



TOWN COUNCIL - PUBLIC HEARING/REGULAR MEETING

Monday, June 01, 2026 at 7:00 PM

Council Chambers -15000 Washington St., STE 100 Haymarket, VA 20169

<http://www.townofhaymarket.org/>

MINUTES

I. CALL TO ORDER

A Public Hearing and Regular Monthly Meeting of the Mayor and Town Council for the Town of Haymarket, VA was held this evening in the Council Chambers, commencing at 7 PM.

Mayor Tracylynn Pater called the meeting to order.

PRESENT

Mayor Tracylynn Pater
Councilmember Justin Baker - arrived at 7:28 pm
Councilmember Alexander Beyene
Councilmember Ken Luersen
Councilmember Joe Pasanello
Councilmember Dave Capossela

ABSENT

Vice Mayor Matthew Gallagher

II. PLEDGE OF ALLEGIANCE

Mayor Pater invited everyone to stand and join her in the Pledge of Allegiance.

III. INVOCATION: Mark Brady - Park Valley Church

Mayor Pater invited Pastor Mark Brady to the podium to give the evening's invocation.

Before proceeding to the three public hearings on this evening's agenda, Town Manager Emily Kyriazi shared with the audience the processes of the public hearings.

IV. PUBLIC HEARING I: ORDINANCE 2026-002 -E-BIKE ORDINANCE

1. Public Notice

Town Clerk Kim Henry read the public notice into the record.

2. Staff Presentation - Town Attorney Olaun Simmons

Town Attorney Olaun Simmons gave a brief presentation on the E-Bike Ordinance. He shared that the ordinance captures users as well as those businesses who will be leasing them out. He shared the most recent draft that is being considered and stated that the citizens wanting to give comment to the Council and give input on what they would like to see in the ordinance.

3. Citizen Comment

Mayor Pater opened the floor for citizen comments. She called those who signed up to speak first followed by anyone else who would like to comment.

Laura Newman -14657 Red House Road: She shared that there is a difference between and e-bike and an e-moto and grouping everything together would be a mistake. She shared that the more regulations should be imposed on the e-moto's.

Dr. Laurie Flanagan -16514 Gaines Road, Broad Run: She asked that the Town Council consider grandfathering the ordinance for those who already own e-bikes. She also shared that the bike lanes on Washington Street and throughout town are inconsistent. So it would be difficult to enforce the ordinance.

Brian Flanagan -16514 Gaines Road, Broad Run: He shared on the state law regarding bike lanes stating that bikes are not allowed on the sidewalks. He shared that the problem in Haymarket is that the bike lanes are not consistent so it will be hard to enforce.

Camden Pitman -14900 Simmons Grove Drive: He shared that he is 14 and has been riding e-bikes, e-scooters and e-motos for over 5 years. He shared that he rides responsibly and is respectful of his neighbors. He stated that he is against the banning of these in the Town but instead make clear rules and enforce them.

Cal Davis -5594 Arrowfield Terrace: He seconded the comments from the previous speakers. He stated that 90-95% of riders use these device responsibly and would support structure and regulations.

Candice Morris - 5811 Waterloo Bridge Circle: She shared that she has lived in the Haymarket area for over 20 years and as a parent of two teenagers who ride e-dirt bikes in their neighborhood has the same concerns about safety, noise and reckless riding as others. She stated that the way some of the bikes are ridden is unsafe but does not agree with an outright ban. She stated with very concise and clear rules.

At this time, Councilmember Justin Baker joined the meeting.

Mayor Pater asked for any emails on this public hearing. Town Clerk Kim Henry read an email into the record.

****The email is attached at the end of the minutes.****

4. Close Public Hearing I

With no further comments, Mayor Pater closed the Public Hearing.

V. PUBLIC HEARING II: INTENT TO ABANDON THE MAINTENANCE ROAD AT 14600 WASHINGTON STREET

1. Public Notice

Mayor Pater opened up the evening's second public hearing. Town Clerk Kim Henry read the public notice into the record.

2. Staff Presentation - Town Manager Emily Kyriazi

Prior to the public comment, Town Manager Emily Kyriazi gave a brief presentation on the intent to abandon the VDOT maintenance road at 14600 Washington Street.

3. Citizen Comment

There were no comments or emails on this public hearing.

4. Closed Public Hearing II

With no comments, Mayor Pater closed the evening's second public hearing.

VI. PUBLIC HEARING III: REZONING APPLICATION FOR 14600 WASHINGTON STREET

1. Public Notice

Mayor Pater opened the third public hearing for the evening and asked Town Clerk Kim Henry to read the public notice into the record.

2. Applicant Presentation - Graystone Companies

Kirk Johnson and Shavon Dosky, co-owners of Graystone Companies, gave a presentation on their concept of rezoning a portion of the property at 14600 Washington Street to residential. Mr. Dosky started the presentation showing what the Town looked like in 1999. He shared that he has lived in the Haymarket area in 1999 and has seen a lot of changes to the area, some good some not so good. With these changes, he stated that there has been an increase in traffic. He stated that the purchase of this property is contingent on the approval of the rezoning. Mr. Johnson showed a commercial parcel from Blacksburg Virginia that the company redeveloped. He shared that the company did not feel that the property in Haymarket would be an ideal location for the like commercial site they did in Blacksburg, even though the existing zoning of commercial would allow it. He stated that the company came up with a horizontal mixed use project which has been submitted to the Town. Mr. Johnson shared that they are aware of the traffic is already challenging for this site. Mr. Dosky showed the difference if the property was developed as residential as opposed to commercial. He stated that developing part of the property as residential would be considered a down zoning which would create less of a traffic burden on Washington Street. Mr. Dosky shared that since he lives in the Haymarket area and travels through Haymarket frequently, he understands everyone's concerns from a traffic standpoint. He provided a traffic study showing the difference if the property was developed residential and commercial. At this time, Mr. Dosky introduced Kayla Ord, an engineer from Grove Slade who did the traffic study. She provided a short explanation how a traffic impact analysis (TIA) is conducted and provided some additional information on the recent study for this project. She shared that overall the TIA found that the study intersections and approaches operate within acceptable thresholds, which is graded a level D by VDOT. She also shared that the Planning Commission had concerns about vehicles turning left onto Washington Street, specifically from Greenhill Crossing and Blight Drive. She highlighted the results from the study focusing on those two intersections. Ms. Ord shared that with development, there are several transportation improvements that are being proposed. The major improvement will be removing the existing one-way loop around the back of the building to exit the property. She shared the the existing entrance will convert to a two entry/exit point with sidewalks. There will also be an accessory entry/exit at the back west corner of the property onto Blight Drive to help distribute traffic. They will also continue the sidewalk and bike lane and provide a right turn lane taper into the entrance on Washington Street. They are also proposing a crosswalk across Washington Street at the Greenhill Crossing intersection.

Mr. Johnson provided the evolution of the site and showed the concepts from the beginning when conversations first started in April 2025. He shared that the company received feedback from the staff, businesses on the property and VDOT on the concepts presented. He stated that the parallel concept was favored. He stated that they will preserve the historic Lewis home utilized by Cookies and Cream and will remain where it currently sits. He said that they will preserve the main portion of the old school. However, they intend on taking down the back portion of the school that was built in 1963 since it is not functional and will serve the project better as a parking area.

Mr. Dosky continued the presentation on the showing the iteration of development with the parallel stacking, the reduction of density from 62 townhomes to 58, the increased open space, preserving the historic portions of the school building, preserving the Lewis Home which will be repurposed as a community center for the development, adding extensive internal sidewalks, having one two way entry/exit point on Washington Street, they will continue to own the commercial property so that they can keep existing businesses in the building, Mr. Dosky concluded the presentation summarizing that have worked very hard to incorporate community and town comments by revising the plans. He stated that they know and also experience that traffic is already an issue. He stated that this parcel is not about protecting and maintaining open green space. He stated that it's between by-right commercial development and the proposed mixed use development that preserves the historic buildings and existing businesses. Residential development fits with the existing use and character of surrounding properties, preserving vital community assets, enhancing the Washington Street streetscape while enhancing vehicular and pedestrian traffic, investing to enhance the streetscape and install a crosswalk at the Greenhill Crossing intersection, enhance the property entrance and building structure stormwater capture and the parking areas, remove all the stored trailers and equipment and clean up the site and the rezoning approval of the site with less traffic than commercial and it's aligned with neighboring properties.

3. Staff Presentation - Town Planner Lydia Schauss

Mayor Pater asked for the staff presentation on the application. Town Planner Lydia Schauss presented the following points: The current owner purchased the property in 2013. At the time, they had a contract with Prince William County for keeping the ball fields and a playground on site. Since that time, the contract with the county for the ball fields expired and the playground was removed. She continued to state that the green fields have been in disrepair since. She stated that the building known as the QBE building is roughly 31,000 with approximately 7,000 feet of the back portion of the building is projected to be removed. A demolition permit will be submitted in tandem with this application to the ARB. Ms. Schauss shared that the application was submitted and considered by the Planning Commission. She stated that the Planning Commission public hearing was held on January 20, 2026 and a recommendation of approval was moved at their April 14, 2026 meeting. She shared that the recommendation was based off the discussion with the developer and a formal recommendation from town staff which included 5 major points:

1. The incorporation of residential housing is in compliance with the eight units per acre density requirement providing effective transition between existing residential neighborhoods and adjacent commercial use
2. The preservation and integration of historic structure on the property
3. Continued support for small locally owned businesses
4. The advancement of the town's comprehensive and strategic plan goals through pedestrian and mixed use development pattern
5. Careful consideration of the town's historic character

She said that the Council set the public hearing at their May 4, 2026 regular meeting. Ms. Schauss stated that this meeting is evaluating the overall land use proposal development intensity and circulation. The final engineering and construction plans are not considered at this stage. She stated that there are multiple criteria that have not been discussed yet.

In summary, Ms. Schauss emphasized that 7.2 acres of the property is being considered to be rezoned. She shared if the property remained to be developed as 81, it could be developed as 85% of lot coverage versus if it were to be rezoned as R2 it is 40% lot coverage with maximum density of 8 units per acre. She shared that the transportation analysis satisfies the requirements expected at the rezoning stage. The analysis concluded that the roadway network will continue to operate on a level service of D, which is acceptable according to VDOT standards.

The identification of the Lewis Home and the Gainesville District School Building, otherwise known as the QBE building, as historic resources have been noted in the site plan and is intended to be preserved and utilized. The staff found that the general development plan, GDP, adequately identified required landscaping areas, buffers and open space at this stage. The applicant has provided sufficient information for Council to evaluate the proposed land use, development intensity, traffic impacts, the historic resources, open space and amenities and overall compatibility with the surrounding area. The application is consistent with the applicable zoning ordinance and requirements at this stage.

4. Citizen Comment

The citizens comments are verbatim and are attached at the end of the minutes. Comments from emails that were read into the record are also attached at the end of the minutes.

5. Applicant Response from Citizen Comments

Mayor Pater invited the applicant to the podium to address the comments from the public. Mr. Dosky thanked everyone for the comments. He addressed the comments concerning traffic and if the property were to remain commercial. He stated that commercial would generate 8 times more traffic. He also addressed the parking concerns. He shared that the garages are not part of the computation. He shared that his companies have done mixed use developments and shared his experiences of traffic and parking patterns. He shared that with the demolition of approximately 7000 square feet from the back of the QBE building, the parking requirements are reduced. He also pointed out the pass thru walkway so that customers can utilize the parking spaces at the back of the building that is not currently there. Mr. Dosky also explained VDOT's procedures on requests like the crosswalk on Washington Street and the no parking signs on Sleight Drive.. He stated that VDOT will only consider these types of request once the rezoning is approved and they are at the site plan phase of the project. He also shared that if VDOT would have already said no to the crosswalk if they would not even consider the request. Mr. Dosky shared that VDOT stated that the maintenance road behind the QBE building has to be closed. They also addressed that the Cookies and Cream building will be a center for the Schoolhouse Commons community, not for the public. In addition, they stated that they plan on having a lot of amenities. However, that will be discussed at the site plan phase which concluded their response to the public hearing comments.

6. Close Public Hearing III

With all comments from the public and response from the applicant, Mayor Pater closed the public hearing.

VII. CITIZENS TIME

There was not anyone in the audience wishing to address the Council for citizens time.

Without objection, Mayor Pater stated that the Council would take a short recess.

VIII. CONSENT AGENDA

Mayor Pater asked if Council would like to pull any reports from the Consent Agenda.

With no reports being pulled, Councilmember Pasanello moved that the Haymarket Town Council adopt Consent Agenda Items A:1-3;8:1-5 and C:1-3. Councilmember Beyene seconded the motion. The motion carried unanimously by an affirmative vote.

Motion made by Councilmember Pasanello, Seconded by Councilmember Beyene.
Voting Yea: Councilmember **Baker**, Councilmember Beyene, Councilmember Luersen,
Councilmember Pasanello, Councilmember Capossela
Absent: Vice Mayor Gallagher

A. Minute Approval

1. Mayor and Council- Closed Session: April 27, 2026
2. Mayor and Council- Work Session: April 27, 2026
3. Mayor and Council - Public Hearing/Regular Monthly Meeting: May 4, 2026

B. Department Reports

1. Town Administration Report
2. Town Treasurer Report
3. Police Chief Report
4. Town Engineer Report
5. Town Attorney Report

C. Liaison Reports

1. Finance Liaison Report
2. Planning Commission Liaison Report
3. Architectural Review Board Liaison Report

IX. AGENDA ITEMS

1. Approval of Police Department Take Home Policy

Mayor Pater asked if the Council had any questions for the Chief Sibert on the policy. There was a question on the extra expenses related to fuel. Councilmember Beyene expressed his concerns as it relates to the FY27 budget. A short discussion followed. Councilmember Pasanello stated that this is a retention tool and the expenses related to the take home policy will be monitored and tracked. He also shared that the benefit will be weighted with the outcome from the compensation study. Discussion followed.

Councilmember Pasanello moved that the Haymarket Town Council adopt the full take-home vehicle policy for the Haymarket Police Department, as presented at the May 26, 2026 Work Session. This policy will take effect on July 1, 2026. If the full take-home policy becomes cost-prohibitive to the Town, the policy will revert to the current hybrid policy. Councilmember Baker seconded the motion. Town Manager Emily Kyriazi asked for a friendly amendment to the motion to reflect this evening's date, June 1, 2026.
Councilmember Pasanello made the friendly amendment stating as presented at the June 1, 2026 regular meeting. Councilmember Baker seconded the amendment. The motion carried by a roll call vote.

Motion made by Councilmember Pasanello, Seconded by Councilmember Baker.
Voting Yea: Councilmember Baker, Councilmember Beyene, Councilmember Luersen,
Councilmember Pasanello, Councilmember Capossela
Absent: Vice Mayor Gallagher

2. Resolution #2025-006: Adoption of FY27 Real Estate Tax Rate

Town Treasurer Roberto Gonzalez shared that the proposal was to keep the same tax rate at 0.098 cents per \$100 in assessed value. He stated that, however, the taxes will go up slightly due to higher assessments.

With no questions or comments, **Councilmember Beyene moved that the Haymarket Town Council adopt the FY26-27 real estate tax rate of 0.098 cents per \$100 by Resolution 2026-005. Councilmember Pasanello seconded the motion. The motion carried by a roll call vote.**

**Motion made by Councilmember Beyene, Seconded by Councilmember Pasanello.
Voting Yea: Councilmember Baker, Councilmember Beyene, Councilmember Luersen,
Councilmember Pasanello, Councilmember Capossela
Absent: Vice Mayor Gallagher**

3. Resolution #2026-007: Adoption of FY27 Budget and Appropriation of Funds

Town Treasurer Roberto Gonzalez shared that the Town held the required public hearing on the FY27 budget in May. He also shared that budget work sessions were held since February and that the FY27 budget is balanced. He stated that the Town Center project was worked into the budget as part of the CIP. There was a discussion on the ARPA funds that needs to be spent by December 2026.

Councilmember Pasanello moved that the Haymarket Town Council adopt Resolution #2026-007: A Resolution to adopt the annual operating budget and capital improvement budget and make an annual appropriation of the budget amount for the fiscal year beginning July 1, 2026 and ending June 30, 2027. Councilmember Beyene seconded the motion. The motion carried by a roll call vote.

**Motion made by Councilmember Pasanello, Seconded by Councilmember Beyene.
Voting Yea: Councilmember Baker, Councilmember Beyene, Councilmember Luersen,
Councilmember Pasanello, Councilmember Capossela
Absent: Vice Mayor Gallagher**

4. Resolution #2026-008: FY26 Budget Amendment

Town Treasurer Roberto Gonzalez gave a brief explanation on the FY26 budget amendment. He shared that the amendment will move funds for the HVAC replacements in the Town Hall and gutter repairs for some of the town owned buildings. A short discussion followed.

Councilmember Beyene moved that the Haymarket Town Council to approve an amendment to the Fiscal Year 2025 - 2026 budget as designated by Resolution #2026-008. Councilmember Luersen seconded the motion. The motion carried by a roll call vote.

**Motion made by Councilmember Beyene, Seconded by Councilmember Luersen.
Voting Yea: Councilmember Baker, Councilmember Beyene, Councilmember Luersen,
Councilmember Pasanello, Councilmember Capossela
Absent: Vice Mayor Gallagher**

5. Ordinance #2026-002: E-Bike Ordinance

Mayor Pater opened the floor for discussion on the ordinance. She invited Chief Sibert to the podium to weigh in on the discussion. Chief Sibert shared that he spoke with those who came to give comments during the public hearing. He stated that he shared with the group that the Town is not banning the use of the e-bikes, but to put some safeguards and regulations into place along with educating those who use them and those who don't. Discussion followed on the difference between e-bikes and e-moto's and permissible use.

There was also a discussion on separating out the personal use of the e-bikes from the requirements for having a rental business for the e-bikes. The Council discussed this option for the second public hearing and special meeting scheduled for June 23, 2026. There was also a discussion on the Police Department holding training and classes. There was also the discussion on the irregularity of the bike lanes on Washington Street and no other bike lanes are designated on the other streets. After discussion on the speed limit and separating the ordinance, the Council directed the Town Attorney to change the speed limit to 25 mph and to not separate the document at this time but may possibly revisit the subject in the future as this is a working document. There was no other action taken at this time.

6. Resolution #2026-009: Abandonment of VDOT Maintenance Road - 14600 Washington Street

Mayor Pater stated that this is a clean up item that needs to be addressed. She asked Town Manager Emily Kyriazi to lead in the discussion. A question was raised if abandoning the maintenance road would have to take place regardless of the application. Mrs. Kyriazi stated that it needs to take place and that because of the rezoning application it triggered a conversation between the Town and VDOT. She stated that the road will not be removed but the maintenance agreement with VDOT will be removed. If the rezoning application is approved, the new developer will remove the road. Mrs. Kyriazi reiterated that this is an administrative clean up on VDOT records. Mrs. Kyriazi shared that staff will be bringing a resolution forward at the next work session for review with a vote at a later date. Discussion followed on several concerns with VDOT. Mrs. Kyriazi shared that she and Chief Sibert have scheduled a meeting with VDOT and will bring all the concerns from Council to their attention.

7. Consideration of REZ #2025-1101: Rezoning Application of 14600 Washington Street

Mayor Pater asked for Town Planner Lydia Schauss to start the discussion on the application. Ms. Schauss stated that she did not have anything additional to add from the public hearing, the presentations and opened the floor for any questions from the Council. Town Manager Emily Kyriazi suggested that the Council have a concise discussion with the applicant based on comments from the public hearing and then make very clear points of what the Council expects for the applicant to bring back at the next meeting.

Ms. Schauss brought attention of the memo in the packet regarding VDOT comments and an access management exception application from Graystone to VDOT. She stated that the exception is for the Washington Street QBE entry/exit. She stated that VDOT has standards on how close entry/exit points can be. Ms. Ord from Grove Slade clarified that it is an administrative process even if it is an existing condition. Ms. Ord stated that the requirements from VDOT. She stated that they have intersection spacing requirements based on speed and vehicular movements.

There **was a** request that Council receive a copy of the applicants presentation from the public hearing, a copy of the Planning Commission's resolution of recommendation, and for the clerk to transcribe verbatim comments from the public hearing.

John Davis, the engineer for the applicant, addressed the storm water management for the property. He stated that although the plans presented at the meeting did not show the storm water management, he provided that information to the Council. Town Engineer Katie McDaniel shared that the flow of storm water management is on the GDP and will also be part of the site plan process.

The Council discussed the issue regarding the parking from the public hearing. There was a question on how the applicant would address the parking concerns if there will be the same number of spaces that currently is on site. The applicant stated that they have provided more spaces than what is required by Town Code. Mr. Dosky also shared that his company does not do projects that are under parked. Ms. Ord also explained the shared parking environment with different times of the day for peak residential and commercial uses. Mr. Johnson shared that the company will follow up with the existing counts and provide that at the next meeting.

The Council also pointed out the concerns of overflow parking into the adjoining neighborhood developments. There was a question on how this would be handled. Mr. Dosky stated that with the field gone, those type of events will likely not happen anymore. There was also a question on commercial vehicle parking in the development and how would it be handled. Mr. Dosky shared that with the price point on the proposed townhouses, he does not see that there would be a lot of take-home commercial vehicles. Town Planner Lydia Schauss shared that the Town counts the driveway but not the garages for spacing. She stated that the requirement from the Town is 260 and the plan is providing 275 spaces, 15 of which are reserved for residential visitors. Discussion continued on challenge of finding parking spaces. Mr. Dosky shared that there is not a project that parking and traffic is not an issue or concern. But they are providing additional parking because of the mixed use and demands for parking spaces are at different times. Mr. Dosky also shared that his company will continue to own and manage the commercial space. So the company would be able to work with the residential HOA on parking. There was a question on how many square feet is the green space in front of the QBE building. Mr. Davis responded with 20,000 square feet. A question was raised on the plan in keeping the businesses operating while the work is going on at the site. Mr. Dosky shared that the plan is to work on commercial building first so that they can stay operational. There was a discussion on getting the traffic concerns addressed prior to construction of the site.

Town Planner Lydia Schauss provided information of the Town's zoning for R-2 in regards to the parking of commercial vehicles. She stated that the Town's zoning allows commercial vehicles to be parked in a common shared parking lot or front yard surfaced area for a period not to exceed 48 hours in townhouse developments.

There was a question on if a business within the QBE building wanted to hold an outside event and the parameters that would be put into place prohibiting them from using the green spaces and the clubhouse that were shown in the plan. Mr. Dosky stated that those areas would all be residential and would be governed by an HOA.

A question was raised on the process of the traffic study provided. Ms. Ord from Grove Slade gave a more detailed explanation. A discussion followed on the vehicular traffic coming out of Greenhill Crossing and Sleight Drive with the D rating given by VDOT and how the developers plan to manage that to increase the rating. A discussion ensued on the consideration of a round about from a safety perspective, lowering the points of conflict. Ms. Ord shared that the issue with roundabouts is that they are expensive to build and they require more right of way from the sides streets do not warrant a roundabout. Mr. Dosky stated that he would welcome any suggestions or solutions from the Council on the traffic issues.

There was a discussion on a proffer contingent on 54 units. The Council asked for clarification on that number. Mr. Dosky stated that they were able to allocate a number per unit. He stated that as they get closer to 54, the money set aside for the proffers would not be there.

In conclusion, Town Manager Emily Kyriazi shared that staff will review all items that were discussed. Staff will provide the items that Council asked for including the resolution from Planning Commission, the comments from the citizens and the presentation from the applicant, and current parking spaces on site. She stated that staff will meet with the applicant and discuss the summary points to present to Council at the next work session to continue the discussion with the Council. She asked for Council to email her any other questions that they may have in the next few days so that can be discussed when they meet with the applicant. She shared that the next meeting with the applicant is at the June 29th work session.

Due to the length of this evening's meeting, Mayor Pater asked to continue the meeting for Tuesday, June 2nd at 7 PM. The Town Council agreed to continue the meeting.

Verbatim Minutes from Public Comment on Rezoning Application of 14600 Washington Street on June 1, 2026

1. Laura Newman: 14657 Red House Road

My concerns with this property are two fold. One is the traffic. I know that the traffic study says it is not much of an impact on Greenhill Crossing. I live in Greenhill Crossing and take lefts out there frequently. It is not 12 seconds to get out of there. There are many times cars stacked 2, 3, 4 up during peak hours. Maybe at midnight you can get out in 2 seconds. But that's not when most people are traveling. I think something needs to be addressed with traffic, whether it is a traffic circle or a traffic light. But we definitely need to have some type of calming or regulation of the traffic. Because if we also close the exit coming out on the other side of the building, you are adding even more traffic coming toward Greenhill Crossing with the abandonment of the road. The other concern I have is parking. They want to put 58 townhomes in there. And they are going to put 2 parking places behind the garage for the people and 2 parking places in the garage. And then a total of 15 additional parking spaces for 58 homes. If you look at your statistics, 38% of homes in the United States do not use their garages for parking. It is used for storage. Of that, homes without basements, 50% of the homes in the United States use their garage as storage not as parking. And 64% of homes cannot accommodate the number of parking places in their garage that is allotted. If you have a two car garage, only one car is able to park in there. If you start looking at those statistics, in Prince William County, the average home has 2.8 cars. You are not going to have enough parking in just their driveways to accommodate these cars. There is the 15 visitor parking places. Where are those extra cars going to go? You can't park along 55. Bleight Drive is not wide enough for those cars to park. What's going to happen is you are going to over burden the neighborhoods that surround it by putting the cars into there. There is currently 160 parking spaces at the QBE property. They are looking to reduce that to 150 parking spaces. If you go by the QBE building on a Saturday afternoon or Saturday evening, the people that are frequenting Trouvaille, Zandras and Battlefield Jiu Jitsu and Cookies n Cream, they pretty much fill that parking lot. So there is not going to be open space for the residents to park in the commercial property or the commercial property is not going to have enough space. People are not going to drive around and drive around looking for a parking space. They are just not going to frequent those businesses. And the other issue is that in most HOA's they do not allow commercial vehicles to park in the driveways or in their dedicated area. When I say commercial vehicles, I'm talking the trades, your plumbers, your HVAC guys. Where are they going to park their vehicles? Are they going to be in Greenhill Crossing because it's a VDOT street? There are no VDOT streets within that community. So, that's going to also cause a huge issue. Are they going to have a dedicated commercial vehicle parking? I don't see that anywhere. So, it's either going to go into I don't know the name of the community that's off of Bleight or Greenhill Crossing across the street and that is going to unfairly burden the residents of those communities. Let me just look. I think that's all I got. Oh, two more things. I didn't see where the height of the town houses were listed. I'd like to know what that is going to be. And another issue is storm water management. I did not see anywhere in the plans where there was storm water management. Where is that water going to go? Is it going to burden Alexandra's Keeps ponds behind them? Is it going to burden Greenhill Crossing storm water management ponds? Like where what is the storm water management plan? Thank you.

Mayor: I would like to next invite Jessica Hornedo

Jessica: I brought a bunch of notes so I'd stay on track, but you know we never do that, right? Obviously we all are going to touch on kind of the same things that we all have the concern about. And we all live in the same community here on this side. (Referring to the side of the room.) So parking is definitely, you know, definitely a concern. And as the HOA president, I don't want that to come into our community as well, in the Greenhill Crossing. Obviously, we can't fight the growth, but we want it to be manageable. We want it to be sustainable,

as well. Traffic is definitely a big concern. And then adding in 58 more town homes. And then factoring in thinking about 116 additional vehicles on our roads and then factoring in their visitors, service vehicles, all of those things. You know, residents are already experiencing congestion in the morning and the evening hours. You know, particularly at Greenhill Crossing, we have kind of a bigger area there. People are turning left and right. You know, there's already that confusion in there going in the wrong way coming out the wrong way. There's greater risk there for pedestrians. We've tried to put that fluorescent crosswalk thing there in the middle. It gets run over hours after being put there. So we can't get our tacos, you know. We have to play frogger every time we have to cross the street there. The best feature that I thought in this was the crosswalk. After reading 300 pages of this proposal that's subject to VDOT approval. So a lot of the things that we consider being highlights in this proposal may not actually happen. Subject to approval, right? We get excited about certain things but then they may not actually happen and how far into the process will we find out if they will or not. Beyond traffic we have to consider the impact on the schools. Reading it it was pretty low numbers of what they thought. I don't know how you estimate safely. You know numbers of schools you know you have families coming in 58 town homes. It's typically younger families. I believe it was about 24 was their number and I feel that is a pretty unrealistically low number sending into elementary, middle and high school. I felt like at Greenhill Crossing you find at one bus stop you see that many kids coming off. Public safety services, our police officers, firefighters, our emergency medical personnel, I feel like those are things our response times could be suffering if we don't keep up with the population growth. Obviously the discussion here today is not about opposing the growth but ensuring that the growth is responsible and sustainable in the best interest of the current and the future residents that we have here. And a development of this size should only move forward if we have clear evidence that the traffic impacts can be mitigated and that schools and public safety agencies and local services have the capacity to support any additional population that it does bring in. Based on the information that we currently have before us, I don't believe that standard has not been met. For Greenhill Crossing residents, I feel like this proposal is just a recipe for future problems bringing in all that extra traffic, the parking issues again with all these commercial vehicles and whatnot where that overflow is going to go. Me personally, I think a thoughtful commercial development that gives us residents more shops, restaurants or services within walking distance rather than another dense housing project that brings in more traffic and more drivers who seem to forget that the speed limit is 25 mph within town. I respectfully urge you to carefully evaluate the long term consequences of this proposal and prioritize the needs of the existing community. Once the development is approved and built the impacts will be felt for decades.

Mayor: If I could please ask Jeff Kress up to the podium

Jeff Kress: Good evening Mayor, Council Members, staff and residents. First I would like to thank everyone involved in these discussions. I appreciate the amount of time and effort that has gone into reviewing the project and I hope tonight's comments continue the conversation in a collaborative and productive direction. Like everyone else, I kind of want to echo the traffic and the parking. Those are definitely the biggest concerns. I just want to say it was encouraging to hear that the Town has been collecting its own traffic data through the speed signs located throughout the town. And I look forward to hearing the results of that data once it's fully been analyzed. However, I still have significant concerns regarding the parking and the overall density. I'm trying not to read the same stuff everyone else did. So, another thing, the businesses already operating in that area are already experiencing parking strains and I'm just not convinced that we fully understand the long-term implications of what that will look like with additional density. For instance, just this Saturday, there was live music at the brewery. That parking lot was jamming. That parking lot was full. I just don't know what that would look like with 58 town homes. I don't know where all that parking would be. I also continue to have concerns regarding pedestrian safety. The proposed traffic circle, crosswalk improvements of that nature, the traffic signal enhancements they all are subject to VDOT approval after the development has been approved.

What happens if VDOT denies any of those improvements? You know, then we've got the development, but we don't have any of the safety improvements. And that to me is concerning. From my understanding, years later even after enough accidents occur, the town could then do our own traffic study through VDOT. I believe it's like four or five years based on what happens. But respectfully, I don't want my family to become a statistic to prove that the area needed to be safer in the first place. I'm sure everyone here feels the exact same way. So that's one of my big concerns. It's already can be dodgy trying to cross the crosswalk to get to our park. And just doesn't always feel very safe already, I also feel strongly that the density included in the proposal reduces the opportunity for meaningful commercial community serving and civic uses in the town area. I just feel like it maybe it could be used differently. Also one thing, I'm sorry I didn't introduce myself. My name is Jeff Kress. I live at 6817 St. Paul Drive in Greenhill Crossing. I am also on the Planning Commission. And one thing I did want to mention from the evening of the planning vote was that I was under the impression that we were voting simply on the rezoning proposal. But what was located in the language of the resolution was they were also approving 58 town homes. So that kind of had me nervous because the rezoning was one thing. But the 58 town homes, I felt like that was still kind of up for negotiation. So, I'm not sure if that's still true. Do I believe that town homes will end up in this location? I absolutely do. Do I believe that this is the final plan? I really don't. So that is where I am at. I'd also like to briefly compare the proposal. I did like a comp with Robinson Village and I was looking at some of the things there. And I felt like they're pretty similar communities and a couple of things that I noticed was they include a tot's lot, a swimming pool, pickle ball courts. So they have amenities for the people that live there. I don't see any of those amenities. And with living across the street at Greenhill Crossing, we've got a swimming pool, a tennis court. They are going to be looking for amenities like that and they are probably going to ask us. I just don't know how that's going to go. In my opinion, Van Metre, with the way their proposal was framed was more of an investor in our community than just a developer. So, I think that's something that we should all keep in mind. If you look back into the proposal, I won't get into the specifics, you will see what I am talking about. I sincerely hope we can find a way to reach a similar outcome together with the schoolhouse commons project. Thank you for your time.

Mayor: Next I have Rebecca Barnett

Rebeca Barnett: Good evening everyone. My name is Rebecca Barnett or Becky. And I live at 6805 St. Paul Drive in Greenhill Crossing. Ditto for a lot of what everybody has already said from our community. I have all the same concerns my husband and I do and so do our surrounding neighbors. I'm not against growing our community or we know that we need to do something with that lot. Because it's just, you know, it looks sad. It's just an open field. Why do we need more houses? I moved into the Town of Haymarket about five years ago. My husband and I are from the country. This was like our Mayberry in the middle of crazy Northern Virginia. It doesn't feel like that anymore with all of the things that we're putting into Haymarket. All of the additional housing, all the additional traffic and congestion. All of the fast food restaurants down at the end of Haymarket. While they are great and convenient and we do need some new things, why do we need all of that? It no longer feels like everybody's hometown. It doesn't feel like a hometown. So, by putting in additional housing, we're going to just be looking at more houses. And that's not a hometown feel. That's Northern Virginia congestion. I've lived here my whole life. That's what you see with every piece of green space that we have. We try to put more houses in or now data centers or things of that nature. Why is it that we need 58? 58 was the final number? Oh 56. Thank you. Why do we need 56? Oh it is 58? Why do we need 58? Why could we just put in if you really want townhouses, Put them here and leave this open space for other businesses maybe. I agree with Jeff. That was a really good point. There's no tot lot. There's no pool. There's no amenities for these people. So where are they going to go for that? Also in the traffic study, respectfully, you guys talk about Greenhill Crossing, but what about St. Paul Drive? It's like frogger when I come out of there. I take risk trying to come out of that community because nobody does 25 miles per hour. You can't turn left off of St. Paul

Drive. So, I know we have focused on Greenhill Crossing. But what about the rest of the streets on Washington Street that are affected by this. I mean even at the stoplight at Jefferson, you sit there for a long time. I don't know where they got the. Oh it's only going to increase traffic by 13 seconds. I sit there for 5, 10 minutes sometimes trying to get out of my own neighborhood. Sometimes I have to go around the back of my neighborhood so I can go around the circle to get down to Aldi's. And that's outside of the times that they did in their traffic study. I was like 4:30 to 5:30. What are they talking about? That traffic is like that until 7:30 at night. Even coming here tonight, I had to do down and around just so I could get out. Also to piggyback on the sidewalks and all. Wasn't that an initiative that the town was already looking at? "We want to put in more sidewalks. We want to put in more crosswalks so that we are a walkable community." We are not a walkable community right now. It's gotten better. But I still drive my car from St. Paul Drive to the park because I don't feel safe walking across the street. And now with more traffic and congestion, where are kids going to be able to cross the street to go to the park or go to Cookies n Cream? Also in hearing everything with this, I know that's great that they want to save this historic building. It's a beautiful building. I love going there. And they are going to make a community center. Who all is going to go to that in the middle of somebody else's neighborhood? I'm not. That feels intrusive. Like that's not my neighborhood. So why am I going to go to a community center that is inside of another neighborhood. That doesn't make sense to me. Also to piggyback on what they were saying, they're absolutely right. Go to that parking area on a Saturday. That whole.. I wonder like what's going on over there because it's always filled. So, while you're saying, "Oh, we will still have better parking for the businesses there." Do we really know how many people park there on a weekend? Because that parking lot is packed. So, where are those people going to park when they have events there? I just don't see it happening realistically. I understand all the studies and statistics and that's great. But it doesn't make sense when you're actually living it. And I ask that go out and check it out for yourselves. See how that might really ask more of the town what they think. I really think that we could I know they say five, you know, more traffic with commercial, but what about some like Leesburg? They have some cute shops, some cute eateries, more sidewalks, walkable. I think that would be a good compromise for something. Maybe just keep the last row of townhouses if you really want more town houses. I know they said we have the need for housing. All of Northern Virginia has the need for housing. So why do we have to put it in our small little area to congest our small little town. I just don't see the point in it and I don't see how it's going to make this everyone's hometown. Because it's not. It's just houses then and traffic. Thank you. I appreciate your time.

Mayor: Alright, that opens up the floor to anybody off of the list that would like to come up and speak. Is there anyone else who would like to speak in regards to this public notice?

Jason Doucette: Good evening. My name is Jason Doucette. I live at 16221 John Marshall Highway. I am also a tenant at 14600 Washington Street. I own the Jiu-Jitsu School. Been here since 1978. I mentioned to you guys before that I went to elementary school there in the early 80's. I've gotten over the fact that Shobin is going to destroy my third grade classroom. He's going to maintain my fourth and fifth grade classrooms. So I am appreciative of that. There's a few things that we've kind of addressed. Not only with the existing situation, but with the future situation. But I think with the existing situation, you have more danger there than you realize without doing the improvements. I don't know who is going to do the improvements. I happen to like their plan. I don't know if I will still be in the building by the time the changes occur. I think somebody needs to buy the property and make some necessary changes. I don't know what the parking is going to look like or what type of plan that you guys will approve, but some of the things that I see now are constantly people walking across from Greenhill trying to enjoy this property. They dodge bullets trying to get across the road and then they are dodging them when they get on the property itself. So, it's not just crossing the street, it's once they get there. You've got an approved plan for traffic for this property that's been in existence for decades. It's not adhered to. The town is busy chasing the guys speeding, they really don't have time to police what's going on

in and out of the property and people are constantly causing problems in the already existing problems for people coming off of Greenhill by going out the wrong way. So then you have one lane of traffic supporting two lanes of traffic dodging families pushing strollers and stuff coming across from Greenhill. You have a more immediate problem than what you are looking at here that's going to require a solution or somebody's going to get hurt and then maybe that will put a fire under people to address it. You also have businesses and our business isn't doesn't see the traffic that some of the other businesses see. We operate specific times of the day and not as much of the community utilizes us, but the other businesses are utilized heavily in the community and they've kind of become staples in the community. The building is in disrepair. The building is in significant need of attention. And it's not getting it. And it hasn't been for a few years now. I've had the opportunity to get to know the current owners as well as the potential owners. And I believe they are going to address the things that are going to help keep those staple businesses in the building so that the community can utilize them. I think there's a lot of people who have concerns about the development of this property who will be equally or more concerned if they loses these businesses that they utilize so heavily. If you listen in the community how people talk Ghosted Concepts/Cookis n Cream, Zandras and Trouvaille, they're meaningful parts of their lives. They frequent them regularly. The kids gather there. The schools have gatherings there. They're part of their fundraisers. And things need to be done in its existing state but that's not going to get funded. So you have an entity that's stepping up and honestly compared to the .. I've had a chance to see some of the other stuff that's come forward and none of that had any concern for the town, the people and the businesses. So, you guys have a group that's willing to do that and it would be wise to work with them and kind of come up with what can we really put. Otherwise, it's going to be a big huge commercial space taking up 85% of the property. And that's going to draw significant traffic more so than what the proposed houses would. There's solutions right. That everybody's brought up valid concerns and there's solutions to those. But you have immediate dangers that you need to address. I park right there every day, seven days a week and I see it. I see people look at the exit and they're too lazy or the entrance and they're too lazy to decide or follow the arrows and they will speed to get out. They're like that's their solution. We'll speed to get out. What if it's one of those families pushing the stroller and they're paying more attention to getting out fast and not who's walking on the one lane road to get in and out. A property that people love needs addressing. Safety needs addressing. And you guys have a potential buyer who's willing to work with you on it. And coming from that world, it's hard to find people willing to work with a town the way the appear to be to solve the potential problems on all sides. So, good luck.

Mayor: Is there anyone else who like to approach the podium and speak.

Carmen Sabia: Good evening guys. How are you? Carmen Sabia, 14650 Washington Street, Cookies n Cream and Ghosted Concepts. You guys have a big decision to make here. And what I could tell you is what Jason said was, and a lot of people and the residents said the same thing. That area needs attention. The town deserves that area to be attention. I have a great relationship with the current owners and I'm building a strong relationship with the potential owners and they want us to stay. Well, you guys can have commercial like they said. It's already zoned for that. I don't want to see another Burger King. I don't want to see any more corporate identities in here. We already have enough ice cream. The key things that are in this town should stay in this town. And you have someone from the town that wants to develop inside the town. Well, it could be somebody else like you said, it could be a lot more commercial, a lot more traffic. Cookies n Cream is going to change no matter what. But again, you have someone here that's willing to work with us. So, if I am willing to work with them on the business side, I feel like this is the best best thing that we can do for the community. And the time is now because this is draining. This is absolutely draining to have to go through this again. I see the kids running in the fields, the traffic inside the community itself, inside the property. It's dangerous. There's a lot of maintenance that needs to be done. I don't know if the current owners are going to put any more

investing into it and I think these guys will. At the same time, I came to this town a little bit unique. So for me, I've kind of built this to be my home, if you will. Although I don't live in this town, I spend a lot of time here. I probably spend more time in this town than a lot of people do that live in this town. So this was a little bit harder on me as well because we went our standard was changing. However, I can't take that chance with somebody else. This deal might not be on the table with anybody else. So for us to be able to keep Ghosted and Cookies somewhat the same, it may be different and it probably will be different. But at the end of the day, it's the people. It's the ice cream. It's what we bring to the table in the community. It's what we're about. So, if I can do it in a tent, I can do it back where I started. And if Cookies is different and we can still generate that ice cream and still have that community backing and still be the best ice cream in this town for as many years as we've done it then I think right now is our time. Right now you guys look at all the data of course, all the people that have addressed the residential issues. Yes, of course they have sound issues. But as business owners we also do. And I feel like this.. you have the information to make the right decision, then please make that right decision. Thank you.

Mayor: Is there anyone else who would like to come up and speak?

Miguel Pires: Good Evening. Miguel Pires, the owner and operator of Zandra's Taqueria. We are excited about this plan and this opportunity to kind of echo some of my fellow neighbors. I don't want to come across negative to some of the concerns because we share a lot of the same concerns that our neighbors have. The thing is those concerns exist today. The safety issues that we're so concerned about, they exist today way worse than what is being proposed here to fix. I mean, I don't know if any of you come out here (pointing the map at the back of the building) in the middle of the night coming around this corner, but you know, our employees fear to take the trash out, because there's one way traffic, there's dark, there's no lights. The way things are right now are very concerning. And the reason why I'm out here to support is because.. so I wear a lot of different hats. I own a couple of restaurants, I do commercial real estate, I'm a planning commissioner in the town that I live in. And I haven't come across too many developers that take the time to sit down with each and every one of us, address our concerns. I've seen this plan evolve from Planning Commission to now. And each time, I see them addressing concerns, proposing things, and you know, I know that people say, "Why 58 or 52 or you know, because things cost money, you got to pay for them. So to make a million dollar investment in safety, you have to create income. So, I understand the challenges that the developer is trying to achieve here, and I think they have done a fairly good job of trying to address parking. We're looking forward to a much safer traffic route inside the center. Right now, it's very dangerous. It's very dark parking. There is parking, but parking is also very tight spaces... not set up in a way to like to that really promotes the kind of atmosphere that we have. I mean, we have some amazing businesses here. We have an amazing community here. I think they've done a great job of trying to address the concerns. You know, no plan is perfect. All of us don't want more houses in our background, but there is a need for housing. You know, young people are having a hard time finding housing. I know a lot of us get, you know, no more housing because we have housing. But what about the next generation that needs housing? They don't want to live in an apartment. They want to live in an awesome community like the Town of Haymarket. So, I think they've done a great job of trying to address all our concerns. I think they are really trying and that is not something you see in developers these days. And I think like echoed some of the comments is that means a lot and I think we have a great opportunity here to improve a situation, make it better and something that will keep this center going because the way it's going right now, it's been neglected for too long and you might not have any businesses here if it continues the way it's going. We can't support our businesses if we're fearful that our patrons are going to get run over, or that our employees are going to be in danger or, you know, the parking isn't the greatest situation or the landscaping isn't maintained. There's a lot of challenges right now. I think they're trying to solve these problems. So, Zandra's is in full support of this project and hope you guys will be able to approve it.

Mayor: Is there anyone else who would like to come up?
All right, Kim do we have emails.

At this time, Town Manager Emily Kyriazi read the emails into the record. Copies of the emails were provided to the Town Council for review.

Kimberly Henry

Subject: E-bike comments

I'm a resident of Somerset Crossing, just outside of Haymarket boundaries. I saw you're holding a hearing about e-bikes and e-scooters and wished to share that a friend of mine lost her daughter to one that was going far faster than it was advertised it could go. She was wearing a helmet but fell off as it accelerated down a hill and she unfortunately hit her head hard enough to die from her injuries.

I see children zoom past my home, behind my car as I'm backing out of the garage, and throughout Haymarket on drives often and they aren't following traffic laws, aren't driving safely, and most concerning to me, often don't have helmets on. I don't believe kids should be allowed these methods of transportation without a drivers license, given how fast they can go, but if they are allowed, I truly beg of the council to enforce a helmet requirement, offer training for owners and their kids about safe operation and traffic laws, and consider restricting use on larger roads outside of neighborhoods.

I know these bikes and scooters seem fun and harmless, but I would be devastated to accidentally hurt someone's beloved child because they were operating it unsafely and I couldn't stop in time. Anything you can offer in terms of safety gear, reflective stripes on the bikes, flashing lights like bicycles use as night, helmets, bike lanes... would be greatly appreciated.

I value the children in our community so much and hope for them to stay safe.

Thank you,

Adelle Settle
7204 Forkland Way Gainesville,

To:
Subject:

Proposed rezoning

I am writing to express my strong opposition to the proposed rezoning of the 7.25-acre B-1 parcel to R-2 zoning for the construction of 58 townhomes.

While I understand the need for thoughtful growth and development within our community, I do not believe this proposal is appropriate for this location. The existing infrastructure in our area is already strained and does not adequately support the addition of dozens of new households.

One of my primary concerns is traffic congestion. Roads in the surrounding area already experience significant delays during peak commuting hours, and adding 58 townhomes will inevitably increase vehicle traffic, placing additional burdens on roadways that are already operating near capacity. Residents should not be forced to endure longer commute times and increased safety concerns as a result of overdevelopment.

I am also concerned about the impact this rezoning would have on the quality of life for current residents. Increased density will place greater demands on public services, schools, utilities, and community resources. The character of the area will be altered substantially from what residents expected when they chose to live here. Additionally, many homeowners are concerned about the potential effect on property values. Residents have invested significant time and resources into their homes and neighborhoods. Approving a high density residential development on land currently zoned for commercial use could negatively impact the attractiveness and value of surrounding properties. Growth should occur in a manner that is consistent with the capacity of existing infrastructure and the long-term interests of current residents. In this case, I do not believe the proposed rezoning meets that standard.

I respectfully urge you to oppose the rezoning request and advocate for development that better aligns with the community's infrastructure capabilities and preserves the quality of life of existing residents.

Thank you for your time, consideration, and service to our community.

Sincerely,

Tracy Lou

14902 Gap way

Haymarket, Va

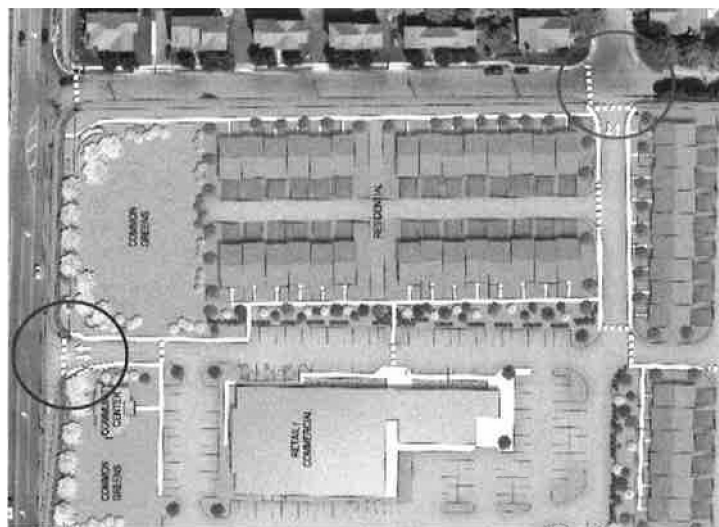
Dear Ms. Henry,

We are writing you with regard to the current rezoning application for the property located at 14600 Washington St. that is currently under consideration by the Haymarket Town Council. First of all, we are aware that development of the existing property is inevitable and we prefer a residential route. Additionally, we applaud the developers for wanting to work with the small business owners in the QBE building to foster a sense of community. However, the development still raises some concerns, particularly regarding increased parking and traffic congestion on Bleight Drive. We believe addressing issues before the development begins is beneficial for all residents in the local vicinity. Thus, we would like to provide our comments on the project's proposed traffic impacts on our neighborhood and potential solutions.

Traffic Concerns

Regarding concerns about increased traffic, Bleight Drive can see a continuous stream of vehicles traveling in and out of Villages of Haymarket and Alexandria's Keep during certain hours of the day. Additionally, with respect to the concerns associated with increased traffic flow on Bleight Drive and the resolutions proposed in the letter we received recently from our HOA, we find that eliminating the intersection with the new property, Bleight Drive and Dogwood Park Lane (circled in red below), is the preferred course of action. We reach this conclusion because, in the proposed plan, the property already includes an ingress/egress point to/from Route 55 (circled in blue below). This solution would reduce oversaturation of Bleight Drive and ensure that traffic entering and exiting the new property and the existing traffic from Bleight Drive, Villages of Haymarket and Alexandria's Keep use the most direct path to their destination. Overall, this solution keeps traffic flow to and from all of these areas self contained and most effectively reduces the likelihood of further traffic congestion and accessibility issues to the surrounding areas due to the increased volume of new vehicles that will result from the construction of the new property and current commercial occupancy. Additionally, it should be noted that potential extra overload on Bleight Drive may make it more challenging for large vehicles

(emergency, school busses, and delivery trucks) to access their destinations. Finally, we propose that by eliminating this intersection, it allows for the possibility of the sidewalk to be extended all along Bleight Drive which would be beneficial since many people in our neighborhood take walks throughout the day.



Parking Concerns

Regarding parking concerns, the Villages of Haymarket currently has a substantial number of vehicles that need to park on both sides of the street. Specifically, because we are on the corner of Bleight Drive and Dogwood Park Lane, unlike many other homes in our subdivision, we do not have a dedicated street parking space in front of our property. We are concerned that increased volume will make using this space challenging, as we rely on having at least one parking space on Bleight Drive to accommodate our vehicles after using both spaces in our garage and driveway. This does not account

for additional vehicles that can also take up spaces when visiting residents in the new development. This is another reason we prefer eliminating the aforementioned intersection at Bleight Drive and Dogwood Park Lane with the new property. At the last meeting, we recall that it was noted that parking on the side adjacent to the new development would not be allowed. This creates the potential for residents of the new development to park along Bleight Drive adjacent to the Villages of Haymarket. As mentioned above, parking on this same side of Bleight Drive is often challenging, and this is our major concern with this project. We would appreciate clarity on how this issue will be addressed and/or prevented including possible designating parking zones reserved for Villages of Haymarket residents.

We want to work with the town and developers to devise a solution that works for everyone, and we humbly ask that the decision makers take into account how the development impacts current and future residents and make a decision on the traffic and parking patterns as if they were living in the existing area.

Thank you for your time and consideration.

Best regards,

Greg and Yvette Terrie

Kimberl Hen

From:

Sent:

2026 AM

Subject:

Good evening town council,

This email is in response to the 58 town homes proposed for the QBE site. While I realize we need more housing I don't think the proposed 58 homes and the shared parking situation will work between the housing and the businesses. The proposal may say 4 parking spots per home but very few use the garage, it becomes storage. Also the lack of visitor parking. I Walk Washington St and there are times when their are functions going on with the businesses and the parking lot is full. I live in Greenhill Crossing and my concern is that our street and our community parking will become a parking spot for the overflow.

VDOT says it doesn't take very long to get out of our subdivision but I'm not sure when they do the studies but there are times when I sit for several minutes. Do the studies at the appropriate times for accuracy. At times it takes several minutes to get out. Adding a round-a-bout, I'm not sure how that will help us getting out since you have to yield to the traffic in the circle. It seems really close to the other one and I feel like 1) traffic will accelerate afterwards and 2) how does the fire marshall feel about safety vehicles being hendered. Build responsibly and respect the surrounding area. Pam Magill

14888 Greenhill Crossing Dr, Haymarket, VA 20169

2026 AM

1

kimberly henry

Maureen Carroll [REDACTED]

Subject: REZONING PLEASE READ ALOUD AND ENTER INTO THE MINUTES

Re: Rezoning Application for 53 Townhomes

We believe the rezoning application for 53 townhomes should be denied. Our reasons for this are several.

It is currently very difficult to turn in any direction from any of the side streets or driveways into Washington Street. This is due to the increased numbers of houses and businesses in Haymarket during the past eight to ten years. The cause for this traffic issue is that long term planning for traffic control and flow has been inadequate and/or poor. Fifty three new houses will exacerbate this critical situation.

The addition of fifty three additional homes on the 14600 property will add a further strain to educational systems, as well as police and other city services. It will also increase costs for these services.

In the past, the property at 14600 Washington Street offered some recreational areas and greenspace, spaces which are needed and enjoyed by many people living on the southeast side of Haymarket.

Lastly, people from Greenhill Crossing and Haymarket Station already have difficulty walking across Washington Street to enjoy Haymarket Park, to go to the church, or even to purchase ice cream at Cookies and Cream. The addition of fifty-eight more homes with multiple people and cars will only worsen this situation.

Sincerely,

Maureen and James Carroll

6862 Track Court

2026 AM

Subject: Hearing on 14600 Washington Street,
Haymarket, Virginia

I am writing to formally express my strong opposition to the proposed rezoning that would permit the construction of new townhomes at 14600 Washington Street, Haymarket, Virginia .

While I understand the need for new housing development, this specific proposal poses severe and unacceptable risks to the existing neighborhoods infrastructure and quality of life.

My primary concerns are as follows:

- **Exacerbation of Traffic Congestion:** The traffic flow on Route 55 is already critically bad during rush hour. Introducing a significant number of new residences, such as the proposed townhomes, will dramatically increase the volume of vehicles and push our local road network past its breaking point. This increased congestion will not only frustrate current residents but also create safety hazards and severely diminish our daily commute and neighborhood accessibility.
- **Irreversible Loss of Green Space:** The development would result in a substantial reduction of green area in our neighborhood. These green spaces are vital for maintaining the community's environmental health, and preserving the character of our area. Their loss would be an irreversible step backwards for our community.

I urge you to take these infrastructure and environmental impacts into serious consideration and reject this rezoning proposal. We need sustainable development that respects the current limitations of our road systems and preserves our essential green areas.

Thank you for your time and attention to this critical matter.

Sincerely,

Bo Xia

[6914 Barbera Drive, Haymarket, VA 201691

Robinson Mander

Kimberl Hen

From:

Sent: 2026 AM

Kimberly Henry

Subject: Rezoning application for 58 townhomes

Good morning,

I am a current resident of Greenhill Crossing. I am not able to attend the public hearing this evening but would like my comments read during the hearing.

I support thoughtful growth but placing 58 townhomes directly on the main street of Haymarket risks changing the very character that makes our town special. Haymarket is known for its walkability and historic charm - not high-density residential development. This scale of construction will strain traffic flow and local infrastructure, while diminishing the small-town atmosphere that residents and visitors value. Growth should enhance our community, not overwhelm it.

Within the past 5 years we have had 2 townhouse communities built near the roundabout on 55, we do not need another one.

I urge the council to reconsider this project to preserve the character of Haymarket.

Thank you,

Christine Txu'jf.

Gap Way

Kimberl Hen

From:

To: Kimberly Henry

Subject: Opposition to townhouse development on
Washington Street

Dear Town Hall,

I am stationed away from VA but own a home on Bull Run Mountain I intend to return to. My husband and I fell in love with the area. We frequent downtown Haymarket when in town, including area businesses and the Farmers Market.

I read about the proposal to permit 58 townhomes to be built along Washington Street at 14600. I wish to submit comments to be entered into the record of the 1 June hearing.

I am opposed to allowing that number of houses at that location. The density of housing is too great when added to the housing already existing along Washington Street. That street is often very backed up during rush hour. It's a major cut through to get to Catharpin Road. Adding 58 townhomes, likely with 116 more cars who must transit Washington Street, will ruin the area. There does not appear to be sufficient land to widen Washington Street. Even if we could widen the street, that would significantly alter the small town feel of downtown.

Although housing could reasonably be added, 58 units is way too many.

I see that the zoning application states that parking has been assessed. However, that assessment likely assumes that the residents will park their cars in their garages. That is not always the case, as people use their garages for storage and some prefer to park on the street. It is common near higher density housing to see more cars parked along the street even where garages exist. This reality may undercut the validity of the parking assumptions in the application. Also, the application states it would add a bike lane along the frontage. However, unless that bike lane extends along a reasonable portion of Washington Street, that lane would be useless.

I agree that the land there is underutilized and housing should be added. However the total of 58 proposed units is excessive and should be reduced. I recommend rejecting the proposed rezoning as currently envisioned and disallowing the variances sought. If there is intention to proceed, then it is recommended to study needed traffic improvements that will avoid all of Washington Street from becoming a parking lot during rush hour. If those improvements are infeasible, the plan to build these homes (as proposed) should be rejected.

Thank you.

Angela Tang

Bull Run Mountain
Haymarket

Kimberl Hen

From:

Subject: Haymarket 14600 Washington Street
Rezoning

You don't often get email from rapa.barsel@gmail.com. [Learn why thiS is important](#)

Good morning Kim,

I would like to submit my comment for the Public Hearing on this matter. I am hoping to make it in person but have other commitments as of now. As a resident of Haymarket since 2000, before anything was really here, I am disappointed in what has happened. Although I was very happy to see new stores and residential spaces built out earlier on, it has grown into a massive blot on our landscape.

The rezoning should not be approved. Haymarket does not have the infrastructure to add more housing. Our schools are at or above capacity. Our roads are congested. What took 5-10 minutes to drive through any part of Haymarket has now doubled or tripled in time. Kids, and pedestrians in general, do not have sidewalks in most areas to safely walk or ride bikes. Residents do not have any form of entertainment (i.e. summer concert series, new park, etc.).

The focus and priority of the Town should be to work on building better infrastructure and helping their community with other activities and providing green space rather than more housing or commercial buildings at this time.

Thank you for your attention to this matter.

Rapa Barsel

6911 Bryson Circle
Haymarket

Kimberl Hen

From: _____

Kimberl Hen

From:

Adam Lipera

Sent:

Subject: Schoolhouse Commons, REZ2025-001, Tree
Conservation Concerns

Good evening,

I have reviewed the Schoolhouse Commons rezoning materials and remain concerned that the proposed landscaping, screening, and tree canopy approach appears too light for a project of this scale and visibility. Based on the submitted landscape exhibit, several townhouse frontages appear to lack meaningful street tree coverage, and the overall planting plan does not appear to create the street scaled, shaded, pedestrian oriented frontage that should be expected for a mixed use redevelopment in the Town of Haymarket.

This is not simply an aesthetic concern. Tree canopy, streetscape planting, and perimeter screening are core site design elements that affect heat mitigation, stormwater runoff, walkability, community character, air quality, and long term environmental performance. If redevelopment projects continue to replace existing vegetated sites with limited preservation, sparse planting, and narrow residual landscape areas, local and regional canopy goals will remain out of reach.

The Town's own zoning standards support a stronger approach. Haymarket Zoning Ordinance Sec. 58-

0.16 requires street tree designs and installations to be reviewed with consideration for the existing inventory of street trees and vegetation, medium or large canopy trees for visual relief and shade, and trees shown on plans at maturity. The same section calls for one street tree for every 25 feet of street frontage, with plantings at even intervals wherever possible. At the site plan stage, the applicant should be required to demonstrate compliance with those standards in a clear, measurable way.

That should include a frontage by frontage street tree tabulation, the required and proposed number of street trees, the proposed spacing, the mature canopy limits, and a justification for any frontage where trees cannot be provided. Scattered ornamental trees, foundation shrubs, or small-canopy plantings should not be treated as meeting the intent of a street tree requirement intended to provide shade, pedestrian scale, and visual relief.

I also recommend that the Town require a more robust tree preservation and replacement analysis. Virginia Code S 15.2-961 .3 authorizes local tree planting and replacement ordinances during the development process and establishes minimum 20 year canopy expectations by land use, including 10 percent for business, commercial, or industrial sites, 10 percent for residential sites zoned 20 or more units per acre, 15 percent for residential sites zoned more than 10 but less than 20 units per acre, and 20 percent for residential sites zoned 10 units per acre or less. For mixed use development, the applicable percentage is based on the predominant use.

I recognize that, unfortunately, Haymarket and Prince William County have not adopted local tree

conservation or tree replacement standards under Virginia Code SS 15.2-961.1 or 15.2-961.3 in the same way that other Northern Virginia localities have (Fairfax County). However, that does not prevent the Town from applying the policy principles behind those statutes during rezoning and site plan review, especially for redevelopment projects where tree canopy, streetscape quality, heat mitigation, stormwater benefits, and pedestrian scale are central land use considerations.

The absence of a locally adopted S 15.2-961 .1 or S 15.2-961 .3 ordinance should not be treated as a reason to accept a minimal planting plan. Arlington County and other jurisdictions in the region have demonstrated that local governments can use adopted policies, conditions, proffers, streetscape expectations, landscape standards, and site plan review to push for stronger preservation, replacement, and long term canopy outcomes, even where the specific ordinance framework differs. Haymarket can and should apply the same basic principles here: preserve viable existing canopy where feasible, require meaningful tree replacement, prioritize medium and large canopy trees, provide adequate soil volume and rooting area, and design the frontage so that it contributes to long term canopy coverage rather than merely satisfying a minimal landscape exhibit.

Prince William County's own development standards reflect many of these same principles, even if

Fairfax County code and State code do not apply here. The Prince William County Design and

Construction Standards Manual is intended to assist the public with the policies and regulations that apply to land development, including the review and approval of site development plans and plats. Section 800 of the DCSM requires landscape plans to address buffer areas, basic landscaping, and tree cover, and the County's published DCSM materials indicate that landscape plans should include the location, type, size, and quantity of trees to be planted in rights-of-way, as well as responsibility for maintenance, repair, and replacement of approved plant material.

Applying those same planning and review principles to Schoolhouse Commons, the site plan should be revised to provide the following:

1. A complete tree inventory and condition analysis, including existing canopy limits and vegetation proposed for preservation or removal.
2. A clear tree preservation plan identifying tree save areas, limits of clearing and grading, tree protection fencing, utility conflicts, and grading impacts.
3. A tree canopy calculation showing existing canopy, preserved canopy, proposed planted canopy, and projected canopy at maturity, not merely a plant schedule.
4. A street tree plan demonstrating one street tree per 25 feet of frontage wherever feasible, with medium or large canopy species used for shade, visual relief, and long term canopy value.
5. Additional planting along townhouse frontages that currently appear sparse or without street trees, especially where the public facing streetscape would otherwise be dominated by pavement, drive aisles, parked vehicles, and building mass.

6. Stronger perimeter screening and buffering where the development interfaces with existing residential uses, public streets, parking areas, loading, trash, mechanical equipment, and other service functions.
7. Adequate planting space and soil volume for all canopy trees, so the plan does not merely satisfy a planting count on paper but provides trees that can realistically survive, establish, and contribute meaningful canopy.
8. A maintenance and replacement development condition or proffer requiring the owner, HOA, or responsible party to maintain, repair, and replace failed plant material in accordance with the approved landscape plan.

This issue is larger than this one project. The Metropolitan Washington Council of Governments has adopted a regional goal of maintaining at least 50 percent tree canopy coverage, and COG has emphasized the role of trees in shade, cooling, air quality, water quality, biodiversity, and livability. If projects like this are approved with sparse planting, limited shade, narrow planting areas, and minimal preservation, then those regional and local canopy objectives become functionally impossible to meet.

If the rezoning is moving forward, then the Town should use the site plan review process to require a much stronger landscape, screening, and tree preservation plan. At minimum, the final site plan should fully demonstrate compliance with Haymarket's street tree and landscape requirements, provide meaningful canopy along all public and private street frontages, preserve viable existing vegetation where feasible, and provide additional canopy trees and screening beyond the minimum where needed to achieve the intended streetscape character and long term environmental performance of the site.

Respectfully,

Adam Lipera

5871 Pulloeh Spring Court
Haymarket

From:

Michele Milhiser

Dear Kim Henry,

We have been Haymarket residents since 2005. We are certainly not anti-growth, but believe that the additional housing units will exacerbate the current traffic congestion plaguing Haymarket. We can't turn back the clock on past decisions, but we can certainly make better ones going forward. We do not support the proposed rezoning and are asking you to vote no.

Sincerely,

Dave and Michele Milhiser

14929 Greenhill Crossing Dr, Haymarket, VA 20169