



REGULAR TOWN COUNCIL MEETING

Monday, April 10, 2017 @ 7:00pm
Warren County Government Center

1. Pledge of Allegiance
2. Moment of Silence
3. Roll Call
4. Approval of the Regular Council Meeting minutes of March 27, 2017
5. Receipt of Petitions and/or Correspondence from the Public
6. Reports:
 - a. Report of special committees or Town officials and Town Manager.
 - *Report from Tourism Coordinator Tim Smith**
 - *Report from Planning & Zoning Director Jeremy Camp**
 - b. Requests and inquiries of Council members.
 - c. Report of the Mayor
 - * Award Town Scholarship Winners**
 - *Recognition for Certificate of Achievement for Excellence in Financial Reporting – BJ Wilson, Director of Finance**
 - d. Proposals for addition/deletion of items to the Agenda.
7. **CONSENT AGENDA ITEMS** – (**ROLL CALL VOTE REQUIRED**)
 - A. COUNCIL APPROVAL – Proclamation – Arbor Day
 - B. COUNCIL APPROVAL – Proclamation – Building Safety Month
8. **COUNCIL APPROVAL** – Special Exception App - Regional Criminal Justice Academy (*2nd Reading*)
9. **COUNCIL APPROVAL** – Budget Amendment, Resolution and Purchase of Street Sweeper
10. **CLOSED MEETING** – Personnel Matter

7A



**Town of Front Royal, Virginia
Council Agenda Statement**

Page 1
Item No. 7(A)

Meeting Date: April 10, 2017

Agenda Item: COUNCIL APPROVAL – Proclamation “*Arbor Day*”

Summary: Council has received a request seeking approval of a proclamation proclaiming Saturday, April 22, 2017 as “*Arbor Day*” in the Town of Front Royal.

Budget/Funding: None

Attachments: Proclamation

Meetings: None

Staff

Recommendation: Approval ✓ Denial

Should Council wish to remove this item from the consent agenda, the following motion would allow approval of this request:

Proposed Motion: I move that Council approve a proclamation proclaiming Saturday, April 22, 2017 as “*Arbor Day*” in the Town of Front Royal.

*Note: Motions are the formal & final proposal of Council,
proposed motions are offered by Staff for guidance

*To be clear and concise, motions should be made in the positive

Approved By: 

ARBOR DAY PROCLAMATION

WHEREAS, in 1872, J. Sterling Morton proposed to the Nebraska Board of Agriculture that a special day be set aside for the planting of trees; and

WHEREAS, this holiday, called Arbor Day, was first observed with the planting of more than a million trees in Nebraska, and Arbor Day is now observed throughout the nation and the world; and

WHEREAS, trees reduce the erosion of our precious topsoil by wind and water, cut heating and cooling costs, moderate the temperature, clean the air, produce oxygen, and provide habitat for wildlife; and

WHEREAS, trees are a renewable resource giving us paper, wood for our homes, fuel for our fires and countless other wood products; and

WHEREAS, trees in our city increase property values, enhance the economic vitality of business areas, and beautify our community; and

WHEREAS, trees, wherever they are planted, are a source of joy and spiritual renewal; and,

WHEREAS, Front Royal has been recognized as a Tree City USA by The National Arbor Day Foundation and desires to continue its tree-planting practices;

NOW THEREFORE BE IT RESOLVED that I, Hollis L. Tharpe, Mayor of the Town of Front Royal, do hereby proclaim Saturday, April 22, 2017 as

ARBOR DAY

in the Town of Front Royal, and urge all citizens to celebrate Arbor Day and to support efforts to protect our trees and woodlands; and

FURTHER, I urge all citizens to plant trees to gladden the heart and promote the well being of this and future generations.

APPROVED:

Hollis L. Tharpe, MAYOR

ATTEST:

Jennifer E. Berry, Clerk of Council

This proclamation was adopted by the Town Council of the Town of Front Royal, Virginia on _____.

7B



**Town of Front Royal, Virginia
Council Agenda Statement**

Page 1
Item No. 7(B)

Meeting Date: April 10, 2017

Agenda Item: COUNCIL APPROVAL – Proclamation – *“Building Safety Month”*

Summary: Council has received a request from David C. Beahm, Warren County Building Official on behalf of the Warren County Board of Supervisors to proclaim May 2017 as *“Building Safety Month”* in the Town of Front Royal, as presented.

Budget/Funding: None

Attachments: Proclamation

Meetings: None

Staff

Recommendation: Approval ✓ Denial

Should Council wish to remove this item from the consent agenda, the following motion would allow approval of this request:

Proposed Motion: I move that Council approve a Proclamation proclaiming May 2017 as *“Building Safety Month”* in the Town of Front Royal, as presented.

*Note: Motions are the formal & final proposal of Council,
proposed motions are offered by Staff for guidance

*To be clear and concise, motions should be made in the positive

Approved By: JW

PROCLAMATION

Building Safety Month — May, 2017

WHEREAS, Warren County's continuing efforts to address the critical issues of safety, energy efficiency, water conservation, and resilience in the built environment that affect our citizens, both in everyday life and in times of natural disaster, give us confidence that our structures are safe and sound, and;

WHEREAS, our confidence is achieved through the devotion of vigilant guardians—building safety and fire prevention officials, architects, engineers, builders, tradespeople, laborers and others in the construction industry—who work year-round to ensure the safe construction of buildings, and;

WHEREAS, these guardians—dedicated members of the International Code Council—use a governmental consensus process that brings together local, state and federal officials with expertise in the built environment to create and implement the highest-quality codes to protect Americans in the buildings where we live, learn, work, worship, play, and;

WHEREAS, the International Codes, the most widely adopted building safety, energy and fire prevention codes in the nation, are used by most U.S. cities, counties and states; these modern building codes also include safeguards to protect the public from natural disasters such as hurricanes, snowstorms, tornadoes, wildland fires, floods and earthquakes, and;

WHEREAS, Building Safety Month is sponsored by the International Code Council, to remind the public about the critical role of our communities' largely unknown guardians of public safety—our local code officials—who assure us of safe, efficient and livable buildings, and;

WHEREAS, "Code Officials – Partners in Community Safety and Economic Growth" the theme for Building Safety Month 2017, encourages all Americans to raise awareness of the importance of mentoring the next generation of building professionals; building design for all ages; managing the damage – preparing for natural disasters; investing in technology for safety, energy & water efficiency. Building Safety Month 2017 encourages appropriate steps everyone can take to ensure that the places where we live, learn, work, worship and play are safe and sustainable, and recognizes that countless lives have been saved due to the implementation of safety codes by local and state agencies, and,

WHEREAS, each year, in observance of Building Safety Month, Americans are asked to consider projects to improve building safety and sustainability at home and in the community, and to acknowledge the essential service provided to all of us by local and state building departments, fire prevention bureaus and federal agencies in protecting lives and property.

NOW, THEREFORE, BE IT RESOLVED that the Mayor and the Front Royal Town Council does hereby proclaim the month of May 2017 as *Building Safety Month* and encourages our citizens to join with their communities in participation in Building Safety Month activities.

APPROVED:

Hollis L. Tharpe, MAYOR

ATTEST:

Jennifer E. Berry, Clerk of Council

This proclamation was adopted by the Town Council of the Town of Front Royal, Virginia on _____.

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Town of Front Royal, Virginia Council Agenda Statement

Page 1
Item No. 8

Meeting Date: April 10, 2017

Agenda Item: COUNCIL APPROVAL – Special Exception Application for Regional Criminal Justice Academy (*2nd Reading*)

Summary: Council is requested to adopt on its second and final reading conditional approval of a Special Exception Application (*FRSPU-000066-2016*) that includes five (5) special exceptions to the design standards of Chapter 148 of the Town Code, as requested by the Economic Development Authority (EDA), and submitted in association with a Preliminary Plan for the extension of Progress Drive and development of a regional criminal justice academy with the following conditions: Approval and recordation of the “Declaration of Restrictions of Certain Parcels of Land Owned by the Industrial Development Authority of Front Royal” and the Right-of-Way Reservation, as presented, and that Council directs the Mayor, Town Manager, Planning Director and Town Attorney to execute all necessary documents.

Budget/Funding: None

Attachments: Staff Report; Letter from Pennoni, Application, Declaration of Restrictions

Meetings: Work Session held March 20, 2017. Public Hearing held March 27, 2017

Staff

Recommendation: Approval ✓ Denial

Proposed Motion: I move that Council adopt on its second and final reading conditional approval of a Special Exception Application *FRSPU-000066-2016*, that includes five (5) special exceptions to the design standards of Chapter 148 of the Town Code, as requested by the Economic Development Authority (EDA), and submitted in association with a Preliminary Plan for the extension of Progress Drive and development of a regional criminal justice academy. The conditions of approval are as follows:

- 1) Approval and recordation of 3 deed restrictions, titled “Declaration of Restrictions of Certain Parcels of Land Owned by the Industrial Development Authority of Front Royal”, operating as the Economic Development Authority (the “EDA”), as attached to and incorporated into this Motion; and
- 2) Approval and recordation of a right-of-way reservation, for the benefit of the Town, beginning from the end of Progress Drive and Intersection of the planned Future Road, as illustrated on Exhibit A, and traversing Property C to the planned location of the East/West Connector Road, or other public street that may connect with the East/West Connector Road.
- 3) I further move that the Council direct the Mayor, Town Manager, Planning Director, and Town Attorney to execute all necessary documents to carry out the intent of this Motion.

*Note: Motions are the formal & final proposal of Council,
proposed motions are offered by Staff for guidance

*To be clear and concise, motions should be made in the positive

Approved By: JW

**DECLARATION OF RESTRICTIONS OF CERTAIN PARCELS OF LAND OWNED BY THE
INDUSTRIAL DEVELOPMENT AUTHORITY OF FRONT ROYAL**

THIS DECLARATION OF RESTRICTIVE COVENANTS is made this ____ day of _____, 2017, by the Industrial Development Authority of the Town of Front Royal and the County of Warren, Virginia, operating as the Economic Development Authority, “EDA”, or “Declarant”.

WHEREAS, the EDA, is the owner of certain properties situated in the Town of Front Royal (“Town”), County of Warren (“County”), Virginia;

WHEREAS, certain properties of the Declarant are listed and described below, and hereinafter referred collectively as the “**Properties**”;

1. Tax Identification Number 20A221 1, presently consisting of approximately 49.55 acres, with the Town/County boundary traversing the parcel, the portion within the Town zoned R-1, and the portion within the County zoned Agricultural, hereinafter individually referred to in this Declaration as “**Property A**”; and
2. Tax Identification Number 20A221 1B, presently consisting of approximately 32.5018 acres, and zoned R-1, hereinafter individually referred to herein as “**Property B**”; and
3. Tax Identification Number 20A221 2A1, presently consisting of approximately 66.9288 acres, and zoned I-2 District, hereinafter individually referred to herein as “**Property C**”; and

WHEREAS, the Declarant presently desires to develop a portion of **Property B** for the intended use of the Skyline Regional Criminal Justice Academy; and,

WHEREAS, the proposed development of **Property B** includes the extension of Progress Drive, as illustrated by **Exhibit A**, that shall be extended to a proposed intersection of a future public road, subject to approval of a subdivision plan and final plats by the Town;

WHEREAS, such future public road, as referenced above, and as illustrated on **Exhibit A**, is intended to be extended to the north to access **Property A**, and any remainder of **Property B**, for future development purposes, and to the south to access **Property C**, and any remainder of **Property B**, for future development purposes;

WHEREAS, the extension of Progress Drive, as designed, requires approval of several special exceptions to the Town Code by the Town Council of Front Royal, Virginia;

WHEREAS, in consideration of such special exceptions, and other planning considerations, the **Declarant**, as owner of the **Properties**, for the **Declarant**, (which includes by reference all Declarant's heirs, executors, administrators, successors and assigns), declares that the **Properties**, and any subdivisions or re-subdivisions thereof, are held and hereafter shall be conveyed, subject to the following covenants, rights, reservations, limitations, and restrictions:

Definitions:

Declarant: The owner of the Properties, which includes by reference all Declarant's heirs, executors, administrators, successors and assigns.

Director: The Director of Planning and Zoning for the Town of Front Royal, Virginia, or his designee.

Improvements: Sidewalk improvements, any necessary or appropriate conduits for underground electrical lines and other utility pipes and lines, and above-grade street lights

Properties: The Properties above described, and any subdivisions or re-subdivisions thereof.

Restriction I.

The Declarant shall construct the Improvements located within the Intersection of Progress Drive Extension and the future public road ("Future Road"), as illustrated on **Exhibit A**, at such time that the future public road ("Future Road") is extended beyond the intersection, either to the north, or to the south.

Restriction II.

The Declarant shall construct all sidewalk improvements, as illustrated on **Exhibit A**, at such time that the Town of Front Royal may initiate a sidewalk construction project on Progress Drive. In lieu of the requirement for construction, and upon acceptance by the Town, the applicant may pay to the Town the equivalence of all costs incurred by the Town for design and construction of said sidewalk and street light improvements, also including ancillary improvements, such as, but not limited to, conduit and electric utility lines.

Conditions Applicable to Restrictions I and II.

- A. In lieu of the requirement for construction of said Improvements, and upon acceptance by the Town, the Declarant may pay to the Town the equivalence of all costs incurred by the Town for design and construction of said Improvements. If Declarant elects to pay the Town the equivalence for all said costs of Improvements as aforesaid in the preceding sentence, payment for the Improvements shall be due by the Declarant to the Town upon sale, lease or conveyance of the first lot or parcel by the Declarant.
- B. In lieu of completion and acceptance by the Town of all required Improvements, prior to commencing construction of Improvements, or at the time of the first sale, lease or conveyance of the first lot or parcel by the Declarant, whichever event first occurs, Declarant shall provide a development surety, such as a performance bond, cash escrow or letter of credit, for the purpose of ensuring that the required site Improvements are satisfactorily completed within a time period agreed upon by the Town. The amount of the development surety shall be calculated by the Town based on the projected cost of installation of the Improvements. The amount of such development surety shall not exceed the total of the estimated cost of construction based on unit prices for new public or private sector construction in the locality and a reasonable allowance for estimated administrative costs, inflation, and potential damage to existing roads or utilities, which shall not exceed twenty-five percent (25%) of the estimated construction costs, except in circumstances when Virginia Code § 15.2-2241.A.5, or its successor statute, requires localities to limit such estimated costs to ten percent (10%). Such development surety shall be payable to and held by the Town, in a form approved by the Town.

Attorney. No development security shall be terminated without the Town's consent, and not without at least sixty (60) days' advance notice to the Town.

- C. No Improvement that is subject to a development surety as set forth herein shall be approved, nor a building or land disturbance permit issued for development, until the development surety instrument for that particular Improvement, development, or phase of development, has been submitted and certified by the Town Planning & Zoning Director (the "Director") as being consistent with this Declaration.
- D. Upon completion of part or all of the Improvements covered by a development security, the Declarant may request for a partial or final release of the development surety, as provided below (unless otherwise altered by future requirements of Town or State Code, in which case the below requirements shall be amended *mutatis mutandis*:
 - 1. All requests from the Declarant shall be submitted in writing.
 - 2. The Director shall make periodic partial releases of the development surety as provided in Virginia Code § 15.2-2245, or its successor statute.
 - 3. Periodic partial releases may not occur before the completion of at least thirty percent (30%) of the public facilities covered by any bond, escrow, letter of credit, or other performance guarantee. Town Council shall not be required to execute more than three periodic partial releases in any twelve (12) month period.
 - 4. Within thirty (30) days after receipt of a written notice by the Declarant of completion of part or all of any required Improvements, the Director shall respond in writing to the Declarant in one of the following ways: (i) grant the partial or final release; or (ii) inform the Declarant of any specified defects or deficiencies in construction to the Improvements and suggest corrective measures.
 - 5. If the Director fails to take action within the thirty (30) day period, the request of the Declarant shall be deemed approved and a partial release shall be granted. No final release shall be granted until after expiration of the thirty (30) day period and there is an additional request in writing sent by certified mail by the subdivider to the Town Manager. If the Town Manager fails to take action on the request within ten (10) working days of receipt of the request, it shall be deemed approved and final release shall be granted to the subdivider.

6. No development surety shall be reduced to less than 10 percent of the original development surety amount.
- E. Upon final completion and acceptance or approval of the site improvements and upon receipt from the Declarant of a certification of final completion from a professional engineer, land surveyor, or Director, the Director shall release any remaining development surety to the Declarant. A public improvement shall be deemed to be accepted when it is accepted by and taken over for operation and maintenance by the Town or State agency or department responsible for maintaining and operating the improvement.
- F. The Town may make use of the development surety if either: (i) the subdivider/developer fails to timely renew the development surety, when necessary to prevent the development surety from terminating, or (ii) the Planning Director, upon consultation with the Town Engineer and Town Attorney, determines that any of the improvements have not been completed in a timely manner and the completion of the improvements is deemed necessary to protect the public health, safety or general welfare.
- G. When a new street or road is incomplete, permits for new construction may not be issued to more than (1) incomplete street or road segment at a time.

Restriction III.

Declarant shall extend the future public road, as illustrated on **Exhibit A**, to the north and/or to the south, to intersect with a public street other than Progress Drive, at such time that the **Properties** are developed in the future; except that, such requirement to extend the future public road shall not apply to the development of the Skyline Criminal Justice Academy. This requirement may only be modified by Town Council.

Declarant affirms that the person signing below has authority to execute this instrument pursuant to duly authorized resolution of the Declarant.

**The Industrial Development Authority of the
Town of Front Royal and County of Warren, Virginia,
Operating as
Economic Development Authority (SEAL)
[SIGNATURE AND SEALS NEXT PAGE]**

By:_____ (SEAL)

Name/Title

STATE OF VIRGINIA

COUNTY OF WARREN, TO-WIT:

The foregoing instrument was acknowledged before me, a Notary Public in and for the State and County aforesaid, this day of _____, 2017, by: _____, _____ (Title) of the Industrial Development Authority of the Town of Front Royal and Warren County, Virginia, operating as the Economic Development Authority.

Given under my hand this _____ day of _____, 2017.

Notary Public

My commission expires:

Future Public Road

Intersection

Progress Drive Extension

Property B

Future Public Road

Property C

EXHIBIT A

MOSELEYARCHITECTS

**SKYLINE REGIONAL CRIMINAL JUSTICE ACADEMY**

FRONT ROYAL WARREN COUNTY ECONOMIC
DEVELOPMENT AUTHORITY
FRONT ROYAL, VIRGINIA

[illegible]

SITE PLAN

C5

TOWN OF FRONT ROYAL
DEPARTMENT OF PLANNING & ZONING



STAFF REPORT FOR THE FEBRUARY 15, 2017 PLANNING COMMISSION MEETING
Updated for 3/20/17 Town Council Work Session

APPLICATION #:

FRSPU-000066-2016

APPLICANT:

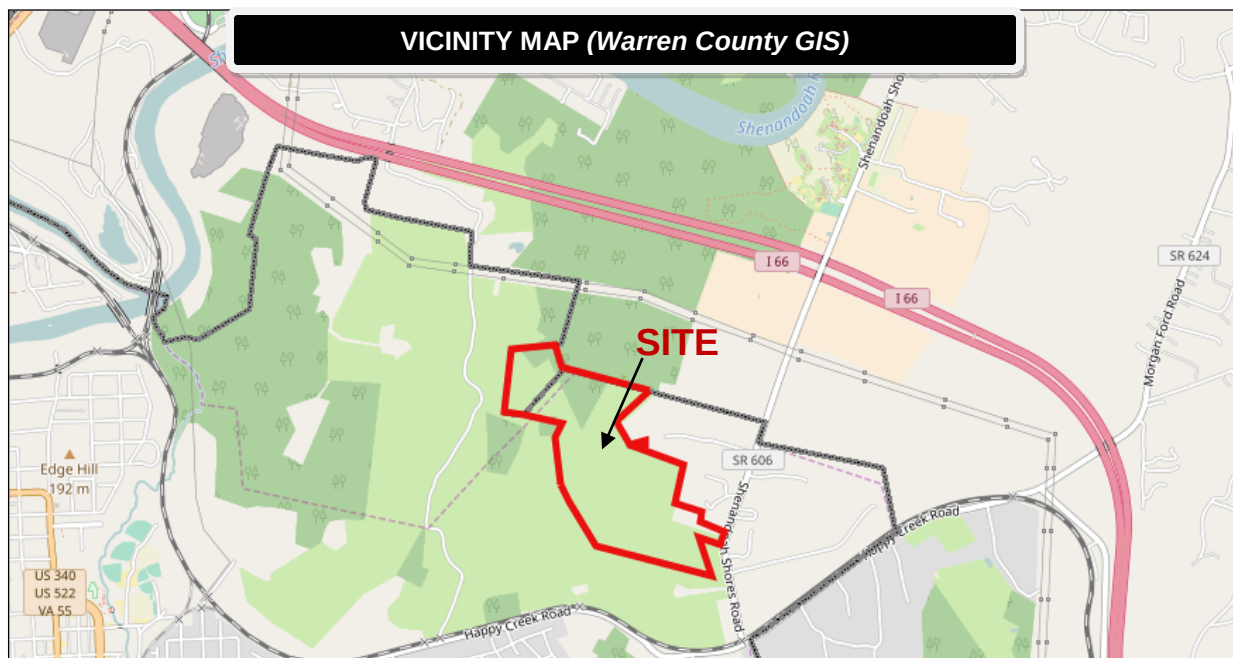
Pennoni Associates Inc.

APPLICATION SUMMARY:

The Applicant has submitted a request for a Special Exception (**Attachment 1**), on behalf of the property owner, the Economic Development Authority (EDA). The requested modifications are related to the intent to extend Progress Drive to accommodate the future development of a criminal justice academy on a new lot approximately 18 acres in land area.

GENERAL INFORMATION:

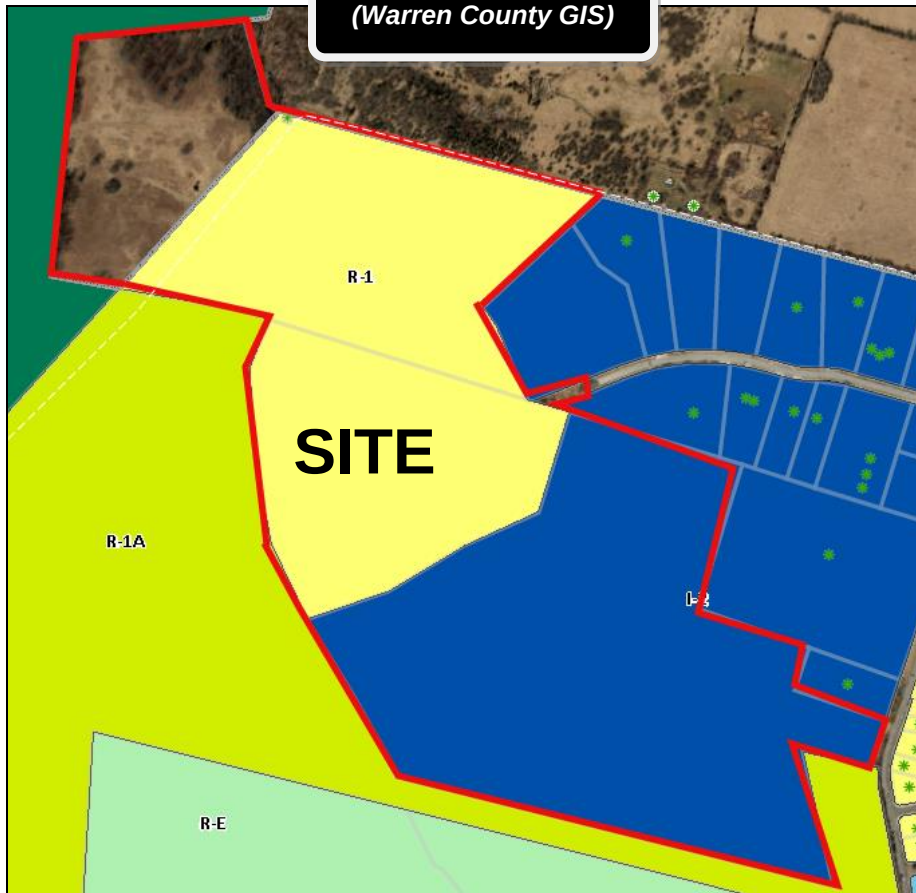
<i>Site Address</i>	No address currently.		
<i>Zoning District</i>	R-1, Residential District (I-2 for Adjacent EDA Property)		
<i>Overlay Districts</i>	Historic Area – NO	Floodway - NO	Entrance Corridor – NO
<i>Tax IDs</i>	20A221-1B		
<i>Location</i>	The subject property is located at the end of Progress Drive and adjoins the property of Front Royal Limited Partnership. Collectively, based on the Warren County GIS, the EDA owns approximately 149 contiguous acres at the location.		
<i>Existing Use</i>	Vacant lot		
<i>Proposed Use</i>	Street Extension and Subdivision for a future Criminal Justice Training Academy (public facility)		



AERIAL MAP
(Warren County GIS)



Zoning Map Overlay
(Warren County GIS)

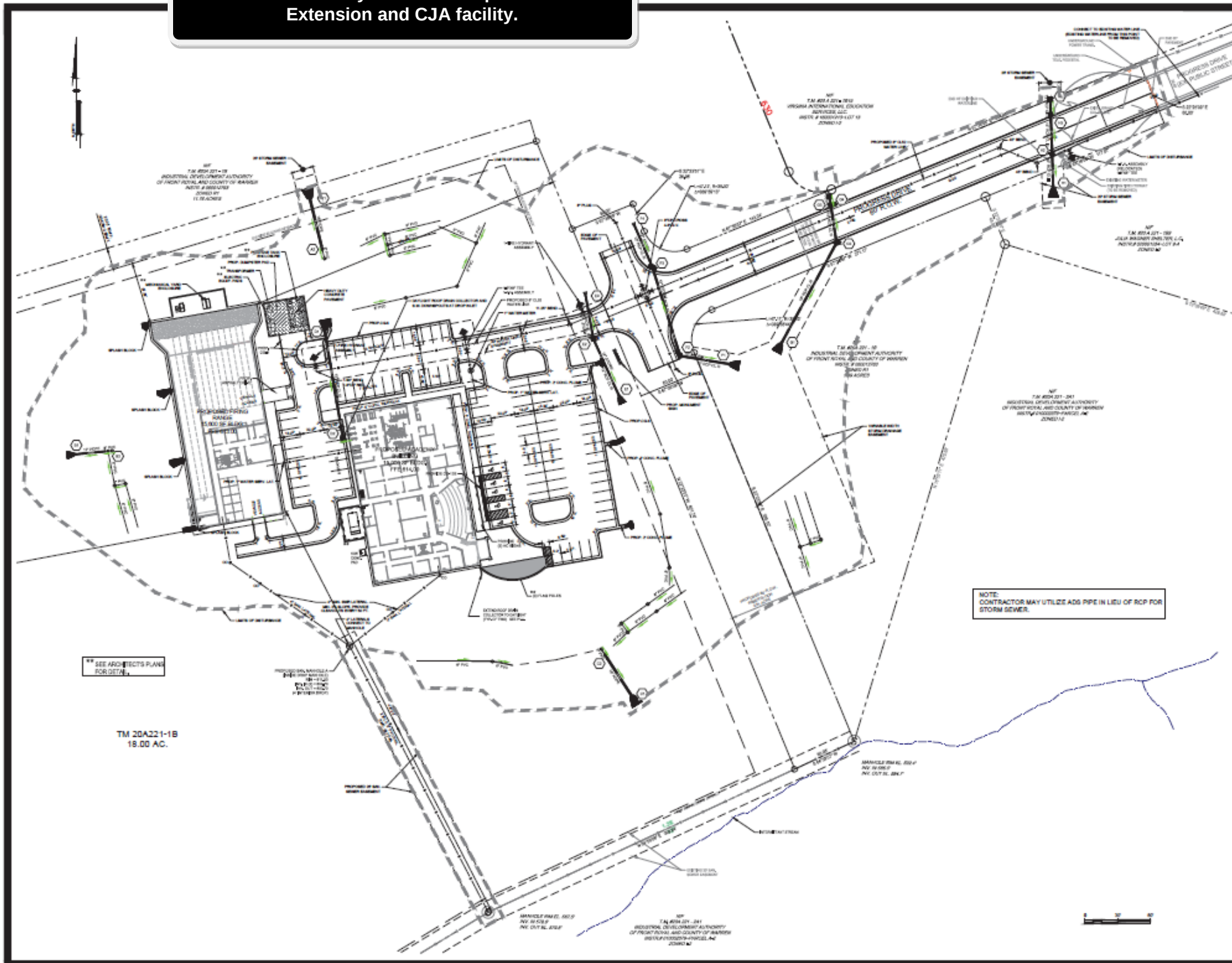


ZONING LEGEND

Color Legend:

Yellow = R-1
Blue = I-2
Olive = R-1A
Aqua = R-E
Green = A-1
No Color = County

Illustration of Layout of the Proposed Road Extension and CJA facility.



STANDARD & POOR'S 500
1000 STOCKS
1000 BONDS
1000 COMMODITIES
1000 CRYPTOCURRENCIES
1000 EQUITIES
1000 FIXED INCOME
1000 INTERNATIONAL
1000 LEAN PROTEIN
1000 LIFESTYLE
1000 MEDICAL
1000 PHARMACEUTICALS
1000 REAL ESTATE
1000 TECHNOLOGY
1000 VENTURE CAPITAL



FRONT ROYAL WARREN COUNTY ECONOMIC

FRONT ROYAL WARREN C
DEVELOPMENT AUTHORITY
FRONT ROYAL, VIRGINIA

[illegible]

SITE PLAN

**AERIAL MAP
(Bing Maps)**



ADDITIONAL INFORMATION:

Background

The Industrial Development Authority, going by the name of the Economic Development Authority, is proposing to construct a regional law enforcement training academy facility, referred to as a criminal justice academy, or more specifically, the Skyline Regional Criminal Justice Academy. Below is an article from the Northern Virginia Daily newspaper about the project.

"State board approves new criminal justice academy."

The Warren County Sheriff's Office reported on Friday that the state's Criminal Justice Services Board has approved the new Skyline Regional Criminal Justice Academy.

The academy will consist of 14 law enforcement agencies with 731 officers, including those in Clarke, Frederick and Warren counties and the City of Winchester. Many of those agencies have been part of the Middletown satellite facility of the Rappahannock Regional Criminal Justice Academy since 1999.

Warren County Sheriff Daniel T. McEathron said he met with the Virginia Department of Criminal Justice Services' board in Richmond on Thursday and heard comments about the proposed academy. Since he had already submitted documents about the academy, he said the board had few questions.

"We got a lot of good feedback," he said. "They were very receptive and welcomed us as the 11th regional academy in the

Commonwealth.”

McEathron said that 2015 reports listed Rappahannock as the largest regional academy in Virginia with more than 2,800 members. The same report lists that two academies had under 1,000 members: Piedmont Regional Criminal Justice Training Academy had just over 730 members and New River Criminal Justice Training Academy had just over 700 members.

Like the other regional criminal justice academies, McEathron said the new Skyline academy will receive state funding in accordance with its number of members. He said establishment of the Skyline academy will have no fiscal impact on the Rappahannock academy. The Skyline academy will have its own director, board and committees that have yet to be decided on by the member agencies.

“We’re going through some of those decisions now,” he said.

McEathron said member agencies of the new academy will spend the next year establishing its policy, bylaws and other foundations using other academies as blueprints. He said the Skyline academy would begin drawing up its own budget by October in preparation of the start of the 2017-2018 fiscal year – and the formal establishment of the academy – in July.

“We’ve had a great relationship with Rappahannock Regional Criminal Justice Academy, there’s no reason for us to leave any earlier than that,” he said. “We’re going to work another fiscal year with Rappahannock and they’ve been very cooperative in assisting us.”

In early March, the Front Royal-Warren County Economic Development Authority announced that it would be working with a private investor on an \$8 million new training academy building at Happy Creek Technology Park. The academy would be 15,300 square feet with a 14,000 square foot indoor firing range on an 18-acre plot at the end of Progress Drive.

Contact staff writer Rachel Mahoney at 540-465-5137 ext. 164, or rmahoney@nvdaily.com”

Analysis

FRSPU-000066-2016, is a Special Exception requested for the following sections of the Town Code:

- 148-820.H.- A request to extend Progress Drive above the maximum length of 800 feet for dead-end streets.
- 148-820.H.6 – A request for an alternative hammerhead turnaround in lieu of a standard cul-de-sac with a 40-foot radius.
- 148-820.D.6. – A request for the proposed extension of Progress Drive to be thirty (30) feet in width, matching the existing street width, but less than the minimum required street width of 36 feet.
- 148-850.A. – A request to not include street lights, matching the existing street.
- 148-850.D. – A request to not include sidewalks, matching the existing street.

Town Code 148-211, a portion of the Subdivision and Land Development Ordinance, includes the provisions for Special Exception requests. In summary, requests can be considered for four (4) reasons. This includes, 1) Circumstances of hardship or substantial injustice related to the regulations; 2) Projects advancing affordable housing; 3) Projects advancing TND principles; and 4) Projects advancing environmentally friendly design principles. The applicant's submission letter is attached that includes statements of justifications as to why the applicant believes the design standard modifications (special exceptions) are warranted. Based on the applicant's statements, it appears that the applicant is taking the position of #1, for reasons of hardship or substantial injustice. Below is the language of Section 148-211, followed by discussion of each of the applicants five (5) special exception requests, as listed above.

148-211 SPECIAL EXCEPTIONS

A. A special exception to the general regulations of this Chapter may be granted by Town Council, for either of the following circumstances:

1. When strict adherence to the general regulations would result in substantial injustice or hardship; provided that, the special exception would not diminish public health, safety or general welfare, including, but not limited to, consideration that adequate provisions are provided to ensure long-term maintenance of public and shared private facilities, and conformance with the goals and objectives of the Comprehensive Plan.

2. When it is demonstrated that use of alternative regulations for a particular development would better achieve at least one of the goals listed below; provided that, the special exception would not diminish public health, safety or general welfare, including, but not limited to, consideration that adequate provisions are provided to ensure long-term maintenance of public and shared private facilities, and conformance with the goals and objectives of the Comprehensive Plan.

a. Creation of affordable housing.

b. Design emphasis on the principles of traditional neighborhood design, including pedestrian-friendly roads, interconnection of new local streets with existing local streets, connectivity of pedestrian networks, and mixed-use neighborhoods.

c. Conservation or use of on-site natural features to protect water quality or open spaces.

B. Any request for an exception, shall be submitted to the Director, and shall include a signed and completed application form, any application fees, and any supporting documentation submitted by the applicant.

C. Prior to approval or denial of any request for an exception, the Planning Commission shall hold a public hearing, in accordance with Virginia Code § 15.2-2204, to review and provide recommendations to Town Council.

D. Prior to approval or denial of any exception to the design standards of this Chapter, Town Council shall hold a public hearing, in accordance with Virginia Code § 15.2-2204.

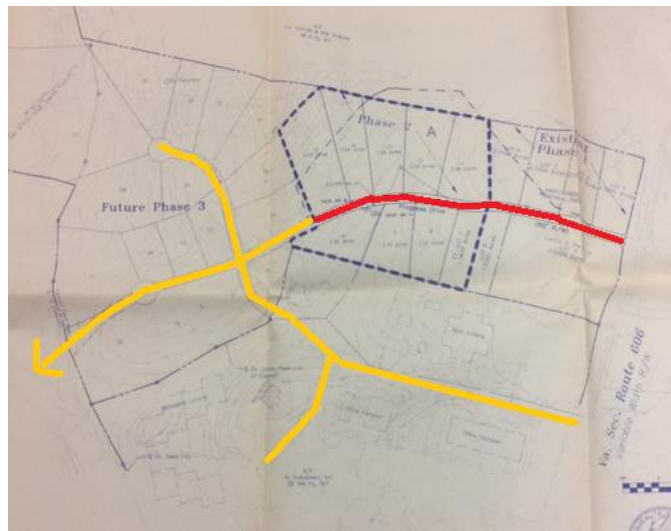
E. Town Council may impose such conditions or restrictions upon the premises benefited by an exception as may be necessary to comply with intent of this Chapter and to protect the public interest, safety and/or general welfare.

148-820.H.
Cul-de-sac
length

- (1) The applicant takes the position that Progress Drive needs to be extended beyond its current length (approximately 2000 feet) so that it can be ultimately intersected with another street and no longer be a dead-end street. The applicant also contends that not allowing the street to extend would be a hardship for the undeveloped land by preventing adequate access for future development.

Planning & Zoning Comments:

For background information purposes, in 1995, Progress drive was approved by the Town for an extension from its original design. This extension included a layout plan that showed a future connection through the HLI property, and a design that illustrated a future connection with the adjoining property to the west. Below is an illustration that shows Phase 1 and Phase 2 of Progress Drive in red. The orange lines represent the future road layout depicted on the plan for phase 2. Notice that a future road was shown through the HLI property to the south that would provide a second access point into the development area. The applicant contends that this road is not possible now due to the lack of right-of-way through the HLI property; and proposes the extension of the road through the EDA's property to the South that is presently planned to abut the planned East/West Connector Road.



Staff recommends that the applicant provide the Town with a deeded reserved right-of-way through the EDA's property to ensure that the roadway can be extended in the future. Such reserved right-of-way would need to apply to the ultimate location of the planned East-West Connector Road, or other public street approved by the Town. Staff also recommends that a deed restriction be placed on the EDA's property to require future development to extend the roadway to its ultimate intersection point with the planned East-West Connector Road, or other public street approved by the Town.

148-820.H.6
Hammerhead
turnaround

(2) The applicant proposes a hammerhead turnaround design to VDOT specifications in lieu of a standard cul-de-sac turnaround/temporary cul-de-sac turnaround. The applicant contends that the justification for this is to match the planned street design to allow for future extension without demolition of a cul-de-sac.

Planning & Zoning Comments:

Emergency Services (Warren County Fire Marshall) was consulted with and does not have any objections to the hammerhead turnaround design that is proposed.

The Town's Standards and Specifications includes a hammerhead turnaround detail that matches VDOT standards. However, such turnarounds are only recommended for low traffic residential streets. Given that there will be non-residential vehicular traffic, including large trucks, staff is of the opinion that the turnaround should be kept as a standard cul-de-sac, or temporary cul-de sac, turnaround. Furthermore, given the proposed entrance of the criminal justice academy, the turning around in a hammerhead would be a possible safety risk with oncoming traffic from the criminal justice academy.

Alternatively, a roundabout is a viable consideration as well and does not require reconstruction at a later date when the road is constructed.

148-820.D.6
Street width

(3) The applicant proposes to extend Progress Drive at its current street width of 30 feet. This is less than the minimum street width of 36 feet or 40 feet based on the vehicle trips of the street.

Planning & Zoning Comments:

With no street parking, Staff does not object to the extension of Progress Drive to match the existing street design. However, with a hammerhead design the hammerhead stubs should be designed to be 40 feet in width, so that the future road extensions will meet minimum Town Standards.

148-850.A&D
Street lights
and
sidewalks

(4&5) The applicant proposes to extend Progress Drive without street lights or sidewalks to match the current street design.

Planning & Zoning Comments:

Staff recommends sidewalks and street lights.

Review Process

This Special Exception application is the first step towards review of the criminal justice academy. Below is a general and summarized flow-list of the approval process, pursuant to the Town Code, for the proposed criminal justice academy, from top to bottom.

Special Exception Requests

[Planning Commission (2/15/17) and Town Council (TBD)]



Preliminary Plan for subdivision/street extension

[Planning Commission (2/15/17)]



Subdivision Plan, Final Plats and Bonding for subdivision/street extension (Planning Commission (TBD) and Town Council (TBD))



Site Development Plan for Criminal Justice Academy

[Planning Commission (Conditional review scheduled for 3/15/17 Planning Commission Meeting)]



Zoning Permits and other agency permits (building, right-of-way permits, stormwater, erosion and sediment control).

Conclusion

In summation, this application includes consideration of five (5) special exception requests, as elaborated on above, and listed below.

1. 148-820.H.- A request to extend Progress Drive above the maximum length of 800 feet for dead-end streets.
2. 148-820.H.6 – A request for an alternative hammerhead turnaround in lieu of a standard cul-de-sac with a 40-foot radius.
3. 148-820.D.6. – A request for the proposed extension of Progress Drive to be thirty (30) feet in width, matching the existing street width, but less than the minimum required street width of 36 feet.
4. 148-850.A. – A request to not include street lights, matching the existing street.
5. 148-850.D. – A request to not include sidewalks, matching the existing street.

On February 15th, the Planning Commission recommended conditional approval of special exceptions 1-3. The condition, as agreed upon at the meeting by the applicant, was that a right-of-way reservation be provided through the property to the south to allow the Town the ability to extend the road in the future if such extension is made a public project by the Town. In addition, the applicant would add a deed restriction to the property that would require future development of it to include extension of the road by the new development. The Planning Commission did not recommend approval of special exceptions 4 and 5, sidewalks and street lights.

FRSPU 66-2016

SPECIAL EXCEPTION APPLICATION

TOWN OF FRONT ROYAL ~102 East Main Street, Front Royal, Va. 22630 ~ Main: 540-635-4236 ~ Fax: 540-631-2727

APPLICANT

PROPERTY OWNER (if different)

APPLICANT'S NAME: Pennoni Associates Inc.	PROPERTY OWNER'S NAME: Warren County EDA
ADDRESS: 117 E. Piccadilly Street, Suite 200 Winchester, Virginia 22601	OWNER'S ADDRESS: P.O. Box 445 Front Royal, Virginia 22630
PHONE NUMBER: (540) 667-2139	PHONE NUMBER: (540) 635-2182
EMAIL: dfrank@pennoni.com	EMAIL: mcdonald@wceda.com

SECTION A - Property Information

Tax Map No. <u>TM #20A221-1B</u>	Zoning District: <u>R-1</u>
Site Address: <u>New construction</u>	
☐ Entrance Corridor ☐ Historic District ☐ Floodplain	



SECTION B - Details of Request

Project Name. <u>Skyline Criminal Justice Academy - Happy Creek Industrial Park</u>
Special Exception Code Section(s): <u>Sections: 148-820.H.4; 148-820.H.6; & 148-820.D.6.</u>
General Describe of the request (please attached supporting information, such as plats, plans, details, etc.): <u>This request is for the extension of existing Progress Drive for the Skyline Criminal Justice Academy</u> <u>consistent with previously approved plans. A detailed letter outlining this request and supporting documents</u> <u>are attached to the application.</u>

SIGNATURE OF APPLICANT: [Signature]

Date: 12/16/2016

PRINT NAME OF APPLICANT: David Frank

SIGNATURE OF PROPERTY OWNER: [Signature]

Date: 12-28-2016

PRINT NAME OF PROPERTY OWNER: Jennifer McDonald

By the submission of this application, permission is hereby granted to Town Officials and employees to enter upon the subject property during reasonable hours for purposes related to the review of this application. The Applicant will be the designated contact person for this permit application. (APPLICATION FEE: \$250.00)

January 25, 2017

Mr. Jeremy Camp
Director of Planning and Zoning
Town of Front Royal, Virginia
Town Hall
102 Ease Main Street
Front Royal, Virginia 22630

**RE: Happy Creek Industrial Park Subdivision; Skyline Criminal Justice Academy
Special Exception of the Subdivision Ordinance for the extension of Progress Drive**

Dear Jeremy:

Please accept this letter as a formal request for a Special Exception to the Subdivision Ordinance for the Skyline Criminal Justice Academy project in the Happy Creek Industrial Park. On behalf of the land owner of Tax Map #20A 221 – 1B, the Industrial Development Authority of Front Royal and County of Warren, we specifically request exceptions to Section 148-820 Street Design for the extension of existing Progress Drive to the proposed facility. The proposed extension of Progress Drive requires the Town Council approval for three exceptions to the Subdivision Ordinance: 1) *Section 148-820 H. Cul-de-sac and Dead-end Street. 4. Any dead-end street intended for access to an adjoining property or created as a result offstage development shall be provided with a temporary all weather turnaround within the subdivision. Such dead-end streets shall not exceed eight hundred (800) feet in length from the centerline of the nearest road intersection;* 2) *Section 148-820 H. Cul-de-sac and Dead-end Street. 6. All dead-end and cul-de-sac streets shall be provided at the closed end with a turnaround whose minimum radius shall be forty (40) feet;* 3) *Section 148-820 D. Construction of Public Streets and Alleys. 6. The minimum design standards of the following table shall be required for all Local Streets, Collector Streets, and Alleys;* 4) *Section 148-850 A. Streetlights;* and 5) *Section 148-850 D. Sidewalks.* More detailed description of the requested exceptions and their justification is outlined below.

- 1) *Section 148-820 H. Cul-de-sac and Dead-end Street. 4. Any dead-end street intended for access to an adjoining property or created as a result offstage development shall be provided with a temporary all weather turnaround within the subdivision. Such dead-end streets shall not exceed eight hundred (800) feet in length from the centerline of the nearest road intersection.* The Happy Creek Industrial Park – Phase 2 construction plans, prepared by G.W. Clifford & Associates in June of 1995, extended Progress Drive to its current length of over 2,000 linear feet. This existing dead end street is over 1,200 linear feet beyond the maximum allowable length of 800 linear feet. The future extension of Phase 3 of the development was planned for approximately another 1,300 linear feet of Progress Drive. In Phase 3 of the Progress Drive, construction of an intersection was planned for a roadway providing an inter-parcel connection to the property to the south (TM # 20A 221 – 2A1). The proposed development plans submitted concurrently with this request provide for this same intersection and the inter-parcel connection, but approximately 150' closer than previously planned to the centerline intersection of Progress Drive and Route 606. The proposed extension and development plans re-establish the inter-parcel connectivity that was lost when the development plans in the HLI tract to the south did not materialize and the construction of Progress Drive ceased prior to reaching a

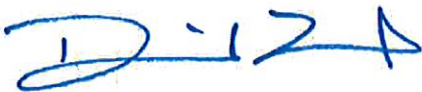
planned intersection. Consequently, not allowing the construction of the last segment of Progress Drive to the proposed intersection would cause a hardship resulting in the loss of access to the remainder of the industrial park and this site for future development. It is our opinion that the proposed development plans and this request are in accordance with previously approved plans and achieve the intended intersection for inter-parcel connectivity. The current plans are justified in allowing Progress Drive to be extended beyond the 800' maximum length for a dead-end street since this development plan re-establishes a north-south transportation corridor and the ability for future development to connect to Progress Drive.

- 2) *Section 148-820 H. Cul-de-sac and Dead-end Street. 6. All dead-end and cul-de-sac streets shall be provided at the closed end with a turnaround whose minimum radius shall be forty (40) feet.* The proposed hammerhead turnaround provided within the construction of the future roadway intersection, fully accommodates fire apparatus turnaround. The proposed dead-end configuration exceeds the minimum dimensions of a 120' hammerhead turnaround. Per *Section 148-820 A. General Standards 2.b. Streets that are designed for continuation to adjoining properties shall be designed and constructed to the property line with a temporary cul-de-sac turnaround, or other temporary turnaround approved by the Town.* This alternate turn-around option was presented to the Fire Marshall and was well received. With no objections to the proposal from the Fire Marshal, it is our opinion that justification for approval of this alternative turnaround resides in that this provides for the best entrance configuration for the proposed Skyline Criminal Justice Academy facility, fully constructs the future intersection pavement section to the curb returns, and avoids an unnecessary stage of temporary turnaround removal and construction of the intersection curb returns proposed with the current applications.
- 3, 4 & 5) *Section 148-820 D. Construction of Public Streets and Alleys. 6; Section 148-850 A. Streetlights; and Section 148-850 D. Sidewalks.* These sections of the Town Code require the construction of streetlights and sidewalks along public streets, and the minimum design standards required for all Local Streets, Collector Streets, and Alleys as found in the table of Section 148-820D.6. As with item 1) above, The Happy Creek Industrial Park – Phase 2 construction plans, prepared by G.W. Clifford & Associates in June of 1995, extended Progress Drive approximately 2,000 linear feet to its current terminus using an approved roadway section with a width of 30 feet and no sidewalks. In addition, in the 1990's the Town of Front Royal waived the requirement for streetlights by a Subdivision Variance for Progress Drive. The ordinance requires local streets to have a pavement width of 36 feet, streetlights, and sidewalks on both sides. To construct sidewalks, streetlights and a wider pavement section for the final segment of Progress Drive would place an undue burden on the final lot needing access to Progress Drive that the previous 15 lots were not required to construct. In addition, isolated sidewalks would not connect to any other walkways, and the pavement transitions would diminish even further the effectiveness of achieving the wider pavement width just prior to a stop condition. It is our opinion that it is justified that the existing 30-foot pavement section be continued for the final 500 feet to the proposed hammerhead turnaround and future inter-parcel roadway intersection. This waiver request does not apply to the future roadway intersecting with Progress Drive. It is proposed that the future inter-parcel roadway be designed in accordance with the current roadway design criteria as required by the Town Code at the time of its construction.

The 500-foot extension of Progress Drive as proposed, with the approval of the requested Special Exception of the Subdivision Ordinance, results in extending the existing roadway to the planned intersection of a future inter-parcel connector roadway. The width of Progress Drive would remain consistent with its existing 2,000

linear feet and the emergency vehicle turnaround would be provided for through the construction of the future intersection of Progress Drive and an un-named inter-parcel connecting roadway. The future inter-parcel connecting roadway would be subject to the current street design and street improvement standards of the Town Code. We believe that the special exceptions to Section 148-820 Street Design and Section 148-850 Street Improvements of the Town of Front Royal Subdivision Ordinance that we have requested are justified for the reasons stated above and are consistent with both the previously approved plans and the future transportation plans of the Town of Front Royal. Accordingly, we respectfully request consideration and approval of the requested Special Exception Application. Should you have any questions, please feel free to contact me at (540) 771-2087.

Sincerely,
PENNONI ASSOCIATES INC.

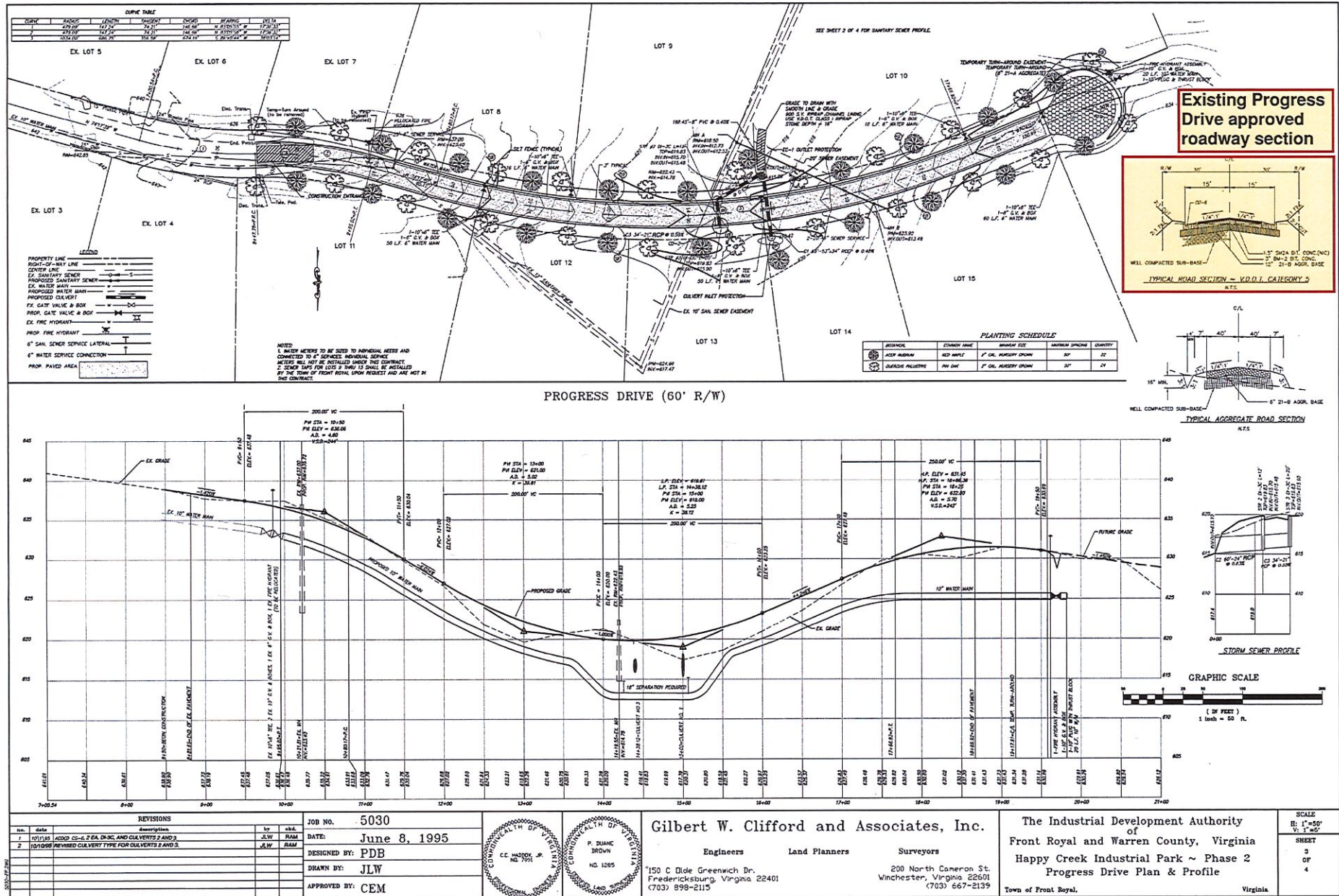


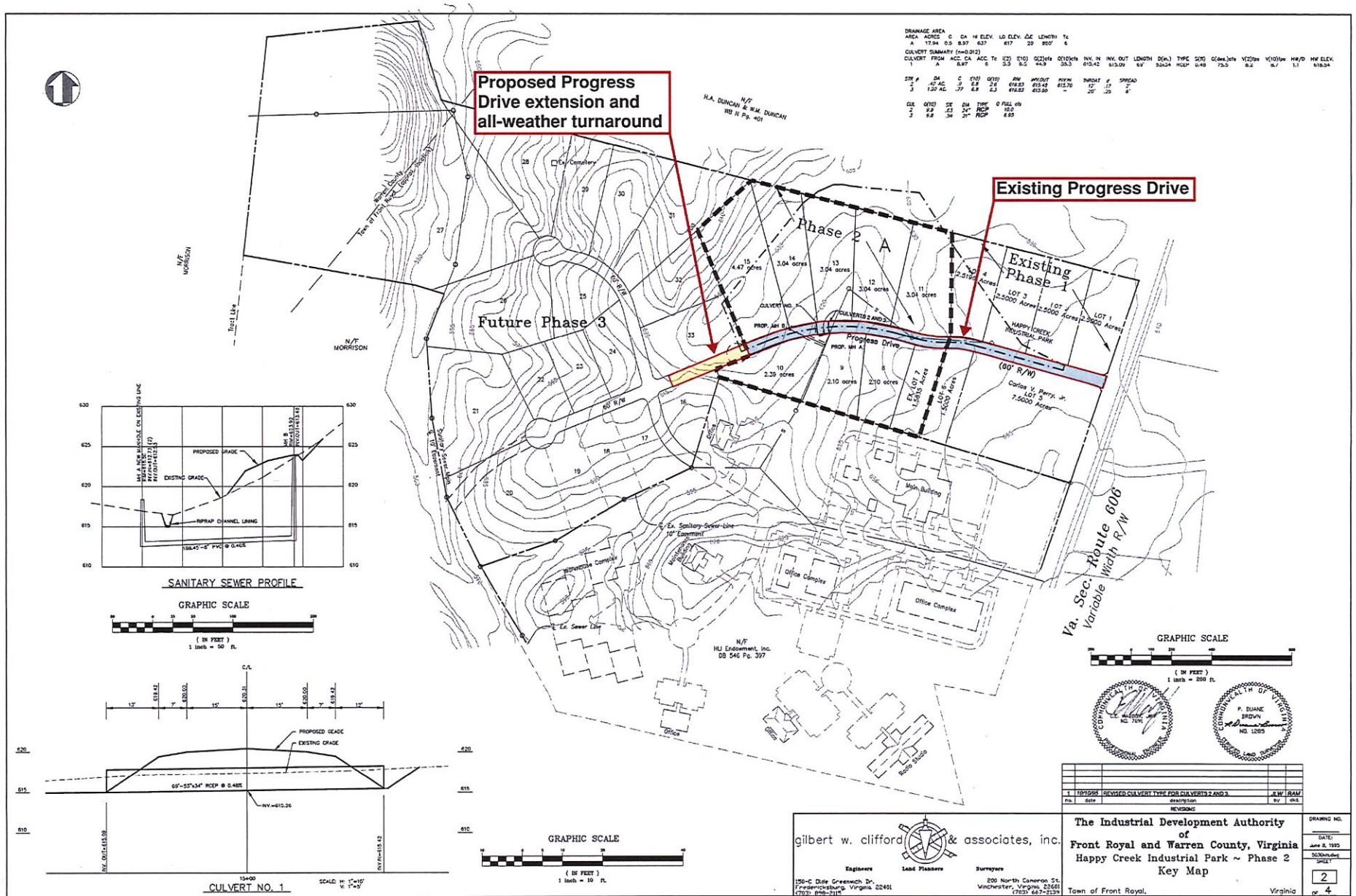
David L. Frank, PLA

Attachments:

- Attachment 1: Happy Creek Industrial Park – Phase 2; sheet 2 of 4
- Attachment 2: Skyline Criminal Justice academy; sheet C4 Overall Site Plan
- Attachment 3: Happy Creek Industrial Park – Phase 2; sheet 3 of 4

Cc: Jennifer McDonald, Executive Director - Front Royal – Warren County Economic Development Authority





9



Town of Front Royal, Virginia Council Agenda Statement

Page 1
Item No. 9

Meeting Date: April 10, 2017

Agenda Item: COUNCIL APPROVAL – Budget Amendment, Resolution and Purchase of Street Sweeper

Summary: Council is requested to approve a Budget Amendment in the amount of \$231,784.00 (\$36,710 funded) to accept loan proceeds and a Resolution Approving Financing Terms with Preliminary Amortization Schedule, as presented. Council is further requested to accept the bid from Valley Supply & Equipment in the amount of \$268,494 to purchase a Johnson VT651 vacuum street sweeper mounted on a Medium Freightliner.

Budget/Funding: Loan proceed amendment will be:

4500-3410001 – Highway Maintenance - Bond Proceeds - \$231,784.00
4500-47005 - Highway Maintenance – Motor Vehicles - \$231,784.00

Purchase of sweeper will then be:
4500-47005 Highway Maintenance – Motor Vehicles - \$268,494.00

The FY17 budget includes funding of \$36,710 for the purchase of a sweeper

Attachments: Memo from Purchasing Agent, Quotation Tabulation Sheet and Memo from Manager of Vehicle Equipment Maintenance; Resolution

Meetings: Work Session held March 20, 2017

Staff Recommendation: Approval ✓ Denial

Proposed Motion: I move that Council approve a Budget Amendment in the amount of \$231,784.00 to accept loan proceeds and a Resolution Approving Financing Terms with Preliminary Amortization Schedule, as presented. I further move that Council accept the bid from Valley Supply & Equipment in the amount of \$268,494 to purchase a Johnson VT651 vacuum street sweeper mounted on a Medium Freightliner.

ROLL CALL VOTE REQUIRED

*Note: Motions are the formal & final proposal of Council,
proposed motions are offered by Staff for guidance

*To be clear and concise, motions should be made in the positive

Approved By: JW

Resolution Approving Financing Terms

WHEREAS: The Town Council of the Town of Front Royal, Virginia ("Town") has previously determined to undertake the lease purchase of a new streetsweeper (the "Project"), and the Finance Director has now presented a proposal for the financing of such Project.

BE IT THEREFORE RESOLVED, as follows:

1. The Town hereby determines to finance the Project through Branch Banking and Trust ("BB&T"), in accordance with the proposal dated April 4, 2017. The amount financed shall not exceed \$240,000, the annual interest rate (in the absence of default or change in tax status) shall not exceed 2.46%, and the financing term shall not exceed ten (10) years from closing.

2. All financing contracts and all related documents for the closing of the financing (the "Financing Documents") shall be consistent with the foregoing terms. All officers and employees of the Town are hereby authorized and directed to execute and deliver any Financing Documents, and to take all such further action as they may consider necessary or desirable, to carry out the financing of the Project as contemplated by the proposal and this resolution.

3. The Finance Director is hereby authorized and directed to hold executed copies of the Financing Documents until the conditions for the delivery of the Financing Documents have been completed to such officer's satisfaction. The Finance Director is authorized to approve changes to any Financing Documents previously signed by Town officers or employees, provided that such changes shall not substantially alter the intent of such documents or certificates from the intent expressed in the forms executed by such officers. The Financing Documents shall be in such final forms as the Finance Director shall approve, with the Finance Director's release of any Financing Document for delivery constituting conclusive evidence of such officer's final approval of the Document's final form.

4. The Town shall not take or omit to take any action the taking or omission of which shall cause its interest payments on this financing to be includable in the gross income for federal income tax purposes of the registered owners of the interest payment obligations. The Town hereby designates its obligations to make principal and interest payments under the Financing Documents as "qualified tax-exempt obligations" for the purpose of Internal Revenue Code Section 265(b)(3).

5. The Town intends that the adoption of this resolution will be a declaration of the Town's official intent to reimburse expenditures for the project that is to be financed from the proceeds of the BB&T financing described above. The Town intends that funds that have been advanced, or that may be advanced, from the Town's general fund, or any other Town fund related to the project, for project costs may be reimbursed from the financing proceeds.

6. All prior actions of Town officers in furtherance of the purposes of this resolution are hereby ratified, approved and confirmed. All other resolutions (or parts thereof) in conflict with this resolution are hereby repealed, to the extent of the conflict. This resolution shall take effect immediately.

Approved this _____ day of _____, 2016.

By: _____
(Clerk)

By: _____
(Town Mayor)

SEAL

Preliminary Amortization Schedule
(BB&T 10 years)

<u>Date</u>	<u>Principal</u>	<u>Rate</u>	<u>Interest</u>	<u>Payment</u>	<u>Balance</u>
4/21/2017	-		-	-	235,284.00
10/21/2017	10,448.31	2.46%	2,893.99	13,342.31	224,835.69
4/21/2018	10,576.83	2.46%	2,765.48	13,342.31	214,258.86
10/21/2018	10,706.92	2.46%	2,635.38	13,342.31	203,551.94
4/21/2019	10,838.62	2.46%	2,503.69	13,342.31	192,713.32
10/21/2019	10,971.93	2.46%	2,370.37	13,342.31	181,741.39
4/21/2020	11,106.89	2.46%	2,235.42	13,342.31	170,634.51
10/21/2020	11,243.50	2.46%	2,098.80	13,342.31	159,391.01
4/21/2021	11,381.80	2.46%	1,960.51	13,342.31	148,009.21
10/21/2021	11,521.79	2.46%	1,820.51	13,342.31	136,487.42
4/21/2022	11,663.51	2.46%	1,678.80	13,342.31	124,823.91
10/21/2022	11,806.97	2.46%	1,535.33	13,342.31	113,016.94
4/21/2023	11,952.20	2.46%	1,390.11	13,342.31	101,064.74
10/21/2023	12,099.21	2.46%	1,243.10	13,342.31	88,965.53
4/21/2024	12,248.03	2.46%	1,094.28	13,342.31	76,717.50
11/1/2024	12,398.68	2.46%	943.63	13,342.31	64,318.82
5/1/2025	12,551.18	2.46%	791.12	13,342.31	51,767.64
11/1/2025	12,705.56	2.46%	636.74	13,342.31	39,062.07
5/1/2026	12,861.84	2.46%	480.46	13,342.31	26,200.23
11/1/2026	13,020.04	2.46%	322.26	13,342.31	13,180.19
5/1/2027	13,180.19	2.46%	162.12	13,342.31	-
	235,284.00		31,562.11	266,846.11	



MEMORANDUM

Date: April 3, 2017
To: Tina Presley, Senior Administrative Assistant
Jennifer Berry, Clerk of Council
From: Cindy Hartman, Purchasing Agent
RE: Work Session

Cy

On Tuesday, February 14, 2017, I held a bid opening for the purchase of a street sweeper. Out of the eleven (11) vendors I directly solicited, I received two (2) responses (see attached tabulation). Don McPaters, Vehicle/Equipment Manager, reviewed the lowest quotation to ensure that the quoted machine met the Town's specifications. I have attached his memo confirming that it did meet the specs. Due to the dollar amount, this purchase requires Council approval.

Staff recommends the award for the purchase of a Johnson VT651 vacuum street sweeper mounted on a Freightliner Medium Truck chassis Valley Supply & Equipment at a cost of \$268,494.00.

Funding for this purchase is contingent upon Council approval for the loan to make up the balance of the cost for the sweeper. If approved, funding will be available in the Department of Environmental Services Street Maintenance FY17 budget line item 4500-47005.

MEMORANDUM

TO: Cindy Hartman, Purchasing Agent 
FROM: Donald B McPaters, Manager of Vehicle Equipment Maint.
SUBJECT: Bid recommendation Street Sweeper.
DATE: February 21, 2017

I have reviewed the two bids for the Street Sweeper. The bid from Valley Supply & Equipment for a Johnson VT651 on a Medium Freightliner and had a price of \$268,494.00 and met specifications. Virginia Public Works Equipment had a bid of \$308.033.00 for an Elgin Whirlwind on a 2017 Freightliner M2 and they did not follow Instruction for Completing the bid process. The answer see spec and did not answer yes or no and in exception they answered see spec. I would consider this a non-responsive bid.

The bid from Valley Supply & Equipment is the lowest bid and meets specifications.



TOWN OF FRONT ROYAL, VIRGINIA

Quotation Tabulation

Item: STREET SWEEPER

Quotation #2

Date: February 14, 2017

Mailed	11
--------	----

Replied 2

Vendor Quotation				
	VALLEY SUPPLY & EQUIPMENT	VIRGINIA PUBLIC WORKS EQUIPMENT		
QUANTITY	QUOTATION	QUOTATION	QUOTATION	QUOTATION
VACUUM STREET SWEEPER MOUNTED ON TRUCK CHASSIS PER TOWN SPECIFICATIONS	\$268,494.00 JOHNSON VT651 ON MEDIUM FREIGHTLINER	\$308,033.00 ELGIN WHIRLWIND ON 2017 FREIGHTLINER M2		
Total				
Discount				
Net Quotation				
Terms				

The above proposals verified to specifications and compliance with terms and conditions.

Witness

Witness

Art H. Stamer
Purchasing Agent



TOWN OF FRONT ROYAL

Environmental Services
800 Crosby Rd.
P.O. BOX 1560
FRONT ROYAL, VIRGINIA 22630-1560

Stephen Scheulen
Supervisor of Streets & Concrete
(540) 635-7819
(540) 635-8973(Fax)
sscheulen@frontroyalva.com

The Streets Department is currently operating a Johnston 605 pure vacuum sweeper. The machine was purchased new in 2000. It has performed well and goes out everyday when temps are above freezing. It averages 150 miles a week, 8 hours a day. It currently has 15,889 hours on the unit.

The primary reason the Town is replacing the existing street sweeper are the following:

1. It is 17 years old which far exceeds the 8 to 10 year replacement age for this type of vehicle.
2. Reliability. With the age and hours on the machine, the risk of a major breakdown is significant. For example, an engine overhaul or new transmission.
3. Routine breakdowns. \$9,800 has been spent thus far this year in repairs and replacement parts with some repairs taking up to 5 days. Within the past 3 years records show an increase in repairs needed.
4. Cab and Chassis deteriorating parts. Cab and chassis manufactures will stop offering parts after ten years. Then there offered aftermarket and become increasingly harder to find. For example, the cab floor has been replaced twice and the last heater core offered by the manufacture was recently purchased.

The street sweeper is a high priority need of the Town for the following reasons:

1. Improves the safety conditions of the Town's streets by removing the unsafe accumulation of debris.
2. Improves the safety conditions of the Town's streets by reducing flooding caused by blocked drainage inlets with the removal of tree leaves and other debris.
3. Significantly improves the appearance of the Town's streets and residential areas.

We would like to replace the sweeper with a comparable unit. Knowing how long ours has lasted, a new Johnston VT651 would be a wise investment. One key feature to the Johnston is the stainless steel hopper with a lifetime warranty. After hundreds of loads it still shows little wear. Stainless is a standard on all Johnston sweepers. Other brands may offer it, but drives the cost up significantly. The new unit will be the same size and have all the capabilities as our current machine. While our old machine is a cabover design, the new unit will have a conventional Freightliner cab. The industry has moved to this type of cab and chassis which still offers the same turning radius and overall length.

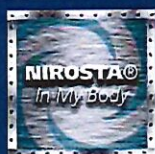
Johnston has been in business since 1904 and is credited for producing the first truck mounted sweeper. They have a North American headquarters in Mooresville, NC. They have expanded their dealer network with parts suppliers as close as Chantilly, VA. We have no problems with receiving replacement brooms or parts. Service and performance of the sweeper has been excellent and we anticipate the new Johnston sweeper to exceed our expectations.



The Johnston V Range

VT651 VS651

VT801 VS801



Nirosta® In My Body

Johnston is the only sweeper manufacturer to offer as standard, "Complete Hopper Constructed of Stainless Steel" - not lined. We don't use just any stainless steel. We exclusively utilize Nirosta® Stainless Steel - the very best for this application.

Johnston sweeper bodies provide 250-times better corrosion resistance than mild steel and our abrasion resistance is not only better than mild steel, but also better than 304 stainless steel. Our commitment to this level of excellence is what has gained us the commanding position in the vacuum sweeper marketplace.

Johnston is the only company to give a "Life-Time Warranty" with our stainless steel hoppers. We are the only manufacturer to offer a "Complete Stainless Steel Water Tank" in our vacuum sweepers. It too has the only "Life-Time Warranty" in the industry.

Johnston provides superior corrosion and abrasion resistance prolonging and extending component life resulting in no maintenance and increased productivity.

Johnston offers the best performing vacuum product on the market and the lowest ownership costs, and best warranties.



The Johnston Standard

- Complete Stainless Steel Hopper
- We exclusively utilize Nirosta® Stainless Steel
- Better corrosion resistance than mild steel
- Abrasion resistance better than mild steel
- Abrasion resistance better than 304 stainless steel
- Complete Stainless Steel Water Tank
- Superior corrosion and abrasion resistance
- Lowest ownership costs and best warranties
- Only "Life-Time Warranty" in the industry

Operational Performance

The V Range has established itself as an industry standard by implementing over 50 years of continuous improvement, resulting in a vacuum sweeper that is the most cost-efficient and dependable while ensuring maximum performance is always achieved. Johnston Sweepers offers a wide choice of options and chassis models to suit specific operational requirements that will bring out the best performance in vacuum street sweeping.

- In-cab controls are ergonomically positioned to provide safe and easy operation while sweeping.
- Throttle control of the auxiliary engine is infinitely variable ensuring optimum operational and fuel efficiency with no performance compromised. With a 1500 rpm Eco-mode built into the V Range, fuel conservation is enhanced and noise levels are reduced.
- Pendant controls connected via a flexible cable allows the operator to safely tip the body and open rear door from inside or outside of cab, and on either side of cab at the same time.
- To extend brush life, the wide-sweep brush can also be adjusted using the pendant control.
- As standard, all Johnston V Range sweepers are fitted with a full-width body prop which automatically engages when the hopper is raised, with a choice of four tipping heights.
- The auxiliary engine and hydrostatic drive pump are accessed via a wide lightweight service ladder giving constant three-points of contact for the user.
- All V Range models have equipment lockers on both sides of the hopper for storage of hydrant or Aluminum Catch Basin extension tubes.
- All critical controls - including valves, solenoids and auxiliary equipment for pneumatic, hydraulic and water systems are contained in a systems control locker on the right hand side of the vehicle. The ease of access to this equipment aids diagnostic checks and maintenance. Additionally, the V Range is also fitted with certified IP67 electrical connectors, an industry standard meaning the connectors are waterproof and dust-proof.
- As standard, the V Range sweeper features a Pressadrain water purging system so that when freezing weather conditions are anticipated, water is easily and conveniently drained by operating a simple in-cab switch.
- Water jets in the nozzles are self-cleaning using "pressure-loaded" pins to make certain all high wear components are saturated with lubricating water.

Johnston CANbus System Advantage

The Johnston CANbus system monitors sweeper performance and provides daily checks. The display incorporates as standard an audible and visual raised hopper warning, fuel gauge, engine hour meter, tachometer and a water level gauge. In addition, data can be downloaded via a USB stick, recording various items of data for better cost control and easy analysis of sweeping operations.

Human/Machine Interface

- ECO mode
- Color Coded operating zones.
- Key operating fuel consumption displayed.
- Performance improvement through better ergonomics and intelligent functionality.
- New V Range has half the number of sweeping controls versus competitive units - ideal for the novice operator while retaining the ability for an experienced operator to quickly tune the machine.
- All sweeping controls moved to the door post - GB position controlled by joystick.
- In-cab pendant control of WSB adjustment.
- Semi-automatic winterization - Pressadrain.
- Fuel & water gauges all in cab.

Data Acquisition For Management

- Data Capture - If you can't measure it, you can't control it!
- Easy analysis of key data by USB flash drive and upload into Excel - Hours swept, auxiliary rpm, fuel consumption, next/last service, etc.
- Easy comparison between machines and operators.
- Ability to restrict the operation of the machine within given parameters.

Diagnostics

- Important warnings are indicated on the main screen and direct the operator to the source of a problem.
- A multitude of additional diagnostic data is provided by pressing F3. This can either allow the operator to diagnose the problem or provide accurate information to a service center.
- Ability to open hopper door and lift the hopper with auxiliary engine turned off.





Productivity

The V Range provides the ideal balance between performance, environmental impact and low cost of ownership, with applications to suit a full range of sweeping environments - benefits that make the Johnston V Range the sweeper of choice worldwide.

Two drive options (VT and VS) provide outstanding vacuum performance. On the VT Range, JCB and John Deere auxiliary engines combined with the Johnston mechanical step-up gear box and fluid coupling, and the Johnston hydrostatic gear box drive on the VS model, provide the best efficiency ratios in the industry.

The versatile VT Range powerpack with a range of 1200 rpm – 2000 rpm, can operate efficiently in municipal environments at a lower rpm, or for one pass heavy duty resurfacing operations, the engine provides full power to ensure a clean path is all that is left behind.

The V Range offers numerous sweep configurations from a nozzle with only 30-inch sweep path to a simultaneous sweep path of 144 inches.

A stainless steel water tank is integrated into the floor of the hopper body, which provides ideal weight distribution between axles, and weight transfer during sweeping.

Dust and debris are collected by pneumatically operated vacuum nozzles and wide diameter 10 inch nozzle trunking, maximizing velocity and allowing larger debris to pass easily into the hopper.

Debris is sucked in a direct route from the vacuum nozzle into the hopper, reducing wear and tear as well as maintenance. Once in the hopper, the Johnston cyclonic airflow helps separate the debris, and clean air is then released into the atmosphere.



Accessible systems locker with LED service light.

Supawash front spray bar.

New screen latching system for ease of use.

New standard engine cowling sound suppression.



Supawash hand lance in action while servicing catch basin.

New wider access ladder.



Powerboom option cleaning catch basin.



Variable lateral control Varibrush option.



TOP
Rotatilt Brush Option.

MIDDLE
PM10 spray bar.

BOTTOM
Self-cleaning nozzle spray jets.



Johnston VT651: The Industry Leader

- Johnston's popular VT651 has a hopper volume of 8.5 yd³ and water tank capacity of 415 gallons. The VT651 is compatible with GVWR 33,000 lb chassis.
- A Johnston VT801 truck mounted sweeper comes with a high powered engine as standard and a hopper volume of 10.5 yd³. The water tank capacity is increased to 534 gallon and is well matched to a GVWR 35,000 lb chassis.

All Johnston V Range models are built with an angled hopper floor, enabling a total discharge angle of 55° (model dependent) to aid load discharge.



Environmental Impact

Manufactured in a factory accredited to ISO 14001 for sustainability, Johnston is committed to providing the most environmentally sustainable equipment on the market for collecting all types of debris and litter.

Low fuel consumption is a key attribute in reducing carbon footprint and CO₂ emissions. With the mechanical drive systems running at maximum efficiency, the fuel consumption of the auxiliary engine is the lowest in its class with 0.87 gallons per hour at 1200 rpm.

The VT Range is now fitted with auxiliary engines supplied by JCB and John Deere, whose engines meet the highest standards for emissions and environmental impact.

Dust emissions are controlled to the highest standards, and PM10 atomizers suppress dust to meet EU/United PM10 Standards in Europe, and in America, SCAQMD Rule 1186.

Water recirculation not only provides extended sweeping shifts but can also save 237.7 gallons of water per day over an 8 hour shift.

The V Range sweepers are equipped with noise suppression hoods, encapsulating the auxiliary engine and fan casing. Noise at the driver's ear is less than 65 dBA at maximum rpms (chassis dependant), creating a safer operating environment for both driver and pedestrians. The fully variable engine can be set to lower rpms for night sweeping which reduces the noise levels by 50%.

The Johnston V Range is robustly constructed from quality materials and designed to provide years of continuous performance and reliable service. End of life disposal is enhanced by the V Range sweeper being almost 100% recyclable.

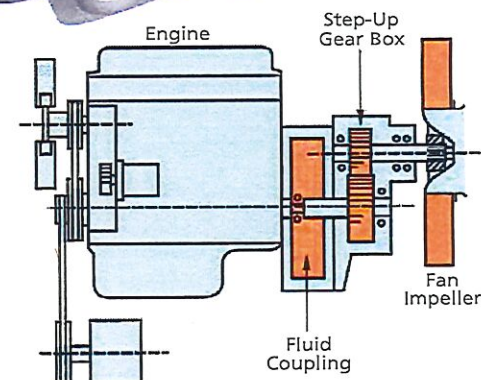
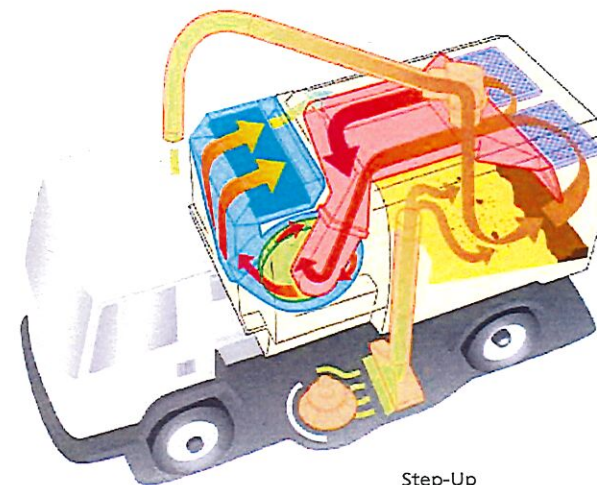
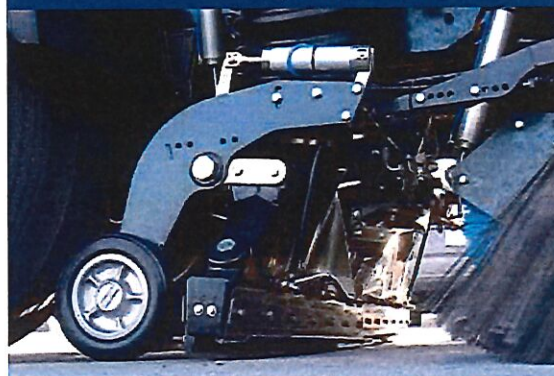
Blower Drive System

The V Range blower drive system carries a full 5-year comprehensive warranty. The gearbox ratio of 1:1.79 equates to a fan speed of 3580 rpm. Virtually maintenance-free; there are no belts to adjust on a daily basis or replace within a year of operation.



ABOVE
Stainless steel hydraulic lines, wider blower intakes, and new improved body safety prop automatically deploys.

BELOW
Optional full-width nozzle option between the axles.



Cost of Ownership

V Range sweepers operate at the lowest costs, with a large 50 gallon auxiliary fuel tank giving increased on-station time. In addition, maintenance costs are significantly reduced on the Johnston gearbox and fluid coupling, as no belts or high wearing components are required.

Johnston's VT Range provides the lowest emissions and running costs. The VT and VS models operate at low fuel consumption with both the chassis and auxiliary engines using a total of 1.33 gallon/hr at low rpm. In addition, suction sweeping requires fewer component parts, thus resulting in less wear and tear and reducing maintenance costs.

Designed to last in the toughest environments, the V Range hopper is manufactured from 4003 stainless steel, shot blasted with aluminium oxide prior to the application of a strontium based primer followed by a hard wearing top coat. In addition, all grey parts such as the sweepgear, powerpack and subframe are shot blasted and electro-magnetically powder painted in a durable two part epoxy paint finish. This ensures the sweeper continues to look as good as it performs, retaining a high residual value or longer in-service life.



Additional Features

Johnston provides a comprehensive choice of options all designed to maximize versatility and performance:

- **Supawash** • A high pressure water jet, enables the operator to clean street fixtures and pavements using either a fan or pencil jet spray. The lance and 50-ft hose stows away neatly when not in use. In addition, high pressure water jets on a spray bar are positioned on the front of the cab, and others placed behind the nozzle boxes to provide dust suppression when sweeping.
- **Hydraulic Catch Basin Cleaner** • An optional Hydraulic Catch Basin Cleaner mounted on the top of the hopper can be fitted to allow the emptying of drains to storm drains. If "Powaboom" is selected, hydraulic controls are fitted to make the operation easier, while the top-mounted position provides greater access to both sides of the sweeper, and also shields the driver from oncoming traffic.
- **Wide Sweep Nozzles** • Twin 48-inch vacuum nozzles that deliver 96 inches of pure vacuum sweep path.
- **Rear mounted Littasnatch** • 18-ft long lightweight suction tube for collection of debris on pavements and areas out of reach of the sweeper brushes.
- **Rotatilt** • Controlled from inside the cab, this option allows the gutter broom to tilt and sweep irregular and contoured curbs, and gutters.
- **Weed Ripping Brush** • A heavy duty brush with thick metal tines that effectively clears vegetation that is growing and established in gutters.



Johnston North America Inc.

606 A&B Performance Road

Mooreville, NC 28115

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johnstonnorthamerica.com

ENDLESS SWEEPING SOLUTIONS

Johnston North America makes Street Sweeping SIMPLE, RELIABLE and PRODUCTIVE



ES351 - MECHANICAL CHASSIS MOUNTED SWEEPER

A proven Single Engine Design that blends a superior collection of features which provides ownership advantages such as the tightest turning radius in the industry and a Stainless Steel Hopper with a Lifetime Warranty.



VT651/801 - PURE VACUUM

The street sweeper the industry benchmarks sweeper performance by that integrates exceptional versatility with unmatched features that include a high performance fuel efficient Fan Drive System – NO BELTS, CANbus technology to ensure maximum performance and exclusive “one pass” sweeping.



RT655 - REGENERATIVE AIR SWEEPER

A highly regarded heavy duty full size regenerative air sweeper that incorporates best in class features that delivers an optimum sweep performance along with Superior Fuel Efficiency to achieve the lowest cost of ownership in its class.



C201 - COMPACT SWEEPER

Innovatively Designed Compact Sweeper for tight confined spaces that include unparalleled features that include Advanced CANbus Technology to deliver remarkable sweep performance along with lowest cost of ownership in its class.

THE STAINLESS STEEL COMPANY
ONLY Sweeper Manufacturer to offer
“Entire Debris Hopper” Constructed of
Stainless Steel as a standard with a
Lifetime Warranty.



105 Motorsports Road, Mooresville, NC 28115
Tel: 704.658.1333 | Web: johnstonnorthamerica.com



Valley

July 11, 2016

End User

P/O #

Front Royal

STANDARD SWEEPER EQUIPMENT for VT651

Prices effective January 2016

Standard Factory Warranty: 2 years or 2,000 Hours

Roof Mounted Noise Attenuator	L.E.D Indicators on All Solenoid Plugs
Completely Covered & Sealed Auxiliary Engine Compartment	Step-Up Gear Box Driven Vacuum Fan via Fluid Coupler
10" Inside Diameter Vacuum Hose with Straight Inlet Design	Coolant/Oil Pressure Shutdown System
Electrical Over Hydraulic Hopper Lift System	Maxigap: In-Cab Vacuum Nozzle Tilt System
Molded Composite 50 Gallon Auxiliary Engine Fuel Tank w/ Locking Cap	28" Diameter Trailing Arm Design Gutter Brooms with LED Work Lights
8.5 Cubic Yard Stainless Steel Hopper with Lifetime warranty	16" x 50" Wide sweep Broom
55 degree Dump Angle of hopper	"Unhanded" Suction Nozzle & Gutter Broom Assemblies
Two (2) Hopper Drain Ports on Rear Door: 1- 3" Drain Hose and 1- 2" Ball Valve	In-Cab Dual Gutter Broom Speed Control
Two (2) Side Mounted Hopper Access Doors; LH & RH	In-Cab Gutter Broom Down Pressure Control
Two (2) Lockable Built-In Hopper Side Storage Lockers: LH & RH	Master Sweep Control Switch to Start/Stop All Sweeping Functions
415 Gallon Stainless Steel Water Tank w/ Lifetime Warranty	20 Gallon Hydraulic Oil Tank
Remote Ground Level Drains: Engine, Hydraulic, Gearbox Oil & Coolant	Catwalk 60" x 12"
Four (4) Gutter Broom Water Spray Jets Per Side	125 Micron Suction & 25 Micron Return Hydraulic Filters
Bumper Mounted Wide sweep Water Spray Bar with Four (4) Spray Jets	Hopper and Water Tank Interconnect
Four (4) Internal Water Spray Jets at each Vacuum Nozzle	Automatic Safety Body Prop with Hands Free Release
Remote Grease Zerk for Wide Sweep Pivot	Turbo III Precleaner for Auxiliary Engine
Handheld Pendant Wide Sweep Broom Down Pressure Control	25' Hydrant Hose with Coupling & Wrench
Inside or Outside Cab Handheld Pendant Dump Controls	Centralized Weatherproof Systems Locker with Strip LED Light
Electrical Wiring Color and Number Coded	25 ft. Wash-down Hose
Dust Proof Electrical Wiring - IP65 Standards	Two (2) Rear Mounted LED Strokes with Limb Guards
Water Proof Electrical Wiring - IP67 Standards	Body Paint Two Part Epoxy Factory White
In Cab integrated sweeper controls with data capture and to monitor performance	Engine Pack & Sweep Gear Powder Coated Gray
	1 each Sweeper Ops Manual & Parts & Service CD - English

QTY	ID Number	DESCRIPTION	2016 List Price	2016 List Extended
0	VT651-S	Single Gutter Broom without Pneumatic Flaps	\$135,625	\$0
0	VT651-D	Dual Gutter Brooms with Pneumatic Flaps	\$139,625	\$139,625
0	K31766-DS	John Deere Tier III B 4045HF285 115 HP @ 2200 RPM Engine (US EPA Flex Engine)	\$2,785	\$2,785
0	JCB-LP74	JCB Ecomax 74 HP (55kW) @ 2,200 RPM Turbocharged Tier 4 Final Diesel Engine.	\$0	\$0
0	JCB-HP125	JCB Ecomax Tier 4 Final 125HP 93kW @2200 RPM Requires EN690 (or equivalent) Ultra-low Sulphur fuels.	\$12,000	\$0
0	K30025	Gutter Broom In-Cab Tilt Control - Dual	\$3,675	\$0
0	K30218	Gutter Broom In-Cab Tilt Control - Single	\$1,830	\$1,830
0	K30653	Gutter Broom Lateral In-Cab Control - (Dual) available on Dual Sweep VTs only	\$1,400	\$1,400
0	K30652	Gutter Broom Lateral In-Cab Control - (Single) available on Single Sweep VTs only	\$700	\$0
0	K30022	Simultaneous Sweep	\$1,075	\$1,075
0	K30257	Widesweep Broom <u>Powascrub</u> - Added down pressure for SEVERE application. NOTE: Risk of Significant reduction in broom life	\$1,150	\$0
0	K30257D	Dual Gutter Broom <u>Powathrust</u> - Added down pressure for SEVERE application. NOTE: Risk of Significant reduction in broom life.	\$2,100	\$0
0	K30257S	Single Gutter Broom <u>Powathrust</u> - Added down pressure for SEVERE application. NOTE: Risk of Significant reduction in broom life.	\$1,050	\$0
0	K30018	Bonded Intake Ducts, Tubes and Heavy Duty Wearplates - Rubberized (Dual)	\$2,425	\$2,425
0	K30240	Bonded Intake Ducts, Tubes and Heavy Duty Wearplates - Rubberized (Single)	\$1,240	\$0
0	K30027PF	Pneumatic Intake Flap for Single Gutter Broom	\$1,950	\$0
0	K39907	Additional Full Width Wide Mouth Nozzles (Requires HP Engine & Simultaneous Sweep Options)	\$14,000	\$0
0	K39906	Additional Widesweep Spray Bar Mounted in Front of Widesweep Broom	\$765	\$765
0	K39901	Screen Vibrator - Pneumatic	\$1,500	\$1,500
0	K49904	Hopper Body Flush Out (2 nozzles)	\$1,100	\$0
0	SS6730	(2) Stainless Steel Hopper Screens ILOS	\$1,900	\$1,900
0	K30024	Catch Basin, Powaboom 8" Diameter includes: Aluminum - 4 ft. Crown and 6 ft. Extension	\$7,300	\$0
0	K39911	Four (4) Foot Aluminum Crown extension (One is Std. with Powaboom option)	\$400	\$0

QTY	ID Number	DESCRIPTION	2016 List Price	2016 List Extended
0	K39912	Six (6) Foot Aluminum extension (One is Std. with Powaboom option)	\$465	\$0
0	K39913	Four (4) Foot Aluminum extension (ILOS crown (4) foot with Powaboom option)	\$550	\$0
0	K39912	Six (6) Foot Aluminum Crown extension (ILOS Six (6) foot with Powaboom option)	\$260	\$0
0	K39914	Extension Rack Rear door or mid-mounted; holds 2 extensions (Includes option subframe)	\$2,130	\$0
0	K30481	Spring Mounted Rear Litterasatch	\$3,900	\$0
0	K30019	Water Recirculating Water System	\$9,015	\$0
0	K30519	Supawash, 8 gpm, 1500 psi Handlance only	\$6,900	\$0
0	K30145	Supawash, 8 gpm, 1500 psi with Handlance, Front Mounted Spray Bar, & Nozzle Mounted Spray Bar	\$9,000	\$9,000
0	K39908	Supawash, 8 gpm, 1500 psi with Handlance, Front Mounted Spray Bar, Nozzle Mounted Spray Bar, & Curb Nozzle	\$9,600	\$0
0	K31088	Rear Door Drain Valve - 4" diameter	\$930	\$0
0	K39999	Additional Stainless Steel Water Tank 185 Gallons - Adds 12 inches to WB Consult factory prior to placing order.	\$7,750	\$0
0	K30368	PM-10 Dual, available on Dual Sweep VTs. Adds 9 Extra Spray Nozzles Per Side	\$3,700	\$0
0	K30369	PM-10 Single, available on Single Sweep VTs. Adds 9 Extra Spray Nozzles	\$2,000	\$0
0	K37689SS	Stainless Steel Engine Cowling ILO Standard	\$3,700	\$0
0	K30186	Split Arrow Stick, LED	\$1,300	\$1,300
0	K39914 SF	Option Subframe (required for Rear Door rack and Arrowboard Installation)	\$500	\$0
0	K12228	Fire Extinguisher 5 Pound	\$300	\$0
0	K30483	Strobe, Amber (Cab Mounted) LED with Limb Guard	\$750	\$0
0	K30151	Engine/Cowl Mounted Worklight LED	\$335	\$0
0	K30153	Work Lights Set of two (Rear mounted) LED	\$625	\$625
0	JNA001	Camera Single Rear Vision Displayed on JVM	\$1,315	\$0
0	JSL002	Cameras Dual Rear & Side Displayed on JVM	\$2,200	\$0
0	JSL003	Cameras: Triple Rear & Both Sides Displayed on JVM	\$2,500	\$2,500

QTY	ID Number	DESCRIPTION	2016 List Price	2016 List Extended
0	TM00001	Extra - Johnston Technical Manual - Paper Copy	\$400	\$0
0	TM00001	Extra Johnston Operator's Manual - Paper Copy	\$150	\$0
0	JNA100CD	Extra Johnston CD Manuals - Includes Operators, Parts, Service and Technical	\$300	\$300
	K37633	Set of Spare Keys for Sweeper: Fuel Cap, Systems Locker or Side Lockers	\$150	\$150
0	K37635	Custom Paint Color: Sweeper Body and or Chassis. Dealer must provide a 3x5 paint sample and the RAL or PPG paint code.	\$3,125	\$3,125
Sweeper Body Options Subtotal				\$170,305

DISCOUNTS

0			
0			

QTY	SPECIAL BODY OPTIONS AND MODIFICATIONS	Price
0		\$0
0		\$0
0		\$0
0		\$0
0		\$0
0		\$0
0		\$0
0		\$0
0		\$0
0		\$0
0		\$0
0		\$0
0		\$0
0		\$0
0		\$0
0		\$0
0		\$0
Subtotal		\$0

Standard Chassis Equipment

AM/FM/WB Radio CD, A/C, Dual Air Suspension Seats, Remote & Heated Mirrors, Back Up Alarm, Dualization, and Allison 2500 RDS Transmission, 2 group 31 batteries 2250 CCA, 160 amp Alternator, Battery disconnect, Right hand exhaust, power windows and locks. Two speed rear axle.

		2016 List Price	2016 List Extended
0	2017 Freightliner M2 Conventional Chassis, Cummins ISB 6.7 200 HP Engine with EPA 2013 Emissions.	\$100,000	\$80,000
0	2017 International, 4300 M7, Conventional Chassis, Cummins ISB 6.7 200 HP Engine with EPA 2013 Emissions.	\$102,000	\$0
0	2017 Autocar Cab Over, AMCD, Cummins ISB 6.7 200 HP Engine with EPA 2013 Emissions.	\$120,250	\$0
0	2017 Peterbilt Cab Over, 220, PACAR PX-7 220 HP Engine with EPA 2013 Emissions	\$121,250	\$0
0	Dealer supplied chassis. Consult Factory Prior to Placing order. Does not include dualization- dealer responsible.	\$6,250	\$0
Please Note: The chassis being supplied by a customer or dealer must comply with all JNA requirements or the chassis will be modified at dealer's expense.			

QTY	SPECIAL CHASSIS OPTIONS AND MODIFICATIONS	Price
0		\$0
0		\$0
0		\$0
0		\$0
0		\$0
0		\$0
0	FREIGHT	\$0
Total with Body, Chassis and Dealer Discounts		\$250,305

Purchase Order

- Dealer shall bear responsibility for the accuracy of the order. JNA will build and invoice to match this signed confirmation. Please reconcile ALL pricing and build specifications.
- Any request to add options or modify after signing this order confirmation will result in a 10% surcharge of the dealer net option price.
- Add-on "in field" options are an additional 10% of dealer net price.

Print Name

Signature

Date

10



**Town of Front Royal, Virginia
Council Agenda Statement**

Page 1
Item No. 10

Meeting Date: April 10, 2017

Agenda Item: CLOSED MEETING – Personnel Matter

Summary: Council is requested to go into Closed Meeting for the purpose of assignment, appointment, promotion, performance, demotion, salaries, disciplining, or resignation of specific public officers, appointees, or employees of a public body, pursuant to Section 2.2 3711. A. 1., of the Code of Virginia.

Budget/Funding: None

Attachments: None

Meetings: None

Staff Recommendation: Approval ✓ Denial

Proposed Motion:

Motion to Go Into Closed Meeting

I move that Council convene and go into Closed Meeting for the assignment, appointment, promotion, performance, demotion, salaries, disciplining, or resignation of specific public officers, appointees, or employees of a public body, pursuant to Section 2.2 3711. A. 1., of the Code of Virginia.

Motion to Certify Closed Meeting at its Conclusion *[At the conclusion of the Closed Meeting, immediately re-convene in open meeting and take a roll call vote on the following:]*

I move that Council certify that to the best of each member's knowledge, as recognized by each Council member's affirmative vote, that only such public business matters lawfully exempted from Open Meeting requirements under the Virginia Freedom of Information Act as were identified in the motion by which the Closed Meeting was convened were heard, discussed or considered in the Closed Meeting by Council, and that the vote of each individual member of Council be taken by roll call and recorded and included in the minutes of the meeting of Town Council.

*Note: Motions are the formal & final proposal of Council,
proposed motions are offered by Staff for guidance

*To be clear and concise, motions should be made in the positive

Approved By: JW