



PLANNING COMMISSION - REGULAR MEETING

Tuesday, May 12, 2026 at 7:00 PM

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

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

AGENDA

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. CITIZENS TIME

IV. MINUTE APPROVAL

1. [Planning Commission - Regular Monthly Meeting: April 14, 2026](#)

V. AGENDA ITEMS

1. [Comprehensive Plan Work Session](#)

VI. OLD BUSINESS

VII. NEW BUSINESS

VIII. ARB UPDATES

IX. TOWN COUNCIL UPDATES

X. ADJOURNMENT



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DRAFT MINUTES

I. CALL TO ORDER

A Regular Meeting of the Planning Commission of the Town of Haymarket, VA was held this evening in the Council Chambers, commencing at 7 pm.

Chairman Jerome Gonzalez called the meeting to order.

PRESENT

Chairman Jerome Gonzalez
Vice Chairman Justin Baker
Commissioner Walt Young
Commissioner Jeff Kress
Commissioner Mahmoud Omer

II. PLEDGE OF ALLEGIANCE

Chairman Gonzalez invited everyone to stand and join him in the Pledge of Allegiance.

III. CITIZENS TIME

There were no citizens wishing to address the Planning Commission at this evening's meeting.

IV. MINUTE APPROVAL

Chairman Gonzalez asked for edits to the minutes presented.

Vice Chairman Baker moved to approve the Planning Commission minutes from March 10, 2026. Commissioner Young seconded the motion. The motion carried.

Motion made by Vice Chairman Baker, Seconded by Commissioner Young.

Voting Yea: Chairman Gonzalez, Vice Chairman Baker, Commissioner Young, Commissioner Kress, Commissioner Omer

V. AGENDA ITEMS

1. REZ #2025-001 - Rezoning Application for 14600 Washington Street: Recommendation to Town Council

Chairman Gonzalez asked for Town Planner Lydia Schauss to lead the discussion on the consideration of Rezoning #2025-001: the rezoning for 14600 Washington Street. Ms. Schauss updated the Commission on the changes that were requested from the previous meeting. She shared that she met with the developer after the last meeting and made the appropriate adjustments in the narrative and on the GDP. She shared, per the discussion, the TIA was expanded to do a twenty year analysis for a round-about. She provided the items that have

been included in the narrative as the following: pedestrian safety enhancements, including the crosswalk, the flashing beacon and adjustments to the curb from Greenhill Crossing to the development, as well as the brick hardscapes on the eastern portion of the development; the rear townhomes will have cantilever decks subject to ARB approval. The GDP was reflected that townhomes 4,5, 26 and 27 will be 22 foot units. She stated that the applicant and staff will continue to meet with the phasing of the development. The number of townhomes is subject to the demolition permit of the back part of the QBE building being granted by the ARB. Also the parking at the front of the building is contingent on a waiver approval from the ARB. The GDP also notes the pedestrian breezeway in the school building for easy access from one side of the building to the other and no parking along Bleight Drive. Lastly, Ms. Schauss shared that there is on going discussion on landscape buffering and fencing along Washington Street and the commercial portion of the property and the development adjacent on the east side just inside the County line. All references to the Lewis Home and School house building are aligned and up to date. She continued to state that the application has undergone substantial rendition based on staff and Planning Commission feedback. Based on staff review, Ms. Schauss shared the proposal is consistent with the Town's Comprehensive Plan and the Town's 2026 Strategic Plan. Ms. Schauss stated that the staff is recommending approval of the Schoolhouse Commons rezoning application. She shared the 5 keys findings that staff is basing their recommendation on. 1. The rezoning serves as an appropriate residential transition; 2. noting the preservation of the historic resources by keeping the school house building known as the QBE building and the Lewis home, known as the Cookie and Cream building and will be incorporating them into the development; 3. the development supports local businesses by working with the current tenants of the QBE building and moving the business from the Cookies and Cream building to the QBE building and relocating the dance studio from the back of the building to another space within the building; 4. the alignment with Town plans supporting the Town's comprehensive plan and the current strategic plan by incorporating more walkability and bike lanes along with additional streetscape and benches; 5. the development has great compatibility with the Town's character with the design of the townhomes and the property that will reflect on the same style of the existing homes surrounding the property. This emphasizes a small hometown feel and cohesive visual identity which transitions from community park to residential single family to mixed use. Ms. Schauss shared additional considerations that helped determine the staff recommendation, such as safe access in circulation of the property that will emphasize on walkability and bike access, traffic impacts are minimized compared to a by-right commercial developer, applicant has been responsive to feedback particularly the requested 20 year traffic analysis outlook for a round about, creation of additional entry/exit points on Bleight Drive and Washington Street, and the inclusion of the balance on the approach of growth and historic preservation while maintaining Town goals.

At this time, Ms. Schauss gave the floor to the applicant for their presentation. Mr. Kirk Johnson and Mr. Shavon Dosky, owners of Graystone Companies, gave a presentation on the concept of the property. Mr. Johnson showed the updates including the crosswalk at Greenhill Crossing, the streetscape along Washington Street, brick fronts on the townhomes, and the curb and gutter with no parking along Bleight Drive. He showed the pedestrian pass through within the QBE building and the demolition of the back of the building. Mr. Johnson shared that they are trying to make the QBE building more viable and create a space that the tenants can thrive by making improvements to the building. Mr. Dosky shared that they worked hard at trying to incorporate community, town staff and planning commission comments to the plan. He shared that they recognize the traffic issues in the Town but feels this is the best alternative as opposed to a by right commercial land use. After their presentation, the floor was opened for discussion. A discussion followed on the fencing and landscaping and the parking for the commercial businesses. Mr. Johnson shared that upon ARB approval for the demolition of the back part of the building, it would create more parking spaces for the commercial businesses. Town Manager Kyriazi asked the applicant to provide more information on the traffic concerns since this subject has been raised a lot at the public hearing and within discussion at the various meetings during the entirety of the process.

The traffic engineer from the group addressed the many concerns by sharing that they met with the Town and VDOT to discuss what the perimeters would be, determining the study areas and intersections. She said from the beginning Greenhill Crossing and Bleight Drive were the two focus points. She shared that they have been in the field collecting data. She continued to state that they also projected the traffic in future years. She shared that when meeting with VDOT, there was a discussion on the one way loop on the property and the confusion it causes. She stated that the team provided a solution by abandoning the loop and having one entry/exit point that is more traditional. She also shared the second entry/exit point on Bleight for better traffic control within the development. She stated that the applicant listened to the concerns of the citizens by installing a crosswalk from Greenhill to the property so that they could cross safely. She shared that this would be contingent on VDOT approval. A discussion followed on the VDOT process of the crosswalk at Greenhill Crossing and the request to abandon the one way exit point that is currently being used and the safety hazard with the exit being against the Robinson Manor development. There was also a discussion on the future growth of the Town and how this was taken into consideration into their study. Town Manager Emily Kyriazi shared past incidents that occurred at the exit point. She stated that the improvements to the property and the alignment of a proper entry/exit point will greatly benefit the Town and the area. The Planning Commission also questioned the traffic impact numbers provided. They also discussed the proposed crosswalk at Greenhill Crossing. There was also a discussion on the parking study. The Planning Commission discussed the maximum allowable heights of the townhomes. Before deciding on the recommendation to the Town Council, Chairman Gonzalez asked for any other questions or comments to the application. He shared that this property has had its history. It came with different thoughts, ideas and challenges. He stated now for the Planning Commission to decide if this idea is appropriate for changing the zoning district, the question of height and density. He continued to state that the applicant has been very accommodating to the Town's requests. Before making a motion, Chairman Gonzalez asked for a brief recess for staff to provide the resolution to be read into the record.

After the recess, **Chairman Gonzalez read into the record a resolution for recommendation of approval for Schoolhouse Commons rezoning. Mr. Gonzalez moved to adopt the resolution and seconded by Commissioner Young. The motion carried by a roll call vote with 4 in favor, 1 opposed.**

**Motion made by Chairman Gonzalez, Seconded by Commissioner Young.
Voting Yea: Chairman Gonzalez, Vice Chairman Baker, Commissioner Young,
Commissioner Omer
Voting Nay: Commissioner Kress**

Town Manger Emily Kyriazi shared that the application will now move forward to the Town Council and a public hearing will be set.

2. Revised Capital Improvement Plan Discussion

Town Manager Emily Kyriazi presented the updated Capital Improvement Plan to the Planning Commission for review. She discussed the current items that were added and edited. She asked for final feedback from the Planning Commission to bring back to the Council. There was a discussion on the connectivity to the County at the railroad tracks on Jefferson Street. Mrs. Kyriazi stated she will add that to the CIP along with the shared use path connecting on the north end of Jefferson Street into the county. She shared that neither of the connections require Town funding. Mrs. Kyriazi shared that she will report back to the Planning Commission once the Town Council passes the budget and CIP in June.

VI. OLD BUSINESS

Town Planner Lydia Schauss provided the Old Business updates. She shared that the opening day of the Farmer's Market was very successful. She also shared additional information on the storm water grant surveying that will be taken place at the end of April. Ms. Schauss also shared that the interviewing for the Town Park RFP is continuing. She shared that some of the projects in Town are starting to wrap up, such as the Robinson Paradise development, Jordan Lane, Fayette Street lots and now the rezoning application going to the Town Council. She shared that she is starting to gather information on Comprehensive Plans from other jurisdictions. She also shared that she will start working on the zoning ordinance to allow murals and updating the sign ordinance. She provided information on the hotel site at the Crossroads Village Center.

VII. NEW BUSINESS

Town Planner Lydia Schauss shared that there are new businesses opening in the Town and will provide that information when it becomes available.

VIII. ARB UPDATES

Town Planner Lydia Schauss shared that the Architectural Review Board consider two applications for solar panels one at Kiddie Academy and the other at a residential property with both being approved.

IX. TOWN COUNCIL UPDATES

Councilmember Baker gave the Town Council updates sharing that the Council presented a proclamation to Dominion Womens Club proclaiming April as Child Abuse Awareness month. He also shared there was a public hearing on the real estate tax rate for FY27 at the April meeting. He shared the date of the Bob Weir Open Government Day scheduled for April 27. He stated that local government officials will be in Town Hall to speak with any local constituents about their concerns or answer any questions.

X. ADJOURNMENT

With no further business before the Planning Commission, Commissioner Young moved to adjourn seconded by Commissioner Kress. The motion carried.

Motion made by Commissioner Young, Seconded by Commissioner Kress.

Voting Yea: Chairman Gonzalez, Vice Chairman Baker, Commissioner Young, Commissioner Kress, Commissioner Omer



Town of Haymarket
15000 Washington Street, #100
Haymarket, VA 20169
703-753-2600

Memorandum

To: Town Council

From: Lydia Schauss, Town Planner

Emily L. Kyriazi, Town Manager & Zoning Administrator

Date: April 27, 2026

Re: Comprehensive Plan Update

In accordance with the Code of Virginia §15.2-2223 (*Comprehensive plan to be prepared and adopted; scope and purpose*) localities in coordination with the planning commission shall prepare and recommend a comprehensive plan for the physical development of the territory within its jurisdiction. The Town of Haymarket does not have a current Comprehensive Plan, as such Town Staff have moved forward with analysis of surrounding regions and the adopted comprehensive plan to illustrate how neighboring jurisdictions respond differently to the same regional social and political macro forces such as growth, mobility, and economic change, based on identity, scale, and capacity for development.

Attached is a completed analysis of 10 Comprehensive Plans analyzed through 20 quantifying factors (Warrenton, Middleburg, Manassas, Occoquan, Herndon, Shenandoah County, Dale City, Strasburg, Purcellville, and Culpeper County).

This form of Cross-Plan Insights creates a clearer picture of the shared macro trends across Virginia including; Housing Pressure (even in rural areas, just expressed differently), Need for Economic Diversification, Balancing Identity vs. Change, Infrastructure Adaptation, and Increased Importance of Public Engagement in Planning Processes. By looking beyond the Town of Haymarket and Prince William County, Town staff can see beyond local bias, assumptions about growth, land use, or priorities, revealing alternative Comp Plan action approaches.



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Town Staff identified Warrenton, Manassas, and Occoquan as the most compatible to our Town due to shared characteristics and Strategy Response Type.

Warrenton functions as a close-knit, place-based community where interaction is hyper-local and social. Manassas is a connected, economically active small city with regional reach, working to connect with residents against the rising density. Occoquan is both a destination town and local village with interaction extending beyond residents to visitors, with a preservation first approach.

Town Staff will take next steps to turn these findings into a framework for The Town of Haymarket future Comprehensive Plan. Returning to the findings and asking questions such as;

1. How important is *this factor here*?
2. How well is it currently addressed in the Town of Haymarket?

Asking questions such as these gives a gap analysis. Town staff will be able to address what policies, guidelines, or community connections are missing, weak, or overemphasized locally. Utilizing these findings to formulate Town core priorities.

Category	Region									
	Warrenton	Middleburg	Manassas	Occoquan	Herndon	Shenandoah County	Dale City	Strasburg	Purcellville	Culpeper County
Community Interaction Model	Hyper-local neighborhood-focused (strong use of public spaces, parks, and walkable streets)	Visitor & resident hybrid (tourism driven interactions tied to historic core and rural surroundings)	Regionally connected city (interaction across neighborhoods, jobs, transit, and downtown)	Compact historic riverfront (visitor-driven with strong local civic identity)	Transit-oriented suburban town (blending local life with regional commuting)	Dispersed rural communities (interaction tied to land and small town)	Auto-oriented suburban community (strong residential identity with commuter base)	Small historic town (blend of local life & tourism)	Small-town with strong local identity; mix of residents and regional visitors	Rural county with small-town nodes (interaction tied to agriculture and countryside)
How People Engage with Place	Daily life centered on walking, gathering, and local amenities (strong youth and family orientation)	Engagement through tourism events, events, and small-town commerce (strong connection to surrounding rural lands)	Engagement through work, commuting, cultural events, and mixed-use areas (diverse population areas)	Engagement through shops, dining, waterfront, and events (strong public realm)	Engagement through transit, jobs, mixed-use areas and downtown	Engagement through agriculture, outdoor recreation, and local communities	Daily life centered on housing, schools, and commuting (limited walkable centers)	Engagement through Main street local businesses and regional visitors	Main Street activity, community events, local businesses, and regional tourism	Engagement through rural living, farming, and small-town services
Role in Region	Small-town hub within Fauquier County (semi-independent but regionally influenced)	Destination village within Loudoun County (dependent on regional tourism and rural landscape)	Economic and population center (integrated into DC metro economy)	Boutique tourism destination within PWC region)	Inner-ring suburb with Metro access (employment and residential hub)	Rural backbone of Shenandoah Valley (environmental and agricultural resource)	Community within PWC (tied to DC job market)	Gateway town between I-81 corridor and Shenandoah Valley tourism	Transition town in Loudoun County (edge between rural and suburban growth)	Rural county within commuting distance of NOVA (agriculture and residential role)
Growth Pattern	Managed growth with emphasis on maintaining character	Minimal growth (largely built-out with limited development capacity)	Continued growth through infill, redevelopment, and intensification	Highly constrained (minimal physical expansion)	High growth via TOD and redevelopment	Low-density gradual growth	Mostly built-out (redevelopment and infill opportunities)	Moderate, controlled growth (some expansion potential)	Moderate growth with emphasis on maintaining small-town scale	Moderate growth (pressure from suburban expansion outward from NOVA)
Key Demographic Trends	Need for broader housing diversity (focus on retaining families and younger populations)	Modest population growth (gaps in housing for young workers and seniors)	Rapid growth, increasing diversity, aging population, rising housing demand	Small, stable population (high visitor-to-resident ratio)	Increasing population diversity (workforce growth urbanizing demographics)	Aging population (slow growth & retention challenges)	Diverse, growing population (family-oriented & commuter workforce)	Slower growth (mix of long term residents and newcomers)	Growing families (pressure from Loudoun County growth)	Moderate growth (increasing commuter population & aging rural residents)
Economic Drivers	Local businesses, government, healthcare, and small-scale entrepreneurship	Tourism (~75% of revenue), agri-tourism, equestrian economy	Diverse economy (major employers, industrial investment, small businesses, tourism)	Tourism, dining, small businesses	Regional employment access, local business, redevelopment economy	Agriculture, tourism, small-scale industry	Primarily residential (retail and service economy supporting residents)	Tourism, small businesses, regional pass-through economy	Small businesses, local services, tourism, and some commuter economy	Agriculture, logistics, light industry, and commuter-based economy
Major Trends / Pressures	Post-pandemic lifestyle shifts (remote work, outdoor activity) & Demand for walkability and public space (infrastructure flexibility needs)	Tourism growth & regional development pressure from Loudoun County despite limited land supply	Housing affordability crisis due to population growth and diversification (Infrastructure strain connected to emerging industries e.g. data centers)	Tourism pressure on infrastructure (Flooding & environmental constraints) with limited growth capacity	Metro-driven density (housing demand & shift to mixed-use and residential development)	Rural land preservation (economic diversification) & development along corridors	Housing demand and affordability & need for local economic base & traffic congestion	Balancing growth with historic character & leveraging tourism to compete with nearby larger towns	Growth pressure from Loudoun County (focus on maintaining character)	Suburban encroachment & housing demand spill over (infrastructure limitations)
Land Use Dynamics	Expansion of walkable mixed-use character districts (preservation of neighborhoods)	Strong preservation (limited new development with focus on redevelopment) ex. Federal Street	Shift to compact, mixed-use infill and redevelopment (limited greenfield land)	Strict historic preservation (limited redevelopment)	Dense mixed-use near transit (corridor redevelopment)	Strong rural zoning (designated growth areas)	Suburban regional dominance (need for mixed-use redevelopment nodes)	Historic core preservation & targeted growth areas	Preservation of historic core (managed expansion at edges)	Rural preservation with designated development areas
Transportation Trends	Increasing demand for multimodal options (walking & biking)	Focus on pedestrian improvement and maintaining village scale streets	Multimodal expansion (reduce reliance on driving) & adapting to telework and new mobility tech	Walkable core (regional auto access & visitor traffic)	Transit-oriented (metro) with multimodal expansion	Auto-dependent (regional highway reliance)	Heavy reliance on commuting (car & bus) with limited internal connectivity	Regional highway access (I-81) & small-town walkability improvements	Increasing walkability (still auto-oriented regionally)	Auto-dependent (corridor-based travel patterns)
Infrastructure Pressures	Adapting water, sewer, and telecom systems to changing usage patterns	Maintaining ageing infrastructure planning for limited growth capacity	Significant upgrades needed (utilities, schools, transportation systems)	Capacity constraints due to size and tourism	Infrastructure expansion for density (utilities, transit, schools)	Maintaining infrastructure across large rural geography	Aging suburban infrastructure (school capacity & infrastructure congestion)	Infrastructure expansion tied to moderate growth	Expanding infrastructure to support moderate growth	Need for infrastructure expansion in growth areas
Housing Challenges	Need for attainable and diverse housing to support inclusivity	Limited supply (need for workforce and senior housing)	Rising costs (high cost burden) need for expanded housing supply	Extremely limited supply (constrained by preservation)	Affordability pressures (need for higher density housing)	Limited diversity (affordability challenges for workforce)	Affordability pressures (limited diversity in housing types)	Need for housing that supports workforce and modest growth	Rising costs and subsequent need for diverse housing while preserving character	Need for workforce housing (balancing rural character with growth)
Environmental / Open Space Priorities	Expand open space network for health and community identity	Strong emphasis on rural land conservation and groundwater protection	Sustainability, resilience, and environmental health integrated into growth strategy	Waterfront protection (flood resilience)	Green infrastructure integration (urban sustainability)	Strong Conservation of farmland and natural resources	Maintaining suburban open space and parks	Protecting scenic and environmental assets	Protection of open space and rural edges	Protection of farmland, scenic resources, and rural landscapes
Primary Planning Philosophy	Resilience & Community Health	Preservation & controlled change	Growth management & urban evolution	Preservation & Tourism Management	Transit-oriented growth & urban evolution	Rural preservation & sustainability	Suburban reinvestment & diversification	Historic preservation & incremental growth	Managed growth & small-town Preservation	Rural preservation & strategic growth

Response to Regional Change	Adapt systems (health, infrastructure, mobility) while preserving identity	Strategic small-scale adaptation (protects historic and rural character)	Actively Planning for growth, density, and economic expansion	Protect Identify while accommodating tourism demand	Embrace growth and urbanization driven by transit	Resist rapid growth (guide slow sustainable change)	Transition from bedroom community to more self-sustaining mixed-use area	Adapt tourism and regional growth while maintaining identity	Balance suburban pressure with small-town identity	Manage spillover growth from NOVA while preserving rural character
Approach to Economic Change	Support local economy and entrepreneurship (build fiscal resilience)	Strengthen tourism and small business base (explore new trends like coworking)	Expand business base, attract major employers, support workforce development.	Strengthen tourism and small business base	Diversify economy (leverage transit access)	Support agriculture & diversify rural economy	Diversification: develop local job centers and reduce reliance on commuting	Small-scale growth: support local business and leverage regional partnerships	Support local business while adapting to regional growth	Diversify beyond agriculture (attract compatible industries)
Mobility Strategy	Walkability, Complete Streets, local connectivity	Fill sidewalk gaps (maintain village-scale mobility)	Regional connectivity & multimodal systems (transit, bike, pedestrian)	Pedestrian focused core (manage visitors traffic)	Diversity economy (leverage transit access)	Maintain road network (limited transit)	Multimodal retrofit: improve transit access, walkability, and connectivity; reduce auto-dependence	Primarily auto-oriented; maintain regional access (I-81) with incremental downtown walkability improvements	Improve walkability (maintain regional road access)	Maintain highway access (limited multimodal investment)
Equity/Inclusion Focus	Inclusive housing and access to community resources	Maintain diversity within constraints of small-town scale	Explicit focus on equity across income, age, and demographics	Limited by scale and housing availability	Strong focus on inclusive growth and housing access	Focus on access to services in rural areas	Access-based: improve access to jobs, services, and transit for a diverse population	Community-based: focus on livability, service access, and maintaining a stable small-town population	Moderate focus on maintaining community accessibility	Focus on access challenges due to rural geography
Key Risks	Losing character if growth not balanced (infrastructure lag)	Over-reliance on tourism (external growth pressures with limited adaptability)	Housing affordability crisis (infrastructure capacity & land constraints)	Over-tourism flooding, infrastructure strain	Overdevelopment affordability crisis (infrastructure lag)	Economic stagnation, population decline, limited services	Economic stagnation if no diversification (congestion, aging infrastructure)	Losing character or missing growth opportunities	Loss of small-town character (rising housing costs)	Sprawl, loss of farmland, infrastructure strain
Overall Adaptation Strategy	Evolve without losing identity	Protect identity and limit growth	Embrace change and manage it strategically	Protect identity while sustaining tourism	Leverage growth and transit to evolve	Preserve rural identity with gradual adaptation	Retrofit suburb into more complete community	Balance growth with preservation and tourism	Balance growth with preservation	Absorb growth while protecting rural landscape