaeological surveys. In particular, the Town should require developers of the sites identified below to undertake a Phase I archaeological study prior to any preliminary review of a proposed development's site plan.

Site #1 6790 Fayette Street (Sarah Turner House) – South of St. Paul's Church

- A. possibility of early 19th century artifacts and/or features from time of District Court
- B. possibility of Civil War period artifacts since it was likely an area where sick and/or wounded soldiers were encamped when building was used as a hospital.

Site #2 "Old Railroad Station" – North West of the railroad tracks on Jefferson St.

- A. Built ca. 1915 the railroad station was torn down before 1950.

Site #3 "Old Haymarket School" – Fayette Street; North of Washington

- A. Used as the Town's school from 1905-1945; burned in late 1950's.

Site #4 East and West of Jefferson Street (Old Carolina Rd); North of I66

- A. Possible encampment sites from the Civil War period
- B. Possible location of Town's old trash disposal site.

1.5.5 Activities and Events

In addition to the physical nature of the Town, activities and events shape the character of Haymarket. Other small towns in Northern Virginia sponsor signature events such as Occoquan with its Spring and Fall crafts show and Purcellville with the Bluemont concert series. There are a number of present or potential events, activities, and displays that do or could give Haymarket a unique recognition. These include festivals and concerts at different times of the year such as Spring, Independence Day, Christmas, and "Haymarket Days". These events are centered on Washington Street (with some activities in places such as Saint Paul's), which should be decorated in banners and flags. The events could stretch from the Pace West School on the east end of Town to just past the Town Museum (Old Town Hall). Parking could be provided at the school, the Town Hall, and should be provided for in any new developments on the west of end of Town. Here is a partial list of activities:

Summer Concerts
Haymarket Earth Day

Haymarket Day
Holiday Celebration

National Night Out
Bicycle Rodeo

1.6 GROWTH DETERMINANTS

Healthy growth is beneficial and desirable within the Town. It provides jobs and convenient places to work, shop, and live. However, there exist constraints to growth which must be properly managed in order to maintain the Town as a desirable place to live as well as to protect its natural and cultural resources. In the past, man's ingenuity has pushed back environmental and cultural constraints. Today, with concern raised over environmental degradation and loss of community, the Town has begun to reevaluate past practices. By understanding the natural characteristics of the Town and the constraints development present, the Town can preserve the environmental, historical and cultural

quality of Haymarket. In addition to, and sometimes as a result of natural constraints, there are man-made constraints to growth and development. These constraints include the availability of vacant land for development and the deficit of public services such as sanitary sewer, public water, transportation and recreational facilities. Public service deficits are largely the result of limited resources or public policy decisions. The following sections provide an overview of the primary growth determinants within the Town of Haymarket.

1.6.1 Environmental Constraints

The quality of life and the aesthetically pleasing nature of the Town are in a large degree dependent on the natural resources of the Town. Mature forest vegetation and North Fork Creek with its associated floodplain provide a natural habitat for a variety of wildlife and plant species as well as recreation for the citizens of the Town. Many environmentally sensitive areas, if improperly managed during development, can have a significant negative impact on the quality of waters in and around the Town. Further, many natural habitats, such as mature vegetative cover and wetlands, provide a natural filter to pollutants generated by both natural and man-made sources, and therefore need to be preserved and protected.

Chesapeake Bay Preservation Act

The Chesapeake Bay Preservation Act (Chapter 25, Title 10.1 of the Code of Virginia) establishes a program to protect environmentally sensitive features which, when disturbed or developed incorrectly, lead to reductions in water quality in the Chesapeake Bay. The Act provides a framework for local governments to identify these sensitive areas and to enact regulations to better plan land use activities on and around them. Since the Act encompasses a number of significant environmentally sensitive features, its major points are outlined below and referenced when appropriate for individual environmental constraints. Under the regulations, the Town is called to promote the following:

Protection of existing high quality state waters and restoration of all other state waters to a condition or quality that will permit all reasonable public uses, and will support the propagation and growth of all aquatic life which might reasonably be expected to inhabit them:

- Safeguarding the clean waters of the Commonwealth from pollution;
- Prevention of any increase in pollution;
- Reduction of existing pollution; and
- Promotion of water resource conservation in order to provide for the health, safety, and welfare of the present and future citizens of the Commonwealth.

In accordance with the guidelines by the Chesapeake Bay Preservation Act Regulations, Chesapeake Bay Preservation Areas were mapped for the Town of Haymarket. The mapping of these areas, which include Resource Protection Areas (RPAs) and Resource Management Areas (RMAs), was based on a natural resources inventory. This inventory included reviewing U.S. Geological Survey (USGS) topographic quadrangles, U.S. Fish and Wildlife Service National Wetlands Inventory Maps, and U.S. Soil Conservation Service soil surveys, among other technical sources.

- ◆ *Resource Protection Areas (RPAs)* – RPSs are lands at or near the shoreline containing components which are especially sensitive because of (1) the intrinsic value of the ecological and biological processes they perform which benefit water quality, or (2) the potential for impacts that may cause significant degradation to the quality of State waters. The RPA within the Town includes a 100-foot vegetated buffer area located adjacent to and landward of North Fork Creek and two unnamed intermittent streams identified as having steep slopes and sensitive soil conditions. These lands are excluded from development in most instances and

are protected under the Town's Chesapeake Bay Preservation Ordinance.

- ◆ *Resource Management Areas (RMAs)* – RMAs include land types that, if improperly developed, have the potential for causing significant water quality degradation or for diminishing the functional value to the Resource Protection Area. Uses within the RMA are subject to compliance with other applicable local, state, and federal regulatory programs and the performance criteria included in the program regulations. The RMA is comprised of the following land categories: floodplains; highly erodable soils, including steep slopes greater than 25 percent; highly permeable soils; non-tidal wetlands not included in the RPA; or other sensitive lands necessary to protect water quality. Due to the preponderance of sensitive environmental features within the Town, and due to the belief that the water quality protection afforded by the use of Best Management Practices constitutes good land use management, all land within Haymarket has been designated as an RMA with opt-out provisions established by the Ordinance.

In the fall of 2007, Pursuant to §10.1-2103 10 of the Act and § 9 VAC 10-20-250 of the Regulations, The Department of Conservation & Recreation (Staff) conducted a compliance evaluation of the Town of Haymarket's local Phase I program and recommends that the Board find that certain aspects of the Town's implementation of its Phase I program do not fully comply with §10.1-2109 and 2111 of the Act and §§ 9 VAC 10-20-231 and 250 of the Regulations. Staff further recommends that the Town of Haymarket undertake and address the one Recommended Condition contained in this staff report no later than June 30, 2008.

Background

The Department initiated the compliance evaluation process for the Town of Haymarket by sending a notification letter and locality checklist to the Town on March 10, 2007. Department staff met with Town staff on May 10, 2007 to discuss the compliance evaluation process and review items the Town was able to provide from the Department's *Checklist for Local Program Compliance Evaluation*. A second meeting to review site plan files and to carry out field investigations took place on September 11, 2007. Follow-up phone conversations and email exchanges were held with Town staff throughout the process to discuss the site plan review process and Ordinance implementation policies. Copies of field notes, photographs, site plan review sheets, materials provided by the Town and the completed *Checklist for Local Program Compliance Evaluation* are included in the file.

I. Evaluation and Critique: Elements of the Local Program

The requirements of the Regulations are incorporated into Article II of the Town's Chesapeake Bay Preservation Ordinance (CBPO). The Town adopted the required ordinance revisions on January 12, 2004. The Board reviewed the Town's revised ordinance on September 20, 2004 and found the Town's amended ordinance to be consistent. The Town of Haymarket's Phase II program was found consistent with the Act and Regulations on March 3, 1994.

The Town of Haymarket's Chesapeake Bay Preservation Areas (CBPAs) include all of the Resource Protection Area (RPA) and Resource Management (RMA) features required by the Regulations. The Town's RMAs are jurisdiction-wide. The Town's 2004 revision resulted in the establishment of a 100-foot buffer on both sides of North Fork Creek as well as along both sides of two unnamed intermittent streams. The Town's RPA features all lie along the southern boundary with Prince William County. There are no IDAs in the Town.

II. Evaluation and Critique: Land Use and Development Performance Criteria

General Performance Criteria Program Element

The requirements to minimize land disturbance, preserve indigenous vegetation and minimize impervious cover are included in the Town's CBPO, and Town staff endeavor to consistently apply elements of their local program such that the CBPO goals are met. The predominant form of new development in the Town is commercial, with residential development representing a slightly smaller percentage of development activity.

Plan of Development Review Process

The development review process requirements (Article II-54-62 and II-54-116) of the Town's Chesapeake Bay Preservation Ordinance apply to all development and redevelopment projects that propose to disturb more than 2,500 square feet of land. When necessary, the Town may require a Water Quality Impact Assessment, depending on the nature and location of the proposed activity.

Development plans within the Town's Chesapeake Bay Preservation Areas are reviewed for compliance with erosion and sediment control, storm-water management, and CBPO requirements by the Town's contracted engineering consultant, Prince William Soil and Water Conservation District staff and the Haymarket Planning Commission. Upon submittal, plans are distributed by the Town to the consulting engineers and to the Soil and Water Conservation District. Plans reviewed are returned to the Town with comments and specific suggestions for revisions. When necessary, plans are reviewed several times prior to approval by the outside reviewers.

Erosion and Sediment Control

Haymarket Town Council approved an amended Erosion and Sediment Control Ordinance on June 16, 2007, with specific revisions developed by the Town staff after consultation with the Potomac Watershed Office of the DCR Soil and Water Conservation Department. Potomac Watershed Office staff has sent the new ordinance to the Virginia Soil and Water Conservation Board in Richmond for their review on July 18, 2007. Board approval is anticipated.

Erosion and sediment control applications, reviews and inspections are handled by a private engineering firm and staff members of the Prince William Soil and Water Conservation District. Both the firm and the Soil and Water Conservation District operate under a contract with the Town. Erosion and Sediment Control reviews are carried out subject to standards established by Prince William County.

The Potomac Watershed Office of the DCR Soil and Water Conservation Department has conducted a review of the Town's erosion and sediment control program and found the Town provisionally consistent in May 2007.

Septic Tank Pump-Out Program

The majority of the Town is connected to public sewer through the Prince William County Service Authority. According to an Environmental Health Manager with Prince William County, there are only about nine functioning or abandoned septic systems remaining in the Town. These nine properties are included in the database of properties flagged by the County for periodic septic pump-out notification. Roughly 25,000 septic system owners in Prince William County were notified of the pump-out requirement in May 2006. It is not known how many of that overall number were within the Town limits. The Prince William County Health Department is negotiating with the County Watershed Management Division for that agency to take over the administration of septic pump-out notifications. The next round of notifications is anticipated for later in fiscal year 2009.

Storm-Water Management Program and Best Management Practices

Plan review is carried out on behalf of the Town by the above-referenced consultants and includes review of compliance with storm-water management requirements of the *Virginia Storm-Water Management Handbook*. Since adoption by the Town of its Chesapeake Bay Act program, eight storm-water quality BMPs have been installed in the Town. Of these, four BMPs have recorded maintenance agreements. The Commonwealth has provided Town staff with a sample BMP Maintenance Agreement form for its use, and discussed with them the need for careful documentation of all such agreements and establishment of a system to monitor the inspection and maintenance of all BMPs.

Recommended Condition:

To fully comply with § 9 VAC 10-20-120 3 of the Regulations, the Town must consistently use standard BMP maintenance agreements, with provisions for inspection and maintenance procedures, and must develop and use a BMP tracking system to ensure BMPs are being properly maintained.

Resource Protection Area Performance Criteria Information

The Town's Chesapeake Bay Preservation Areas have been digitized and the map is available for use by the public, as a general representation of the RPAs and RMAs, by accessing Prince William County's interactive digital County Mapper program.

Regulatory Relief Mechanisms

Approximately 36 percent of the Town is undeveloped, with just under 30 acres located within the Town's Conservation District along North Fork Creek. Requests for exceptions to the requirements of the Town's Chesapeake Bay Act Ordinance are made in writing to the Town Manager, with the review body being the Haymarket Town Council. All RPA exception requests require submittal of a WQIA. Since the Town's Chesapeake Bay Preservation Ordinance was amended in 2004, no exceptions have been granted.

III. Evaluation and Critique: Program Administration and Enforcement

The Town's program administration and enforcement staff for Chesapeake Bay Preservation Act development issues include the Town Manager and the Building Official. While development pressures in the Town are apparently manageable at present, projected trends indicate the need for more efficient strategies to address water quality protection before, during and after the development process.

Haymarket's population in 2000 was 879. In 2006, Haymarket had an estimated population of 1,150. Most of the Town's development activities come from new commercial and residential construction (62 percent of the Town's residential units were built since 1997). The Town's growth generally conforms to the rapid rate of development and population growth in Prince William County, which surrounds the Town on all sides. Prince William County has grown 34.8 percent (by 97,642 persons) since 2000. Given these circumstances and trends, the Town of Haymarket must work proactively with its citizens and the development community to underscore the importance of strict adherence to its CBPO program. It must also forge a stronger cooperative relationship with Prince William County in order to effectively provide services such as septic-system pump-out notification.

Effective August 1, 2008 the Town's BMP Maintenance Agreement Tracking System was approved by the Chesapeake Local Assistance Board. The approval of that system put the Town in full compliance with the regulations of the Chesapeake Bay Preservation Act.

IV. Field Investigation

With the exception of one property the Town has no recent history of development activities in its RPA. All development in the Town that has occurred in Haymarket in the last two years has been in the RMA. According to the Town's consulting engineer, a total of four plans have been reviewed in that time period. Staff reviewed the four approved plans and conducted field investigations of each. No development has occurred yet on two of the four sites.

V. Summary of Findings

The Town Manager has been responsive and cooperative during the compliance evaluation process, spending a significant amount of time providing assistance and information to assist the Department in its review. Town staff has been very receptive to Department guidance offered during the compliance evaluation process. The need for increased efforts on the part of Town staff to enforce RPA buffer violations and monitor the maintenance of BMPs has been met with the development of the BMP Tracking system and will help Town staff as they strive for greater efficiency in the administration of the Town's Chesapeake Bay Act program. Department staff will work closely with Town staff to provide technical assistance as needed by the Town.

To minimize water quality impacts from land use and development, Chesapeake Bay Preservation

Areas, shown on Figure 8, have been delineated for Haymarket according to criteria established by the Chesapeake Bay Local Assistance Board. The criteria also are intended to establish rules that local government can use in granting, denying or modifying requests to rezone, subdivide, or to use and develop land in the RMAs and RPAs. Implementation of the criteria is to be achieved through use of performance standards, Best Management Practices, and various planning and zoning concepts.

FIGURE 11: Chesapeake Bay Preservation Area Map

NOT AVAILABLE AT THIS TIME

Topographic Constraints

According to the Soil Survey of Prince William County, Virginia, there are no mapped areas with slopes greater than 15 percent. However, much localized areas of steep slopes do exist within the Town, particularly in association with many of the intermittent streams within the Town. The Town's Chesapeake Bay Preservation Ordinance designates slopes of 25 percent or greater as Resource Management Areas due to the severe erosion hazard associated with those slopes. Slopes of 15 to 25 percent, while capable of being developed, should only be done so with proper erosion and sediment controls. Limitations of various grades of slopes are found in Table 17.

TABLE 17: Limitations of Various Grades of Slopes

Slope	Percentage of Town	Limitation
0-2%	4-10%	Slow runoff, poor drainage. Subject to periodic flooding.
2-7%	71-77%	Slow to medium runoff. Danger from erosion is slight.
7-15%	19%	Medium to rapid runoff. Potential for serious soil loss from erosion if a soil management program is not followed.
15-25%	05	Rapid to very rapid runoff. Should only be cultivated or developed with property management techniques.
25%+	0%	Very rapid runoff. Land should be kept under permanent cover of grass or trees.

Source: United States Department of Agriculture and Virginia Polytechnic Institute and State University, Soil Survey of Prince William County, Virginia. Blacksburg, Va. 1989.

Flood Hazard Areas

The principle flood prone areas within the Town are associated with the floodplain of North Fork Creek. The Federal Emergency Management Agency (FEMA), in order to help localities implement floodplain management programs, has delineated 100-year floodplains across the nation. The Town of Haymarket is currently a participant in the National Flood Insurance Program. The 100-year floodplain mapped by FEMA is presented in Figure 12. Zone X of the FEMA map represents areas outside the 500-year floodplain while a designation of A or AE indicates an area inside the 100-year floodplain. The 100-year floodplain is the level used for flood insurance management as well as to identify the boundaries of the floodplain which is identified as a RMA feature under the Town's Chesapeake Bay Preservation Ordinance.

The floodplain, in some instances, has been further divided into floodways and fringe floodways. The floodway has been identified by FEMA as an area in which no development or infringement should take place because it would increase flood heights by constraining water and increase flood hazards in areas beyond the encroachment. Development within any portion of the floodplain, however, due to wetness and periodic flooding, poses a threat to the welfare and safety of the individual homeowner. Further, the floodplain and its associated marshes provide an invaluable and important habitat for many wildlife species and is one of the last remaining areas of the Town with extensive mature forest vegetation.

The floodplain within the Town is located in the southwestern portion of the Town and encompasses a large area of the land south of the railroad. The railroad presents a man-made constraint to the

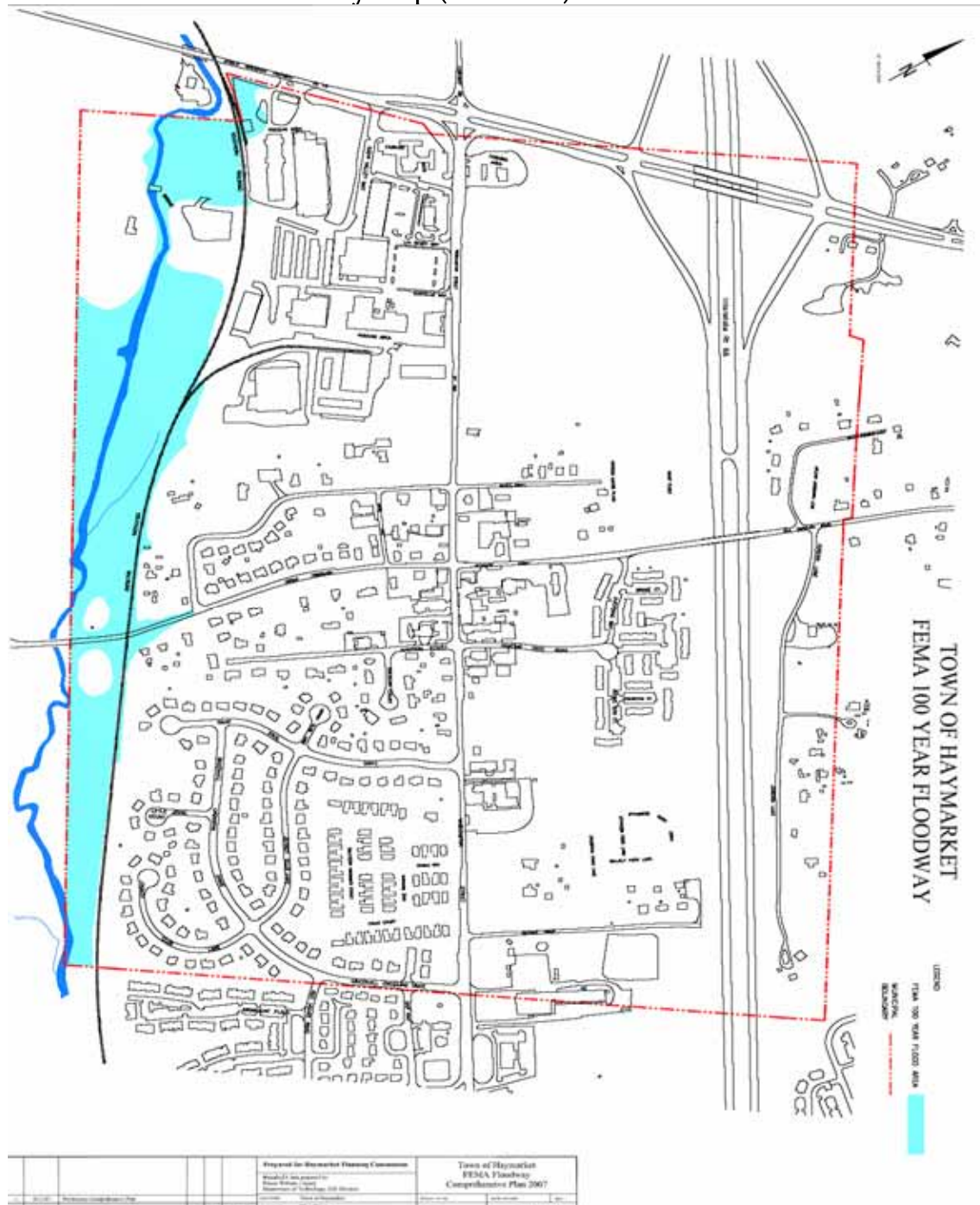
northern extent of the floodplain with the exception of two areas. The Town has zoned the entire land area south of the railroad, which encompasses the floodplain, as a conservation area. Therefore, any further development within the floodplain area is prohibited.

Areas of Mature Forest Vegetation

The Town is fortunate to contain significant areas of mature forest vegetation. The value of protecting these trees and/or retaining undisturbed tree cover on a piece of property after it has been developed is erosion control, watershed protection, reduction of noise and air pollution, and aesthetics and wildlife habitat. Much of the mature vegetation is situated along the floodplain of North Fork Creek and is now zoned under the conservation category. While many of these forested areas are implicitly protected as Resource Protection Areas or Resource Management Areas under the Town's Chesapeake Bay Preservation Ordinance due to their location, other areas of the Town with mature forest vegetation should be developed in a manner to minimize the disturbance of the tree cover for the desired land use. Figure 10 previously showed those areas of mature vegetation within the Town.

Wetlands provide a variety of environmental and socio-economical benefits and also serve as fish and wildlife habitat. Wetlands filter water as it passes through which reduces sediment flows into open water and removes nutrients and chemical and organic pollutants. Wetlands also assist with flood control and serve as groundwater discharge and recharge areas. Further, 35 percent of all animals on the federal list of rare and endangered species depend heavily on wetlands for food and shelter. Although many of the wetlands within the Town have been lost, it is important that those remaining wetlands be preserved for future generations.

FIGURE 12: FEMA Floodway Map (Wetlands)



Legal constraints on development include a variety of local ordinances as well as state and federal laws. Formal laws which should be taken into consideration when developing an area with potentially sensitive land areas include:

➤ **Federal**

Federal laws include Section 404 of the Clean Water Act of 1977 (33 U.S.C.1251) which addresses dredge and fill operations in wetlands and Section 10 of the Rivers and Harbors Appropriations Act of 1899 (33 U.S.C. 403) which addresses activities affecting navigation. The U.S. Army Corps of Engineers is assigned as the primary federal agency with regulatory authority for these laws. The Corps jurisdiction established by these laws includes waters of the

U.S. and their adjacent wetlands.

➤ ***State***

Pertinent laws of the Commonwealth of Virginia include the Tidal Wetlands Act (Title 62.1, Chapter 1 of the Virginia Code). The Commonwealth's ownership of subaqueous land is established in Title 62.1, Chapter 1 of the Virginia Code. The Virginia Marine Resources Commission (VMRC) is the regulating authority for the coastal resources included in these laws. Localities (i.e., counties, cities, and towns) which desire to regulate their own tidal wetlands have the option of adopting prescribed zoning ordinances and forming citizen Wetlands Boards. VMRC retains an oversight and appellate role for localities which have adopted these coastal resources ordinances.

➤ ***Local***

Under the Chesapeake Bay Preservation Act (Chapter 25, Title 10.1 of the Code of Virginia) localities must establish a program to protect and delineate environmentally sensitive features. The Act directs the local jurisdictions to establish Resource Protection Areas (RPAs), in which only water related activities with very stringent environmental requirements are permitted. Areas of the Town which are RPAs include a 100-foot vegetated buffer area located adjacent to and landward of North Fork Creek and two unnamed intermittent streams. Most of the remaining wetlands in Haymarket are located within the confines of the Town's RPA. Wetlands as well as the floodplain which encompasses most of the Town's remaining wetlands, are specifically designated as RMAs by the Town's Chesapeake Bay Preservation Ordinance.

Although some development exists within the alluvial floodplain area of the Town where wetlands are most likely to exist, current federal, state and local wetlands regulations and the Town's Chesapeake Bay Preservation Ordinance will substantially restrict further development or redevelopment within the area.

Sensitive Soils

Soils are perhaps the most important, and at the same time, most constraining of all the Town's natural resource. The parent material of a soil, the climate of a region, the location of surface and groundwater resources, and the slope of a land area, all of which are out of the control of human beings, will determine the soil's fertility, shrink-swell potential, permeability, erodibility, etc. These characteristics are only a few of which may affect the type of land use permitted on an individual soil. Soil characteristics will determine whether an area is appropriate for agriculture, for septic fields, or for foundations or roads. Good management of these soil characteristics will help maintain a clean water source and will provide areas to recharge groundwater. However, poor management of these soils will choke local waterways with silt and sediments and result in the erosion of valuable topsoil as well as spoil the landscape.

As stated by the Town's Chesapeake Bay Preservation Ordinance, soil characteristics which are considered RMA features include highly erodible soils and highly permeable soils. According to the Soil Survey of Prince William County, Virginia, there are no highly permeable soils within the Town of Haymarket. However, fully 67 percent of the Town's land area has severe erosion hazards if proper management during construction is not observed. Figure 13 on the next page presents a map of soil erosion hazards for the Town of Haymarket.

Other soil characteristics that will have an impact on development suitability and must be considered are hydric soils, shrink-swell potential, wetness, flooding, depth to bedrock, and high water table. These characteristics will dictate whether or not a site is suitable for a single family home or commercial property, or whether or not a property can support an on-site septic system. There are no identified hydric soils within the Town. Soils that have a moderate shrink-swell potential include Calverton Silt Loam and the Sudley-Oatlands Complex while soils with high shrink-swell potential include Dulles Silt Loam and Sycoline-Kelly Complex. Shrink-swell soils shrink when dry and expand when wet. Shrinking and swelling can damage roads, dams, building foundations, and other structures. A moderate and high shrink-swell potential may require significant precautions or

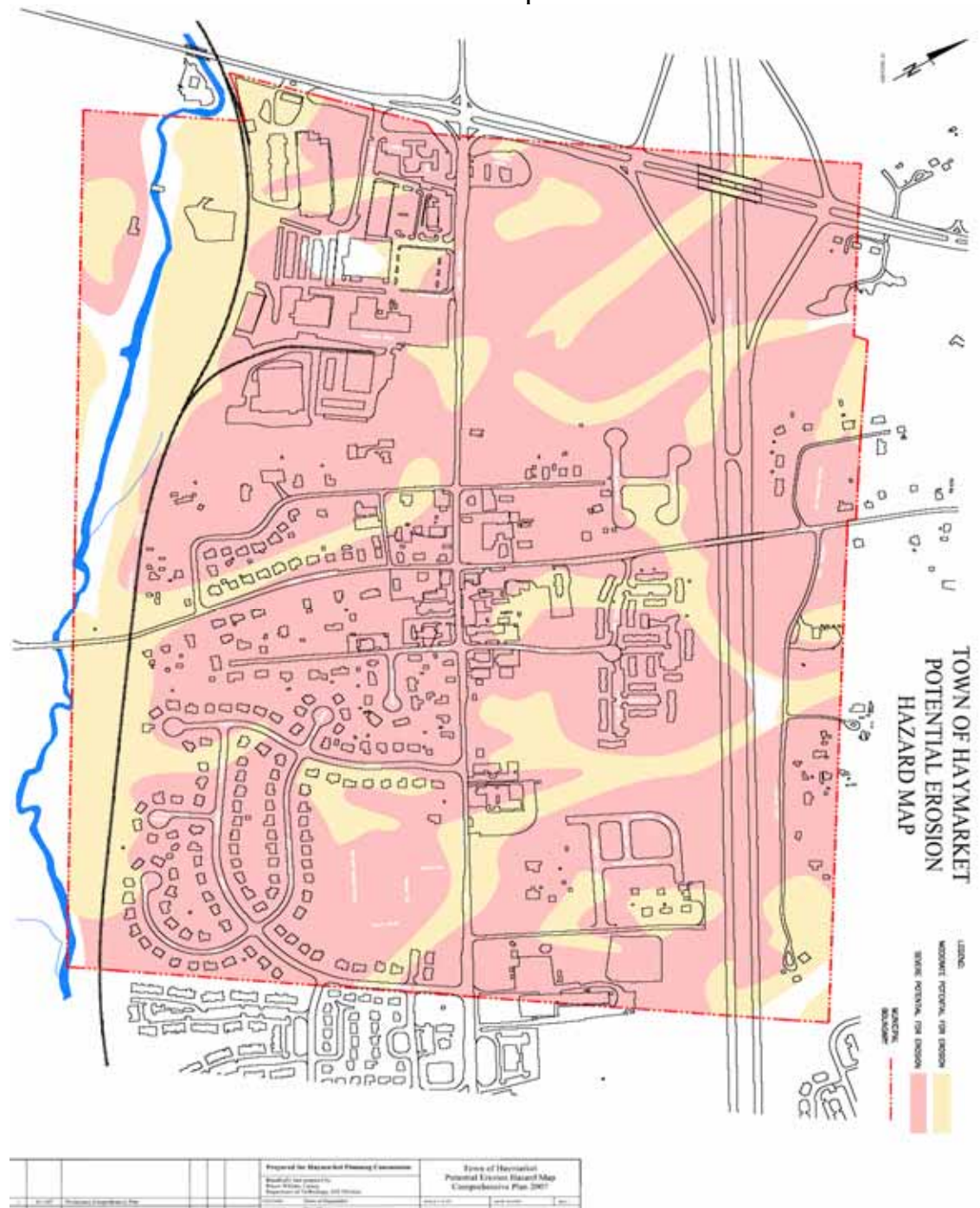
preclude certain development on a soil altogether.

Table 18 sums up the suitability of each soil for the construction of single family dwellings, commercial dwellings, and septic systems. These are only general parameters and a site specific test will be required during the planning phase of a development. In general, a limitation rating of “slight” indicates that the soil properties and site features are generally favorable for the indicated use and limitations are minor and easily overcome. A limitation rating of “moderate” indicates that the soil properties and site features are not favorable to the indicated use and special planning, design, and maintenance is needed to overcome or minimize the limitations. A limitation rating of “severe” indicates that the soil properties and site features are so unfavorable or so difficult to overcome that special design, significant increases in construction costs, and possibly increased maintenance are required.

TABLE 18: Engineering Constraints of Soils in Haymarket

Soil	Septic Tank Adsorption Fields	Constraint for Septic Tank Adsorption Field	Local Roads and Streets	Constraints for Local Roads and Streets	Dwellings (with/without basement)	Constraint for Structures
Arcola Silt Loam (4B)	Severe	Depth to Rock	Moderate	Low Strength, Frost Action	Moderate / Slight	None / Depth to Rock
Manassas Silt Loam (35B)	Severe	Wetness	Severe	Low Strength	Severe / Severe	Flooding / Wetness, Flooding
Arcola-Nestoria Complex (5C)	Severe	Depth to Rock	Moderate	Low Strength, Slope, Frost Action	Mod-Severe / Mod-Moderate	Depth to Rock, Slope / Slope, Depth to Rock
Dulles Silt Loam (17A)	Severe	Wetness, Percs Slowly	Severe	Low Strength, Frost Action, Shrink-Swell	Severe / Severe	Wetness, Shrink-Swell / Wetness-Shrink-Swell
Rowland Silt Loam (49A)	Severe	Flooding, Wetness, Percs Slowly	Severe	Flooding, Frost Action	Severe / Severe	Flooding Wetness / Flooding, Wetness
Calverton Silt Loam (11B)	Severe	Wetness, Percs Slowly	Severe	Frost Action	Severe / Severe	Wetness / Wetness
Sudley-Oatlands Complex (52C)	Moderate-Severe	Percs Slowly, Slope-Depth to Rock	Moderate	Low Strength, Slope, Frost Action / Depth to Rock, Frost Action, Slope	Mod-Severe / Severe	Slope, Shrink – Swell-Depth to Rock / Shrink-Swell, Depth to Rock, Slope
Sycoline-Kelly Complex (53B)	Severe	Depth to Rock, Wetness, Percs Slowly, Wetness, Percs Slowly	Severe	Low Strength, Frost Action / Low Strength, Shrink Swell	Severe / Mod-Severe	Wetness, Depth to Rock-Shrink-Swell / Wetness, Shrink-Swell

FIGURE 13: Potential Erosion Hazard Map



As demonstrated in Table 18, fully 81 to 100 percent of the Town has severe restrictions to septic fields, primarily as a result of depth to rock, wetness, slow perc rates, and flooding potential. Over 30 percent of the land area has severe restrictions to local roadways and streets. Nearly 34 percent of the Town has severe restrictions on single family dwellings without basements while approximately 52 percent of the Town has severe restrictions on single family dwellings with basements. The soil within the Town most suited for building site development is Arcola Silt Loam. Arcola soils cover 48 percent of the Town and are located primarily in areas which have already been developed within the Town.

The environmental sensitivity features outlined in the previous sections should be used by the Town as a guide to future land development. Though small in area, Haymarket needs to remain sensitive to

environmental issues and constraints. The activity of even a small area can upset the balance of nature over a wide region. It is to the benefit of Haymarket residents to coordinate land use and environmental conservation with efforts of the County and all of northern Virginia.

1.6.3 Overview of Cultural Constraints

In 1993, the Virginia Department of Historic Resources embarked on a broad initiative to develop a historic preservation plan for the Commonwealth. The plan was a result of an earlier study (A Future for Virginia's Past, 1988) which concluded that Virginia's tangible, historic heritage was seriously threatened throughout the Commonwealth. The General Assembly recognized that the study had implications not only in terms of the loss of Virginia's historical heritage, but in terms of the loss of future economic assets. Hundreds of millions of dollars of Virginia's annual income derives from tourism and the primary reason that tourists come to Virginia is to experience its history. In addressing the question of what are Virginia's critical historic resources, regional workshop participants, convened as a part of the 1993 planning process, concurred that preserving the human scale and setting of the historic core of Virginia's towns and cities is essential and emphasized the importance of preserving locally significant resources.

It is often wrongly assumed that the federal or state government protects historic resources and that listing in either the National or Virginia Register of Historic Places is sufficient to prevent demolition. Register listings, either national or state are honorary designations that trigger a review permitting process only if state or federal funds are used. If private funds are used, then there is no review process to alter or destroy an historical structure unless the municipal process has created a local historic district thus providing a regulatory method to protect a community's historic character. Through a local historic district the Town has the opportunity to encourage better design, with greater public appeal; reap a positive economic impact from tourism; enhance business recruitment and protect the investment of owners and residents of historic properties. Historic homeowners are often left without the covenants and easements that accompany new home developments and protect property values. Cultural resources are non-renewable, and if they are destroyed the loss is permanent and irreplaceable.

TABLE 19: Employment Characteristics

Employment Status	Number	Percent	INDUSTRY	Number	Percent
Population 16 yrs & older	648	100.00	Agriculture, Forestry, Fishing & Hunting, and Mining	0	0.0
In labor force	523	80.7	Construction	80	15.6
Civilian labor force	519	80.1	Manufacturing	40	7.8
Employed	513	79.2	Wholesale Trade	9	1.8
Unemployed	6	0.9	Retail Trade	64	12.5
Percent of civilian labor force	1.2	(X)	Transportation & Warehousing & Utilities	26	5.1
Armed Forces	4	0.6	Information	25	4.9
Not in labor force	125	19.3	Finance, Insurance, Real Estate & rental & leasing	28	5.5
Females 16 yrs & older	312	100.0	Professional, scientific, management, administrative, & waste mgmt serv.	92	17.9
In labor force	222	71.2	Educational, health & social services	66	12.9
Civilian labor force	222	71.2	Arts, entertainment, recreation, accommodation & food services	20	3.9
Employed	216	69.2	Other Services (except public admin)	27	5.3
Own children under 6 years	123	100.0	Public Administration	36	7.0
All parents in family in labor force	65	52.8			
COMMUTING TO WORK			CLASS OF WORKER		
Workers 16 yrs and over	512	100.0	Private wage and salary workers	420	81.9
Car, truck or van-drove alone	406	79.3	Government workers	71	13.8
Car, truck or van-carpooled	67	13.1	Self-employed workers in own not incorporated business	22	4.3
Public transportation (includes taxi)	13	2.5	Unpaid family workers	0	0.0
Walked	9	1.8			
Other means	4	0.8	OCCUPATION		
Worked at home	13	2.5	Management, professional & related occupations	227	44.2
Mean travel time to work (minutes)	33.7	(X)	Service occupations	37	7.2
Employed civilian population 16 yrs & older	513	100.0	Sales & office occupations	133	25.9
			Farming, fishing & forestry occupation	0	0.0
			Construction, extraction, & maintenance occupations	81	15.8
			Production, transportation, & material moving occupations	35	6.8

Source: U.S. Census Bureau

1.6.4 Man-Made Growth Determinants

Development of the Town will also be influenced by the existence of such man-made constraints as lack of suitable land for development and availability of public services. Currently, the majority of the Town's land parcels are developed or have an approved site plan for development. There are roughly 6 to 7 parcels available for development both commercial and residential. Once those parcels are developed, the Town will be effectively built-out. Therefore, it is important that the town structure the development of those remaining parcels so as to be consistent with the policies of the Comprehensive Plan and the Town's vision for itself and its future.

The development of the earlier Longstreet Commons community and the Greenhill Community has caused the Prince William County Service Authority to provide water service into the Town. At that time, a water main was extended along Washington Street to Fayette Street, with lines down Jefferson Street in either direction from Longstreet Commons to Fayette Street.

1.7 TRANSPORTATION SYSTEMS

There are several plans to address transportation and parking.

1.7.1 Regional Highway System

Haymarket is a critical crossing of a major, if overburdened, highway and road system. As explained previously, Haymarket's earliest population and growth and economic activity developed as the result of the intersection of two colonial roadways. The two roads consisted of a north-south travel route (the Carolina Road), while the other was an east-west route serving the port of Dumfries, Haymarket's reason for being was as a crossroad along the east-west path, Washington Street/Route. 55, and Jefferson Street/ Old Carolina Road, the north-south route in the Piedmont foothills. Today, I-66 is the east-west route and Route 15 in the north-south path. Still, with the incredible amount of development occurring in western Prince William County, all of these routes are stressed with little relief in sight.

1.7.2 Local Street and Highway System

TABLE 20: Traffic Volumes on Key Roads in Haymarket

TRAFFIC VOLUMES ON KEY ROADWAYS IN HAYMARKET			
Roadway	Segment	Traffic Volumes	
		Existing ¹	Projected ²
		(2002)	(2020)
Washington Street	West of Rt. 15	3,300	-
	Between Rt. 15 and Jefferson	7,900	10,900
	East of Jefferson	7,900	12,600
Route 15	North of I-66	19,000	18,500
	Between I-66 and Washington St.	21,000	15,100
	South of Washington	21,000	15,100
Jefferson Street	North of I-66	680	4,400
	Between I-66 and Washington St.	700	4,200
	South of Washington St.	700	3,800
Virginia Department of Transportation Prince Williams County Department of Public Works			

There are no reasonable alternatives for east-west travel into and out of Haymarket other than Washington Street. This road parallels I-66 and is the local connector between Gainesville and Rt. 15. As noted in Table 20, traffic volume along Washington Street is expected to increase by more than 50% by 2020.

In turn, Jefferson Street will potentially be serving as a reliever route for much of the traffic on Rt. 15. According to Prince William County and VDOT, traffic on Jefferson Street may increase six-fold by 2020.

1.7.3 Access to Land Uses and Local Circulation

The intensity of traffic on Washington Street and at the intersections with Rt. 15 and Jefferson Street was one of the major, if not the major, issues discussed during the 2004 Charrette. Many residents expressed a preference for transportation management measures such as traffic calming rather than traffic signals. The traffic engineer explained that there are not many options for improving Washington Street and keeping it the small town street that it is. Measures such as 4-way stop signs can be effective, low-cost ways to manage traffic, but as volumes increase stoplights will become necessary in order to allow the movement of traffic through these key intersections.

The Charrette Report offered two design schemes for Washington Street. One strategy kept the street within its present design with no median. The other design scheme called for a boulevard with a landscaped median and providing for left turn lanes. The Charrette did not recommend one design over the other. While the boulevard design does allow for better traffic management, it is recognized that this may require additional right-of-way and may interfere with the sidewalk improvements already made.

1.7.4 Public Transportation Services

A number of Town citizens and other interested parties expressed interest in extending VRE (Virginia Railway Express) service to Haymarket. While commuter rail could be very positive for Haymarket and the surrounding area, a number of significant issues need to be addressed and resolved. Among those issues are the need to eliminate at-grade crossings at Route 29 and Old Carolina Road; the lack of a suitable parking area within the Town; the need to construct a second track to accommodate passenger service; and, the disturbance of the Chesapeake Bay Preservation Area, which abuts the current track right-of-way.

VRE is undertaking an "Alternatives Analysis/Major Investment Study" scheduled to be completed in 2009. That study will analyze all of the alternatives for VRE extension to the Gainesville/Haymarket area. Once the Alternatives Study is complete, an Engineering Study and an Environmental Impact Statement must be prepared. These studies are expected to be completed in 2012. No rail construction can begin until the completion of the I-66/Route 29 interchange, also estimated to be complete in 2012. VRE estimates that the construction of any alternative rail service in the Gainesville/Haymarket area could not begin until 2013/2014.

An important public transportation option is the development of a local bus or trolley system which can connect developments in the immediate vicinity of Haymarket with the downtown shopping area. Such a system would provide multi-stop local service with the capability of connecting to a larger, regional bus system. A local Haymarket Trolley system will both enhance the small-town atmosphere and complement the "walking town" concept. Funding for a trolley system is available through Federal and state grant sources. Use of a "demonstration grant" would allow the town to assess the viability of a trolley system for a year before making a long-term commitment. The one-year demonstration program is being explored for the 2008/2009 budget year.

1.7.5 Parking

Parking is an unglamorous, but essential planning feature for contributing to Washington Street's transportation requirements, urban design plan, and meeting the needs of businesses and the desire of their patrons. At present, parking is free and every business or activity has to meet its parking needs on its property. Centralized parking locations could be very advantageous by opening up more of each parcel for development and/or green space, channeling traffic access, and making more parking available. However, parking lots are costly and would have to be paid for through fees. This would be a hard sell in a community like Haymarket, which is accustomed to free parking when one goes to the store, restaurant, or Town Hall. In turn, it may actually disadvantage those businesses that are dependent upon central parking in comparison to those who have free parking on their property.

The Charrette team recommended that at least as an immediate step and maybe longer term, the Town work with businesses and other activities such as churches to develop a program of shared parking where parking lots within blocks would be grouped together and the parking shared by all the businesses in that block. If the two share parking, duplication of parking lots can be avoided. Combined parking lots also allow for better traffic management by reducing and better placing entrances and exits.

Haymarket worked with a local planning professional to evaluate its parking standards in 2007. The study recommended analysis of industry standards as they relate to a small historic town, comparison with adjacent jurisdictions, shared parking scenarios, and recommendations. This report will be analyzed and zoning amendments put forth for review as appropriate.

1.8 POPULATION GROWTH AND ECONOMY

Haymarket's earliest population and growth and economic activity developed as the result of the intersection of two colonial roadways. The two roads consisted of a north-south travel route (the Carolina Road), while the other was an east-west route serving the port of Dumfries. The needs of colonial travelers spurred the erection of the Red House Inn at Haymarket. Today's counterparts to the colonial inn are the commercial activities which serve a growing residential population and modern day travelers on Route 15 and Interstate 66. Today, economic activity in Haymarket is tied to the northern Virginia region which encompasses Prince William County and metropolitan Washington, D.C., and extends to Loudoun and Fauquier Counties.

1.8.1 Historical Haymarket and Haymarket of Today

The historic downtown centered on Washington and Jefferson Streets has been explained as a center that met the service needs of the 1800s and early 1900s. Today it increasingly serves more of a specialty market for Town government, the museum, restaurants, professional services and small retail shops. The western shopping area near the Routes I 66/29/55 intersection has met and continues to meet the needs of local residents. It is more parking oriented and has services such as food, banking, and pharmaceuticals.

The boundaries of the Town of Haymarket have been consistent over the last century. But if one looks at the 1910 map of the Town, it will be noted that the "downtown" (the area between Fayette Street on the west, Madison Street on the east, up to the present day I-66 right-of-way, and south to Saint Paul's Church) has been and is the image of Haymarket. The area is one half mile across and in many ways this area is reflective of present day "new urbanism" planning. It allows for ease of walking distance for the pedestrian, it can be traversed in 10 or 15 minutes, and the buildings are brought forward to the street. If the Town government moves to the Harrover property, this may naturally extend the walking town further east.

1.8.2 Population Characteristics

The Town of Haymarket has seen its share of the population growth in Northern Virginia. Over the past fifteen years, from 1990 to 2004, the Town's population grew over 200 percent. The Town's current population represents roughly 2 percent of the Gainesville Magisterial District population. During the same time period, the Gainesville Magisterial District grew over 60 percent and the County over 50 percent. In contrast, by the year 2005, the Town's population is expected to double while Gainesville and the County will grow at a slower rate, 60 percent and 52 percent respectively.

TABLE 21: Population Growth

Area	1990	1995	2000	2004
Haymarket	483	504	879	1019
Gainesville Magisterial District	31,148	33,631	39,432	49,889
Prince William County	215,686	244,781	280,271	329,511

Source: U.S. Census Bureau, 2004 Population Estimates, Census 2000, 1990 Census.

Based on data for the 2000 Census, Haymarket's population is evenly split between male and female, with the median ages being 32 years. Over 70% of the residents are over 18, while 10% are under 5 years of age.

There are 304 single family homes and 117 town homes in Haymarket, with the average household size just under three and the average family size just over three.

1.8.3 Employment

The majority of Haymarket residents, over 16 years of age, is employed (80%), and is commuting over 30 minutes each way on our area's clogged roads.

Private industry employs 81.9% of workers, the government employs 13.8%, and 4.3% are self-employed. Industries include professional services, construction, education and retail.

The following table shows the Town's estimated and projected residential employment figures through 2005.

TABLE 22: Employment Growth

Area	1990	1995	2000	2005
Haymarket	632	658	748	893
Gainesville Magisterial District	9,094	11,026	12,875	17,758
Prince William County	65,742	76,876	87,594	103,541

Source: MWCOG Round 5.2 Figures, Adopted March, 1995, PWC Office of Mapping & Information Resources

Employment in Prince William County has increased as a result of major land development within the area. Historically, the leading employment sectors in the County have been retail trade, government, building, and service. Industrial parks along Wellington Road and around Gainesville, which are located near Haymarket, have increased both blue and white collar jobs in the area; however County economic development officials continue to seek new industries. In the next 10 years, the major growth area of the County is expected to be in the Linton Hall and Wellington Road corridors. Since 1990, the County has attracted the Nissan Pavilion, a 25,000-seat outdoor performing arts center, the Prince William Institute, a campus of George Mason University and a new bio-tech research company. In addition, IBM has recently returned with a planned merger with the Toshiba company to reopen a manufacturing plant in Manassas that was closed in the early 90's.

The Town has a variety of retail businesses which provide local employment, but little industry or major employer. However, with increased transportation accessibility, the industrial tracts on the west end of Town will become attractive for manufacturing needs. The anticipated widening of Route 55 and 15 will increase access to transportation services on the Southern Railway and Interstate 66, however, the proposed cloverleaf interchange at Route 15 and Route 55 will have a negative impact to the Town's ability to attract quality industry by decreasing the amount of land available.

1.8.4 Income

The Metropolitan Washington area has the highest level of income of the nation's twenty largest metropolitan areas and Haymarket's income levels continue to rise as well.

According to the U.S Census Bureau's model-based income statistics for 2003, the median household income for Haymarket was \$77,999 about 7% higher than Prince William County at \$72,897. That figure is 45.7% higher than the 1990 Census, showing an actual median income of \$49,370. The new estimate is more than double the median income earned by residents as observed in the 1980 Census. The median household income for Haymarket is higher than the median income for Prince William County or the Commonwealth of Virginia. The U.S. Census Bureau's model-based income estimate for the Commonwealth of Virginia in 2003 was \$50,028.

TABLE 23: Haymarket Income, 1970-2000

SUBJECT	HOUSE-HOLDS	TOTAL	MARRIED COUPLES	FEMALE HOUSEHOLDER NO HUSBAND PRESENT	NON-FAMILY HOUSEHOLDS
Number					
TOTAL	336	239	214	11	97
Less than \$10,000	11	1	1	0	10
\$10,000-\$19,999	14	8	4	0	6
\$20,000-\$29,999	16	5	5	0	11
\$30,000-\$39,999	25	15	7	5	15
\$40,000-\$49,999	25	16	12	2	9
\$50,000-\$74,999	103	73	69	4	25
\$75,000-\$99,999	71	63	61	0	8
\$100,000-\$149,999	56	48	45	0	11
\$150,000-\$199,999	15	10	10	0	0
\$200,000 or more	0	0	0	0	0
Median Income (dollars)	70,833	76,197	81,283	45,625	48,750
Mean Income (dollars)	74,131	80,745	84,470	41,800	54,579
PERCENT DISTRIBUTION					
TOTAL	100.0	100.0	100.0	100.0	100.0
Less than \$10,000	3.3	0.4	0.5	0.0	10.3
\$10,000-\$19,999	4.2	3.3	1.9	0.0	6.2
\$20,000-\$29,999	4.8	2.1	2.3	0.0	11.4
\$30,000-\$39,999	7.5	6.3	3.3	45.5	15.5
\$40,000-\$49,999	7.5	7.7	5.6	18.2	9.3
\$50,000-\$74,999	30.6	30.5	32.2	36.4	25.8
\$75,000-\$99,999	21.1	26.4	28.5	0.0	8.2
\$100,000-\$124,999	9.2	10.5	10.3	0.0	6.2
\$125,000-\$149,999	7.4	9.6	10.7	0.0	5.2
\$150,000-\$199,999	4.5	4.2	4.7	0.0	2.1
\$200,000 or more	0.0	0.0	0.0	0.0	0.0

Source: Census 2000 and U.S. Census Bureau, Housing and Household Economic Statistics Division, Small Area Estimates Branch

Haymarket and Prince William County have shared the prosperity of the past decade and will continue to experience growth for many years to come. Three factors contributing to this increase include: 1) a decline in family size; 2) an influx of affluent families; and 3) an increase in the number of households

where both spouses work. All of these changes must be addressed as growth continues and the needs of the community change.

1.8.5 Housing

The following table shows that single family or one unit housing structures dominate in Haymarket with the greatest increase in housing coming in the last ten years. The table also shows that the Town enjoys a high percentage of owner-occupied housing units.

TABLE 24: Household Characteristics

Characteristic	1970	1980	1990	2000	2006
Total Population	288	260	483	879	1095
Number of Housing Units	79	84	223	337	Not Avail
Number of One Unit Structures	63 (79%)	65 (77%)	199 (89%)		Not Avail
Number of Two Plus Unit Structures	16 (20%)	19 (22%)	22 (9%)		Not Avail
Number of Mobile Homes	3	4	2		Not Avail
Number of Owner Occupied Units	36 (45%)	52 (61%)	169 (75%)	236	Not Avail
Number of Renter Occupied Units	42 (53%)	32 (38%)	32 (14%)	85	Not Avail
Average Household Size	3.64	3.09	2.36	2.74	Not Avail
Average Value of Owner Occupied Units	\$18,424	\$50,000	\$150,000	\$165,800	Not Avail
Average Monthly Rent	\$81	\$175	\$600	Not Avail	Not Avail

Source: U.S. Department of Commerce, Census Bureau, 1980, 1990 Census of Housing; Community Survey 1989; Windshield Housing Survey 1989.

TABLE 25: Household Characteristics Detailed

TABLE 25 Subject	#	%
Total population	879	100.0
SEX AND AGE		
Male	462	52.6
Female	417	47.4
Under 5 years	96	10.9
5 to 9 years	83	9.4
10 to 14 years	60	6.8
15 to 19 years	36	4.1
20 to 24 years	42	4.8
25 to 34 years	177	20.1
35 to 44 years	195	22.2
45 to 54 years	87	9.9
55 to 59 years	32	3.6
60 to 64 years	39	4.4
65 to 74 years	19	2.2
75 to 84 years	11	1.3
85 years and over	2	0.2
Median age (years)	32.5	(X)
18 years and over	614	69.9
Male	316	35.9
Female	298	33.9
21 years and over	596	67.8
62 years and over	58	6.6
65 years and over	32	3.6
Male	16	1.8
Female	16	1.8
RELATIONSHIP		
Total Population	879	100.0
In households	879	100.0
Householder	321	36.5
Spouse	205	23.3
Child	289	32.9
Own child under 18	250	28.4

TABLE 25 CONTINUED Subject	#	%
Other relatives	25	2.8
Under 18 years	12	1.4
Non-relatives	39	4.4
Unmarried partner	19	2.2
In group quarters	0	0.0
Institutionalized population	0	0.0
Non-institutionalized population	0	0.0
HOUSEHOLDS BY TYPE		
Total households	321	100.0
Family households (families)	235	73.2
With own children under 18 years	138	43.0
Married-couple family	205	63.9
With own children under 18 years	115	35.8
Female householder, no husband present	25	7.8
With own children under 18 years	19	5.9
Nonfamily households	86	26.8
Householder living alone	64	19.9
Householder 65 years and over	7	2.2
Households with individuals under 18 years	147	45.8
Households with individuals 65 years and over	24	7.5
Average household size	2.74	(X)
Average family size	3.21	(X)
HOUSING OCCUPANCY		
Total housing units	337	100.0
HOUSING TENURE		
Occupied housing units	321	100.0
Owner-occupied housing units	236	73.5
Renter-occupied housing units	85	26.5
Average household size of owner-occupied unit	2.80	(X)
Average household size of renter-occupied unit	2.58	(X)

The Federal Housing Administration lists four (4) determinants of housing need and demand. These include:

1. Rate of growth in the number of households.
2. Income and employment patterns.
3. Liquid asset holdings, down payments, interest and mortgage term requirements.
4. Space, convenience, and housing style requirements.

Income and employment patterns are closely tied to housing. Employment opportunity in the adjoining counties generates high housing demands in the Town. Incomes of households coming to Haymarket are in the middle to upper range allowing housing costs in the Town to rise proportionally to household incomes. As existing housing passes from household to household, it is said to “trickle down” if it becomes affordable to a lower income family, and “trickle up” if it becomes affordable to a higher income family. In Haymarket, the existing housing stock currently experiences the “trickle up” concept. Housing costs have risen greatly in the past ten years. In 1980, the average home cost \$50,000. In 1990, the average home costs \$150,000. In 2000, the average home cost \$200,000. By 2005 the average home cost \$450,000.

Demands for space, convenience and housing style are compromised by the costs of borrowing. Though some households will need to satisfy their housing demand with rented or multi-ownership units, the majority of households will continue to secure housing in single-family attached and detached units. Young households with children traditionally preferring single-family homes with ample yards are now accepting the townhouse environment.

1.8.6 Affordable Housing

The Town’s zoning ordinances encourage fair share housing with its multiple classifications of residential housing in the residential zones as well as apartment style housing in its commercial zones. As reflected in the table below, there is a wide range of housing types and prices in Haymarket for its diverse population. As of December 2007, the housing inventory included four distinct categories:

TYPE OF UNIT	COUNT IN THE TOWN
Rental Units (Apartments)	12
Condominiums	48
Town Homes	128
Detached Single-Family	295
TOTAL	471*

*20% of these homes are not yet built

Haymarket has over 400 housing units within its borders, ranging from apartment rental prices of \$750-\$1500 per month to town homes and single family homes ranging in purchase price from the mid-\$200,000's to over \$750,000. The Town intends to maintain a diverse community of well-kept neighborhoods with a range of housing opportunities in a pleasing environment consistent with its historic character.

1.9 COMMUNITY ATTITUDES

If the Comprehensive Plan is to guide the future direction of community development, it must be responsive to the actual needs of the community. In May of 2004 Haymarket sponsored an intensive planning session where residents, designers, businesses and Town and County Officials collaborated on a vision for development. The workshop established a platform for a free flow of information and opinion sharing.

The Town of Haymarket's Charrette provided a forum for building community consensus on a vision for the Town's future. The Charrette Report included descriptions of Haymarket's historical significance, its architecture, economics, development intentions, design issues, transportation challenges, and suggestions for a "downtown square" to preserve the small town atmosphere clearly favored by residents responding to the 2004 Citizen Survey and those who attended the Charrette planning session.

As part of the citizen's input to the Charrette, a short survey was mailed to 650 Haymarket area residents. Results from 130 respondents, representing a 20% return, were presented at the beginning of the Planning Session. Here is a summary of the residents input from that survey:

TOP REASONS FOR MOVING TO HAYMARKET

- Small town (41)
- Affordable / desirable housing (41)
- Location (25)
- Country setting (23)

PRIMARY ISSUES FACING HAYMARKET

- Out-of-control growth (63)
- Traffic congestion (55)
- Shabby downtown area (35)
- Insufficient infrastructure (30)
- Lack of retail stores downtown (12)

SINGLE FAMILY HOMES PREFERRED FOR HAYMARKET

- Large lot single family homes (94)
- Small lot single family homes (56)
- Townhouses (25)
- No more housing (10)
- Condo's (10)
- Apartments (3)

ALMOST EVERYONE PATRONIZES SHOPS IN HAYMARKET

- Food
- Fuel
- Services

RESIDENTS LOOKING FOR DIVERSE TYPES OF BUSINESSES

- Independent retail (104)
- Professional Services (50)
- Corporate retail (30)
- Offices (27)

SPECIFIC BUSINESSES REQUESTED

- Restaurants
- Small businesses people can use
- Drug store

- Coffee shop / ice cream shop / bakery / pub
- Boutique shops
- No big box stores

1.9.2 2006 Survey Results

The Planning Commission also consulted with the Town's citizens during the comprehensive planning process update by conducting a community survey. In the survey, conducted during the winter of 2006, residents of Haymarket were asked to provide their feelings concerning a variety of community characteristics and services as well as provide basic statistical information.

369 surveys were distributed to residential property owners in the region by members of the Planning Commission, plus over 5,000 surveys were mailed to area residents and business owners, thus offering wide participation in the survey process. 131 property owners returned the completed survey, constituting a 35% return rate. With a return rate of 35% percent, the survey is considered to be representative of population characteristics and attitudes prevailing throughout the community.

Here is what residents said about moving to Haymarket :

- Over 80% of Haymarket residents have lived here five years or less
- The number one reason for moving here was to live in a small town
- Over 90% of Haymarket residents are satisfied or very satisfied with the quality of life here

While people moved here to enjoy the small town atmosphere of Haymarket, they believe the primary issue facing us right now is the "over-development" in and around the town. Several different questions asked about growth, and respondents said:

- No more houses
- Put in sidewalks from Sheetz to Tyler, Piedmont to Somerset so we can get out of our cars and enjoy a walking town
- Open nice, sit-down restaurants
- Give us a park with playground for our kids

Transportation and Highway Needs

Nowhere was the over-development concern expressed more clearly than in the dissatisfaction over the local roads. When asked what the most important road improvement for our area would be, improvements to Route 55 topped the list. Some said to widen it, others said to add turn lanes and turn arrows, some asked for more lights, and others suggested re-timing the lights at all local intersections to improve traffic flow. A few people even suggested building a bypass or traffic circles to get traffic out of town completely.

Since 84% of adults who commute to work drive their own car, and only 12% car-pool, it is clear that public transportation solutions are not meeting worker's needs.

Another telling statistic is the time that residents spend commuting to and from their jobs. In 1990, the peak travel time was between 6-7 AM and after 6 PM. In the 2004 survey, the peak travel time was between 5-7 PM. Rush-hour accidents on I66, Route 29 and Route 15 result in commuters cutting through Haymarket at dangerously high speeds to try and make up for lost time.

Both the 2004 and the 2006 Surveys were clear about residents concern regarding the pace of development and associated traffic overwhelming the small Town of Haymarket.

There was also dissatisfaction about a lack of nearby recreational options, no doubt exacerbated by traffic congestion. Residents still expressed the belief that Haymarket can retain its small-town charm

if its historic structures are protected, a pedestrian-friendly downtown is nurtured and growth is contained. Proof of this belief is shown in the overwhelming 92% of respondents that remain satisfied with the overall quality of the life in Haymarket.

Local Government

While residents expressed frustration with how long it seemed to take to make decisions, they were pleased to see the Town working to bring in more business and strive to move forward. Town government was seen as better by 39% of respondents, the same by 35% of respondents, and worse by 25% of respondents when compared to the past several years. Sixty-one percent rated the management of Haymarket as excellent or good, while 40% rated it as fair or poor. Three specific problem areas were mentioned: (1) Police Department; (2) Town center property management; and (3) organizational issues. Basic services such as garbage collection, recycling and street maintenance received good ratings, as did the traffic light recently installed at the intersection of Washington and Jefferson Streets.

The 2006 survey results are in Appendix B.

PART II

COMMUNITY GOALS AND OBJECTIVES

The study of Haymarket's existing characteristics in Part I was necessary in order to acquire an understanding of existing conditions in the Town as well as an understanding of future possibilities.

Part II of the Comprehensive Plan is concerned with defining the Town's basic goals for development which will be used in preparing Part III, "Plan Implementation" and guiding future planning efforts. By providing a framework for public and private decision makers, goals and objectives are viewed as the cornerstone of the planning process. As time passes and circumstances change, Town policy regarding the Comprehensive Plan's statement of goals and objectives must be reviewed and altered to address the needs of the community. Like the Comprehensive Plan itself, goals and objectives should be reviewed regularly and revised as necessary. The Comprehensive Plan can then blend current concerns with the Town's aspirations on an ongoing basis.

Building and revitalizing the Town are simultaneous and equal objectives emphasizing the historic theme and should be integrated into all developments and adaptive uses. Flexible and evolving traffic and parking management is crucial to developing or using all properties. The developers and the Town can mutually benefit from reasonable proffers negotiations. The Town and property owners will be able to compete and be sustainable from the strength of position as an historic small Town, which deliberately offers quality of experience.

2.1 PUBLIC FACILITIES

Main Street Revitalization

The Charrette team complimented the Town on the Streetscape improvements that have occurred along Washington Street to date. Based on their analysis, the Charrette team proposed a design for Washington Street called "Country Crossroads – A Walkable Country Town. "Country Crossroads – A Walkable Country Town" would keep Washington Street very close to its present design with no median. Emphasizes would be placed along the sidewalks with street trees and street furniture.

GOAL	Provide residents and businesses with facilities and services that help ensure the health, safety, beauty and prosperity of the Town.
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OBJECTIVES

- | | |
|----|--|
| A. | Develop the Harrover property into the Haymarket Government Center with Police Department and Town Hall by the end of 2008 |
|----|--|

- B. Explore the possibility of creating community green space on the Harrover property to include a bandstand (gazebo) and playground
- C. Develop an Emergency Response Plan for the Town to prepare for a natural or man-made catastrophic event

GOAL Revitalize Main Street

OBJECTIVES

- A. Complete development of town center properties in 2008 and the Payne Lane properties by the end of 2009
- B. Create an Urban Town Center that combines condos, shops, and offices in a pedestrian friendly setting by the end of 2009
- C. Repair and complete sidewalks along Washington Street and side streets by the end of 2010

GOAL Develop public facilities to meet the social and recreational needs of a growing town

OBJECTIVE

- A. Look into the economic feasibility of developing the Harrover property into a Town Hall and green space as part of the development of the property in 2008
- B. The Town's need for recreation is not satisfied by existing regional facilities. Explore joint opportunities with private communities, churches and the Prince William County Park Authority to provide small local facilities by the end of 2009

2.2 TRANSPORTATION

GOAL Facilitate ease of movement and provide an efficient transportation system

OBJECTIVE

- A. Explore options to improve traffic flow at the intersection of Jefferson and Washington Streets.
- B. Work with the County and VDOT to improve transportation facilities. Town roadways not under state maintenance should be improved to the standards required for state acceptance. Repair and maintenance of existing streets, where needed, should be done as soon as possible. Walkways beside state primary highway Route 55 should be improved in order to provide safe movement of pedestrians as well as increase the aesthetic nature of the Town's commercial area. Sidewalks in residential areas should be provided or upgraded as residential density increases.
- C. Partner with Virginia Transit Association to obtain grant funding for a trolley system that will connect the downtown area with outlying shopping, transportation and residential areas. Develop alternate funding sources to cover the cost of the Town's share of the system.

- D. Update entire transportation section.

2.3 IMPLEMENT SOUND LAND USE PLAN

The Washington Street Enhancement Project encompasses the improvement of Washington Street throughout the Town limits and includes enhanced pedestrian, bicyclist, and vehicle access through the Historic Town of Haymarket. The project also includes installation of brick sidewalks, colonial-style streetlights, park benches, trash receptacles, bicycle lanes and racks, brick planters and requisite engineering. The improvements have been broken down into three phases. Phase IA (Madison Street to the eastern limits of Town) is anticipated to be completed by the Town using enhancement funds, Phase IA is not completed. Phase II (Fayette Street to Madison Street) was completed by the Town using enhancement funds. Phase III (Fayette Street to the western edge of Town) is partially completed and will be the responsibility of individual developers, since all the property owned in Phase III is commercially zoned.

Construction of Phase IA of the Washington Street Enhancement Project, initially approved for funding in 1996, entails a phased widening of existing 2-lane Route 55 (Washington Street). This encompasses approximately 990 feet on Washington Street from Madison Street to the eastern edge of Town.

In 2002/2003 the project was put on hold prior to the acquisition of easements and right-of-way for the utility relocation phase. When the project was restarted in 2006, VDOT required a supplemental Utility Field Inspection (UFI) as well as completion of an Environmental Study, a new requirement for the Streetscape program.

The UFI and Environmental Study were completed in early 2008. The Town is now selecting appraisers to begin the "easement and right-of-way acquisitions" phase which we estimate to be complete in the summer of 2008. Upon completion of the right-of-way acquisition, the Town will be on schedule to relocate the utilities in 2009 and begin accepting bids for the construction phase of the project. That phase is expected to start in mid-2010.

GOAL Coordinate Town development with development of the surrounding portion of Prince William County.

OBJECTIVE

- A. The County and Town share land around the intersection of Route 15 and Interstate 66, and Old Carolina Road. Working with County planners and the developers of the adjoining property, a unified design for this area can be developed. This will spare area residents the undesirable effects of uncoordinated and unsupervised strip development. Development of this unified design is currently ongoing.
- B. Coordinate land use and associated traffic impacts of all developments within one mile of the town limits as well as broader Haymarket with Prince William County and VDOT. The Town is currently working with the County Supervisors and the County Planning Department staff to provide input to the planned development

within the one-mile planning area.

GOAL Complete all three phases of Streetscape, including ongoing repairs.

Phase IA – From Madison Street to the Eastern Limit of Town

OBJECTIVES

- A. The Environmental Study was completed and approved by VDOT in March 2008. The Utility Field Inspection was completed in March 2008 and the final utility design was completed in April 2008.
- B. Obtaining appraisals of the rights-of-way and easements needed to relocate the utilities and install the curb and gutter and sidewalks will be completed in the third quarter of 2008. Approval of those appraisals by VDOT is scheduled to be complete by the fourth quarter of 2008.
- C. Right-of-Way acquisitions are to be complete by the first quarter 2009.
- D. Utility relocation construction to begin in the first quarter of 2009.
- E. Construction of Phase IA to begin in the third quarter of 2009.

Phase II – From Fayette Street to Madison Street

OBJECTIVES

- A. This phase is complete with the exception of repairs or replacement of the brick crosswalks which were installed along Washington Street.
- B. The brick crosswalks are to be replaced with stamped asphalt on an as-needed basis during the fourth quarter of 2008.

Phase III – From Fayette Street West to Route 15

OBJECTIVES

- A. Have the Streetscape work in this phase completed by the developers of the property along Washington Street. Segments are complete just west of Fayette Street on the north side of Washington Street and from Route 15 to the Bloom building to Route 15 on the south side.
- B. The segment from Fayette past the Bloom building is scheduled to be complete by the fourth quarter of 2008.
- C. The segment at the western end of town along the property line of the Quarles property is to be completed by the first quarter of 2009.

GOAL Create a well-organized, cohesive community which functions efficiently. Efforts to meet this goal and the strategies below are ongoing.

- A. To recognize the Town's residential areas as the primary land use which should be protected
- B. To create well defined, attractive commercial areas which offer accessibility and create a neighborhood shopping atmosphere which

does not negatively affect adjacent residential areas

- C. To concentrate industrial development in a specific area to minimize the residential impact, their needs, and promote the increase in the Town's employment and tax base
- D. To develop an adequate level of public services to meet future Town needs while identifying locations which improve efficiency and provide maximum accessibility
- E. To protect environmentally sensitive areas and provide buffers between conflicting land uses; and
- F. To protect the Town's character and history visually represented by the Town's cultural resources and sites

GOAL Develop a balanced program for future land use to ensure the health, welfare and safety of the town and its residents. The recommended future land use program is specified in this Plan and in the approved future land use map.

2.4 NATURAL RESOURCES

GOAL To update this entire section of the Comprehensive Plan by the end of 2010.

GOAL To protect the surface water quality of the Town and the Chesapeake Bay from the adverse effects of development including point and non-point source pollution.

OBJECTIVES

- A. Implement and enforce the provisions of the Town's Chesapeake Bay Preservation Ordinance. Work on this objective is ongoing
- B. Ensure that land development and redevelopment within the Town is planned and managed in a manner which utilizes preventative water quality protection measures such as providing more functional open space, preserving sensitive environmental features, maintaining maximum indigenous vegetative cover, and minimizing impervious land cover. Work on this objective is ongoing
- C. Ensure that land development and redevelopment within the Town is done in a manner consistent with the water quality goals and objectives of the Town's Chesapeake Bay Preservation Ordinance and the performance standards therein. Work on this objective is ongoing
- D. The use of structural "Best Management Practices" (BMPs) to conform with the performance standards set forth in the Town's Chesapeake Bay Preservation Ordinance should be considered in conjunction with and not in lieu of other water quality measures when site limitations within a Chesapeake Bay Protection Area does not allow for the performance standards to be met through site design. Work on this objective is ongoing
- E. Investigate the need or desirability for Prince William County to perform site plan review in regard to conformance with the Town's

Chesapeake Bay Protection Ordinance. Investigate the need for a formal resolution or protocol between the Town and the County regarding site plan review and BMP maintenance and inspection to ensure that these elements remain consistent with the desires and goals of the Town. Based on the requirement from the Chesapeake Bay Local Assistance Board to monitor all BMP maintenance agreements, this objective will be complete in mid-2008.

- F. Contract with the Prince William Soil & Conservation District to review site plans for compliance with the Town's erosion and sedimentation control standards. This objective was completed in 2006. The contract remains in effect
- G. Develop an RPA violation enforcement process whereby remedial actions imposed on violations and follow-up actions by Town staff can be monitored and thoroughly documented

GOAL To ensure that sensitive environmental features within the Town are preserved and/or managed in such a manner that protects surface water quality as well as the aesthetic quality of the Town. Work on this goal and the objectives below are ongoing.

OBJECTIVES

- A. Locate development away from environmentally sensitive wetlands associated with North Fork Creek and other wetlands identified within the Town
- B. Restrict development in floodplains associated with North Fork Creek and its tributaries
- C. Manage development in areas with highly erodible soils, including step slopes, in a manner which minimizes impacts to surface water quality
- D. Conserve and protect the remaining forest cover within the Town and work to enhance the aesthetic nature of the Town through replanting of trees
- E. Ensure that all sensitive environmental features which constitute Resource Management Areas and Resource Protection Areas identified by the Town's Chesapeake Bay Preservation Ordinance are managed and protected in a manner consistent with the water quality goals of the Ordinance

GOAL To manage the groundwater resources of the Town in a manner which will ensure an adequate and pure source of potable water for the Town as well as to ensure against groundwater contamination which may adversely affect the Town's biological ecosystem. Work on this goal and the objectives below are ongoing.

OBJECTIVES

- A. Develop land in such a manner that it will not adversely impact existing wells or groundwater resources associated with sensitive environmental habitats within the Town

- B. Work with the State to formulate strategies to educate owners of individual fuel oil tanks on the proper maintenance of these tanks and preventative measures to prevent accidental spills
- C. Continue to work with the Prince William County Health Department in testing well water within the Town so that contaminated wells may be identified and corrective action taken
- D. Investigate methods of supporting and/or advocating water conservation within the Town including public education and amendments to the Town's building code

GOAL Restore North Fork Creek to its natural state

OBJECTIVES

- A. Work with the Prince William County Planning Department to investigate land use management techniques and modifications to public infrastructure during development of parcels near North Fork creek which will bring the creek back to its original state during 2008/2009
- B. Work with the Prince William County Department of Public Works, Watershed Division to repair the North Fork Creek through state and local riparian restoration programs during 2008/2009

GOAL Pursue strategies to reduce existing pollution sources which degrade surface and groundwater and the aesthetic quality of the Town.

OBJECTIVES

- A. Ensure proper BMP maintenance and inspection through the implementation of a BMP maintenance program. Investigate whether the function could be best performed through the Town or by agreement with Prince William County. Coordinate with owners of existing BMP facilities which do not have maintenance and inspection programs to set up such a program to ensure that existing BMP facilities are performing their functions. This work will be completed in 2008
- B. Work with property owners to remove and mitigate existing sources of pollution, including underground storage tanks, during the redevelopment process. Work with the VWCB to address immediate threats posed by pollution sources within the Town. This work will be completed in 2009
- C. Work with the Prince William County Health Department to identify the occurrence of malfunctioning septic systems and investigate remediation or removal options. This work will be completed in 2009
- D. Work with pertinent agencies to stem and clean up the illegal dumping of waste on public or private property within the Town. The goal is to have all illegal dumping sites cleared by 2010

- E. Investigate the feasibility of public education programs aimed at reducing the incidence of preventable non-point and point source pollution, such as the over-application of fertilizers and pesticides and above ground storage tank spills, before they enter the environment. This work will be completed in 2009

2.5 ECONOMY AND FINANCE

GOAL Develop and support opportunities for local employment. Fortify the Town's financial condition so that it can meet growing demands for services.

OBJECTIVE

- A. Encourage and support commercial, industrial, and service activity in Haymarket. Insure that such development conforms with land use goals and standards set out in this Plan and in local ordinances. This work is ongoing
- B. Evaluate the fiscal capacity of the Town. Develop revenue sources sufficient to meet the service demands that will be placed on the Town in the future. This analysis will be completed for the 2009/2010 budget
- C. Retire debt on town center property and Harrover property. Debt on the Town Center Property will be retired in 2008 with the sale of the property. The Town will continue to retire the debt on the Harrover property in annual installments
- D. Retain Town Manager and Town Treasurer to implement and oversee agreed projects, programs, budget and staffing priorities. This objective was completed in 2007

2.6 HOUSING

GOAL Provide a variety of housing options to meet the needs of the existing population and the projected population. Work on this goal and objectives is ongoing.

OBJECTIVES

- A. Encourage a mixture of housing types and prices to meet demands of families of different ages and income levels
- B. Create a framework to coordinate housing development. Avoid lot by lot development carried out with no oversight and overall design.
 - (1) Review new development proposals to insure that they conforms with the comprehensive plan and ordinances
 - (2) Guide housing development so that it occurs in areas readily serviceable by public facilities
 - (3) Develop subdivision and zoning regulations which will encourage affordable new housing in the Town

- C. Explore state and federal programs for housing rehabilitation and financial assistance.
- D. Remove seriously dilapidated and abandoned properties when they are no longer capable of restoration. These structures pose a safety hazard and detract from the positive qualities of Haymarket.
- E. For residences converted to public sewer, continued monitoring of soil conditions and well water quality should take place to avoid a repetition of the past health hazards.

2.7 LAND USE

GOAL Develop a balanced program for future land use to promote the public health, safety and general welfare. Work on this goal and its objectives is ongoing.

OBJECTIVE

- A. Insure compatibility of land use. Protect residential areas from adverse aspects of commercial and industrial land use.
- B. Identify land best suited to residential, commercial, and industrial activities with regard to available public infrastructure, environmental constraints, and economic and aesthetic considerations. Reappraise this identification periodically, and amend zoning districts if appropriate.
- C. Determine optimum density of development by considering: 1) environmental capacity of land; 2) capacity of public utilities; and 3) transportation networks.
- D. Coordinate Town development with development of the surrounding portion of Prince William County.
 - (1) The County and Town share land around the intersection of Route 15, Interstate 66, and Old Carolina Road. By working with County planners a unified design for this area can be developed. This will spare area residents the undesirable effects of uncoordinated and unsupervised strip development.
 - (2) Residential development in the Town and around the Town will occur at the same time. Together Town and County officials can develop a mutual understanding of residential land development activity and the needs associated with increased population.
 - (3) Because the natural resources of the Town of Haymarket extend beyond the Town's border, a working relationship with the Prince William County planning staff should be developed in order to coordinate environmental protection efforts. Of particular concern is development that may have adverse impacts within the North Fork Creek watershed above the Town of Haymarket.

2.8 COMMUNITY, CULTURAL AND HISTORIC RESOURCES

GOAL Preserve Haymarket's rich history

OBJECTIVE

- A. Review and re-write the existing Historic District Zoning Ordinances if found to be in need of updating and/or strengthening
- B. Acquire a better understanding of existing building codes and county tax incentives that encourage the reuse of historic structures
- C. Explore incentives the Town could provide to encourage adaptive reuse
- D. Maintain the town-owned historic resources, including the Haymarket Museum, the Old Post Office, and the Sears Houses, via a capital improvement program

GOAL Educate the public about the history of the town and the surrounding area, as well as the benefits of preserving the town's historic resources.

OBJECTIVE

- A. Fund and support programs and research projects for the Haymarket Museum
- B. Encourage the creation of learning opportunities such as lectures, walking tours, and living history demonstrations
- C. Create exhibits of the history of a structure that can be displayed in historic structures that are re-used as business or retail ventures

GOAL Promote the historic character of Haymarket. Work on this goal and objectives are ongoing.

OBJECTIVE

- A. Emphasize the history of Haymarket through events such as Haymarket Day
- B. Plan events that convey the cultural flavor of Virginia (e.g. choice of music for town concert series)
- C. Operate the Haymarket Museum as an historic focal point for the Town
- D. Identify those non-architectural elements such as mature trees and narrow streets that play an important part in distinguishing the character of the Town. These assets need to be preserved to allow Haymarket to continue as a desirable, distinctive community

GOAL	Maintain and promote the historic flavor and consistency of architectural styles in this region of Virginia from circa 1750 to 1900
OBJECTIVE	<ul style="list-style-type: none"> A. Continue to identify and document the historic resources in the Town. B. Build on the existing architectural surveys and create an accessible and up to date register of the town's historic resources C. Recognize the aesthetic and economic value of the Town's historic resources and encourage the adaptive reuse of historic structures D. Evaluate and adopt methods to better serve the Town's needs with regard to its historic resources

PART III PLAN IMPLEMENTATION

3.1 IMPLEMENTATION AND ORDINANCES

The following section is made up of a series of plan elements that are designed to implement the goals and objectives discussed in Section II. These elements include Public Facilities, Transportation, Land Use, Natural Resources, Economy and Finance, Environmental resources, and Historical and Cultural Resources. Each element brings together the many ideas, studies, trends, and population projections discussed previously to create a desirable pattern and relationship of the Town's history, land uses, environment, housing, and transportation systems. Thus, this part of the Comprehensive Plan provides a more specific discussion of actions which will be used to implement the goals and objectives outlined in Part II. These actions will shape the pattern and characteristics of growth in the Town of Haymarket in future years.

3.2 PUBLIC FACILITIES PLAN

The adequacy of the Town's current facilities as relates to the ability to ensure the health, safety, beauty and prosperity of the Town, has been the subject of recent review. This review will guide the Town in determining whether the Town's facilities should be relocated, augmented or refurbished in their present location. The Town will consider the impact on services, the revitalization of Washington Street, and the social as well as recreational needs of the Town's growing population in all determinations.

The Town Hall currently on Washington Street is small and serves the population on most occasions. It is clearly insufficient when larger gatherings occur over important issues. The Town is studying the feasibility of expansion by constructing a new facility on the Harrover site. The Old Town Hall has been accepted for listing on the Virginia Landmarks Register and the National Register for Historic Places. A third option for the Town would be to acquire and reuse the Pace West Elementary School if the County School Board moves to declare the property a surplus. However, this would move the primary offices to the Town out of the Town Center Area which would cause that area to lose some of its focus as the town center.

In order to attain the objectives listed in Part II, the Town may consider developing the Harrover Property into a municipal and/or community center, refurbish Town-owned property on Washington Street and Payne Lane, encourage the creation of a more urban town center, and/or explore joint public/private opportunities to meet the population's growing requirements.

3.3 TRANSPORTATION PLAN

The future transportation system of the Town of Haymarket must strongly support and complement the future land use plan of the Town. Increasing internal and external pressures on the Town's transportation infrastructure require the Town to take a more proactive stance on transportation issues to facilitate ease of movement and an efficient transportation system within the Town limits. The Town must take a more aggressive approach with Regional Transportation Authorities, Prince William County and Virginia Department of Transportation to both encourage mass transit and improve the transportation infrastructure in Haymarket and its surrounds. While a major objective of any transportation plan should be to facilitate ease of movement and provide an efficient transportation system, it is recognized that roads have considerable impact on adjacent land uses. Consequently, the two must be planned concurrently, with full attention directed to existing character and land uses as well as environmental impact. All new development should have roads constructed in accordance

with VDOT standards to ensure that they are accepted in the State's road system.

In conjunction with the transportation plan and the requirement to facilitate ease of traffic movement, the Town will attempt to obtain a one-year demonstration grant for the operation of a trolley system within the Town and adjacent developments. The demonstration program will be used to evaluate the impact of such a system on traffic, parking and the retail businesses in town. Funded through a grant from the Virginia Department of Rail and Public Transportation, the demonstration program will run from July 1, 2008 through September 30, 2009. Haymarket will partner with Virginia Regional Transit (VRT) to operate the system which operates similar systems in Culpeper, Loudoun County, Staunton and several other Virginia localities. The total cost of the trolley system, \$158,400 per trolley, will require a 5% match of \$7,920.00 from the town. A careful assessment during the demonstration period will determine the feasibility of continuing the program. It is anticipated that much of the town's 5% match will be paid through contributions from the business community.

No single class of streets can be expected to serve all types of existing and anticipated demands. A well-balanced major street and highway plan needs to include various classes of major route facilities, each designated to serve a particular function. The Transportation Plan and Major Thoroughfare Map for the Town (Figure 14) is based on future land use and traffic requirements. The individual roadway classifications shown on the Major Thoroughfare Map are described below.

TOWN OF HAYMARKET AREAS

LEGEND

- 44.16 ACRES
- 22.14 ACRES
- 3.85 ACRES
- 4.73 ACRES
- 28.17 ACRES

Map of Haymarket Zoning Areas. The map shows various colored zones: yellow (44.16 acres), light green (22.14 acres), dark green (3.85 acres), orange (4.73 acres), and blue (28.17 acres). A legend on the right lists these areas with their respective acreages. A north arrow is in the top right corner. The map is titled 'TOWN OF HAYMARKET AREAS'.

Arterial – Arterial roadways are the major streets which serve large volumes of through traffic between

different sections of the urban areas and provide access to the freeways. While arterial streets may serve abutting properties, their primary function is to provide for through traffic movement; therefore, they should connect areas of principal traffic generation and important rural highways leading into the area. A properly developed arterial system can help define the boundaries of residential neighborhoods. Arterial highways should also have sufficient capacity to prevent the undesirable diversion of through traffic to local streets. Routes 15 and 55 would be considered arterial roadways as would Jefferson Street as it carries large volumes north and south through the Town.

Collector – Collector streets connect residential neighborhoods or other area of similar land use with arterial streets. They serve a dual purpose by providing a means for through traffic movement within limited area and, less importantly, by giving direct access to abutting properties. The design of collector streets is properly a part of good neighborhood planning. These streets should be planned so as not to attract large volumes of through traffic, nor to disrupt the areas they serve.

Local Streets – The local street system includes all streets used primarily for direct access to residential, commercial, industrial, or other abutting property. Continuity is not necessarily important. Through traffic movement should be discouraged on these streets since their main function is to provide easy access to adjacent property and connect with collector or arterial streets.

It is important that the Town work closely with the Regional Transportation Authorities, Prince William County and the Virginia Department of Transportation, as well as land developers, so that the improvements may be realized. The intention of the transportation element of the Plan is not to expect the Town of Haymarket to build new roadways. Improvements to existing roadways should be undertaken, whenever appropriate, by Virginia Department of Transportation or by developers of adjacent properties. Specific transportation related improvements and recommendations are outlined below:

1. Require adequate off-street parking facilities with safe ingress and egress for new commercial development within the Town. The Town should explore the possibility of a public parking lot to maintain and enhance the integrity of the commercial downtown by filling out the building blocks. The Town may consider payment in lieu of providing off-street parking which then could be applied to a public parking lot.
2. Request the Virginia Department of Transportation to include within their six year plan a program to upgrade all of the streets within the Town and improve the roadway drainage systems. Request the construction of curb, gutter, and sidewalks on all local, collector, and arterial roadways within the Town.
3. Encourage the development of bike ways and pedestrian pathways connecting the different areas of the Town with other parts of the County.
4. Encourage the continuation of the urban diamond of Interstate 66 and Route 15 intersection to restrict any further takings of land within the Town for Freeway construction.
5. Work with VDOT, Prince William County and developers to make the Town “pedestrian friendly” through the development of a traffic calming program on through streets within the Town. Calming devices will include signage, plantings along the roadways, speed humps, crosswalks and continued monitoring by the Police Department. The Town will also work with VDOT to explore the feasibility of four-way stops at the intersections of Washington Street and Fayette Street and Washington Street and Madison Street.

3.4 LAND USE PLAN

Many land relationships are not compatible in a close environment and if unchecked, augment physical, social, and economic problems for the Town. The planned objective provides a way of

mitigating these problems by encouraging a desirable land use pattern which serves to meet future Town needs for housing, roads and highways, employment, public facilities, recreation, and the protection of the environmental and historical character of the town. By addressing the stated goals and objective, the plans serve as a guide to meet the needs and desires of the Town's residents.

In addition, the plans provide a basis for intelligent discussion and formulation of policy concerning Haymarket's future direction. By creating an awareness of the Town's development problems and opportunities, the plans produce an understanding as to where, based on the projected infrastructure, certain types of development should most appropriately occur. The plan gives the decision maker an overall picture as to how minor everyday decisions, when properly directed, can lead to the accomplishment of major goals.

The plans also serve as a basis for the Town's Zoning Ordinance and as an outline for necessary zoning districts and regulations needed to achieve the goals of the Town. The plans outlined in this section can help ensure that the various zoning districts are designated with reasonable consideration for existing character, land use, transportation needs, physical features, and future requirements for different areas of the Town. It should be emphasized that the Land Use Plan is clearly different from the Zoning Map. The Land Use Plan is not a regulatory ordinance, but a guide. While the Land Use Plan designates general and approximate areas for various land uses, the Zoning Ordinance is detailed and site specific.

The planned objective includes the completion of the Washington Street Enhancement Project, the tenets of which the Town should attempt to coordinate with adjoining development during the design phase. The Town should take an active role in coordinating development in surrounding portions of Prince William County, both with County staff and those entities developing corresponding parcels. Similarly, a feasibility study regarding the annexation of or boundary line adjustment for that portion of the Greenhill Crossing subdivision currently within Prince William County and land zoned for commercial use immediately west of Route 15 should be undertaken with county staff and those entities owning or developing the corresponding parcels. A review of those parcels currently zoned residential on the north side of I-66 should also be undertaken.

The Land Use Plan delineates a well organized, cohesive community which functions efficiently. The plan realizes that the Town needs to accommodate future growth in order to maintain a stable tax base, but that the unique character of the Town and the needs of the citizens must be protected. The Land Use Plan designates general areas for residential, commercial, industrial, public open space, and conservation uses.

To give the Land Use Plan additional meaning and clarity, several guidelines should be followed when it is consulted. First, designated areas should be considered as general and approximate. Second, the Land Use Plan is intended to be a twenty year plan with an opportunity for reevaluation every five years. The land uses shown are not intended to change immediately, but rather over time. Third, for development purposes it could be considered that:

1. All land use areas will be developed consistent with the Comprehensive Plan's Community Design Policies;
2. Vacant land should be developed to the Planned Land Use Map taking into consideration appropriate environmental safeguards and as adequate services can be provided;
3. Those areas designated for a more intense use should be redeveloped in the future only as the land use plan dictates;
4. Areas now being used as designated should continue unchanged and should be protected from encroachment;
5. Areas designated for a more intensive proposed land use classification may be developed and/or redeveloped at the more intensive land use through an application for rezoning on the

initiative of the owner/developer. Such changes must address through rezoning controls the mitigation of issues unique to its location.

6. Uses within the Industrial district should be evaluated in light of its proximity to the Conservation district as well as the adjacent developments in recent years.
7. Additional land in Prince William County may have to be acquired through annexation or a boundary line adjustment to ensure the viability and financial stability of the Town through expansion.

As shown on the Planned Land Use Map (Figure 15), the Town is divided into seven (7) land use areas. The numbers of acres in each land use classification depicted on the Land Use Map are presented in Table 26. The following sections provide a more detailed description of the future land use areas planned for the Town.

Residential Categories. Low and Moderate Density

Low Density – These areas should consist primarily of single family detached dwellings on individual lots. The density of residential single family development should range between one (1) and four (4) dwelling units per acre. Areas planned for future low density residential development are in the undeveloped eastern portions of the Town. These areas have been designated for residential growth due to the following considerations:

1. Compatibility with existing land uses;
2. The desire to separate residential uses from incompatible commercial and industrial uses (both existing and planned) in the western portion of the Town; and,
3. The existence of sufficient vacant land to accommodate anticipated residential growth.

Moderate Density – These areas consist primarily of single family attached dwellings and multi-family dwelling units at a density of four (4) dwelling units per acre to eight (8) dwelling units per acre. Areas planned for moderate density development have already been fully developed.

Commercial Categories, Neighborhood/Town Center, Transitional Commercial and Planned Interchange

Continued scattered commercial development in the Town, with resultant problems such as parking, traffic congestion and noise, should be discouraged. To accommodate future commercial development the plan recommends that major commercial growth be limited to those areas designated as the Town Center and the Planned Interchange Park. These areas are located primarily along Washington Street which should be promoted as the Town's "main street". Consideration should be given to the addition of a transitional commercial district zone along Washington Street east of the Town Center to create a more cohesive mix of low intensity commercial uses either in existing historic structures or new structures consistent with styles that reflect a post-Civil War era.

Neighborhood/Town Center – Development of a center within the Town is proposed to provide a convenient focus for community activities and services such as neighborhood stores, offices and restaurants. A cluster of dwellings, stores, and local institutions has grown at the intersection of Washington Street and Jefferson Street as a result of convenient location, traffic flow, and nearby residential development. In addition, some portions of Washington Street west from the intersection of Washington Street and Hunting Path are proposed as Neighborhood/Town Center commercial areas with a visual connection of brick sidewalks and period street furniture.

Features of community development needed to strengthen Haymarket's Town Center include:

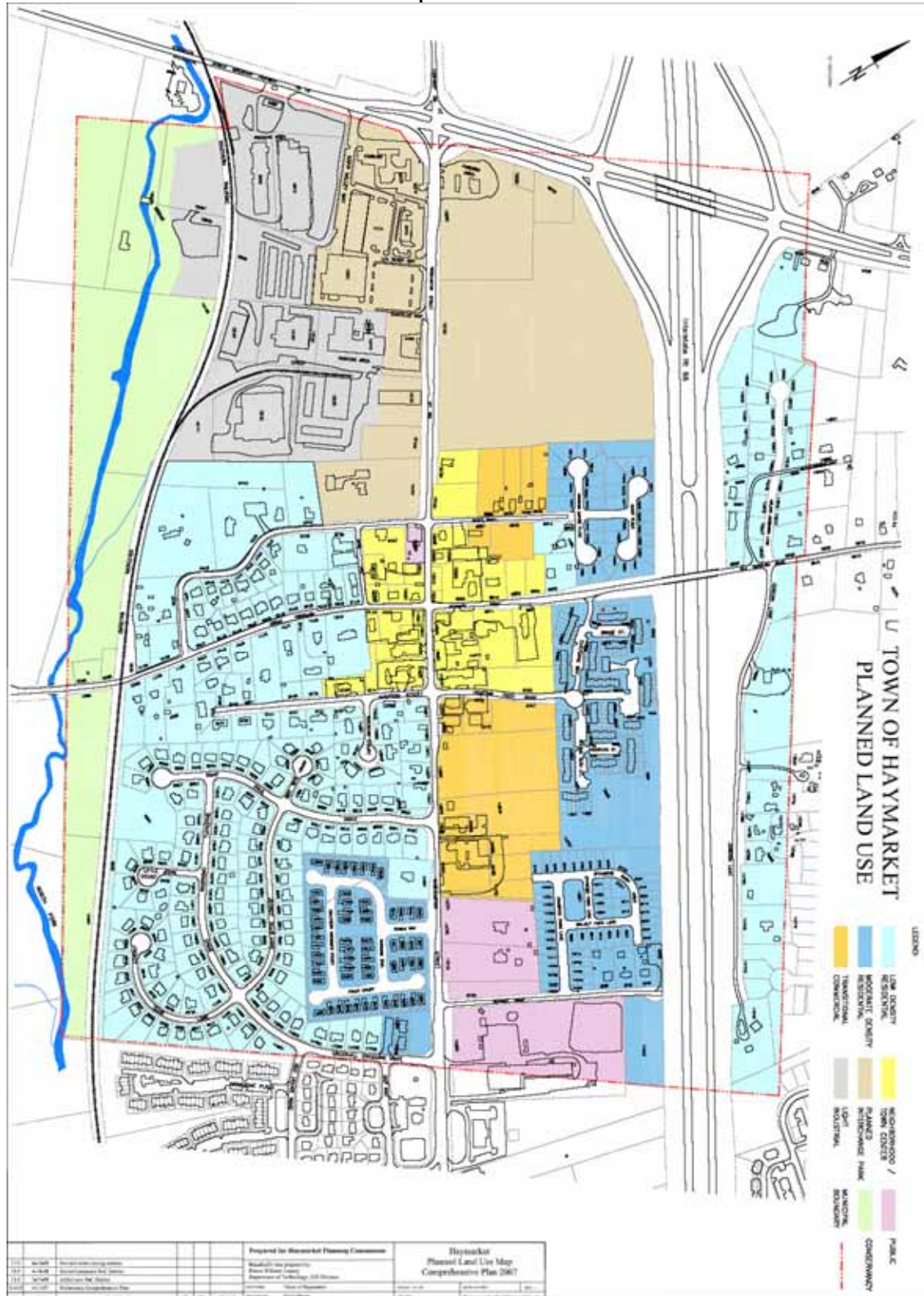
1. Provisions for expansion of retail stores and offices serving Town residents in a manner

consistent with an appropriate village character for the Center;

2. Provision of additional off-street parking and loading facilities to serve commercial development, including a public parking lot to limit parking needs at individual sites;
3. Preservation of architecturally significant structures including older residential and commercial structures as well as the Old Town Hall and Old Post Office buildings;
4. Beautification activities including additional landscaping, new street furniture (lights, benches, trashcans) and brick sidewalks;
5. The elimination of distracting signs;
6. Repair and improve maintenance of sidewalks serving the residents adjacent to the Town Center;
7. The construction of new structures that are carefully integrated with older, existing buildings and do not overpower the existing Streetscape or pose a threat to the center's character.

Transitional Commercial – The plan calls for low-intensity commercial uses to serve as a distinct transition between low and moderate density residential areas and high-intensity commercial uses within the neighborhood/Town Center and Planned Interchange Park. Conversions of existing residential structures to commercial uses are encouraged and should continue the open, small town atmosphere and sense of place. New structures or additions to existing structures should be permitted under the guidance of the Architectural Review Board and should take into account the impact of parking, lighting, and screening requirements of commercial uses when adjacent to planned residential areas. A zoning ordinance amendment implementing this land use area is anticipated following the adoption of this plan.

FIGURE 15: Planned Land Use Map



Neighborhood commercial development within the Town Center would consist of those businesses and services catering to the residents of the Town. Future commercial growth should make use of existing structures when feasible; however, new structures should be permitted under the guidance of the Architectural Review Board. Rehabilitation and reuse of existing structures would reinforce the character of the Town Center as a focal point of the community, preserve property values and help check future deterioration of structures in the area.

Planned Interchange Park Category –The planned Interchange Park is a concept proposed by Prince William County Planners and endorsed in this Plan for the area around the interchange. The concept revolves around the idea that highway-oriented development needs to be planned as a whole. More than half of the 41 + acres in the Planned Interchange Park remain undeveloped.

The key to the approach as developed by the Town Planning Commission is cluster development that includes a mix of commercial, office, professional and retail uses around common parking facilities. Vehicle access would be carefully designed and adequate landscaping and screening would be required to minimize potentially adverse impacts on surrounding land uses. Approximately 45 acres are designated for this land use which represents 12 percent of the total Town land area.

TABLE 26: Planned Land Use in Haymarket

Planned Land Use	Area in Acres	% of Total Town Area	Open Space in Acres	Open space Percentage
Residential				
Low Density	86.77	31.82	10.22	11.77
Moderate Density	36.26	13.30	17.36	47.87
Commercial				
Neighborhood/TC	16.35	6.0	2.62	16.02
Planned Interchange	41.73	15.30	22.17	53.12
Industrial				
Light Industrial	33.15	12.16	8.13	24.52
Conservation	27.11	9.94	23.55	86.86
Transitional Commercial	15.41	5.65	7.83	50.81
Public	15.92	5.84	2.44	15.30
Total Net Land Area	272.74	100%	94.37	34.60%

Note: Acres rounded to the nearest whole number.

Light Industrial Category

The Plan recommends that future industrial development be limited to a light non-polluting variety. The area shown on the Future Land Uses Plan has been designated for industrial development because of rail and highway access and existing development character.

Industrial development should be planned under strict site control so as not to negatively impact adjacent neighborhoods and the Town as a whole. Particular attention must be given to guiding height and bulk, screening, storm-water runoff, impacts on groundwater supplies, and the relationship of the building to the site. While it is recognized that additional employment must be promoted for Town residents, the impact of new industry on the environment and Town facilities and services must be fully studied.

In 1989, recognizing the major industrial development generating and employment center in the adjacent county, the Town reduced the total areas of desired industrial zoning. Those acres were designated for commercial uses under the Planned Interchange commercial category. Due to residential development encouraged by Prince William County as a result of rezoning applications, The Planning Commission has modified the planned land use map by removing additional industrial uses

along the northern boundary north of Interstate 66 as County Zoning now encourages residential use. This will be revisited as the needs of residents of western Prince William County warrant.

Public/ Semi-Public Category

The provision and maintenance of public facilities is an important component of the Town's Comprehensive Plan. To address the needs of Town residents and to encourage a diverse community, the Town should ensure that adequate facilities are available for Town residents. To accomplish the concepts suggested in other sections of the plan, adequate public facilities are essential and several areas on the Planned Land Use Map have been designated for public/semi-public use. This designation provides for the recognition and expansion of existing community facilities and the development of new ones. Specific areas designated on the Planned Land Uses Map for public/semi-public use include:

1. The Pace West Elementary School Area – the land adjacent to the school should be protected and maintained in the event that the school facility becomes available for rehabilitation for public use. Adjacent areas should be well planned to insure compatibility with the school site as a public use facility. However, because the school is not the direct responsibility of the Town, close coordination must be maintained with the Prince William County School Board and the Board of County Supervisors so that the full potential of this site may be explored as a social, business and recreational center for the Town and adjoining area residents.
2. The Town Center Area – included within this area are the Town Hall and Post Office which currently serve as the primary public facilities for the Town. The Town's administrative offices are currently located in the Town Hall and all Council, Boards and Commission meetings are held there as well.
3. The semi-public uses may be identified as the Masonic Lodge and the Town's churches. Appearing on the plan they are currently located throughout the community in a balance that assists in maintaining the well-being of the community. The social network, the churches, and Lodge bind the members of the community in social networking activities necessary to maintain community spirit. St. Paul's Church and Parish Hall are structures that call attention to the preservation of the Town's historic environment. The church is noted in many chronicles and emulates the Town's past.
4. Museum - The Haymarket Museum was established in 2002. It was formerly the Old Town Hall/School House/Court House built in 1893. The Museum is eligible for designation as a public Landmark. This structure protects the history of the town and should always remain a Museum under the Town's ownership. The Museum is also part of the Civil War Trails of Virginia. There are two markers located on the Museum property, which tell the history of what happened to the town during the Civil War.
5. The Harrover Properties - These properties were acquired by the Town in order to preserve a portion of the diminishing open space and provide a viable option should the primary public facilities prove inadequate or inefficient.
6. Library services for the community are provided by the County at two locations. The first is a mini-library located at James Long Park on Route 15. The second is the Bull Run Regional Library on Ashton Avenue between Haymarket and Manassas. The construction of the regional library has increased the accessibility of those services for Town residents. In addition, Prince William County has initiated a bond package that will result in a community size library in the Gainesville area just north of Town on Route 15.
7. The United States Post Office serving Haymarket is located on Route 55 just east of the town limits. The location offers on-site, off-street parking facilities, which should

be adequate for the foreseeable future.

8. Fire protection and emergency rescue services are provided by the Gainesville-Haymarket Volunteer Fire Department (Co.4) located just outside the Town limits on Route 55 adjacent to the Tyler Elementary School. The company's volunteer and full-time paid fire fighters are available on 24 hour call. The service area of the department includes the entire Town and a large portion of western Prince William County. The department maintains a number of fire fighting vehicles including two pumpers, a tanker-pumper, and a four wheel drive vehicle. Emergency rescue vehicles available include two ambulances and one service special emergency response vehicle. The old fire station on Washington Street between Jefferson and Madison Streets is not actively used by the Fire Department and has the potential for commercial or community use and is identified as such on the land use map.
9. The Town maintains its own police force which is supported by the western division of the County's police department located on Wellington Road. The Town's police force does not currently patrol on a 24 hour schedule, which while adequate at this time, will need to be expanded in the future. The Department's office is currently located in the eastern Sears house on the Harrover Property.
10. Public schools servicing the Town are operated by Prince William County. Haymarket children in kindergarten through fifth grades attend Tyler and Buckland Mill Elementary Schools. Bull Run Middle School encompasses grades six through eight while Battlefield Senior High School handles grades nine through twelve. All of the schools are located outside of the Town limits. The elementary schools are located east and south of the Town respectively, the middle school off of Catharpin Road and the high school north on Route 15. All County high schools offer vocational training courses in addition to more traditional academic programs. Higher educational opportunities in the area are provided by the Manassas campus of the Northern Virginia Community College and Strayer University. Opening in the next 5 years, will be the Prince William Institute, a college of George Mason University. Major colleges and universities in nearby Fairfax County and Washington, D.C. also serve the area.
11. Solid waste in Haymarket is collected weekly by a private hauler under contract with the Town. Collected trash and garbage is then transported to the County landfill at Independent Hill.

In addition to these areas, other important public and semi-public uses include the provision for parks, and other passive and active areas to be encouraged as property develops, providing both the old and new residents with the small Town environment they desire to maintain. The Town is currently in need of a neighborhood park with an adequate playground, softball field and open play area. Neighborhood parks typically require from between 5 to 10 acres to provide for a combination of both active and passive play.

There is currently no vacant land available for the Town to construct an active neighborhood park of 5 to 10 acres. In addition, the Town does not have the resources to develop such a park nor are other types of recreation facilities such as a pool with the scope of the Town's construction and maintenance capabilities. The Prince William County Park Authority is planning a leisure pool at James Long Park which will serve the residents of the Haymarket area. The Pace West Elementary School has the potential to be renovated into a community recreation center for the Town and area residents. The School Board is considering the building for disposal. The school is currently being used for special education purposes. The Prince William County Park Authority programs the site for league play such as basketball and softball. The Town should continue to work with the School Board and Prince William County Park Authority to renovate the school site into a community recreation facility or to locate a new facility within the Town limits.

The Town's passive recreation needs are served in part by the designation of the North Fork Creek

floodplain area as a “greenway”. Greenways are linear corridors of open space that follow natural features such as creeks or ridgelines and provide important buffers. Public access can be accomplished through a system of hiking trails. The areas chosen for these parks are linear in design and connect to the county system as designated by the County’s Linton Hall Study and the Park Authority’s Trails and Greenways Plan. One such park would follow the North Fork Creek through the southwest corner of the Town in roughly the same direction as the railroad.

Open Space Conservation Category

Open space conservation areas within the Town have been designated on the basis of environmental and wetland consideration and the desirability of providing a buffer between land uses of different intensities. These areas are reserved for storm water management, wild life habitats, recreation and other non-intensive uses. Land in the open space conservation category is limited to water-dependent facilities or redevelopment as outlined in the Town’s Chesapeake Bay Preservation Ordinance. The open space conservation category is already zoned as conservation land under the Town’s Zoning Ordinance.

3.5 NATURAL RESOURCES PLAN

Many of the items listed in this section will be reviewed, updated and revised in a future plan amendment to be undertaken in 2009.

The Town recognizes the importance of the goals and objectives set forth by the Chesapeake Bay Preservation Act, and therefore, a large component of the Natural Resources Plan will be the enforcement of the Town’s Chesapeake Bay Preservation Ordinance. The Ordinance establishes Resources Protection Areas (RPAs) and Resource Management Areas (RMAs), which together form the Town’s Chesapeake Bay Resource Preservation Area which were identified on the Town’s Chesapeake Bay Preservation Area Map. These areas have intrinsic water quality value due to the ecological and biological processes they perform or are sensitive to impacts which may result in significant degradation to the quality of state waters. RMAs include floodplains, highly erodible soil including steep slopes, highly permeable soil, and non-tidal wetlands. Due to the prevalence of these features within the Town, and due to the belief that the performance standards set forth by the Act’s pursuant Regulations comprise good land management, the entire Town has been designated as a RMA.

1. The Town has identified as a goal to protect the surface water quality of the Town and the Chesapeake Bay from the adverse effects of development including non-point source pollution. To achieve this goal, the Town will pursue the following initiatives:
 - The Town will continue to implement the mandates of the Chesapeake Bay Preservation Act through the enforcement of the Town’s Chesapeake Bay Preservation Ordinance
 - The Town will ensure that development is planned in a manner that reduces the effects of nonpoint source pollution on the environment. The Town will work to encourage development which meets the performance standards of the Ordinance through land use planning techniques, the minimization of impervious areas, the preservation of indigenous vegetation, and the incorporation of more functional open spaces. Structural Best Management Practices (BMPs) are to be used in conjunction with and not in lieu of proper land use planning and management techniques
 - The use of structural BMPs utilizing the most recent edition of the Northern Virginia BMP Handbook for all BMP calculations, and the most recent edition of the Prince William County Design and Construction Standards Manual for all BMP engineering purposes
 - The minimization of impervious land cover is an integral component of the Town’s stormwater quality management program. The Planning Commission should investigate economically feasible and practical ways in which the imperviousness of a development site can be reduced

- Coordination with Prince William County and the Prince William Soil & Conservation District to ensure conformance with the Chesapeake Bay Preservation Ordinance
2. The Town has identified as a goal to ensure that sensitive environmental features within the Town are preserved and/or managed in such a manner that protects surface water quality as well as the aesthetic quality of the Town. To achieve this goal the Town will pursue the following initiatives:
- The Town will enforce its Chesapeake Bay Preservation Ordinance and manage development to protect sensitive resources including non-tidal wetlands, floodplains, highly erodible soils including steep slopes, and highly permeable soils
 - The Town has adopted and will enforce its Floodplain Ordinance in order to protect floodplains within the Town from improper development as well as to protect the health, welfare, economic, and real-estate interests of the citizens of the Town
 - The Town will restrict development in the floodplains associated with North Fork Creek and its tributaries to protect the health, welfare, economic, and real-estate interests of the citizens of the Town
 - The Town recognizes that a significant means of reducing non-point source pollution loadings from a development site is through the preservation of as much indigenous vegetative cover on a site as possible to accommodate the desired land use. The Planning Commission shall investigate, with the Chesapeake Bay Local Assistance Department, strategies for preserving indigenous vegetation including the implementation and adoption of a Tree Ordinance or a Street Scape Plan
3. The Town has identified as a goal to manage the groundwater resources of the Town in a manner which will ensure an adequate and pure source of potable water for the Town as well as the ensure against groundwater contamination which may adversely affect the Town's biological ecosystem. To achieve this goal the Town will pursue the following initiatives:
- The Town will continue to work with Prince William County and the Virginia Water Control Board to ensure that underground storage tank leaks are corrected within the Town. The Town should investigate with the Virginia Water Control Board public education initiatives regarding the proper maintenance of private above-ground fuel oil storage tanks
4. The Town has identified as a goal to restore North Fork Creek to its original state. To achieve this goal the Town will pursue the following initiative:
- The Town will work with the Prince William County Planning Department to investigate land use planning and modifications to public infrastructure, including culverts and road grades, which could be implemented during the development of parcels near North Fork Creek
 - The Town will work with the Prince William County Department of Public Works, Watershed Division to repair North Fork Creek through state and local riparian restoration projects
5. The Town has identified as a goal to pursue strategies to reduce existing pollution sources which degrade surface and groundwater and the aesthetic quality of the Town. To achieve this goal the Town will pursue the following initiatives:
- Using the powers provided under the Town's Chesapeake Bay Preservation Ordinance, the Town will establish a system for the inspection and maintenance of BMP facilities within the Town. The Town should investigate as one of its options the possibility of establishing a protocol with the County to perform routine maintenance and inspection and coordinate with current owners of existing BMP facilities to ensure that their facilities are functioning properly

- The Town should investigate the availability of public education programs aimed at reducing the incidence of non-point and point source pollution before they enter the environment

3.6 ECONOMY AND FINANCE PLAN

In order to both improve the financial status of the Town and address the growing demand for services, the Town must develop revenue sources and support opportunities for local employment.

The Town has recently hired both a Town Manager and Treasurer whose task, in part, is to establish and administer financial controls and administrative procedures. Those elements should improve the Town's financial condition, management of staffing priorities, documentation and ability to anticipate and address future needs.

In the near term, the Town must evaluate its assets and their impact on the fiscal capacity of the Town. The results of that evaluation should be used to determine a course of action regarding the possible sale of select assets or the development of revenue sources to further support them.

Priority should be given to efforts directed at retiring the debt on both the Town Center and Harrover properties.

The Town should explore state and federal programs that provide funding for public safety, preservation and housing programs, particularly grants administered by both state and federal agencies.

3.7 CULTURAL AND HISTORICAL RESOURCES PLAN

The cultural and historic resources of the Town of Haymarket have and will continue to play an integral role in defining the Town's character and future pattern of growth. The protection and successful integration of the cultural and historical environment with development will assure that the Town remains a unique and pleasant community in which to live and work.

The Town has identified as a goal to preserve the historical character of Haymarket by balancing new development with conservation of existing structures and the Town landscape. The Town has adopted an historic district zoning ordinance and appointed a Board of Architectural Review. Therefore the Town is eligible to become a Certified Local Government. As a Certified Local Government, the Town will have the opportunity to request technical and financial assistance from the State's Department of Historic Resources upon completion of the following:

1. Hire an architectural historian to update and complete the Town's architectural survey for the historic district.
2. Hire an archaeologist to conduct a Phase I Archaeological study of the Town, in particular, identifying those vacant parcels which may still have important artifacts on them.
3. Hire an architect to illustrate the Town's design guidelines and provide a public education brochure or booklet for property owners and developers explaining the importance of the Old and Historic Haymarket Overlay District.

The location of Haymarket at the North-South "crossroads" used by Indians and early colonial settlers, as well as by confederate and union troops during the Civil War, gives the Town a rich history which we wish to preserve. Toward that end, the Town will preserve its rich history by: (1) identifying, documenting and promoting its historic resources; (2) encouraging the adaptive reuse of historic structures; and (3) maintaining Town-owned historic resources.

3.8 ENVIRONMENTAL RESOURCES AND INITIATIVES

The Town recognizes its requirement to be a steward of natural resources by taking innovative steps to reduce energy usage and promote sustainability. It is important that the Town take a leadership position in those areas which it can impact: energy efficiency, recycling programs, fuel efficient public vehicles, development of mass transportation options and improvement to air quality. Within those five general areas specific actions have been identified:

Energy Efficiency:

Adopt energy saving procedures and devices in all Town-owned buildings and in the design of any new or renovated Town property during 2008

As part of the annual Earth Day event, increase awareness regarding environmental issues through educational programs, and the demonstration of products and services. This effort will begin with the 2008 Earth Day event.

Recycling:

Develop recycling programs for the Town-owned buildings to include recycling of paper, plastics and cardboard during 2008.

Improve the recycling collection within the Town through better promotion of the current program offered by the waste collection company during the 2008/09 budget year.

During the annual Earth Day event and other special events provide recycling services for use by all residents including paper, electronic devices, and, if possible, household hazardous waste.

Fuel Efficient Public Vehicles:

Adopt a "green fleet" policy that includes purchase of fuel efficient vehicles and where possible, use of alternative fuels. This program will begin with the next purchase of vehicles scheduled in 2009/10.

Mass Transportation Options:

The Town will consider a demonstration program to develop a trolley system that will connect the Town with shopping areas, park and ride parking lots and eventually to mass transit such as a VRE station. The demonstration programs is to begin in mid-2008.

Improve Air Quality as an ongoing part of the development process within the Town:

Adopt a low impact storm water development policy that encourages the use of low impact BMP's.

3.9 IMPLEMENTATION SUMMARY

The Plan and supplementary information presented thus far are the result of studies, analyses, deliberations, and choices among alternatives. This process has resulted in the preparation of what the Haymarket Planning Commission considers the best possible future course of development for the Town. From the beginning, it has been the intent of the Commission to produce a realistic document which projects the needs and desires of the Town's citizens. This section presents a brief summary of those activities and implementation strategies which must be considered by the Town Council and Planning Commission to ensure that the recommendation and objectives of the Plan are achieved.

Zoning Ordinance

The Zoning Ordinance provides a method of creating specific controls on physical growth and design in the Town. The current ordinance has been updated to expand the reviews of the Council and assist in meeting the goals of the Comprehensive Plan. To further implement the Plan's observations, the Council may consider further regulations relating to the Historic District, commercial districts,

architectural review, sign design, parking, and environmental protection. All of these texts may be further developed through a comprehensive ordinances review or on an issue by issue basis through the next five years.

Subdivision Ordinance

The Subdivision Ordinance provides for most of the developmental needs of the Town. The ordinance may, however, be expanded to require provisions for conservation and wetlands by restricting development from those areas identified in the Plan's map.

Old and Historic Haymarket District Overlay

The Old and Historic Haymarket District Overlay was enacted to preserve the unique cultural heritage of the Town and includes all of the area within the Corporate Limits of the Town. The ordinance allows that no building, structure or sign shall be erected, constructed, altered or restored until the Architectural Review Board has issued a Certificate of Appropriateness. The regulations imposed in the district are intended to protect against destruction of, or encroachment upon, such historic resources, to encourage uses which will continue to preserve them and to prevent the creation of adverse environmental influences.

Capital Improvement Program

The Town recently embarked on generating a new Capital Improvement Program (CIP). Given the expense of public improvements, a CIP program is necessary if the long range public improvements of the Town are to be completed. The Town cannot rely solely on future development or in fill to provide such basic needs as sidewalks and curbs. These must be anticipated and budgeted to implement the improvements suggested in the Plan. In order to fulfill the requirements of the CIP the Town should consider expanding its tax base with commercial and industrial development on those parcels identified on the Planned Land Use as appropriate.

Uniform Statewide Building Code

This document has been adopted by the Town and enforced by certified inspectors who over-see construction within the Town. The Town must continue to ensure that the inspection and permits process remains current, and provides the best possible construction to the Town residents. The Town may also wish to incorporate into the building code optional provisions which would require water conservation techniques to be utilized during the installation of plumbing.

Erosion and Sediment Control

The Town adopted in October, 1987, the Virginia Erosion and Sediment Control Handbook Part II and III as an ordinance and the implementation of this law serves the citizens in reducing runoff and erosion of valuable soil. In conjunction with these needs, the Town must also focus attention on the Occoquan Policy and the mandates of the Chesapeake Bay Preservation Act, implementing and enforcing appropriate ordinances to prevent the downstream transmission of pollutants to the Chesapeake Bay area and local reservoirs. To aid in compliance, the Town has executed a contract with the Prince William Soil and Conservation District to review site plans for erosion and sedimentation.

Wetlands

In conjunction with the Erosion and Sedimentation plans, the Town must take special effort to preserve the remaining wetlands located in the Town. These areas are identified in the Plan maps and text and appropriate ordinances and enforcement of these ordinances is necessary to meet our responsibility to future generations.

Chesapeake Bay Preservation Ordinance

The Town has adopted the Chesapeake Bay Preservation Ordinance which is instrumental in ensuring that development is planned and designed in a manner that is compatible with the constraints of the natural environment and to ensure the protection of state waters. Water quality protection is an ongoing process and the Town will investigate amendments to the ordinance relating to minimizing impervious areas and maximizing indigenous vegetative cover.

CONCLUSION

As a basic part of the Comprehensive Plan, the Town is required to review the Plan in a timely and periodic manner. This requirement does not open the Plan to random and piecemeal change, but rather calls for a survey and a study to be conducted every four years for adoption in the fifth year.

As the Town changes, the Plan must focus on the needs of the next generation without losing sight of the Town's heritage and charm. To these ends this Plan as created attempts to merge the past with the future in an organized and stable pattern, generating sufficient growth to maintain the services needed by the residents without altering the small town charm.

Haymarket should be commended for its ability to change with the times while essentially keeping its character as a small town community. In the past Haymarket has been the crossroads of a small community offering valuable services to the larger agricultural community surrounding it. Today, it is evolving from that small town serving the agricultural community to a small town serving the special needs of a larger growing suburban community. Although the Town's role is evolving it must strive to maintain its unique identity and foothold in the past.

APPENDIX A

LIST OF BUSINESSES LICENSED IN 2007

Company Name
84 Lumber Company
A & A Imports
Advantage Lawn & Landscaping
Alibi, LLC
AM Watts Plumbing & Heating
Andrew G. Lewis, DDS
Angelic Nails, Inc.
Any Comm Verizon Wireless
Arlington Imports
Arthur's Court
ASD E&C
ASD E&C, Inc.
Atlantic Cleaning
Automation Consultants, LLC
BB&T
Bell Backhoe Rental
Berry Photography
Black Belt College, Ltd.
Blackberry's Coffee Shop & Marketplace, LLC
Bloom #2718
Bull Run Accounting & Taxes, LLC
C&S Auto Brokers, Inc.
Cameron Plumbing, Inc.
Capitol Fence, LLC
Catfish Lewie's, LLC
Century Lumber, LC
Century Stair Company
Come Paint With Me
Contemporary Music Center
Crouch's Garage
Curves for Women
Cypress Contracting, LLC
David C. Jones, Jr., PC
DayTime PlayTime, Inc.
DC Metro Auto Sales
De Rana, Inc.
Details for the Home
DIVA Enterprises, LLC
Dominion Construction, Inc.
Donald B. Rice Tire Co., Inc.
Dr. David R. Gore, OD, PC
E & L Auto Sales, Inc.
Edward P. Milhous, Inc.
Emerald Title & Settlement Services LLC
Environmental Design Studios
Exit Heritage Realty of Haymarket
Expert Cleaners
Export Car Connection, Inc.
Foster's Grille of Haymarket, LLC

Gainesville Dance Center, LLC
Gainesville Professional Counseling Center
Golnek Management
Gossom & Costello Paving Company
Grille Concepts
Harvey's Insurance & Financial Services, LLC
Haymarket Baptist Church Preschool
Haymarket Barber Shop
Haymarket Bicycles
Haymarket Cleaners, Inc.
Haymarket Family & Cosmetic Dentistry, PC
Haymarket Motors, Inc.
Haymarket Pediatrics PLC
Haymarket Professional Services
Italian Enterprises, Inc.
iTripoli, Inc.
J&T Services, Inc.
Karachi Auto Sales, Inc.
KB Sewing & Design
Kennedy Haymarket Properties, LLC
Legend Auto Sales
Leo J. Scolforo, Esq.
Lifetime Family Medicine, LLC
Long & Foster Real Estate, Inc.
Lovelace & Colville CPAs
M & I Auto
Madison Corner Gift Shoppe
Mayra's Cleaning Service, LLC
MAZ Corporation
McCawleys Auto Glass, LLC
McDonald's Corporation
Melanie's Florist
Mullins Mobile Auto Care, Inc.
Nashima Auto Sales
Needles in the Haymarket
OM Enterprises, LLC
Perry's Plumbing LLC
Pickle Bob's
Precision Engineering & Mfg.
Quarles Petroleum, Inc.
R&H Auto Sales
Red House, LLC
Redbox Automated Retail, LLC
RGR, LLC
RLS Construction Management, LLC
Rose Roofing
Russell R. Johnson, III
RWK Systems, Inc.
S&W Auto Sales
Saddlery Liquidators
Sam Crouch & Sons
Scott Alan Weible, Attorney-At-Law
Seasons of Change
Sheehan Insurance Group, Inc.
Sheetz, Inc. (Store 205)

Shoppes at Haymarket, LLC
St. Paul's Church
Stanley F. Kayes, DDS, PC
State Farm Insurance
Steven W. Goozh, DDS
Stover Insurance
Sunshine Oasis Tanning Studio
Super Star Auto, Inc.
Taras Techniques, LLC, Holistic Health Care Ctr.
Tensi
The Gift Gallery
The Laminate Company
The Palate' Restaurant
The Social Dog
The Very Thing
TNT Thread Designs
Town & Country Auto Sales
Tri-State Auto
Unique Bouquets by Edee
Unlimited Auto Sales
USA Commercial Cleaning Service, LLC
Verizon South, Inc.
VS Healthy P.A.W.S. Medical Center, Inc.
Wackie Fitness, LLC
Webb Insurance Agency, Inc.
Wolf Realty Associates
Wright's Enterprises
Xtreme Diamond, LLC
Yen Nails

APPENDIX B

Findings from 2006 Survey of Haymarket Town Residents

PART I, LIVING IN TOWN IN GENERAL

I.1 HOW LONG HAVE YOU LIVED HERE

- 84% have lived here 10 years or less (11% 1 or less, 54% 5 or less)
- 16% have lived here more than 10 years

I.2 TOP REASONS FOR MOVING TO HAYMARKET

- Small town atmosphere
- Reasonable home prices
- Quiet, rural area

I.3 DO YOU ATTEND TOWN COUNCIL MEETINGS

- 33% said yes / sometimes and 67% said no
- Most cited family or work conflicts as reason not able to attend
- Some said they wanted to see an agenda
- A few said it would be a waste of time

I.4 HAVE YOU EVER WANTED TO SERVE ON A BOARD

- 16% said yes and 84% said no
- Most cited lack of time as reason unable to serve

I.5 DO YOU KNOW HOW BOARD POSITIONS ARE FILLED

- 48% said yes and 52% said no

I.6 DO YOU FEEL YOU ARE INFORMED ABOUT WHAT IS GOING ON WITHIN THE TOWN

- 60% said yes and 40% said no
- Source of information is town newsletter and local newspapers
- Publish an agenda ahead of time and meeting minutes afterwards

I.7 WHAT IS PRIMARY ISSUE FACING THE TOWN

- Growth, over-development
- Traffic
- Over-crowding (people, houses, land)
- Losing small town charm

I.8 HOW OFTEN DO YOU GO WALKING WITHIN THE TOWN

- 15% daily, 21% weekly, 22% monthly, 42% never
- Walking is difficult or unsafe due to construction
- Need sidewalks throughout the town
- There isn't much to see or visit

I.9 WHAT TYPE OF HOUSING DEVELOPMENT WOULD YOU SUPPORT

- 3% for apartments, 8% for condo's, 11% for townhouses, 29% for small lot singles, and 49% for large lot singles
- No more houses
- Only large lot singles (R1), otherwise too many people and cars

I.10 OVER THE PAST SEVERAL YEARS DO YOU THINK THE TOWN GOVERNMENT HAS

- become better 39%
- stayed the same 35%
- become worse 25%
- good that the town is working to bring in more business, handle growth issues, continue to move forward
- some feel the town doesn't act in the best interests of its citizens, question town council members' motives, think it takes too long to make decisions, suggest there needs to be more organization

I.11 OVERALL HOW WOULD YOU RATE THE WAY HAYMARKET IS MANAGED

- 3% excellent, 58% good, 26% fair, 14% poor
- Town is managed excellent – Town Center is managed poorly
- Police Department problems are an issue

I.12 GARBAGE COLLECTION

- 93% very satisfied or satisfied and 7% dissatisfied or very dissatisfied
- A few mentioned inconsistent pick-up times as an issue

I.13 RECYCLING PROGRAM

- 92% satisfied and 8% not satisfied
- Some asked for more information, containers, wider use of program

I.14 TRAFFIC CONTROL

- 51% satisfied and 48% not satisfied
- Traffic light big improvement, but need turn lanes
- Current roads do not support growth and it's way too congested for a small town
- people ignore speed limit and fly through town, putting pedestrians in jeopardy
- need clearer speed signs and better enforcement

I.15 ROAD SURFACE MAINTENANCE

- 70% satisfied and 29% not satisfied
- Old Carolina Road / Jefferson Street is a mess
- Repair brick crosswalks, sidewalks and potholes
- Developers should be required to provide safe passage through construction

I.16 AVAILABILITY AND LOCATION OF PARKS

- 40% satisfied and 60% not satisfied
- Some said county parks sufficient
- Long Park too crowded and too far away
- Need somewhere for children to play

- Many blamed developers for loss of Town's green space

I.17 YOUTH SPORTS ACTIVITIES

- 62% satisfied and 38% not satisfied
- Some wondered if this was the town's role and pointed to school and county services as sufficient
- Others see need for team sports, recreation center in Haymarket

I.18 ADULT SPORTS ACTIVITIES

- 48% satisfied and 52% not satisfied
- Most said not involved in sports and/or have no time for sports activities
- Many asked for trails for jogging, biking and walking

I.19 TOWN SPECIAL EVENTS

- 80% satisfied and 20% not satisfied
- Majority pleaded for Haymarket Day to be returned to Haymarket
- Some believe Town of Haymarket is allowing its identity to be swallowed up by the gated communities
- A few asked for more activities

I.20 POLICE PROTECTION IN YOUR NEIGHBORHOOD

- 83% satisfied and 17% not satisfied
- Concern over bad publicity / issues with police department
- Many complimented job being done by police chief and officers
- New developments have resulted in increased vandalism, trespassing and break-ins

I.21 ECONOMIC OUTLOOK FOR HAYMARKET

- 77% satisfied and 23% not satisfied
- Town has potential if we could finish construction and get rid of condemned buildings
- Need to get rid of Town Center property – Town does not need to be a property manager – vision of this site never realized

I.22 REAL ESTATE TAX RATE

- 55% satisfied and 46% not satisfied
- Percent is too high for services rendered
- Taxes have tripled since I moved here seven years ago and I've not seen any increase in services – where does the money go
- Could be lower in light of all the growth and new revenue streams – spread the burden better for residential owners

I.23 PERSONAL PROPERTY TAX RATE

- 67% satisfied and 33% not satisfied
- Not sure why I need to pay town and county taxes
- Being double taxed does not seem fair to residents

I.24 IS MOST IMPORTANT ROAD IMPROVEMENT

- Widen or improve (turn lanes) Route 55
- Put in sidewalks from Sheetz to Tyler, Piedmont to Somerset
- Widen / pave Old Carolina Road

I.25 SHOULD THE ENTIRE TOWN BE INCLUDED IN THE HISTORIC OVERLAY

- 55% yes , 45% no
- Many do not understand what this is
- Support measures to protect St Paul's Church, museum, Red Rooster, old firehouse, Winterham and older historic buildings
- Some said just the downtown area
- Historic atmosphere of the Town has been destroyed by development

I.26 WHAT PUBLIC SERVICE NEEDS TO BE IMPROVED

- Police department
- Parks and playgrounds
- Better post office
- Bus service to Gainesville, Manassas, Metro, MARC

I.27 WHAT IS THE MOST IMPORTANT CHANGE NEEDED

- Less growth / development
- Less traffic through Haymarket
- Get back the small town feel

I.28 OVERALL QUALITY OF LIFE IN HAYMARKET

- 92% satisfied and 8% not satisfied
- Traffic and growth have detracted from quality of life in last year
- Need restaurants and sidewalks throughout the Town

I.29 ANNEXATION

- 32% in favor and 68% opposed to annexation
- Most see no benefit to becoming part of the town
- don't want to be double-taxed on real estate

PART II, PUBLIC AND COMMUNITY SERVICES

II.1 DO YOU PATRONIZE BUSINESSES IN TOWN

- 88% yes and 12% no
- Tops are Food Lion, Sheetz, Fosters, Papa John's and dry cleaners
- Nearby Gainesville has everything we need

II.2 DAY CARE PROVIDER

- 10% use one in Haymarket and 90% do not
- Children are too old
- Use School After-Care Program (SAC)

II.3 DO SHOPS IN HAYMARKET SERVE YOUR NEEDS

- 11% said yes and 89% no
- Would like coffee shop, drug store, nice restaurants
- No town provides services for all your needs

II.4 WHAT ADDITIONAL SERVICES DO YOU WANT TO SEE IN TOWN

- Nice, sit-down restaurants
- Small drug store with pharmacy
- None

II.5 WHERE DO YOU BUY YOUR GROCERIES

- Less than 25% of residents buy their groceries in Haymarket
- 50% of residents buy their groceries in Gainesville
- 25% buy their groceries in other areas
- Many shop at food warehouses
- Several complained about quality at Food Lion

II.6 WHERE DO YOU GO FOR RECREATION

- area historic attractions
- area outdoor activities
- DC, Manassas, Fairfax

II.7 DO YOU THINK THERE IS A NEED FOR RECREATION IN TOWN

- 73% yes
- 27% no

II.8 WHAT KIND OF RECREATION NEEDED IN TOWN

- Children need someplace to have fun and learn
- Need picnic area and area for youth

II.9 WHAT TYPES OF BUSINESS DEVELOPMENTS NEEDED IN TOWN

- corporate retail 20%
- independent retail 41%
- office space 11%
- professional services 21%
- other 8%
- majority want good restaurants
- local, independent shops that fit in existing / under construction buildings
- many said no more businesses of any kind

II.10 DO YOU FEEL YOUR NEIGHBORHOOD IS

- very safe 34%
- reasonably safe 60%
- not safe 5%
- no opinion 2%
- Haymarket police do a good job patrolling during the day
- Need to stay ahead of the gangs

II.11 DO YOU FEEL FIRE SERVICE IS

- 79% said good and 20% said not good
- Need to expand service in Haymarket area

II.12 DO YOU FEEL THE TOWN POLICE SERVICE IS

- very good 38%
- reasonably good 41%
- not good 16%
- no opinion 6%
- needs to be expanded
- needs work in the ethics department
- need a higher caliber of officer

II.13 WHAT LIBRARY DO YOU USE

- Gainesville Mini-Library 26%
- Bull Run Regional Library 46%

II.14 IF ELIGIBLE DID YOU VOTE IN THE LAST ELECTION

- 50% yes, 50% no
- Couldn't get out of work
- Why bother
- Just moved here