

Town of Haymarket

Town Hall Master Plan

July 1, 2013

Prepared for:

Town of Haymarket

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Acknowledgments

The Haymarket Town Council adopted the Town Hall Master Plan on July 1, 2013.

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Overview and Existing Conditions

The Town of Haymarket secured the services of J2 Engineers, Inc. (J2) and Land Planning and Design Associates, Inc. (LPDA) to develop concept plans for the revitalization of the Town Hall property.

The Town Hall is an existing 12,300 SF building that features government and private offices, and retail shops within an existing brick clad frame structure. The approximate 1.50 acre site is comprised of five parcels, 5,341-sf, 6,042-sf, 3,003-sf, 12,552-sf and 38,426-sf. The parcels are currently zoned B-1. The site includes three (3) accessory structures: 2 wood frame structures and an approximate 4,200SF 2-story frame structure that currently serves as office space. The two wood frame structures are known as the George Andrew Hulfish House (1874) is approximately 1,440SF and the Old Post Office (1885) is approximately 1,300SF. Both structures underwent renovation in 2011/2012 and are currently being leased by the town.

Like a lot of Towns in Northern Virginia, Haymarket is plagued with high traffic volumes during the morning and evening rush hours. Virginia Route 55, Washington Street serves as the main artery through the Town with Jefferson Street connecting the historic area of Town to new residential developments north and south. Jefferson Street

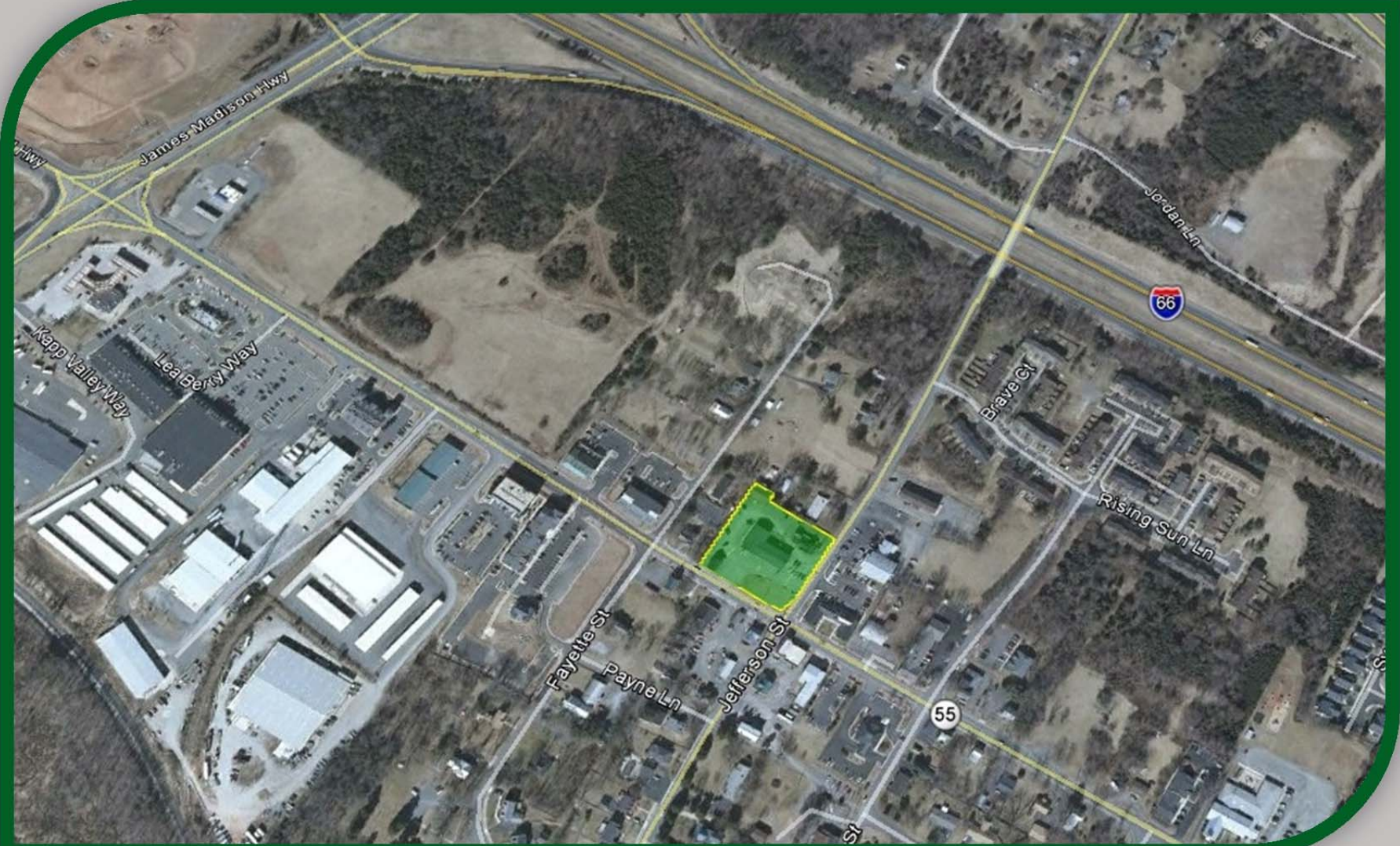
is one of only two crossings of Interstate 66 between the US 15 and 29 interchanges, Haymarket and Gainesville respectively, making it a popular choice for local traffic wanting to avoid those interchanges during rush hour.

The Town Hall site is located adjacent at the NW corner of Washington Street and Jefferson Street at a signalized intersection. During peak hour times, the back up at the signal makes the Town Hall property an attractive cut-through for travelers wishing to avoid the signal.

Additionally the Town Hall site has significant drainage issues. The rear of the Town Hall structure is prone to flooding in moderate rain events. The site is flat and the finished floor elevations of the primary building in relationship to the parking area will not allow proper drainage around the building.

Finally, the site is nearly completely paved with the exception to a grassy area that serves as the Town Green on the corner of Washington Street and Jefferson Street. Parking spaces are somewhat un-organized and un-defined with speed bumps to deter cut-through traffic and pavement markings being utilized currently.





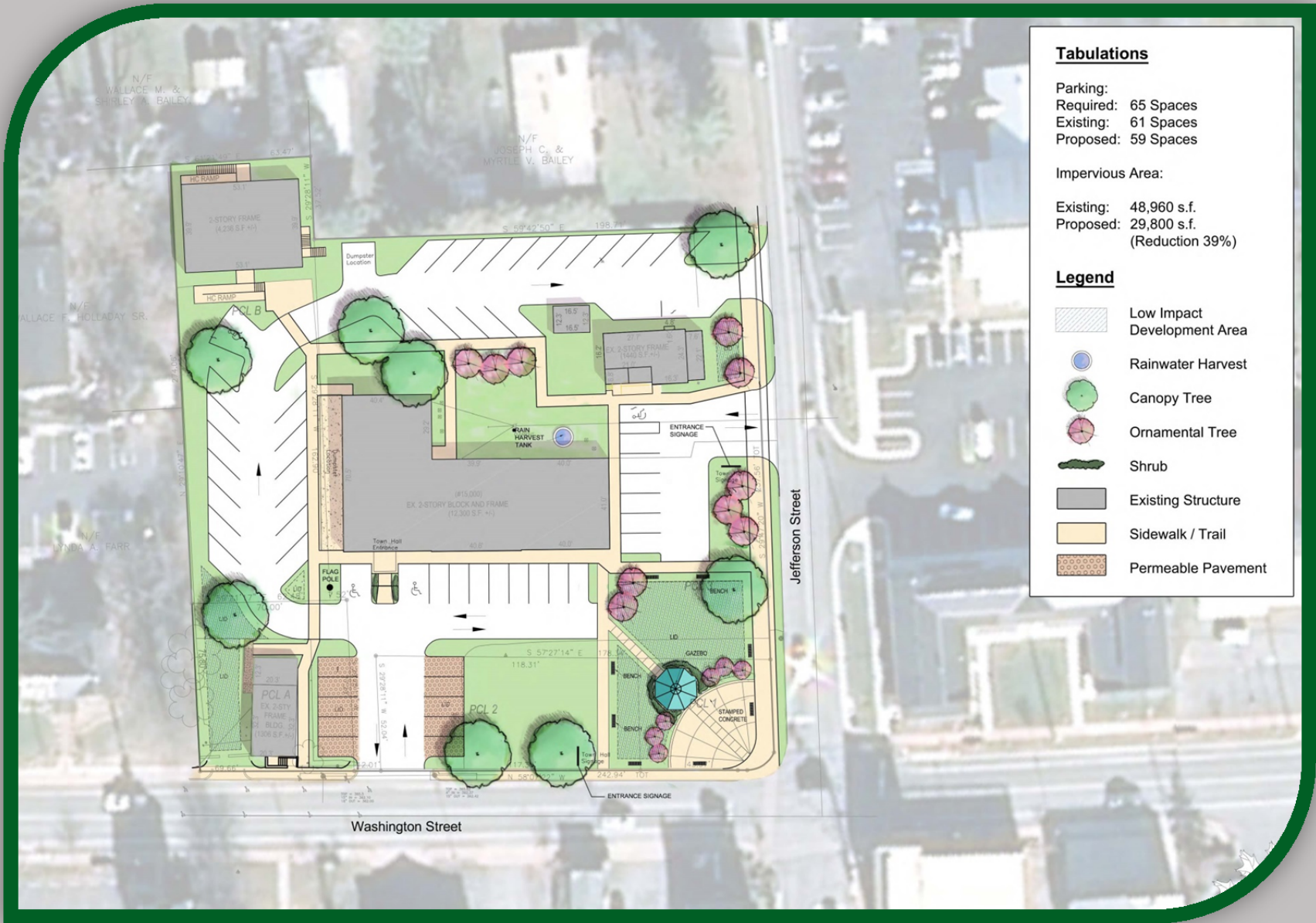
Site Location

Goals and Objectives

The objective of the Master Plan was to develop three site Concept Plan that gave the Town of Haymarket options and flexibility to accomplish the following goals:

- Improve vehicular circulation focusing on limiting or significantly inhibiting cut through traffic
- Define and improve pedestrian circulation both in and around the site.
- Mitigate stormwater management through a series of Best Management Practices (BMP) measures allowing for the site runoff to be collected on-site and discharged to existing outfalls offsite.
- Enhance the landscape concept to complement the stormwater solution and provide a primary and secondary landscape to the public spaces.
- Suggest and identify potential Low Impact Development measures to treat on-site runoff. These measures are subject to final engineering.
- Enhance the Town Square with landscape and site furnishings
- Provide guidance for architectural improvements to break up the building façade and to provide definition between tenants and uses.
- Maintain or increase available site parking.





Tabulations

Parking:
Required: 65 Spaces
Existing: 61 Spaces
Proposed: 59 Spaces

Impervious Area:
Existing: 48,960 s.f.
Proposed: 29,800 s.f.
(Reduction 39%)

Legend

- Low Impact Development Area
- Rainwater Harvest
- Canopy Tree
- Ornamental Tree
- Shrub
- Existing Structure
- Sidewalk / Trail
- Permeable Pavement

One-way Concept Plan - Option A

One-way Concept Plan – Option A

(Attachment A)

Site Access

This concept represents one-way site circulation that utilizes the existing entrance from Washington Street and circulates the vehicular moves, north, around the Town Hall and existing on Jefferson Street. Visitors to the site can use parking in front of the Town Hall and can exit back onto Washington Street.

This option reduces the amount of parking spaces, while providing more green space adjacent to the town green along Washington Street.

Pedestrian Facilities

This concept utilizes the existing sidewalk on Washington Street and creates a pedestrian facility on the west side of Jefferson Street. The proposed sidewalk/trail along Jefferson Street may require a VDOT waiver prior to construction. This will depend on the type of facility being proposed.

The on-site pedestrian network provides connection all the proposed parking areas to the existing structures and provides walkers five points of access to the local pedestrian facilities.

Drainage and Stormwater Management

This concept proposes to reduce the existing site impervious area by 39%. The site should design a closed drainage system to collect runoff from behind the Town Hall and convey it to one of the two existing outfalls located along Washington Street and Jefferson Street. Surface runoff should be directed to proposed bioretention and pervious pavement areas. Those systems should be designed in a manner that would allow the overflow to enter into the close drainage system and outfall.

Low Impact Development

However, the reduction of the impervious area is the first step in retrofitting LID measures on the Town Hall site.

This concept identifies use of Rain Harvesting tank for irrigation of the open space at the back of the Town Hall; bioretention area at the corners the parking bays; permeable pavers/pavement in the parking areas, rain gardens around the town greens area and adjacent to the Old Post Office and Hulfish House.

Low Impact Development suggestions will be discussed on page 12.

Landscaping and Site Furnishings

The concept proposes site signage on both Washington Street and Jefferson Street and suggests a location for a flag pole near the entrance to the Town Hall.

The concept identifies a gazebo, benches and hardscapes at the Washington Street/Jefferson Street intersection.

Screening should be investigated if the trash area is to remain along the west wall of the Town Hall structure. A dumpster location has also been identified at the back of the site.

Parking

The site requires 65 parking spaces and currently there are estimated to be 61 spaces. This concept proposes 59 spaces.

One-way Concept Plan – Option B

(Attachment B)

Site Access

This concept is similar to Option A that represents one-way site circulation that utilizes the existing entrance from Washington Street and circulates the vehicular moves, north, around the Town Hall and existing on Jefferson Street. Visitors to the site can use parking in front of the Town Hall and can exit back onto Washington Street.

Parking

The site requires 65 parking spaces and currently there are estimated to be 61 spaces. This concept proposes 67 spaces.

This option decreases the amount of green space and introduces 14 additional permeable parking spaces for overflow parking. These

spaces can be designed in a manner to promote the growth of grass or vegetation when not in use and can be used for day to day parking.

As this concept moves to the engineering phase, there should be special considerations given to an irrigation system to enhance growth of the grasses within the permeable parking spaces.

Below are images of products which represent permeable paving alternatives.








Tabulations

| | |
|----------|----------------------|
| Parking: | Required: 65 Spaces |
| | Existing: 61 Spaces |
| | Proposed: 64 Spaces |
| | 14 Permeable Parking |
| | 50 Asphalt |

Impervious Area:

Existing: 48,960 s.f.
 Proposed: 35,250 s.f.
 (Reduction 28%)

-  Low Impact Development Area
-  Rainwater Harvest
-  Canopy Tree
-  Ornamental Tree
-  Shrub
-  Existing Structure
-  Sidewalk / Trail
-  Permeable Pavement

Two-way Concept Plan

Two-way Concept Plan

(Attachment C)

Site Access

This concept represents two-way site circulation that utilizes the existing entrance from Washington Street and circulates the vehicular moves, north, around the Town Hall to an entrance on Jefferson Street.

This option includes elevated crosswalks between the Old Post Office build and the Town Hall, as well as on proposed between the Town Hall and the structure in the northwest corner of the sight. The crosswalks are proposed as traffic calming measures and discourage cut-through movements from Jefferson Street to Washington Street.

Pedestrian Facilities

This concept utilizes the existing sidewalk on Washington Street and creates a pedestrian facility on the west side of Jefferson Street. The proposed sidewalk/trail along Jefferson Street may require a VDOT waiver prior to construction. This will depend on the type of facility being proposed.

The on-site pedestrian network provides connection all the proposed parking areas to the existing structures and provides walkers five points of access to the local pedestrian facilities.

Drainage and Stormwater Management

This concept proposes to reduce the existing site impervious area by 39%. The site should design a closed drainage system to collect runoff from behind the Town Hall and convey it to one of the two existing outfalls located along Washington Street and Jefferson Street. Surface runoff should be directed to proposed bioretention and pervious pavement areas. Those systems should be designed in a manner that would allow the overflow to enter into the close drainage system and outfall.

Low Impact Development

However, the reduction of the impervious area is the first step in retrofitting LID measures on the Town Hall site.

This concept identifies use of Rain Harvesting tank for irrigation of the open space at the back of the Town Hall; bioretention area at the corners the parking bays; permeable pavers/pavement in the parking areas, rain gardens around the town greens area and adjacent to the Old Post Office and Hulfish House.

Low Impact Development suggestions will be discussed on page 12.

Landscaping and Site Furnishings

The concept proposes site signage on both Washington Street and Jefferson Street and suggests a location for a flag pole between the two parking areas.

The concept identifies sitting walls along Washington and Jefferson Streets. This concept has added a picnic area at the back of the Town Hall

A dumpster location has also been identified at the back of the site. Consideration shall be given to screening types that should not impede two-way circulation.

Parking

The site requires 65 parking spaces and currently there are estimated to be 61 spaces. This concept proposes 64 spaces of which 14 are identified as permeable parking spaces.

Low Impact Development Concepts

The design of a LID parking lot begins with a thorough site analysis taking into consideration existing conditions such as site grades, existing structures and outfalls. Using this information, the LID parking lot design was developed in an efficient layout that reduces impervious surfaces and uses site grading to direct runoff to proposed landscaped areas where LID strategies can be utilized. This study has attempted to

identify LID types and locations to simplify the retro-fit process at the site plan stage.

Bioretention and pervious pavements are the most common LID features utilized for parking lot stormwater management. Bioretention facilities can be configured in nearly any shape and pervious pavements come in a variety of styles, colors and finishes making them flexible ways to achieve the desired performance.



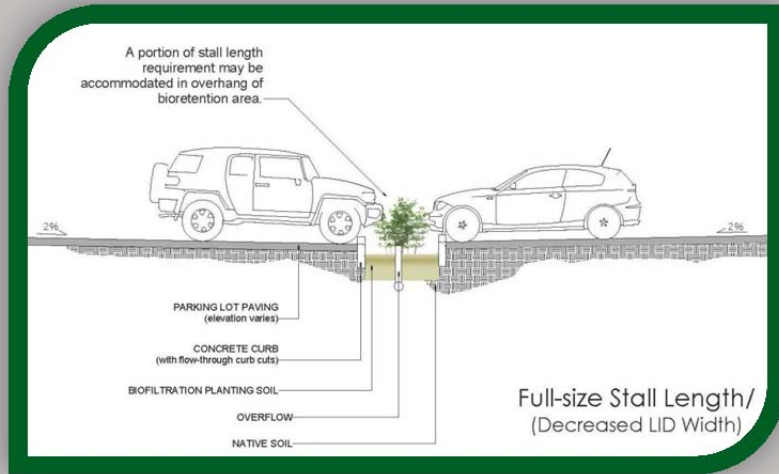
Bioretention swales:

Bioretention swales are long and narrow with a gradual longitudinal slope that conveys stormwater. Rain gardens have a flat bottom with sloped sides and can be designed in many shapes and sizes.

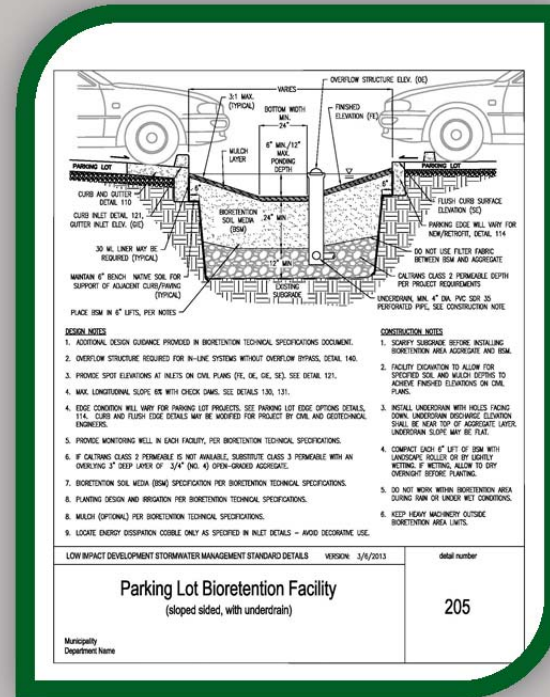


Bioretention Planter

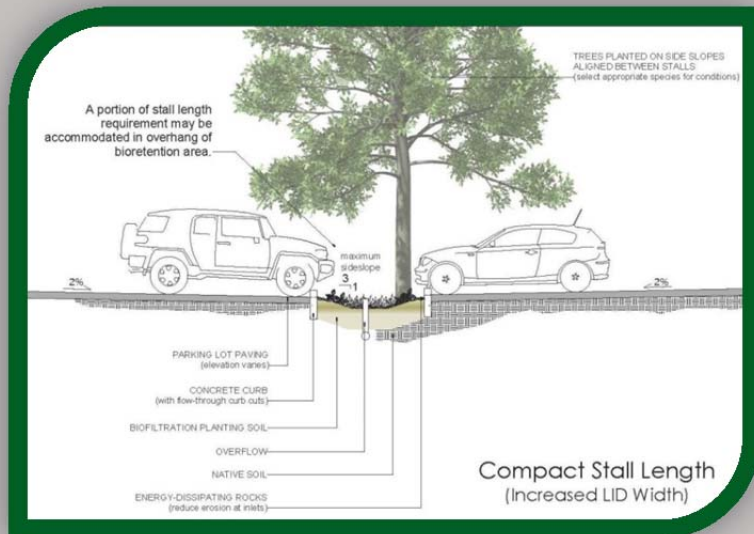
Bioretention or stormwater planters: Small, contained bioretention areas where treated stormwater is infiltrated into the ground (Infiltration Planter) or, discharged to a traditional stormwater drainage system (Flow-Through Planter). Bioretention planters are flat bottomed with consistent soil depth and inundation across the planter. They are often used where space is limited.



Bioretention Detail 1



Bioretention Detail 3



Bioretention Detail 2



Rainwater Harvesting

Rainwater harvesting is the capture, diversion, and storage of rainwater for landscape irrigation and other uses. This section of the plan will outline rain harvesting for landscape uses because they:

Rainwater harvesting can reduce the use of drinking water for landscape irrigation. Water harvesting not only reduces dependence on groundwater and the amount of money spent on water, but it can reduce onsite flooding.

Rainwater is the best source of water for plants because it is free of salts and other minerals that can be harmful to root growth.

Rainwater harvesting can be incorporated into the landscaping of the Town Hall site plan. The limitations of water harvesting systems are few and are easily met by good planning and design.

This concept will be evaluated at time of final engineering.



Landscape and Green Space Design

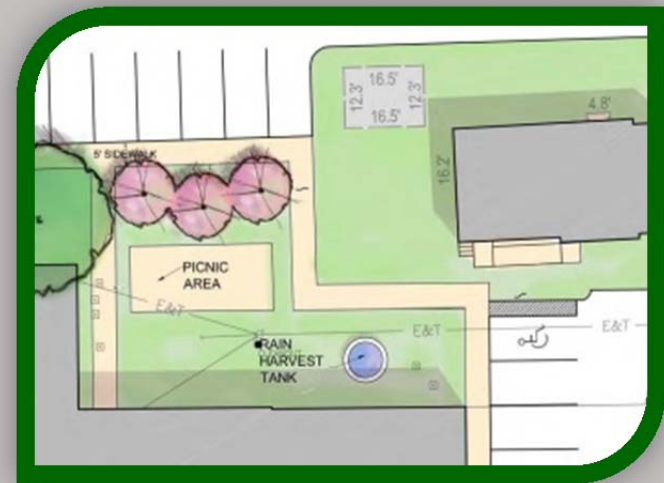
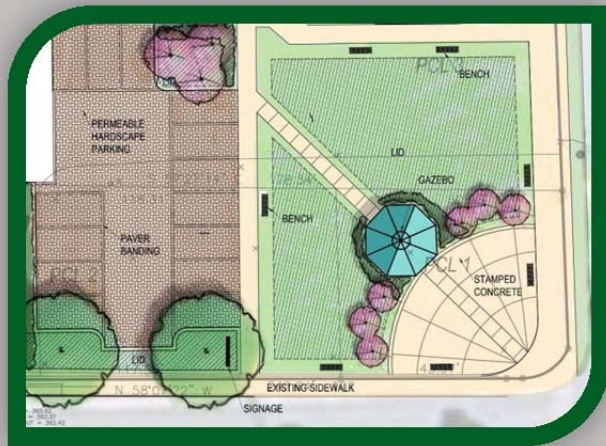
As mentioned in the analysis and goals the site has limited grade making stormwater management a challenge. The proposed concepts utilize BMP and Low Impact Development features in landscape areas to treat runoff. These areas were designed to fit into the landscape and green space areas to enhance the site visually and functionally. Canopy and understory trees will flank building and parking spaces providing for shade and visual breaks in the building facades.

The town green concept formalizes a central meeting space for the Town Hall property. This space can be used to host festivals, concerts

and Town events. All of the concept development plans allow for open areas: turf and hardscape, small structures, site furnishings and convertible spaces that can be used for overflow parking and events.

It is the intention of the design that the town green be a keystone feature of the property and an icon for the Town.

At the engineering stage, special attention is required to regrade the public area behind the town hall to eliminate site flooding. The design may require modifications to the rear entrance into the building to promote drainage.



Public area and rear entrance location behind the Town Hall

Architecture

The existing building houses a number of retail, office and government uses on two floors. The existing building lacks any type of breaks in the building facades making wayfinding and the definition of space challenging. The goal of the Concept Plan is to provide illustrations and graphics as a guideline for the Town in pursuing building improvements. The goal is to provide independent entrance looks to the building and to give it the appearance of 3 to 4 separate façade

designs. The team was also tasked with making the Town Hall government function of the building look more like a government building. This was accomplished with suggesting dormers, porticos, porches, lighting, masonry upgrades, and painting with color schemes that complemented other areas of the building and other buildings in Town.





Funding and Implementation

There are a number of funding strategies for developing the property proposed in the Concept Plans including:

- Community Development Block Grants (CDBG)
- Department of Environmental Quality (DEQ) grants for stormwater improvements
- MAP – 21 Transportation Enhancements Grants

The Town should also pursue assistance from groups like the Virginia Downtown Development Association (VDDA) and Metropolitan Washington Council of Governments (MWCOCG).

The Town may also consider funding portions of the project through their Capital Improvements Program and proffer contributions for developments entering the community.

A phased approach should be considered to implement the suggested strategies.

This plan should serve as supporting documentation when applying for grants and funding of these improvements





Attachments








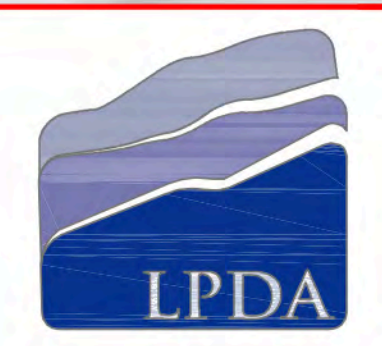
Tabulations

Parking:
 Required: 65 Spaces
 Existing: 61 Spaces
 Proposed: 59 Spaces

Impervious Area:
 Existing: 48,960 s.f.
 Proposed: 29,800 s.f.
 (Reduction 39%)

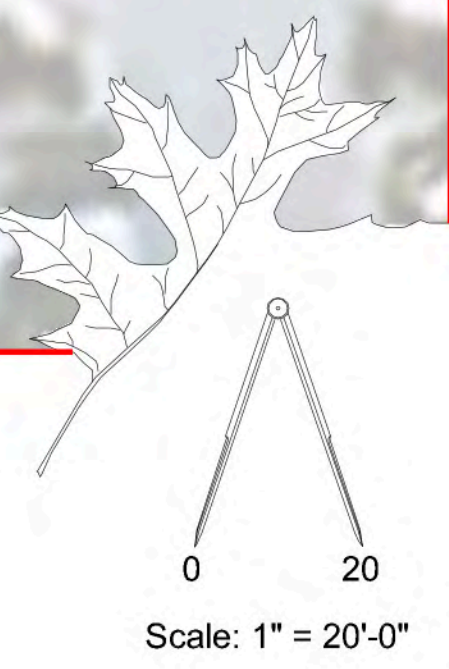
Legend

-  Low Impact Development Area
-  Rainwater Harvest
-  Canopy Tree
-  Ornamental Tree
-  Shrub
-  Existing Structure
-  Sidewalk / Trail
-  Permeable Pavement



Town of Haymarket
Haymarket Town Hall
 Haymarket, Virginia

Date: March 2013
One-Way Conceptual Plan - Option A





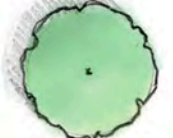
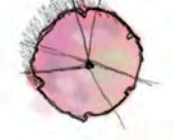






Tabulations

Parking:
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 Proposed: 67 Spaces

| |
|----------------------|
| 14 Permeable Parking |
| 53 Asphalt |

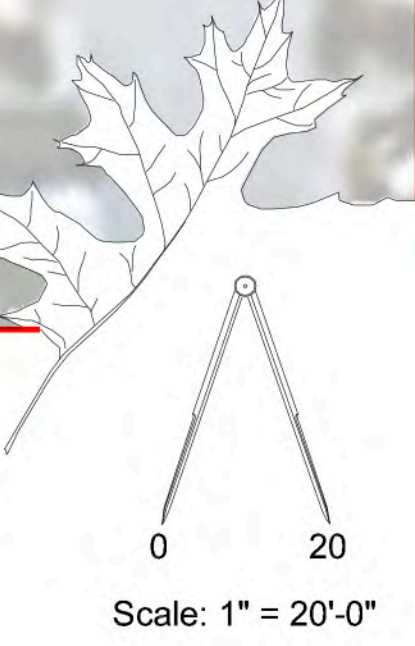
Impervious Area:
 Existing: 48,960 s.f.
 Proposed: 27,850 s.f.
 (Reduction 43%)

-  Low Impact Development Area
-  Rainwater Harvest
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-  Ornamental Tree
-  Shrub
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Town of Haymarket
Haymarket Town Hall
 Haymarket, Virginia

Date: March 2013
One -Way Conceptual Plan - Option B





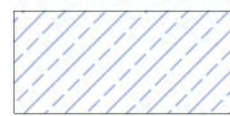


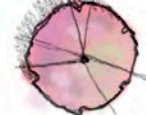

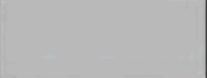

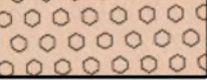
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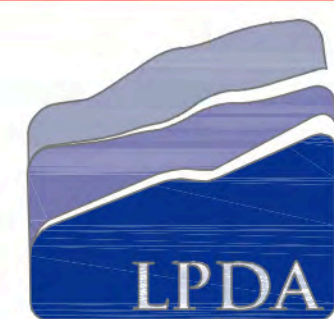
Parking:
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 Proposed: 64 Spaces

| |
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Impervious Area:

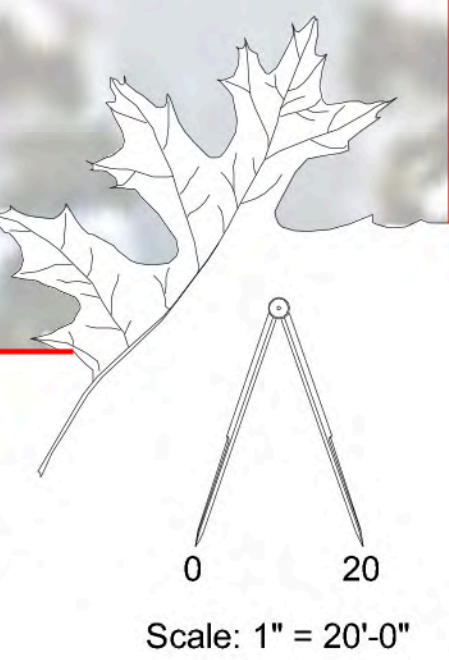
Existing: 48,960 s.f.
 Proposed: 35,250 s.f.
 (Reduction 28%)

-  Low Impact Development Area
-  Rainwater Harvest
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-  Shrub
-  Existing Structure
-  Sidewalk / Trail
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Town of Haymarket
Haymarket Town Hall
 Haymarket, Virginia

Date: March 2013
Two-Way Conceptual Plan





Before



Before

