



# City of Harrisonburg, Virginia

## Planning Commission Meeting

February 9, 2011

7:00 p.m.

Regular Meeting  
409 South Main Street

1) **Call to order, roll call, determination of quorum, and review/approval of minutes from the January 12, 2011 regular meeting and the January 12, 2011 Comprehensive Plan Worksession.**

2) **New Business**

*Ordinance Amendment – 10-3-48.6 (b) and (c)*

Public hearing to consider amending Section 10-3-48.6 (b) and (c) of the Zoning Ordinance to modify specifics related to parking lots/garages and also to amend how façades of units can be positioned on properties that have more than one principal building on a parcel.

*Preliminary Plat – The Angle (Velocity Property Group)*

Consider a request from Doug Kline with representative Velocity Property Group to preliminarily plat a lot at the corner of Foley Road and Ridgeville Lane. The application includes Subdivision Ordinance variance requests per Sections 10-2-41, 10-2-45, 10-2-66, & 10-2-67. The property is zoned R-3, Medium Density Residential District and is located at 746 and 752 Foley Road and can be found on tax maps 84-B-20 & 21.

*Special Use Permit – The Angle 10-3-48.4 (6) (Velocity Property Group)*

Public hearing to consider a request from Doug Kline with representative Velocity Property Group for a special use permit per Section 10-3-48.4 (6) of the Zoning Ordinance to allow multiple family dwellings in the R-3, Medium Density Residential District. The property is located at 746 and 752 Foley Road and can be found on tax maps 84-B-20 & 21.

*Bicycle and Pedestrian Plan*

Public hearing to consider an amendment to the City of Harrisonburg's Bicycle and Pedestrian Plan. The amendment would describe and illustrate an additional bicycle and pedestrian trail.

3) **Unfinished Business**

4) **Public Input**

5) **Report of secretary and committees**

*Proactive Zoning*

6) **Other Matters**

7) **Adjournment**

Staff will be available Tuesday March 8, 2011 at 2:30 p.m. for those interested in going on a field trip to view the sites for the March 9, 2011 agenda.

## MINUTES OF HARRISONBURG PLANNING COMMISSION

January 12, 2011

The Harrisonburg Planning Commission held its regular meeting on Wednesday, January 12, 2011, at 7:00 p.m. in the City Council Chambers, 409 South Main Street.

Members present: Charles Chenault, MuAwia Da'Mes, Judith Dilts, Deb Fitzgerald, and Bill Jones.

Members absent: Alan Finks and Henry Way.

Also present: Stacy Turner, Director of Planning and Community Development; Adam Fletcher, City Planner; Alison Banks, Planner and Secretary.

Chairman Jones called the meeting to order and determined there was a quorum with five of seven members in attendance. He then welcomed new member Judith Dilts to the Planning Commission. He stated there are two sets of minutes for review and asked for approval of the minutes from the December 8, 2010 regular Planning Commission meeting and the Comprehensive Plan Review meeting.

Mr. Chenault moved to approve the minutes from both the regular Planning Commission meeting and the Comprehensive Plan Review.

Mr. De'Mas seconded the motion.

All voted in favor of approving the minutes. (5-0)

### New Business

Chairman Jones said at this time he would like to amend the order of the agenda and hear the rezoning request for Grant Street first.

#### ***Rezoning – 724 Through 740 Grant Street (B-2 to R-2)***

Chairman Jones read the request and asked staff to review.

Mrs. Banks said the Comprehensive Plan designates this area as Neighborhood Residential. This designation states that this type of land use highlights those neighborhoods in which existing conditions dictate the need for careful consideration of the types and densities of future residential development. These are older neighborhoods, which can be characterized by large housing units on small lots.

The following land uses are located on and adjacent to the property:

Site: Single-family homes zoned B-2

North: Across 4<sup>th</sup> Street, single-family homes zoned R-1

East: Single-family homes and vacant parcels zoned R-2

South: Automotive sales and service business zoned B-2; across 3<sup>rd</sup> Street, commercial businesses zoned B-2

West: Across Grant Street, commercial businesses and vacant parcels zoned B-2

In July 1969, after several months of public input and public hearings, the Harrisonburg City Council adopted changes to the Zoning Ordinance and a new Zoning Map as part of a Comprehensive Plan review. One area of the City that was comprehensively rezoned from a residential district to B-2, General Business district was the Chicago Avenue corridor (known at that

time as the Mt. Clinton Turnpike) from 2<sup>nd</sup> Street to just beyond 4<sup>th</sup> Street. Included in the rezoning were seven parcels, two of which fronted directly onto Chicago Avenue and five parcels that fronted along Grant Street, one block removed from Chicago Avenue. The owners of those five Grant Street parcels are now requesting to be rezoned from B-2, General Business District to R-2, Residential District.

When the comprehensive rezoning occurred, four of the five lots had single-family homes on them. In the 42 years since, they have remained single-family dwellings. The fifth lot remains vacant. Recently, one of the property owners approached the City about renovating and constructing an addition to their home. However, because it is zoned B-2 and is non-conforming to use, staff informed the owners that renovations would be limited to 50% of the fair market value of the home and the addition would be considered an enlargement of the non-conforming use; thus, not permitted. After much discussion with staff, the home owner approached the adjoining neighbors about rezoning their lots.

Staff recommends approval of the rezoning, which would change the above tax map parcels' zoning from B-2, General Business District to R-2, Residential District. The Comprehensive Plan Land Use Guide designates this area as Neighborhood Residential, which supports the rezoning change to R-2. If approved, the subject parcels' zoning would be consistent with the zoning of the properties on the opposite side of this block, which front Stuart Street and are located between 3<sup>rd</sup> and 4<sup>th</sup> Streets – all zoned R-2. Note within the packet that the adjoining property owners, along Stuart Street, submitted a letter of support for this rezoning request.

Chairman Jones asked if there were any questions for staff. Hearing none, he opened the public hearing and asked if the applicants or their representative would like to speak.

Sonya Shaver, 740 Grant Street, said she is the resident who desires to make some changes and upgrades to her home. My house is almost 100 years old. All the lots within this request are single-family homes and have been single-family homes since the subdivision was done. It was residential and we would like to request that it be changed back to residential. We feel that we are a part of a neighborhood even though we are on the perimeter of the neighborhood; all of our back yards adjoin R-2 neighbors. I would be happy to answer any questions you might have.

Chairman Jones asked if there was anyone else wishing to speak in favor to the proposal. Hearing none, he asked if there was anyone wishing to speak in opposition of the proposal. Hearing none, he closed the public hearing and asked Planning Commission for discussion or a motion.

Mr. Chenault said I happily move to approve this rezoning request. This is a beautiful neighborhood. I am very familiar with it, having grown up nearby. Therefore, I move we recommend approval of the request to rezone from B-2 to R-2 residential.

Mrs. Fitzgerald seconded the motion.

Chairman Jones called for a voice vote.

All voted in favor of the motion to recommend approval of the rezoning request from B-2, General Business District to R-2, Residential District. (5-0)

Chairman Jones said this will move forward to City Council on February 8, 2011.

***Preliminary Plat and Special Use Permit 10-3-48.4 (6) – The Angle (Velocity Property Group)***

Chairman Jones said we will hear the next two requests together because they deal with one particular piece of property.

Mr. Fletcher said you have recently received the staff report amendment for these requests. However, with recent events, and with staff giving further scrutiny to the layout of the proposed project, we realized that it does not conform to all requirements of the Zoning Ordinance. In realizing that, we cannot continue with the preliminary plat variance and the special use permit public hearing because the layout does not conform to the Zoning Ordinance. Therefore, we would like to proceed with presenting to you what is proposed and if you feel that it is appropriate to allow something of this nature, then we can table this and perhaps come up with an ordinance amendment that would permit such a layout in the R-3 zoning district.

Mr. Fletcher then said the Comprehensive Plan designates this area as Medium-Density Residential. This designation states that these areas are near major thoroughfares or commercial areas. They contain a variety of housing types such as single-family, duplex, and two or three story apartments and densities can range from 1 to 15 units per acre.

The following land uses are located on and adjacent to the property:

- Site: Duplex dwelling, zoned R-3
- North: Across Foley Road, single family homes, a duplex, and apartments, zoned R-3
- East: Single family home and a duplex, zoned R-3
- South: Across Ridgeville Lane, single family home, zoned R-3
- West: Across the intersection of Foley Road and Ridgeville Lane, single family homes, zoned R-3

Concurrently with a separate preliminary plat application requesting four Subdivision Ordinance variances, the Velocity Property Group is requesting a special use permit per Section 10-3-48.4 (6) to allow for the construction of multi-family units on the corner properties at the intersection of Foley Road and Ridgeville Lane. The developer plans to construct nine townhouse-like apartment units on little more than half of an acre.

The submitted layout illustrates two buildings; one, five-unit structure fronting Ridgeville Lane and one, four-unit structure, where the front of the units face the adjoining properties to the east. One ingress/egress would be provided from Foley Road. Due to the topography of the site, the units would be built into the hillside—meaning the front of the units would reveal two stories while the back of the buildings would expose three stories. There would be 24 parking spaces, which is one additional space than the required minimum. Each unit would have a one car garage counting toward the total required parking spaces.

As required in the R-3, Medium Density Residential District, the off-street parking lot is located to the rear and side of the buildings with vegetative screening being provided along Foley Road and adjacent to the eastern property boundary. The submission also contains landscaping details including deciduous street trees planted at two inch caliper every 50 feet, and small, ornamental trees, at six-foot minimum height during planting as shown on the submitted layout. Additional hedges and shrubbery would also be provided as illustrated.

As described in the preliminary plat staff report, the developer would dedicate five-feet of right-of-way and construct improvements along Foley Road including street widening, curb, gutter, and

sidewalk. They would also cost-share with the City to install the appropriate infrastructure to help control stormwater. No street improvements would occur along Ridgeville Lane.

As part of the requirements for obtaining a special use permit to build multi-family units in the R-3 district, an applicant must substantiate that they have met several conditions to justify the development. Although this development satisfies some of the conditions as described in the Zoning Ordinance Section 10-3-48.6 (e), staff does not believe the proposal demonstrates all of the necessary characteristics that warrant its approval.

Subsection (3) particularly emphasizes the importance that the development's design be compatible with adjacent existing and planned single family, duplex, and townhouse development. Although we appreciate the applicant's intent to use "high quality construction" and to be "eco-conscious," we do not believe compatibility has been achieved. Architecturally, the design of the units is contrary to the residential character of the neighborhood. Staff recognizes the objective of the applicant to build a product that is "contemporary," but the character of these units is out of place in this neighborhood and would be befitting of a more urban setting.

Perhaps more importantly, the density of the proposed development is not compatible with the surrounding area. Currently, the property is 29,810 +/- square feet; after the dedication of right-of-way per the plat variance submission, the property would contain 28,244 +/- square feet. If approved, the lot area would permit a maximum of nine apartment units, which is what is proposed. Staff, however, views the final composition of the lot area differently than the developer. As described in the preliminary plat application staff report, the subdivision of the property requires the applicant to dedicate right-of-way along both street frontages, but the applicant is not dedicating property along Ridgeville Lane, which staff supports, but not to allow for an increase in density. By allowing the applicant to dedicate an easement instead of dedicating the property for street right-of-way, the retained square footage allows the applicant to build a ninth unit, maximizing, and in staff's opinion, compounding the density on this small property. Staff does not believe it is in this neighborhood's best interest to grant the special use permit.

Staff recognizes that allowing this development would provide this neighborhood with a few street enhancements and potentially improve some of the existing stormwater issues. However, staff does not want to give up the City's planning initiatives and ideals to gain those improvements nor do we want to set a precedent of maximizing density and permitting architectural incongruity to this or any neighborhood in the City. Although staff supported the preliminary plat variances request, staff does not support this special use permit and recommends denial of this application.

#### **Report Amendment**

After further scrutiny of the above described request, and specifically the layout of the proposed development, staff has recognized that the arrangement of the proposed buildings and parking lot would not meet all regulations of the R-3, Medium Density Residential District.

During the review of this request, staff paid particular attention to the new regulations that require such developments in this zoning district to ensure that parking lots are located to the rear or side of buildings and screened where necessary. Meeting this requirement proved to be difficult due to the unusual shape of the lot and the fact that the parcel has two street frontages. Nonetheless, the engineer and developer managed to arrange the development in a fashion that would meet the new requirement. Staff acknowledged in the report that the four-unit building's front façade would be oriented, atypically for such a development, to the side property line, to meet this regulation.

Unfortunately, after the reports were released, staff discovered that although the development would meet the new regulation, it would not satisfy the requirement that the front façades of each principal building shall face a dedicated public street or the limits of a private parking unit and that no rear façade shall face a dedicated public street. As illustrated in the proposed layout, both buildings' rear façades would face Foley Road and the four-unit building's front façade would not face a public street or the limits of a private parking unit.

The new directive within Section 10-3-48.6 (b) requires that "when an off-street parking lot/garage containing five (5) or more spaces is to be constructed within an established single family detached or duplex neighborhood, such parking lots/garages shall be located to the rear or side of buildings and screened from the street by the building or landscaping or walls." The rest of that section then goes on to describe appropriate screening. A separate, longstanding regulation of the Zoning Ordinance, which also is a part of this newly implemented zoning district; Section 10-3-48.6 (c), requires "the front façade of each principle building shall face a dedicated public street or the limits of a private parking unit (as defined) and no building shall have the rear façade facing a dedicated public street."

To be clear, what this regulation means is if an apartment use is approved, where the development would be within an established single family home neighborhood, the development must meet more specific requirements pertaining to the location of the parking lot/garage. If the development is not located within an established single family home neighborhood, the parking lot/garage locations and appropriate screening requirements are not applicable, however, they must abide by requirements within Section 10-3-48.6 (c).

Given this new information, a couple of things shall be acknowledged and discussed. First, if the City desires to maintain these regulations, then the subject request cannot be built in the layout as shown. Thus, the developer would have to re-evaluate the site and propose a new layout that meets all requirements of the Zoning Ordinance. However, if it is not desired to be this restrictive, then the Zoning Ordinance can be amended to allow this development's layout, or similar layouts, to proceed, and then to be constructed.

Mr. Fletcher then said if there are any questions related to the presentation he would address them now, otherwise, the applicant has some information to share with you

Mr. Chenault asked if the thirty foot setback along Ridgeville Lane needed the easement in order to get to thirty feet.

Mr. Fletcher replied that the five foot easement does not need to be taken into consideration; the easement is just there for the street improvements. The setbacks can be pulled from the property line.

Mr. Da'Mes said when you say frontage from the street, are you talking about both streets.

Mr. Fletcher asked if he was referring to the setback requirement or the façade of the units.

Mr. Da'Mes said the façade of the units.

Mr. Fletcher said the front façade of the units have to face a dedicated public street or the limits of an internal private parking facility. The rear facades cannot face a public street.

Mr. Da'Mes asked does that mean the public street or the primary street for the project; because in this case you have a primary street, which is Foley Road. Ridgeville Lane is more like a secondary street.

Mr. Fletcher replied it is somewhat subjective as to what is the primary road. Obviously they are both not built to City standards; but, they are both public. What it comes down to is the fact that it is very difficult to build apartment units on this property. There is still the availability to build single-family, duplex and townhouse dwellings.

Dr. Dilts asked if the only access to the front of the four unit complex was from the parking lot; there appears to be no access from the road.

Mr. Fletcher said that is correct; there are no sidewalks from the four units directly to the public street.

Chairman Jones asked if there were any further questions. Hearing none, he stated that this was not a public hearing and then asked the applicant to speak.

Hans Harman, President of Velocity Property Group, said he has an option to purchase the property in question; but he is not the property owner. I want to thank the Planning Commission for their service to the community, this is an important job. Unfortunately, tonight you are not going to get the best side of me, I am rather frustrated with City staff right now and they are aware of that. This has been a very challenging property to deal with and I hope you understood everything that Mr. Fletcher just reviewed; this is a pretty complex development.

I am a professional and I approach this job as a career and as my profession. I hope you can understand that as a professional I have done everything within my intelligence and know how to approach the development of this parcel as responsibly as I possibly can. There are some other by-right alternatives for this property that I feel would not be in the best interest of the neighborhood. I am trying to do what I feel is the best outcome for this neighborhood and hopefully you can understand that.

We are a local business and have been in business since 1953 in this community. Hopefully, we are a respected entity in this community and the last thing that I want to do is to tarnish that respect. You do not make it in business since 1953 by making poor decisions and approaching things irresponsibly.

I want to discuss this neighborhood in question because it is pretty important. I want to discuss the economic life cycle of the neighborhood. The economic life cycle of this neighborhood is an interesting story. Mr. Fletcher refers to this neighborhood as a single-family home neighborhood and with all due respect, I completely disagree. It is a medium density R-3, neighborhood and it is probably the most unique assortment of structures of any community I have seen in the City. There are townhomes, apartment units, single-family homes, and duplexes in the neighborhood; most of which are older structures. So quite honestly you have a neighborhood that has been consumed by City; it was once suburban, now it is urban. There are 11,000 residents within a one mile radius of this location. In a City of 45,000 people, that is pretty dense. This is a prime location; close to the hospital, JMU, shopping, and more. There has been other redevelopment interest in this neighborhood that staff has, quite honestly, scared away. It makes sense to try to consolidate this neighborhood; out with the old and in with the new. It is an economic life cycle and it is time for this neighborhood.

I would like to talk about what I feel is a fantastic project for this area. It is a project that embodies the future of what is responsible and what is sustainable development and building. There is an over-run of multi-family housing in this City, I am sure each of you has heard that. I have a waiting

list for my units because I am not a student housing developer; I cater to a professional market that is underserved.

I am very frustrated tonight, because I sat down on multiple occasions with staff to discuss this project. I basically laid out multiple options and layouts. In my opinion, we all unanimously agreed that the layout before you tonight, was the most responsible way to do this project. This is a triangular property, I do not know how you develop a triangular piece of property with two road frontages, and have units that do not face a public street. Somewhere in this scenario common sense has to come into play and does it really matter which is the front of the dwelling. It is irrelevant and this is a bad ordinance. It is an ordinance that needs to be changed; it is poorly written and prohibits me from doing my job responsibly.

I would like to take the opportunity to discuss with you some thoughts that I have about the City staff's comments. This is out of the ordinance and staff report – "it is important that the development's design be compatible with adjacent existing and planned single-family, duplex, and townhouse development. Although we appreciate the applicant's intent to use high quality construction and to be eco-conscious, we do not believe compatibility has been achieved. Architecturally, the design of the units is contrary to the residential character of the neighborhood." I would like to talk about the neighborhood for a moment. I am going to show you three images that were already shown during the staff presentation. The first is across the street, a single-family home, constructed of CMU (concrete masonry unit) walls, with a pitched roof. The second image is beside the home, it is a multi-family apartment building, built out of brick, vinyl siding and a pitched roof. The last photo is a duplex dwelling, directly beside the apartment building. It is a newer structure, and has a bit more architectural appeal and character. These three properties are all beside each other and my question to you is what is the architectural compatibility of the neighborhood? Staff states that the character of the proposed units is out of place in this neighborhood and would be more befitting of an urban setting. Is staff recommending that I "dumb down" or cheapen my design to be more befitting of this neighbor? In my opinion they are asking that I build an inferior product to be compatible with the neighborhood; is that responsible? What is out of place with the proposed project? Is it the lap siding; many of the structures I just showed you have lap siding. Is it the large aluminum clad windows instead of small vinyl or metal windows? Is it the metal roof? The fact that the units have garages? My question to staff -what is so out of place?

Mr. Harman then resumed his presentation showing various photos of existing contemporary structures within older, established neighborhoods. I am trying to do the best job that I can. It is a complex situation and a complex property. I completely disagree with staff's comments that I am not compatible. Staff asked for a fence, I am providing a fence. They asked for hedge rows, I am providing hedge rows. I do not know what else to do except brand my business on what staff thinks is compatible with neighborhoods. I would be happy to answer any questions that you may have for me.

Chairman Jones asked if there were any questions or comments for Mr. Harman.

Mr. Da'Mes asked staff of the different layouts that were previously presented to staff, is there a preferred option?

Mr. Fletcher responded by saying that staff sits down with all developers prior to submissions of projects and staff did sit down and look at several architectural renderings in this particular

situation. Staff then stated that from a preliminary viewing of this we preferred the broken-up look, rather than one long, continuous building.

Mr. Fletcher continued by stating he would like to clarify one comment made by the applicant regarding whether or not this was a single-family, duplex neighborhood and that perhaps there is some subjectiveness to this. It clearly says in the ordinance that a single-family detached or duplex neighborhood is defined as meeting one of the following – a single-family house or duplex is located on at least one side, not rear of the lot containing the parking lot or garage, which this property clearly does, or at least fifty percent of the lots along both sides of the street within the same block are single-family or duplex. This is not subjective, by definition in the ordinance it is a single-family, duplex neighborhood.

Mr. Da'Mes asked what is the square footage of the units.

Mr. Harman replied they are 1,200 square foot units, seven of the units will be two bedroom units, and two of the units will be three bedrooms. I did not discuss what some other by-right alternatives might be at this location and I would like to address that. These alternatives are not quite as desirable outcomes for the neighborhood. I could apply for a building permit tomorrow that would allow me to construct a duplex at 752 Foley Road. I would not have to do any of the street improvements that the City has asked me to do. I could build eight bedrooms there and construct it as nicely or cheaply as I choose and market it to students. That is not the best thing for the neighborhood and it is not what I want to do.

He then continued by stating that I could correspondingly apply for a building permit for 746 Foley Road, which is right now a duplex with four bedrooms in the upstairs unit and one bedroom in the downstairs unit; but, I could increase that density to four bedrooms in each unit. That would be a total of sixteen bedrooms that I could market to college students. Those are my by-right alternatives.

But be realistic, I know what is going to happen to this piece of property – someone is going to come along and develop something much less responsible, and quite honestly, probably cheaper. That would be a shame, because this neighborhood would lose. I am proposing something that in my opinion is very nice; nineteen bedrooms and marketed to professionals. I cannot tell you that students will not live there; but, it is not my intent.

Chairman Jones asked if there were any further questions. Hearing none, he asked if there was anyone else with the project wishing to speak.

Mr. Ed Blackwell with Blackwell Engineering said he just wanted to speak in general, regarding the property. I have worked with the current owner, Mr. Kline, and tried to come up with something for this property and there are a few issues with this particular property being a triangle. The ordinance probably needs to be expanded to include unique properties like this or perhaps a way Planning Commission and City Council could give a variance to this unique shaped property. With this triangular lot you cannot have it front on one side with parking in the rear; yet not have the rear on another road frontage. Therefore, I feel the ordinance needs to be tightened up.

He continued and stated that one issue with this particular development is that there are street improvements that need to be done, and stormwater issues that need to be addressed in the neighborhood. When you have a lot of road frontage such as these lots do, it costs a lot of money to do those street improvements and stormwater issues. You either have to have more lots to sell, or rent, in order to generate the income to do the improvements. We are looking at \$40,000 worth of

stormwater improvements that need to be done. It costs money to do these fixes and one way to generate that money is to develop a few more rentable or sellable units. The current owner has dealt with these same economics for this property. It could be left as is; but, who does that help. I think there are issues with this neighborhood that need to be addressed.

Chairman Jones asked if there was anyone else wishing to speak in regard to the development.

Mr. Frank Gordon, property owner at 782 Foley Road, said a number of the people who live in this neighborhood were unable to attend tonight and in the interest of time I have met with them to come up with a very concise statement that reflects the view of these individuals. I feel bad for Mr. Harman's frustration with this, but I wonder, given the laundry list of exceptions that he needs, if the frustration simply exists from trying to drive a square peg into a triangular hole. Perhaps going with something by right may not be as awful as he may think.

At this time Mr. Gordon read the statement. *"The undersigned property owners and residents of the Ridgeville neighborhood welcome appropriate development of the parcels in question and we admire the ecological aspirations of the Velocity Property Group, however we concur with the Planning Staff's recommendation that the request for Special Use Permit be denied. We believe the large number of dwelling units proposed would have an adverse effect on neighborhood safety due to the substantially increased demand on the already taxed infrastructure even with the proposed improvements to Foley Road. The developer has stated that building a smaller number of units is not financially viable. While this fact is regrettable, we do not feel that the safety of our families and the harmony of our neighborhood should take a back seat to the applicant's ambitions or economic constraints. The applicant's goal of meeting the perceived demand for dwelling units of contemporary design manifest as a repetitive cuboid facade is glaringly incompatible with the traditional architecture of the rest of the neighborhood, and as such we consider it undesirable.*

*We thank the commission for considering our concerns, and we wish the applicant all the best luck in finding a more appropriate location for their project."*

He then submitted to Planning Commission the prepared statement signed by nine other property owners in the Ridgeville Neighborhood.

Chairman Jones asked if there was anyone else wishing to speak at this time.

Sharon Grogg, 770 Ridgeville Lane, said her main concerns are issues with the streets. You are discussing the improvements along Foley Road, but, nothing has been mentioned about Ridgeville Lane. Ridgeville Lane is a very narrow street; two cars cannot even pass each other without going into someone's yard. The proposed five new apartment units will be facing Ridgeville Lane and will likely cause more traffic. Currently, the school bus has difficulty making the turn in this area. Lastly, I also feel that this looks like an out of place apartment building.

Chairman Jones asked if there was anyone else to speak. Hearing none, he asked Planning Commission for their thoughts or comments.

Dr. Dilts summarized that the positives to this project would be: improvements to the storm drains and improvements to the street; the land would be improved with newer dwellings; occupancy would attract professionals as opposed to student population. She continued that the negatives would be: density of the dwellings; and the fact that a ninth dwelling would be located on the property because they would be using the land set aside for the easement as part of the total square footage; City ordinances do not allow this by right; there is a question about the architecture fitting

into the architecture of the existing varied neighborhood; and there would be an increase of the traffic in the area. I believe we received a note in our packet that discussed the effect of this on the entrance to the neighborhood from Reservoir Street and the increase in traffic there.

Planning Commission agreed that this somewhat summarized what they had heard this evening.

Mr. Fletcher said the further question is the view of the Planning Commission about how the language in the ordinance plays out. Is this something we want to keep and continue to be as restrictive as they are; or would you like to see an amendment in a way that would allow such development to occur. Obviously much thought would need to be given to what changes would take place and then what the affect would be, not just on a triangular piece of property, but across the City.

Dr. Dilts asked if the City generally does traffic studies to see the impact of the development.

Mr. Fletcher replied yes we do, but not on such small developments that generally have such low traffic volumes. Our threshold is 100 vehicle trips in the peak hour and knowing that this does not even come close, it was never discussed. However, sections within the Subdivision Ordinance and the Design and Construction Standards Manual require the improvements to the street, because of situations such as this when subdivision occur. So we do capture some of the improvements that are necessary on such small developments without doing a traffic impact analysis. As most of us are aware, Reservoir Street is to be widened, some of the specifics of the plans are still being worked out, but there would be at least a turning lane of some manner, and pedestrian/bicycle facilities.

Dr. Dilts asked would this be at the intersection of Foley Road and Ridgeville Lane.

Mr. Fletcher said the entire stretch of Reservoir Street to the City limits.

Mr. Chenault said I support the concept of not having the rear of units face a public street; however, this is a lot where it does not work. It seems to me that maybe on a City wide basis perhaps the ordinance should be adjusted to come up with some other way to address lots of this nature. One thing that occurs to me is the use of screening of the rear of the dwelling from the street, landscaping or walls, something that will mitigate that rear view. The other thing that I will say right now is that I do not like the idea of the ninth unit using the five foot easement.

Mr. Harman addressed the issue of the easement area and said it gets very complicated and complex. When you have a piece of property, you also have a buildable envelope; in other words the box that you are left with after taking all appropriate setbacks is what you can build a building within. In this case it has two front setbacks, thirty feet from both streets, this is not normal, plus you add in the fact that it is a triangle. If I were to dedicate land and do street improvements for Ridgeville Lane, I would lose not only the square footage of this lot, but the setback is five foot greater; therefore, I could not build garages with these units.

Mr. Chenault said I must have misunderstood, I was under the impression that you got to the edge of the five foot easement.

Mr. Harman replied no. This is a very challenging piece of property.

Mr. Chenault said do we have any idea how many units in this neighborhood are rentals? Let's take Avalon Woods into consideration too.

Mr. Fletcher said I cannot give you an immediate answer; but it can be figured out. I agree it is odd to have two front setback regulations, but every corner lot in the City has that situation.

Mr. Chenault said personally I am in favor of trying to adjust the ordinance to address lots of these types and come up with some type of alternative to what we have now.

Mrs. Fitzgerald agreed.

Chairman Jones said the shape of this parcel presents challenges that I have not previously seen during my time on this Commission. In an earlier presentation this evening we saw a lot along Grant Street with this same triangular configuration. I feel the applicant's frustration, and I apologize on behalf of staff and the City. Obviously this is not something that we see on a regular basis, it presents some challenges that we have not seen in all of our deliberations. I agree that we certainly need to take a look at this and make an adjustment to the ordinance so that better accommodation can be afforded in the future. I personally like the project from the aspect of the demographic that you are going after; I am somewhat opposed to continued apartment complexes. I think in the very near future we will be beginning to look at an adjustment for here.

Mr. Chenault said I am not deaf to the pleas of the other property owners that have spoken tonight; but, what concerns me more than the style of architecture is the fact that your neighborhood is going to face significant challenges in the future as more rental property owners try to come in and use up the vacant land there and there is a fair amount of vacant land in this area. While I acknowledge that this architecture is different than most of the architecture in this neighborhood, I also recognize that I do not see a unifying type of architecture in the neighborhood. What does bother me is I feel there are a significant number of rental units in this neighborhood and I want to look further into this.

Lastly, I do not think anybody needs to be apologizing to anyone. We all work hard and if I thought I was going to be able to get through this year without having someone upset with me I would probably not be doing my job. I hope we can move forward from here in a positive manner.

Mr. Da'Mes added that he felt that Mr. Blackwell's idea of expanding the ordinance to include odd shaped parcels would be the best route to take.

Mrs. Fitzgerald said so the idea would be to come forward with an alternative or an addition to the ordinance.

Mr. Fletcher said if we can get a verbal commitment from the applicant to continue the public hearings until after an amendment can be made to the ordinance, then this project, or something similar can be brought back to a public hearing.

Mr. Blackwell asked if they could be given some time on this decision; there is a contract to purchase that must be looked at.

Mr. Fletcher said if we can get a verbal commitment from the applicant than the City will re-advertise the public hearing. We will work very diligently on getting this back to you next month.

Mr. Da'Mes said I do not think we are asking for an amendment that will make this project work; we are just trying to say "let's find some more flexibility" in a unique situation.

Mr. Harman said I like the intent of the ordinance, I really do. The intent of the ordinance is to keep cars from being parked along public streets; I think that is a great ordinance. It is just not practical. We live in an area that has a lot of grade and sloping property. When you try to develop one of

these properties that has a hill, or is a triangle, and where a building just does not fit into that situation and you cannot practically make it work.

Chairman Jones said then am I understanding that the applicant will work with staff on bringing this back before the Planning Commission.

Mr. Blackwell replied yes.

Chairman Jones then said there is one other item under new business that I have penciled in and that is to propose a change of date and/or time of the site visits for Planning Commission to better accommodate schedules.

Mrs. Fitzgerald said she made this request because cemented into her teaching schedule is a Tuesday/Thursday, 2:00pm slot. Given that we have one new member and another new member joining us next month, I propose to wait until we have a full complement of members to discuss this matter.

Mr. Fletcher added that we could do this through email. The tour is advertised on the agenda for the next month, so as of right now the tour is still set for February 7<sup>th</sup>. I will get an email conversation going about possible days and times that work for everyone. My suggestion is to stay away from the meeting day.

#### **Unfinished Business**

None.

#### **Public Input**

None.

#### **Report of secretary and committees**

Mrs. Banks said Proactive Zoning visited the Sunset Heights sector of the City, where they found ten violations consisting of inoperable vehicles and discarded materials. Next month they will be in the Reherd Acres area of the City.

#### **Other Matters**

##### ***Review of 2010 Annual Reports***

Mr. Fletcher said at the end of the year staff provides to you two reports, one is the Planning Commission Annual Report that will be forwarded on to City Council; therefore, if you have corrections let us know, otherwise it will need a motion to move forward for Council review. The other is the internal Community Development Annual Report so that you can see what other subdivisions take place, and other zoning matters that we as staff do throughout the year.

Mrs. Fitzgerald made a motion to forward the Planning Commission 2010 Annual Report on to City Council for their review.

Mr. Chenault seconded the motion.

All voted in favor of the motion. (5-0)

#### **Adjournment**

The meeting was adjourned at 8:25 p.m.

DRAFT

**MINUTES OF HARRISONBURG PLANNING COMMISSION**

**Work Session on the Comprehensive Plan Review – January 12, 2011**

The Harrisonburg Planning Commission held a special work session to discuss the Comprehensive Plan Review on Wednesday, January 12, 2011, at 8:30 p.m. in the City Council Chambers, at 409 South Main Street.

Commissioners present: Charlie Chenault; Muawia Da'Mes; Judith Dilts; Deb Fitzgerald; and Bill Jones.

Commissioners absent: Alan Finks and Henry Way

Also present: Stacy Turner, Director of Planning and Community Development; Adam Fletcher, City Planner; Alison Banks, Planner.

Mr. Fletcher said the focus this month was to review the Executive Summary, Chapter One, and Chapter Two, as well as collectively look at the Comprehensive Plan as a whole and see if there were any big issues that we want to amend before the public input phase. Are there any thoughts about the Executive Summary or Chapters One and Two?

Mrs. Fitzgerald said she had one "nit-picky" thing in the first page of Chapter Two, under the Vision Statement. Those paragraphs talk about how the City of Harrisonburg will do something, except for the paragraph that says "What is such a place" the City is. I do not know if it even needs to be changed, if we all agree it reads fine we should leave it.

Dr. Dilts said does it not describe how you would define what is such a place? So, it is not saying what Harrisonburg will be, it is defining what it looks like if citizens are inspired to work together to create this great place.

It was agreed to leave the wording as it is in the Vision Statement currently.

Dr. Dilts said in Chapter Three, on the numbers that are given for the population, is that full time residents? Do you include the students? If so, that makes me wonder about some of the conclusions that you come to about poverty level. I wonder if there is a way to tease out the racial or ethnic grouping for poverty the same as you tease out the percentage for age bracket for poverty.

Mr. Fletcher said it may be above our expertise to do that. We did not come up with these numbers and I do not know if it is possible to do that.

Dr. Dilts said there are two things I am asking. One – it is unclear to me whether it is fair to include the students in some of the conclusions that you make, because the students, I assume, are not full time residents. Secondly, the other issue is if you are really going to discuss poverty level, then at that point perhaps you should remove the students and ask do we have a disproportionate level of permanent residents at the poverty level.

Mrs. Turner said the poverty could be broken out by the racial group and perhaps the ethnicity too.

Planning Commission agreed that a breakdown of the racial and ethnic poverty levels might be helpful to look at.

Mr. Fletcher said he would get that information together and forward it to each member. Also in front of you are changes to Chapter 11, with some changes to the Master Transportation Table 11-1, the difference being we have provided estimates for all the improvements. There are also language and data changes made throughout the chapter. The maps are all updated.

There were no questions or concerns regarding the changes to Chapter 11.

Mr. Fletcher said there is a change that has been brought forward from Whitesel Brothers, near the intersection of Erickson Avenue and Garbers Church Road desiring to change their land use designation from Low Density Mixed Residential to Commercial. This would more closely match what the use of the property is, and because it is a split zoned parcel with the County, it would more closely match the County use and land use designation of Commercial. Staff discussed this and thought it made sense to change not just this parcel, but the entire Low Density Mixed Residential designation along the southern side of Erickson Avenue to the western City limits – all to the Commercial designation.

Planning Commission was in agreement with the recommended change to the Land Use Guide for this area of Erickson Avenue.

Mr. Fletcher said we need to discuss scheduling for public review/input and a public hearing. At the regular Planning Commission meeting in March the consultants that are working with us on our Urban Development Area will be here to review the recommendations with you of what the Urban Development Area should be and what needs to be included in the Comprehensive Plan as required by State Code. By that time we should have what we would consider the completed draft of the Comprehensive Plan that we feel would be ready for public input. I have reserved the Simms Auditorium on Wednesday, March 23 to have an open house type of informal input session. If all goes well, we should be able to go to public hearing in April and on to Council in May. My question is do we want to do a public hearing at our regular meeting, or do we want to schedule a separate meeting?

Planning Commission agreed the time for the public input should be between 7:00 p.m. to 9:00 p.m. and that it was best to have the public hearing at the regular meeting in April.

With no further comments the meeting adjourned at 8:45 p.m.

DRAFT



# City of Harrisonburg, Virginia

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

STAFF REPORT  
February 9, 2011

## ZONING ORDINANCE AMENDMENT Section 10-3-48.6 (b) and (c)

After last month's discussion on Velocity Property Group's the Angle project, staff has drafted amendments for Section 10-3-48.6 to allow for flexibility in the design of multi-family developments on sites such as that confronted at the intersection of Foley Road and Ridgeville Lane. The Angle proposal is somewhat of a "perfect storm" scenario to describe why such amendments may be necessary.

With an approved special use permit, the Angle, being situated within what the Zoning Ordinance defines as an established single family and duplex neighborhood, would be required to locate all parking lots/garages to the rear or side of buildings and have building facades face a dedicated public street or the limits of a private parking unit. As was discussed last month, although it may be achievable, designing such a project is difficult and burdensome.

Two amendments are proposed to allow R-3, special use permitted developments, with multiple street frontages, to have less stringent controls. The proposed amendments to Section 10-3-48.6 (b) and (c) are shown below:

(b) Off-street parking regulations for all buildings and uses permitted in this district are governed by article G. When an off-street parking lot/garage containing five (5) or more spaces is to be constructed within an established single family detached or duplex neighborhood, such parking lot(s)/garages shall be located to the rear or side of buildings *shall not be located between principal buildings and a public street, unless the parcel has multiple public street frontages, and shall be screened from the public street(s) by the principal buildings or by landscaping or walls. When an off-street parking garage containing five (5) or more spaces is to be constructed within an established single family detached or duplex neighborhood, such parking garage shall be located to the rear or side of principal buildings and screened from the public street(s) by principal buildings or by landscaping or walls. The parking garage cannot be located between principal buildings and public streets.* Where such parking lots/garages abut single-family detached or duplex lots, they shall be screened from such lots by landscaping, fences, or walls. An adequate screen shall be a minimum five-foot wide buffer area containing the following: (REMAINDER OF SECTION TO REMAIN)

(c) More than one (1) principal building may be constructed upon an unsubdivided parcel of land as density allows. The open space between each building as measured at the closest point between building walls shall not be less than thirty (30) feet. The minimum separation between buildings may be superseded by building regulations. The front façade of each

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principal building shall face a dedicated public street or the limits of a private parking unit (as defined) and no building shall have the rear façade facing a dedicated public street, *unless the parcel has multiple public street frontages where rear façades may front one (1) public street.*

It should be understood that both amendments must take place as they work collaboratively. In brief, the amendments give developments more flexibility related to where parking lots can be located and also to how façades of units can be positioned on properties that have more than one principal building on a parcel. The 10-3-48.6 (b) amendment only pertains to developments located within an established single family detached or duplex neighborhood on parcels having multiple public street frontages. As with the current regulations, developments that are not located in such neighborhoods do not have to meet the additional location and buffering controls.

Staff separated the controls of where parking lots and parking garages can be located, in (b), for a couple of reasons. First, notwithstanding the intent to why the current regulations exist, using the parcel at the intersection of Foley Road and Ridgeville Lane as an example, if someone were to build townhomes on individual parcels on this property, a parking lot could be located adjacent to the public street. This is because townhomes are not bound by the requirements of (c), where units must face a dedicated public street or the limits of a private parking unit. Thus, a townhouse development could meet the controls as specified in (b)—parking lots to the rear or side of buildings—and be built, by right. Understanding the reality of that situation, allowing parcels that have multiple street frontages to locate parking lots adjacent to public streets is arguably justifiable.

The amendments separate parking lots and parking garages because, in these situations, parking garages would be considered accessory buildings. Accessory buildings are permitted by right; however, as regulated in Section 10-3-114, in residential districts, accessory buildings may only be built in rear yards and cannot be located between a principal building and a public street. Staff believes there is merit in such regulations and they should be maintained for developments such as this situation.

In closing, the proposed amendments should accommodate the Angle project at the intersection of Foley Road and Ridgeville Lane. Staff believes there is value in these amendments and supports their adoption.

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## ORDINANCE AMENDING AND RE-ENACTING SECTION

10-3-48.6

OF THE

CODE OF ORDINANCES

CITY OF HARRISONBURG, VIRGINIA

### **Be it ordained by the Council of the City of Harrisonburg, Virginia:**

**That Section 10-3-48.6 be amended as follows:**

#### **Section 10-3-48.6. Other Regulations.**

##### **Amend subsection (b) as shown:**

(b) Off-street parking regulations for all buildings and uses permitted in this district are governed by article G. When an off-street parking lot/garage containing five (5) or more spaces is to be constructed within an established single family detached or duplex neighborhood, such parking lot(s)/garages shall be located to the rear or side of buildings *shall not be located between principal buildings and a public street, unless the parcel has multiple public street frontages, and shall be screened from the public street(s) by the principal buildings or by landscaping or walls. When an off-street parking garage containing five (5) or more spaces is to be constructed within an established single family detached or duplex neighborhood, such parking garage shall be located to the rear or side of principal buildings and screened from the public street(s) by principal buildings or by landscaping or walls. The parking garage cannot be located between principal buildings and public streets.* Where such parking lots/garages abut single-family detached or duplex lots, they shall be screened from such lots by landscaping, fences, or walls. An adequate screen shall be a minimum five-foot wide buffer area containing the following: (REMAINDER OF SECTION TO REMAIN)

##### **Amend subsection (c) as shown:**

(c) More than one (1) principal building may be constructed upon an unsubdivided parcel of land as density allows. The open space between each building as measured at the closest point between building walls shall not be less than thirty (30) feet. The minimum separation between buildings may be superseded by building regulations. The front façade of each principal building shall face a dedicated public street or the limits of a private parking unit (as defined) and no building shall have the rear façade facing a dedicated public street, *unless*

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*the parcel has multiple public street frontages where rear façades may front one (1) public street.*

The remainder of Section 10-3-48.6 is reaffirmed and reenacted in its entirety, except as hereby modified.

This ordinance shall be effective from the \_\_\_\_ day of \_\_\_\_\_, 2011.  
Adopted and approved this \_\_\_\_ day of \_\_\_\_\_, 2011.

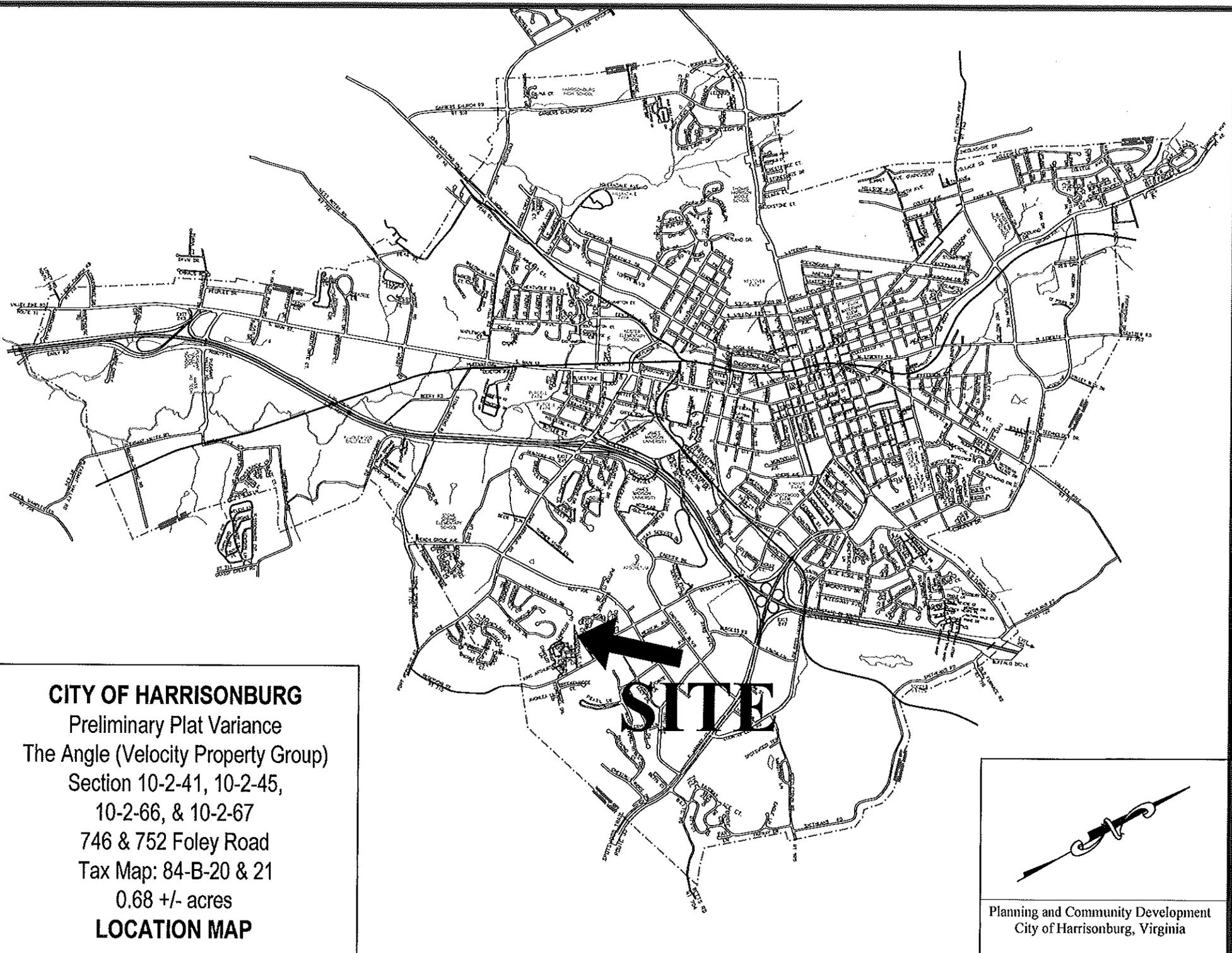
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**MAYOR**

ATTESTE:

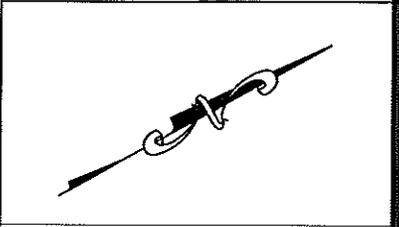
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CLERK OF THE COUNCIL

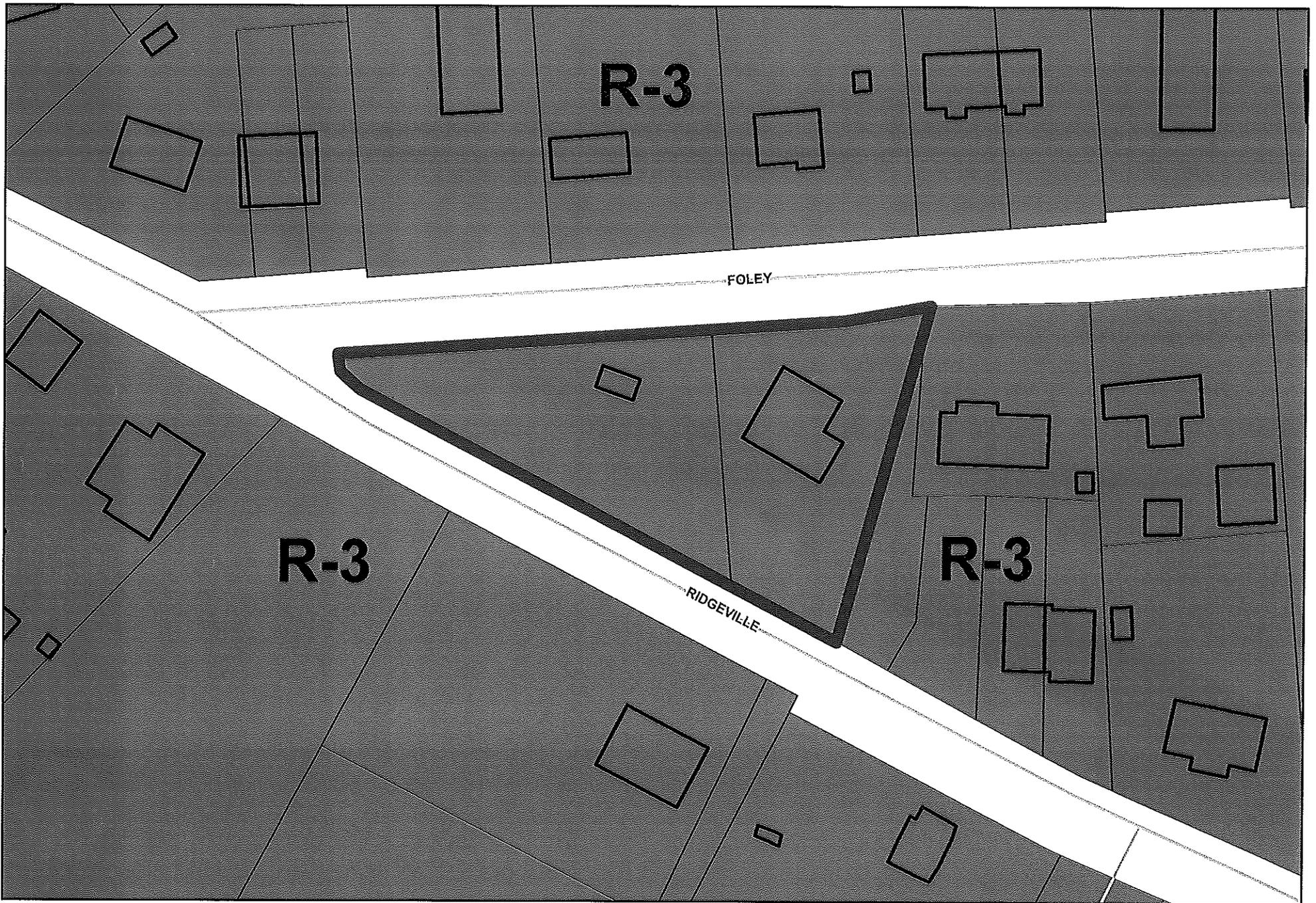


**CITY OF HARRISONBURG**

Preliminary Plat Variance  
The Angle (Velocity Property Group)  
Section 10-2-41, 10-2-45,  
10-2-66, & 10-2-67  
746 & 752 Foley Road  
Tax Map: 84-B-20 & 21  
0.68 +/- acres  
**LOCATION MAP**



Planning and Community Development  
City of Harrisonburg, Virginia



**Preliminary Plat Variance & SUP (10-3-48.4 (6))  
The Angle - 746 & 752 Foley Road**



# City of Harrisonburg, Virginia

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

## STAFF REPORT

February 9, 2011

### **PRELIMINARY PLAT - THE ANGLE PLAT VARIANCE (VELOCITY PROPERTY GROUP)** **GENERAL INFORMATION**

**Applicant:** Doug Kline, with representative Velocity Property Group  
**Tax Map:** 84-B-20 & 21  
**Acreage:** 0.68 +/- acres  
**Location:** 746 and 752 Foley Road  
**Request:** Consider a request to preliminarily plat a lot at the corner of Foley Road and Ridgeville Lane with Subdivision Ordinance variance requests per Sections 10-2-41, 10-2-45, 10-2-66, and 10-2-67.

### **LAND USE, ZONING, AND SITE CHARACTERISTICS**

The Comprehensive Plan designates this area as Medium-Density Residential. This designation states that these areas are near major thoroughfares or commercial areas. They contain a variety of housing types such as single-family, duplex, and two or three story apartments and densities can range from 1 to 15 units per acre.

The following land uses are located on and adjacent to the property:

**Site:** Duplex dwelling, zoned R-3  
**North:** Across Foley Road, single family homes, a duplex, and apartments, zoned R-3  
**East:** Single family home and a duplex, zoned R-3  
**South:** Across Ridgeville Lane, single family home, zoned R-3  
**West:** Across the intersection of Foley Road and Ridgeville Lane, single family homes, zoned R-3

### **EVALUATION**

**Although related but technically a different matter from the special use permit request and the Zoning Ordinance amendments that are in review to accommodate the proposed development, this preliminary plat is again up for consideration for Planning Commission's recommendation to City Council. The staff report below remains as presented during last month's meeting, where staff supported the preliminary plat and the four Subdivision Ordinance variances. Please read through the paragraphs below to recall the issues in this request.**

The applicant is requesting to preliminarily subdivide two properties located in the southeastern portion of the City at the intersection of Foley Road and Ridgeville Lane. Both properties are zoned R-3, Medium Density Residential District. The applicant would like to remove the dividing lot line to establish a 0.68-acre piece of property to potentially allow for the construction of nine apartment units.

(A special use permit requesting the allowance for multi-family units will immediately follow this request.) The subdivision is a preliminary plat because the applicant is requesting variances from the Subdivision Ordinance.

Although the proposed request is only vacating a property line, the Subdivision Ordinance defines such action as a "subdivision," thus the applicant must fulfill all obligations as specified in that part of the City Code. Due to the shape of the lot caused by the intersection of Foley Road and Ridgeville Lane, and because of the topography of the area, the applicant is requesting four variances. The variances are associated with the requirements to dedicate right-of-way and the obligations to construct street improvements when subdividing property. The first variance request is from Section 10-2-41, which specifies design standards for streets and alleys. Specifically, sub-section (i) (3) of that section denotes that minor streets, such as Foley Road and Ridgeville Lane, shall have a right-of-way width of 50-feet. The second request is to deviate from Section 10-2-45, which requires the applicant to dedicate all land designated for future street widening. The third request is from Section 10-2-66 that states street improvements shall be provided with each new subdivision in accordance with standards and specifications of the City. These improvements could include pavement, curb, gutter, sidewalk, storm sewer, and/or other enhancements. The final variance is to deviate from Section 10-2-67, which requires the subdivider to finance all street improvements that are required per Section 10-2-66, at their own expense.

The above mentioned sections of the Subdivision Ordinance work collaboratively to require developers to dedicate right-of-way and build the required street improvements to ensure City streets are constructed and improved for the benefit of all citizens. This is not the first application that has requested the same four variances. Some Commissioners may recall the application from Scott Kettelkamp during the spring of 2009, where he proposed to develop three townhomes along Norwood Street. Ultimately, City Council approved his variance requests; one can see this development being constructed today.

Neither Foley Road nor Ridgeville Lane has the required amount of right-of-way for minor streets; as a result, almost all subdivisions along these streets must dedicate right-of-way on their side of the street to help establish the required 50-feet of right-of-way. The right-of-way is variable along both streets—measuring from as little as 35-feet to as wide as 47-feet. The streets' widths are closer to 50-feet where other subdivisions have occurred, where the subdividers dedicated the right-of-way during their subdivision processes. Examples include Wishing Well Estates Subdivision and Tamarack Townhomes, both along Ridgeville Lane, and Foley Road Townhomes located on Foley Road. Those developments also built street improvements per the City's requirements at their time of construction. Not every development dedicated the required amount of right-of-way, however. Immediately adjacent to the east of the subject property, Scott and Mendy Miller built a duplex along Ridgeville Lane. Instead of dedicating right-of-way, in 2005 the City allowed the Miller's to dedicate a five-foot easement to the City, where the easement grants the City the permission to use that property's frontage to construct street improvements, when necessary.

For this subdivision, the applicant is dedicating the required five-feet of right-of-way along Foley Road and is also building the required street improvements. In this case, they will provide street widening, curb, gutter, and sidewalk. They would also cost-share with the City to install the appropriate infrastructure to help control stormwater. The variance requests come into play for the Ridgeville Road frontage. As noted above, due to the property's shape caused by the intersection of the two streets, the applicant is requesting to not dedicate the required right-of-way. The developer is also requesting to

not build the street improvements. Similar to the Miller's development, the applicant has proposed to dedicate a five-foot easement to the City for future improvements. Because of the unusual and difficult layout of the intersection of the streets, and due to the topography of the area and the uncertainty of the most appropriate design of this stretch of the street and how it should intersect with Foley Road, staff believes the variance requests are justifiable. Staff believes street improvements to this section of Ridgeville Lane and to the intersection should be comprehensively evaluated and constructed.

Staff recommends supporting the variance requests, as presented and described, from Sections 10-2-41 (i) (3), 10-2-45, 10-2-66, and 10-2-67.

December 2, 2010

City Staff, Planning Commission, and Council

345 S. Main St.

Harrisonburg, VA 22801

Dear City leaders and staff,

I write this letter to discuss a potential future subdivision located at 752 and 746 Foley Rd. Our firm has pursued several different concepts and layouts in working with these two parcels and has had multiple conversations with staff planners, engineers, and city leaders over the last few months. This site and location has certainly presented a multitude of challenges due to its unique shape, (triangular parcel of land) as well as that it fronts on 2 city streets, Foley Rd. and Ridgeville LN. Additional challenges include relatively small unique parcels with 2 front setbacks as well as city requirements for street dedication and improvements on 2 streets have made viability a challenge. The nature of this particular property is truly challenging and unique. The triangular shape with sloping topography compounded with 2 street fronts/front setbacks certainly limits the available building envelope and corresponding architectural creativity. If our firm was to dedicate land for improvements on both frontages the setback condition would be further compounded making the properties' "buildable envelope" very restrictive and challenging.

In preliminary meetings with staff we have discussed and have reached general consensus in principal to the following areas required by the City of Harrisonburg subdivision ordinance. Our firm has proposed the following (see attached engineered preliminary site and subdivision layout). We will dedicate a 5' right of way and necessary improvements along Foley Rd. Improvements to include approved entrance, curb, gutter, sidewalks, and installation of new storm water drainage system. Along Ridgeville Ln. our firm plans to dedicate a 5' easement to allow the City to make future improvements as they see needed. Additionally, new storm water drainage inlets on Ridgeville Lane will be sized to meet future needs of properties above and beside proposed development.

Our firm is asking for relief from the following sections of the subdivision ordinance. Compliance with all of these matters would create unnecessary hardship and make the project not possible.

#### 10-2-41 Streets and alleys

- Our firm does not intend to construct improvements (widening, curb, gutter, and sidewalk) along Ridgeville Ln. Doing so would further compound set back requirements and "buildable envelope" of the property making viability impossible.

#### 10-2-45 Land dedication

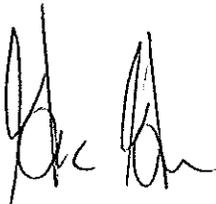
- Our firm intends to provide the city with an easement for future infrastructure improvements but cannot dedicate the land compounding setback and buildable envelope impacting viability.

10-2-66 Compliance with city standards and 10-2-67 Responsibility for cost

- Our firm has agreed to absorb cost for dedication of right away, curb, gutter, and sidewalks along Foley Rd. as well as for all storm water drainage measures which our located on our site. City public works has agreed in principal to share cost of storm water drainage measures which are not located on our site.

Other elements of consideration including information about our firm, intent of use, market strategy etc. will be included in a corresponding application for a special use permit which is also necessary to facilitate this project.

Regards,

A handwritten signature in black ink, appearing to read 'Hans C. Harman', written in a cursive style.

Hans C. Harman

President

Velocity Property Group.

## Adam Fletcher

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**From:** Kim Seifert [kim\_seifert@hotmail.com]  
**Sent:** Tuesday, January 11, 2011 9:33 AM  
**To:** Adam Fletcher; Alison Banks; dullesdude@aol.com; crc@littensipe.com; muawiad@aim.com; jadilts@mac.com; Alan Finks; debstevens@comcast.net  
**Subject:** Meeting - Jan. 12, 2011 item

To Mr. Adam Fletcher, Ms. Alison Banks, and members of the Planning Commission:

I am writing to express my concern regarding an item that will be before the Planning Commission at the January 12, 2011 Planning Commission Meeting. That is the Preliminary Plat and Special Use Permit requested by Mr. Doug Kline and Velocity Property Group for the corner lot of Foley Rd. & Ridgeville Lane.

My family and I reside at 769 Ridgeville Lane and do not feel that this corner lot is conducive to anything larger than a duplex. Both Foley Rd and most of Ridgeville are either single-family homes or duplexes and a larger multi-unit will not fit into the neighborhood environment. The city school bus also needs plenty of space to navigate that odd intersection of Foley and Ridgeville. Additionally, we don't need the additional traffic using that section of Reservoir St. Traffic on Reservoir St. all the way out to the city limits is horrendous when JMU is in session. It is very dangerous trying to pull out from Ridgeville or Foley onto Reservoir as there is a continuous line of vehicles that come out of the Stonewall/Copper Beach/Chestnut Ridge complexes.

I ask that you limit the development of this lot to something smaller that will fit into the residential feel of the neighborhood.

Thank you,

Kim Seifert  
769 Ridgeville Lane  
Harrisonburg 22801

Date Application Received: \_\_\_\_\_

Total Paid: \_\_\_\_\_

# Application for Preliminary Subdivision Plat Approval

## City of Harrisonburg, Virginia

Fee: w/o Variance Request \$150.00 plus \$10.00 per lot  
Variance Request \$175.00 plus \$10.00 per lot  
Plus fees for TIA reviews where applicable (see back for details)

I, Hans Harman, hereby apply for preliminary subdivision plat approval for the following property located within the City of Harrisonburg:

### Description of Property

Title of Subdivision: The Apple  
Location (Street Address): 7527-746 Foley Rd. Sheet: \_\_\_\_\_ Block: \_\_\_\_\_ Lot: \_\_\_\_\_  
Total Acreage: .68 Number of Lots Proposed: 2 Zoning Classification: R3

Proposed Use of Property: Develop/Build 9 luxury loft style Condo Units

Property Owner's Name: Doug Kline  
Street Address: 5425 Jesse Bennett way Email: \_\_\_\_\_  
City: Linville State: VA Zip: 22801  
Telephone: Work 833-6104 Fax \_\_\_\_\_ Mobile 810-6104

Owner's Representative (if applicable): Hans Harman  
Street Address: 1024 Pleasant Valley Rd Email: hans@velocity77.com  
City: Harrisonburg State: VA Zip: 22801  
Telephone: Work 437-0482 Fax \_\_\_\_\_ Mobile 746-8826

Developer: Harman Development Inc. DBA Velocity Property Group  
Telephone: 437-0482 Email: hans@velocity77.com

Surveyor/Engineer: Blackwell Engineering (E2 Blackwell)  
Telephone: 432-9555 Email: E2@blackwellengineering.com

### VARIANCES

NOTE: If a variance is requested, please provide the following information:

I (we) hereby apply for a variance from Section 10-2-61c of the City of Harrisonburg Subdivision Ordinance and/or Section \_\_\_\_\_ of the City of Harrisonburg Design and Construction Standards Manual, which require(s):

curb & gutter and street widening to Ridgeville Rd. (see attached letter)

I (we) believe a variance should be granted based on the following "unnecessary hardship" which is peculiar to the property in question (See Section 10-2-2 of the Subdivision Ordinance):

(see attached letter)

The City of Harrisonburg's preliminary plat and subdivision requirements are in the code of the City of Harrisonburg, Subdivision Ordinance, Sections 10-2-1 through 10-2-86. Please read these requirements carefully.

Certification: I have read the ordinance requirements. I also certify that the information contained herein is true and accurate.

Signature: [Signature] Property Owner  
Signature: [Signature] Applicant, if different from owner

**See Back for Additional Application Fees Regarding TIA Reviews**

TIA Review Fees

- (a). Would the development from this preliminary plat require a Traffic Impact Analysis by VDOT?  
Yes \_\_\_\_\_ No

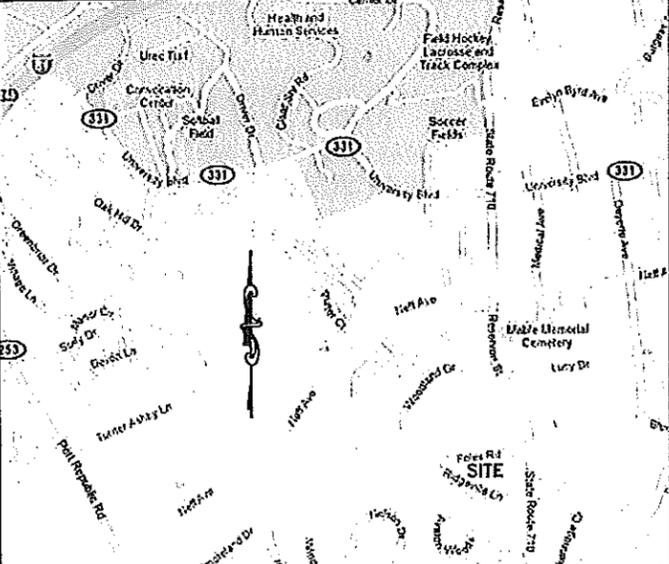
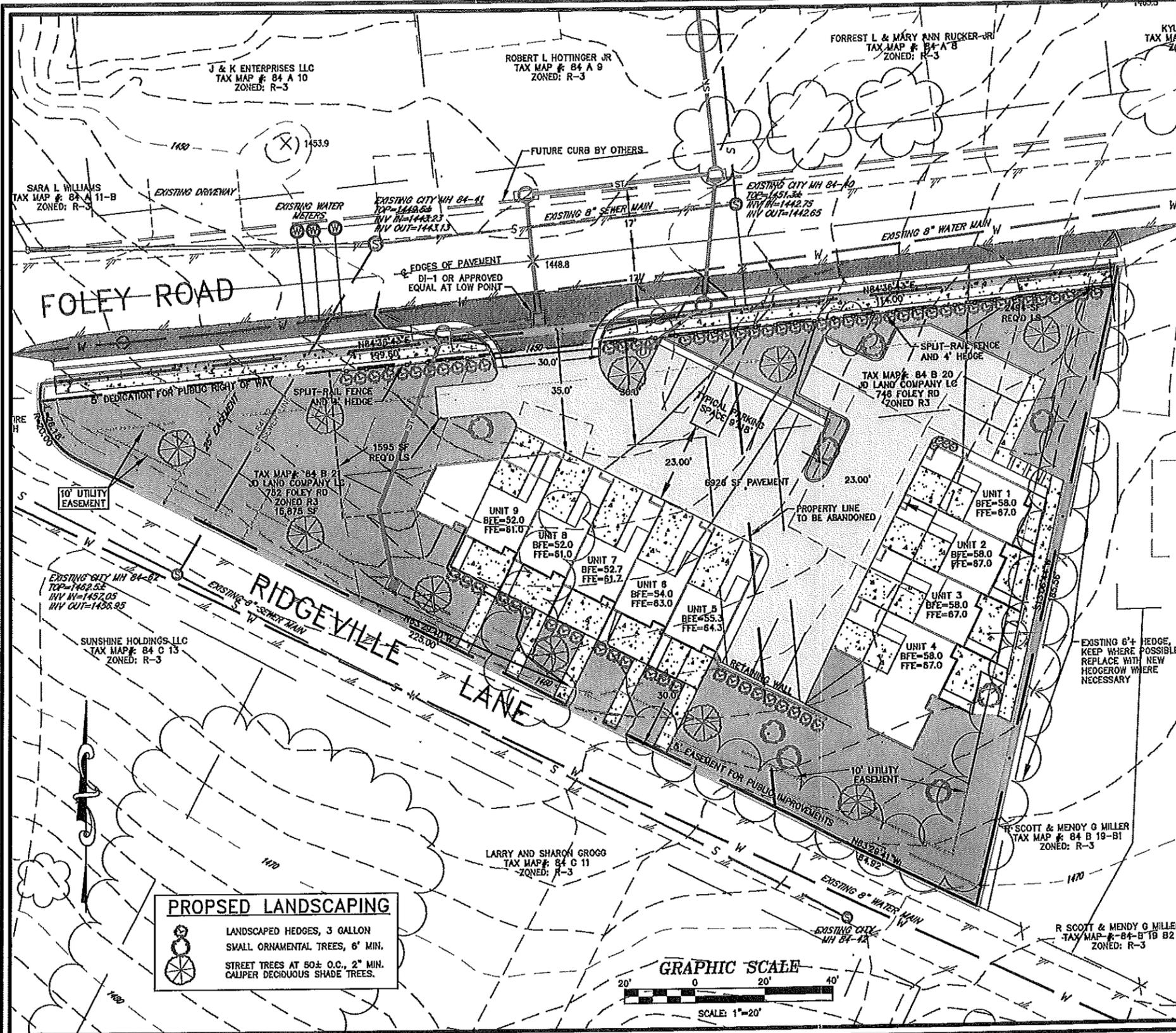
*If yes, then fees must be made payable to VDOT to cover costs associated with the TIA review.*

*PLEASE NOTE – If a TIA is required, this application shall not be considered accepted until the TIA has been reviewed.*

- (b). Would the development from this preliminary plat require a Traffic Impact Analysis review by the City?  
Yes \_\_\_\_\_ No

*If yes, then an additional \$1,000.00 must be made payable to the City to cover costs associated with the TIA review.*

*PLEASE NOTE – If a TIA is required, this application shall not be considered accepted until the TIA has been reviewed.*



VICINITY MAP  
1"=800'

**PARKING TABLE**

NINE 2 AND 3 BEDROOM APARTMENTS  
2% SPACES PER DWELLING  
REQUIRED PARKING: 23  
PARKING PROVIDED: 24

**SITE DESIGN:**  
BLACKWELL ENGINEERING, PLC  
ATTN: ED BLACKWELL  
566 EAST MARKET STREET  
HARRISONBURG, VA 22801  
540-432-9555

**OWNER:**  
JD LAND COMPANY, LC  
/DOUG KLINE  
5425 JESSE BENNETT WAY  
LINVILLE, VA 22834

**DEVELOPER:**  
HARMAN DEVELOPMENT, INC.  
1024 PLEASANT VALLEY ROAD  
HARRISONBURG, VA 22801

**PROPERTY INFO:**  
TM# 84-B-20  
84-B-21  
0.68 TOTAL ACRES  
ZONED: R-3,  
USE: TOWNHOUSES  
FEMA FLOOD ZONE: X

**BUILDING INFO:**  
NINE APARTMENTS  
USE: RESIDENTIAL  
MAX SINGLE FLOOR AREAS  
544 SF(2BR) 654 SF(3BR)  
2 STORY  
UNIT HEIGHT = 40'  
IBC CLASS = 310.1  
IBC USE GROUP = R-2  
ISO 2005 NFF= 750 GPM

**LEGEND**

- CENTER LINE
- E/T — EXISTING ELECTRIC/TELEPHONE
- EXISTING UTILITY POLE
- EXISTING LIGHT POLES
- PROPOSED LIGHTING
- EXISTING WATER LINES
- PROPOSED WATER LINES
- EXISTING SANITARY LINES
- PROPOSED SANITARY LINES
- SANITARY SEWER CLEANOUT
- EXISTING STORM SYSTEM
- PROPOSED STORM SYSTEM
- GAS LINES
- PROPOSED PROPERTY LINE
- EXISTING PROPERTY LINE
- SETBACK LINE
- EASEMENT LINE
- PROPOSED ROAD/EOP
- EXISTING ROAD
- EXISTING PARKING
- CURBING: CG-6
- DUMPSTER
- HANDICAP PARKING
- CG-12/ASPHALT RAMP
- PROPOSED FIRE HYDRANT
- EXISTING FIRE HYDRANT
- PROPOSED FENCE
- EXISTING FENCE LINE
- HEAVY PAVEMENT SECTION
- LIGHT PAVEMENT SECTION
- PROPOSED SIDEWALKS
- GRASS AREA

**PROPOSED LANDSCAPING**

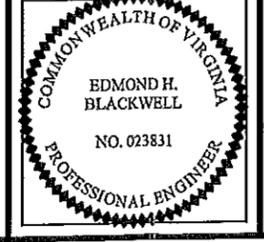
- LANDSCAPED HEDGES, 3 GALLON
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Date:	12/06/10
Revision Date	1/5/11

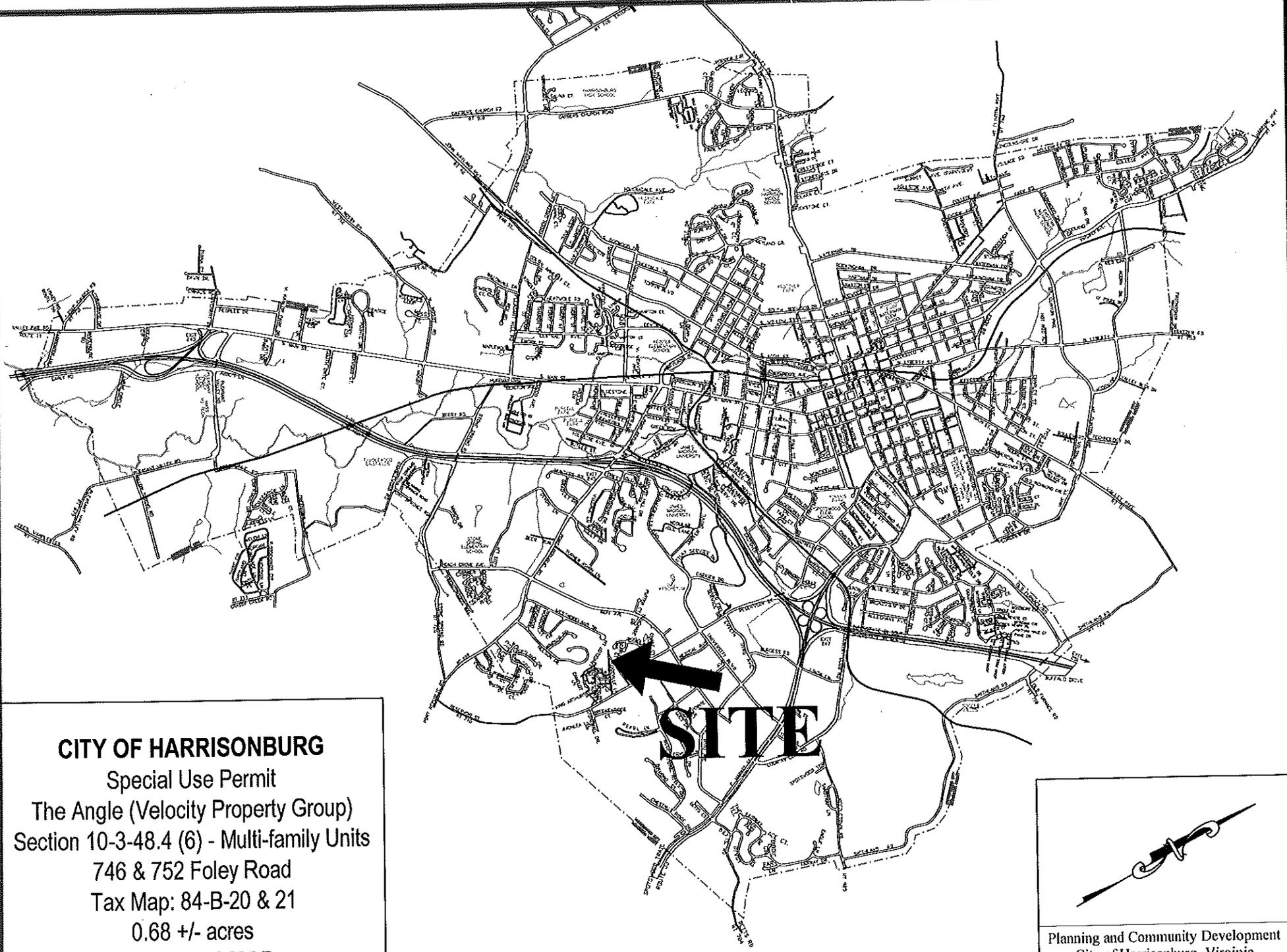
Designed by:	EHB	Scale:	1"=20'
Drawn by:	TBF		
Job No.	2175		



**PRELIMINARY PLAT**

THE ANGLE  
HARMAN DEVELOPMENT, INC.  
1024 PLEASANT VALLEY ROAD  
HARRISONBURG, VA, 22801

Drawing No.  
**1**  
of 1 Sheets



**CITY OF HARRISONBURG**

Special Use Permit

The Angle (Velocity Property Group)

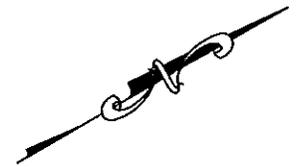
Section 10-3-48.4 (6) - Multi-family Units

746 & 752 Foley Road

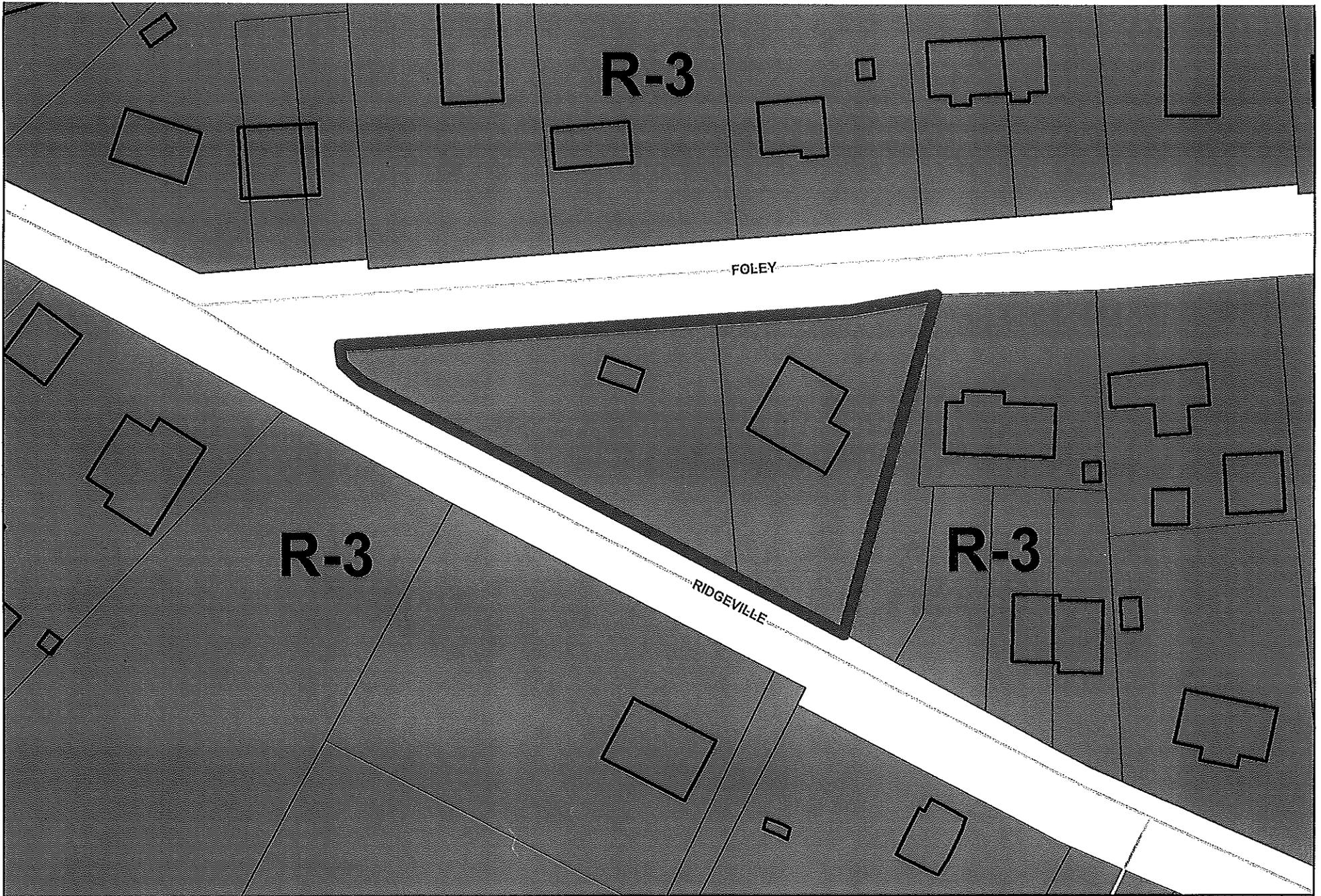
Tax Map: 84-B-20 & 21

0.68 +/- acres

**LOCATION MAP**



Planning and Community Development  
City of Harrisonburg, Virginia



**Preliminary Plat Variance & SUP (10-3-48.4 (6))  
The Angle - 746 & 752 Foley Road**



# City of Harrisonburg, Virginia

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

## STAFF REPORT

February 9, 2011

### **SPECIAL USE PERMIT - THE ANGLE (VELOCITY PROPERTY GROUP)**

#### **GENERAL INFORMATION**

**Applicant:** Doug Kline, with representative Velocity Property Group  
**Tax Map:** 84-B-20 & 21  
**Acreage:** 0.68 +/- acres  
**Location:** 746 and 752 Foley Road  
**Request:** Public hearing to consider a request for a special use permit per Section 10-3-48.4 (6) to allow multi-family units within the R-3, Medium Density Residential District.

#### **LAND USE, ZONING, AND SITE CHARACTERISTICS**

The Comprehensive Plan designates this area as Medium-Density Residential. This designation states that these areas are near major thoroughfares or commercial areas. They contain a variety of housing types such as single-family, duplex, and two or three story apartments and densities can range from 1 to 15 units per acre.

The following land uses are located on and adjacent to the property:

**Site:** Duplex dwelling, zoned R-3  
**North:** Across Foley Road, single family homes, a duplex, and apartments, zoned R-3  
**East:** Single family home and a duplex, zoned R-3  
**South:** Across Ridgeville Lane, single family home, zoned R-3  
**West:** Across the intersection of Foley Road and Ridgeville Lane, single family homes, zoned R-3

#### **EVALUATION**

**With the Zoning Ordinance amendments to Section 10-3-48.6 (b) and (c) in review, the applicant would like to proceed with the request for a special use permit to allow the nine-unit apartment development that was discussed in January. Approval of the Zoning Ordinance amendments would permit the development as presented. To remind you of the proposed development, the staff report follows. Slight changes have been made to the report as it relates to the ordinance amendment proposals.**

Concurrently with a separate preliminary plat application requesting four Subdivision Ordinance variances, the Velocity Property Group is requesting a special use permit per Section 10-3-48.4 (6) to allow for the construction of multi-family units on the corner properties at the intersection of Foley Road and Ridgeville Lane. The developer plans to construct nine townhouse-like apartment units on little more than half of an acre.

The submitted layout illustrates two buildings; one, five-unit structure fronting Ridgeville Lane and one, four-unit structure, where the front of the units face the adjoining properties to the east. One ingress/egress would be provided from Foley Road. Due to the topography of the site, the units would be built into the hillside—meaning the front of the units would reveal two stories while the back of the buildings would expose three stories. There would be 24 parking spaces, which is one additional space than the required minimum. Each unit would have a one car garage counting toward the total required parking spaces.

If the ordinance amendments to Section 10-3-48.6 (b) and (c) are approved, the layout's parking configuration would meet the requirements of the Zoning Ordinance because the property has multiple street frontages. As required, vegetative screening would be provided along Foley Road and adjacent to the eastern property boundary. The submission also contains landscaping details including deciduous street trees planted at two inch caliper every 50 feet, and small, ornamental trees, at six-foot minimum height during planting as shown on the submitted layout. Additional hedges and shrubbery would also be provided as illustrated.

As described in the preliminary plat staff report, the developer would dedicate five-feet of right-of-way and construct improvements along Foley Road including street widening, curb, gutter, and sidewalk. They would also cost-share with the City to install the appropriate infrastructure to help control stormwater. No street improvements would occur along Ridgeville Lane.

As part of the requirements for obtaining a special use permit to build multi-family units in the R-3 district, an applicant must substantiate that they have met several conditions to justify the development. Although this development satisfies some of the conditions as described in the Zoning Ordinance Section 10-3-48.6 (e), staff does not believe the proposal demonstrates all of the necessary characteristics that warrant its approval.

Subsection (3) particularly emphasizes the importance that the development's design be compatible with adjacent existing and planned single family, duplex, and townhouse development. Although we appreciate the applicant's intent to use "high quality construction" and to be "eco-conscious," we do not believe compatibility has been achieved. Architecturally, the design of the units is contrary to the residential character of the neighborhood. Staff recognizes the objective of the applicant to build a product that is "contemporary," but the character of these units is out of place in this neighborhood and would be befitting of a more urban setting.

Perhaps more importantly, the density of the proposed development is not compatible with the surrounding area. Currently, the property is 29,810 +/- square feet; after the dedication of right-of-way per the plat variance submission, the property would contain 28,244 +/- square feet. If approved, the lot area would permit a maximum of nine apartment units, which is what is proposed. Staff, however, views the final composition of the lot area differently than the developer. As described in the preliminary plat application staff report, the subdivision of the property requires the applicant to dedicate right-of-way along both street frontages, but the applicant is not dedicating property along Ridgeville Lane, which staff supports, but not to allow for an increase in density. By allowing the applicant to dedicate an easement instead of dedicating the property for street right-of-way, the retained square footage allows the applicant to build a ninth unit, maximizing, and in staff's opinion, compounding the density on this small property. Staff does not believe it is in this neighborhood's best interest to grant the special use permit.

Staff recognizes that allowing this development would provide this neighborhood with a few street enhancements and potentially improve some of the existing stormwater issues. However, staff does not want to give up the City's planning initiatives and ideals to gain those improvements nor do we want to set a precedent of maximizing density and permitting architectural incongruity to this or any neighborhood in the City. Although staff supported the preliminary plat variances request, staff does not support this special use permit and recommends denial of this application.

December 2, 2010

City Staff, Planning Commission, and Council

345 S. Main St.

Harrisonburg, VA 22801

Dear City leaders and staff,

I write this letter to discuss an application for a Special Use Permit located at 752 and 746 Foley Rd in Harrisonburg. Our firm has studied a variety of development prototypes on this property over the last several months and has settled upon a model that we feel is the most appropriate and most sustainable use of this property for the benefit of the City of Harrisonburg as well as for the neighboring property owners. The particular parcels for which we seek special use have presented a multitude of challenges because of some unique characteristics as well as its relatively small nature in development scale. Discussing this entire process in a letter seems unfitting to all of the complexities involved and we will have the opportunity for public forum at a later date. I want to convey however that I am a development professional by nature and that I take that role very seriously. Those of you in government and business know that as a professional I can only achieve success by creating win/win situations for not only our firm, but for city, neighbors etc. We hope to achieve that in this process.

Our firm seeks special use to R3 Zoning regulations in which both parcels at 752 and 746 currently are deeded under.

#### **10-3-48.4**

- Our firm seeks special use under item 6 to allow for multiple family dwelling units in the R3 district.

#### **Logic and Considerations**

Under 10-3 48.2 the intent for the R3 district is to allow for mid-density residential development including single family, duplex, and townhouse units and under special circumstances multiple family buildings.

We also wish to point out and note several other facts. According to the 2004 update to the 2004 comprehensive plan and land use guide these two parcels lie within a "neighborhood conservation district" defined and explained on page 4-6. [Correspondingly our firm has not been made aware that a "community based neighborhood plan" has been organized or implemented that our proposal should reference or address. If we are in error and such document exists we request the opportunity to review, and respond to this document.]

#### 10-3-48.6 e 1-4

1. According to the May 2006 comprehensive land use guide the surrounding areas and entire "district" for which this property rest lie within an absolute R3 zoned neighborhood. The fabric and composition of the neighborhood is diverse and includes but is not limited to single family dwellings, duplexes, multi-unit apartment complexes, and a large share of townhomes or townhome like structures. All of these property types are within either site distance or very close proximity to the parcels for which we seek special use. See attached figure ground study for development density within the immediate area.
2. The property is located within close proximity to public transportation and infrastructure to support additional density.
3. Compatibility- While this application for special use is considered as "a multi-family dwelling" the design and development intent is to construct units that we are defining as "townhome/condo" units. Each unit will have its own dedicated parking as well as complete fire separation from the unit(s) beside them. The units will be of similar size and scale to other townhome type units in the neighborhood and will be of high quality construction and appearance. Our firm intends to utilize poured concrete foundations that will largely be below grade. Other possible exterior materials include fiber cement siding and panels, clad siding, aluminum clad windows, standing seem metal roofing, stained wood and or fiberglass doors. We have attached 3d renderings to show form and function of these units although final decisions on exact composition have not yet been made.
4. Site- Please reference attached preliminary engineered site plan detailing layouts, street improvements and storm water management plan, landscaping etc...

#### About/Market/Approach

Our firm Velocity Property Group through its various relationships and affiliates has successfully developed over 25 projects in the Harrisonburg/Rockingham area during the last 30 years. Our firm is committed and is vested to the successes of these municipalities and the markets whom which we serve. One of Velocity Property Group's core values is to provide high-quality, efficient properties, that demonstrate environmental stewardship in design and function. Velocity Property Group maintains a management interest in each of their properties ensuring that owner-direct involvement is in place for the long term care and maintenance of the properties.

"The Angle" development will feature 9 luxury units which are intended to cater to a market that is generally overlooked and or neglected in our local multi-family options. These "sleek, elegant, and contemporary" units intend to attract the eco-conscious professional who seek a superior product. 7 of the units will feature 2 bedrooms 2 bathrooms on the 3<sup>rd</sup> level with living spaces below. 2 of the units will be 3 bedrooms 2.5 bath. Our firm feels that there is plenty of room in the market niche for which we seek as high quality rental property for professionals are continuing to grow in demand. We receive a constant string of "un-advertised" inquires from people seeking this type of product and service. We feel that the Foley Rd. parcels' location to public and professional services, JMU, RMH, etc.. is a great fit for our intended audience. Furthermore we feel that this development type

is very symbiotic and aids the continued economic development efforts of the City and groups like the Shenandoah Valley Partnership.

We appreciate your careful consideration in this matter and look forward to presenting and dialoguing with you.

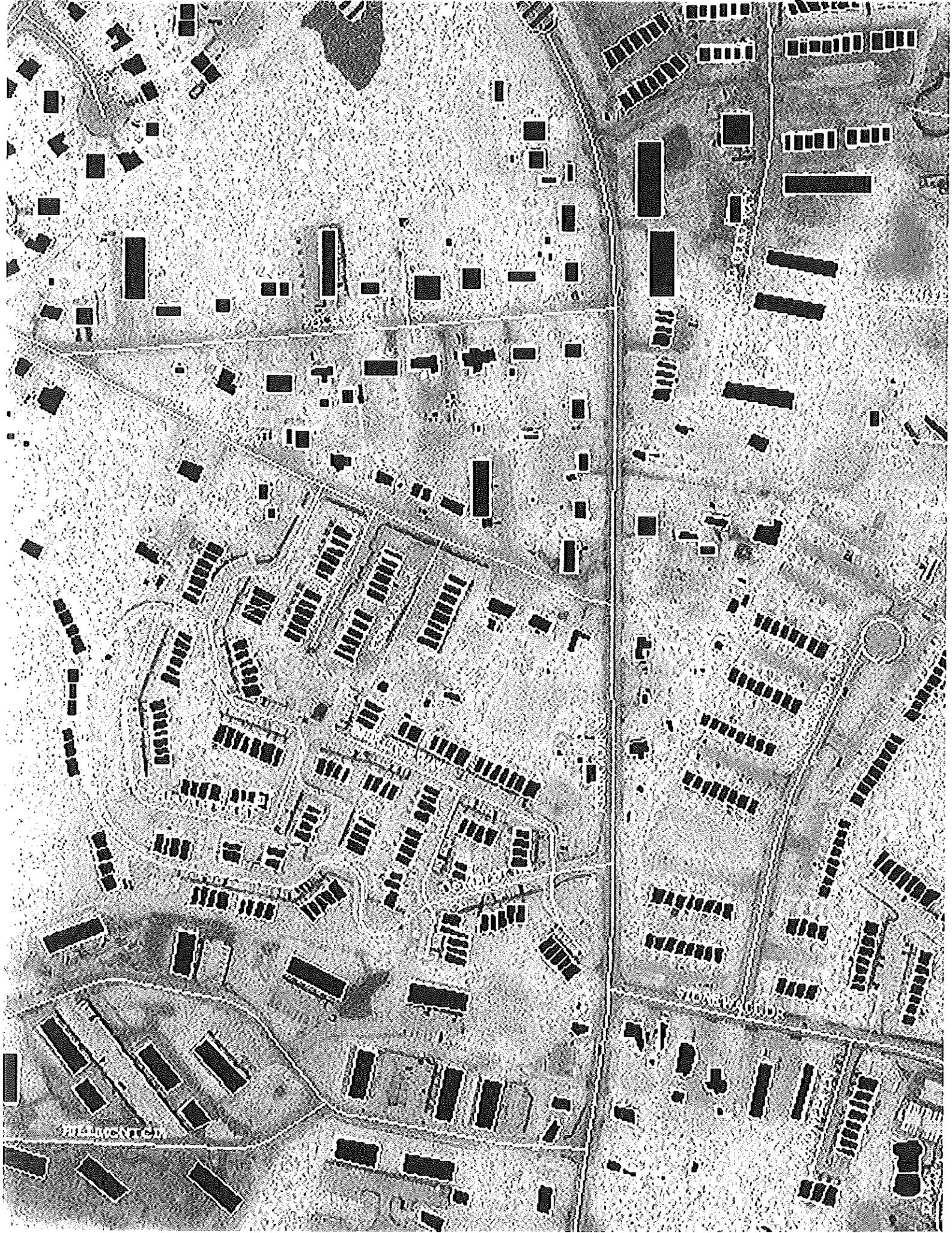
Regards,

A handwritten signature in black ink, appearing to read 'Hans C. Harman', written in a cursive style.

Hans C. Harman

President

Velocity Property Group.



PHOTOGRAPH BY

Memorandum

To: The Harrisonburg, VA Planning Commission  
From: Members of the Ridgeville neighborhood  
Date: 01/12/2010  
Re: Request for Special Use Permit by JD Land Company of tax map #'s 84 B 20 & 84 B 21

The undersigned property owners and residents of the Ridgeville neighborhood welcome appropriate development of the parcels in question and we admire the ecological aspirations of the Velocity Property group, however we concur with the planning staff's recommendation that the request for Special Use Permit be denied. We believe the large number of dwelling units proposed would have an adverse effect on neighborhood safety due to the substantially increased demand on the already taxed infrastructure even with the proposed improvements to Foley Rd. The developer has stated that building a smaller number of units is not financially viable. While this fact is regrettable, we do not feel that the safety of our families and the harmony of our neighborhood should take a back seat to the applicant's ambitions or economic constraints. The applicant's goal of meeting the perceived demand for dwelling units of contemporary design manifest as a repetitive cuboid façade is glaringly incompatible with the traditional architecture of the rest of the neighborhood, and as such we consider it undesirable.

We thank the Commission for considering our concerns, and we wish the applicant all the best luck in finding a more appropriate location for their project.

Name	Address	Signature
<u>      </u>	<u>      </u>	<u>      </u>
<u>      </u>	<u>      </u>	<u>      </u>
<u>FRANK GORDON</u>	<u>783 FOLEY RD (OWNER)</u>	<u>      </u>
<u>      </u>	<u>770 RIDGEVILLE LANE</u>	<u>      </u>
<u>DENNIS GROGG</u>	<u>760 RIDGEVILLE LN</u>	<u>      </u>
<u>      </u>	<u>766 Ridgeville</u>	<u>      </u>
<u>      </u>	<u>766 Ridgeville Lane</u>	<u>      </u>
<u>      </u>	<u>734 Foley Rd.</u>	<u>      </u>
<u>      </u>	<u>753 Foley Rd</u>	<u>      </u>

Date Application Received: \_\_\_\_\_

# Application for Special Use Permit

City of Harrisonburg, Virginia

Fee: \$325.00 + \$25.00 / acre

Total Paid: \$ 350.00 *AP*

Property Owner's Name: Doug Kline

Street Address: 5425 Jesse Bennett way Email: Kline.maint@comcast.net

City: Linville State: VA Zip: 22834

Telephone: Work 833-6104 Fax \_\_\_\_\_ Mobile 810-6104

Owner's Representative: Hans Harman

Street Address: 1024 Pleasant Valley Rd Email: hans@velocitypg.com

City: Harrisonburg State: VA Zip: 22801

Telephone: Work 437-0482 Fax \_\_\_\_\_ Mobile 746-8826

### Description of Property and Request

Location (Street Address): 752 & 746 Foley Rd

Tax Map Number Sheet: \_\_\_\_\_ Block: \_\_\_\_\_ Lot: \_\_\_\_\_ Lot Area: \_\_\_\_\_

Existing Zoning Classification: R3

Special Use being requested: Requesting that Condo/apartment use be permitted.

Please provide a detailed description of the proposed (use additional pages may be attached): \_\_\_\_\_

See attached.

Names and Addresses of Adjacent Property Owners (Use separate sheet for additional names)

North: \_\_\_\_\_

South: \_\_\_\_\_

East: \_\_\_\_\_

West: \_\_\_\_\_

**Certification:** *I certify that the information contained herein is true and accurate.*

Signature: *Doug Kline* (authorized agent) *Hans Harman*  
Property Owner

### ITEMS REQUIRED FOR SUBMISSION

- Completed Application
- Site Plan
- Description of Proposed Use
- Adjacent Property Owners

- Fees Paid
- Property Located on Tax Map
- \_\_\_\_\_
- \_\_\_\_\_

PROPERTY PROPOSED FOR SPECIAL USE PERMIT						
	ZONING		OWNER	OWNER ADDRESS		ACRES
	Current					
84 B 20	R-3		JD LAND COMPANY LC	5425 JESSE BENNETT WAY	LINVILLE, VA 22834	0.31 AC.
54 B 21	R-3		JD LAND COMPANY LC	5425 JESSE BENNETT WAY	LINVILLE, VA 22834	0.36 AC.
<b>ADJACENT PROPERTIES</b>						
84 B 19-A	R-3		R SCOTT & MENDY G MILLER	2695 OSCEOLA SPRINGS RD	HARRISONBURG, VA 22801	0.22 AC.
84 B 19-B2	R-3		R SCOTT & MENDY G MILLER	2695 OSCEOLA SPRINGS RD	HARRISONBURG, VA 22801	0.09 AC.
84 C 17	R-3		DENNIS W GROGG	716 RIDGEVILLE LANE	HARRISONBURG, VA 22801	0.57 AC.
84 C 11	R-3		LARRY F & SHARON W GROGG	770 RIDGEVILLE LANE	HARRISONBURG, VA 22801	0.65 AC.
84 V 13	R-3		SUNSHINE HOLDINGS LLC	1409 KENTSHIRE DRIVE	HARRISONBURG, VA 22801	1.47 AC.
84 C 14	R-3		AVIS LEE & EVELYN L WYANT	778 FOLEY ROAD	HARRISONBURG, VA 22801	0.83 AC.
84 A 11-A	R-3		ROY L GRANDLE	7772 MOUNTAIN VALLEY ROAD	KEEZLETOWN, VA 22832	0.09 AC.
84 A 11-B	R-3		SARA R WILLIAMS	2910 JERMANTOWN ROAD	OAKTON, VA 22124	0.09 AC.
84 A 10	R-3		J&K ENTERPRISES	1389 KENTSHIRE DRIVE	HARRISONBURG, VA 22801	0.52 AC.
84 A 9	R-3		ROBERT L HOTTINGER JR	155 PRIVACY ROAD	BUMPASS, VA 23024	0.52 AC.
84 A 8	R-3		FORREST L AND MARY ANN RUCKER JR	747 FOLEY ROAD	HARRISONBURG, VA 22801	0.52 AC.
84 A 7-B	R-3		KYLES MILL LLC	1735 GLENSIDE DRIVE	HARRISONBURG, VA 22801	0.26 AC.



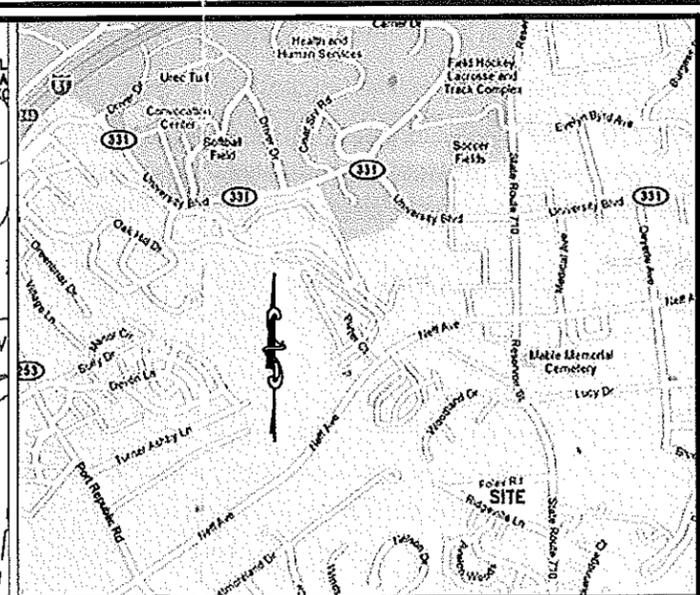
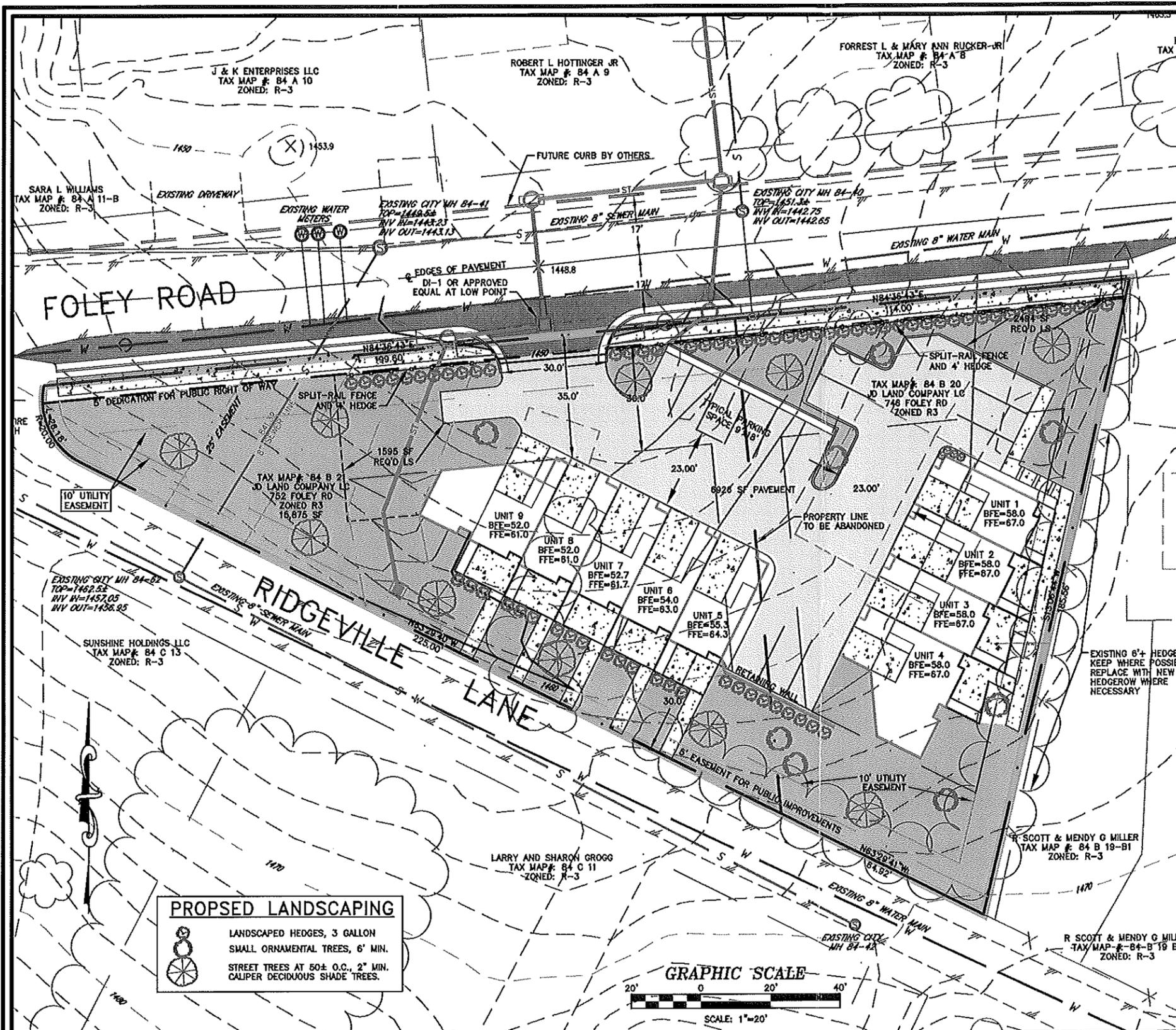












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2 1/2 SPACES PER DWELLING  
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— * —	PROPOSED LIGHTING
— W —	EXISTING WATER LINES
— P —	PROPOSED WATER LINES
— S —	EXISTING SANITARY LINES
— P —	PROPOSED SANITARY LINES
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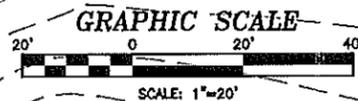
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84-B-21  
0.68 TOTAL ACRES  
ZONED: R-3,  
USE: TOWNHOUSES  
FEMA FLOOD ZONE: X

**BUILDING INFO:**  
NINE APARTMENTS  
USE: RESIDENTIAL  
MAX SINGLE FLOOR AREAS  
544 SF(2BR) 65+ SF(3BR)  
2 STORY  
UNIT HEIGHT = 40'  
IBC CLASS = 310.1  
IBC USE GROUP = R-2  
ISO 2005 NFF= 750 GPM

**PROPOSED LANDSCAPING**

LANDSCAPED HEDGES, 3 GALLON  
SMALL ORNAMENTAL TREES, 6" MIN.  
STREET TREES AT 50± O.C., 2" MIN.  
CALIPER DECIDUOUS SHADE TREES.



**BLACKWELL ENGINEERING, PLC**

566 East Market Street  
Harrisonburg, Virginia 22801  
Phone: (540) 432-9555 BE@BlackwellEngineering.com Fax: (540) 434-7604

Date: 12/06/10

Revision Date
1/5/11

Designed by: EHB	Scale: 1"=20'
Drawn by: TBF	
Job No. 2175	



**PRELIMINARY PLAT**

THE ANGLE  
HARMAN DEVELOPMENT, INC.  
1024 PLEASANT VALLEY ROAD  
HARRISONBURG, VA, 22801

Drawing No.

**1**

of 1 Sheets

VIEW FROM TOYER...



the **ANGLE**...live life on a different ANGLE

**SW**

VIEW FROM YOUR FAVORITE CHAIR...



the **ANGLE**...live life on a different **ANGLE**

**S**

**W**

VIEW BACK TOWARD DINING...



the **ANGLE**...live life on a different ANGLE

**S** **W**

VIEW FROM KITCHEN...



**the ANGLE** ...live life on a different ANGLE

**S W**

VIEW BACK TOWARD KITCHEN...



the ANGLE...live life on a different ANGLE

SW



# City of Harrisonburg, Virginia

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

## STAFF REPORT

February 9, 2011

### Bicycle and Pedestrian Plan Amendment

The New Community Project (NCP), a faith-based non-profit organization that focuses on environmental sustainability and global justice, is requesting to amend the City's Bicycle and Pedestrian Plan to include the concept for an additional shared use path. The shared use path, referred to as the North End Greenway, would generally extend from the northern section of the City's downtown to the Eastern Mennonite University/Eastern Mennonite School area, mostly following the path of Blacks Run.

The amendments would occur in three places. NCP has proposed to include the North End Greenway within the "Goals to Complete Within 5 Years" table that begins on page 23 of the Bicycle and Pedestrian Plan. The text would appear as shown below:

	Facility Type	Approximate Distance (Miles)	Estimate Cost
North End Greenway – construct a shared use path approximately following Blacks Run from North Main Street near Johnson Street to Mt. Clinton Pike toward Park Road.	Shared Use Path	1.6	\$1,023,277

The general layout of the path would also be appropriately illustrated on the Bicycle Facilities Map and the Pedestrian Facilities Map. (The existing Bicycle and Pedestrian Plan has been provided within the packet for your reference.)

As described in the table above, the path is planned to follow the course of Blacks Run, but more specifically it could extend—south to north—from North Main Street at its intersection with Johnson Street and northward crossing West Washington Street and Madison Street. It would continue westerly along the undeveloped right-of-way of Monroe Street, where it would utilize the Brookside Park recreation area within an easement that has already been dedicated to the City. It would then cross North Liberty Street and continue northward on the largest private property owner's property (Harman Development Inc.) to Mt. Clinton Pike. Once the path reaches Mt. Clinton Pike it would cross the intersection of Virginia Avenue onto property owned by Eastern Mennonite High School. From this point it could extend in one of several different directions to ultimately reach Park Road. (Within the packet of information, the requestors have provided aerial photographs illustrating this potential layout.)

It should be understood that the Commission is not considering the specifics of the layout or any of the related construction details that you will view in the packet, but rather just the concept as described in the above table and as shown on the maps.

The Commission shall note that the existing Bicycle and Pedestrian Plan includes numerous recommended projects. Approving the amendment essentially adds the North End Greenway to the list. However, unlike other projects in the Plan, this concept is being actively pursued by NCP. NCP is leading the charge to make this path a reality. They have already partnered with Johann Zimmerman, a local engineer, to design the trail, and they have initiated a process to begin receiving funds.

It is NCP's hope that once the path is constructed, the City will take ownership and provide long-term maintenance. Amending the Plan to include this concept acknowledges the City's support to have such a trail in the lasting components of an efficient transportation network including modes of transportation other than traditional roads and vehicles. It does not mean the City has a financial obligation to build the trail or to maintain it. Nevertheless, amending the Plan allows the City to embrace its concept, provide funds—if it chooses, and to include it within the overall transportation network.

The North End Greenway has been extensively discussed within the Bicycle and Pedestrian Committee, that Committee's Advisory Committee (which includes planning staff), and with the Transportation Safety and Advisory Committee (TSAC). In fact, members of the TSAC will most likely be present at the public hearing to also publicly endorse their support to City Council for this concept.

Staff supports the proposed amendment.

**Request:** New Community Project requests that City Council endorse the North End Greenway concept and amend the City Bicycle & Pedestrian Plan to include this project. With the North End Greenway added to the Bicycle & Pedestrian Plan, the City will be asked to contribute staff time to review plans, be the easement holder, and assume long-term maintenance for the trail.

**Proposed Amendment to Bicycle & Pedestrian Plan:**

In the table titled "Goals to complete within 5 years" (on pages 24-25) add:

	Facility Type	Approximate distance (miles)	Estimate cost
North End Greenway – construct a shared use path approximately following Blacks Run from North Main Street near Johnson to Mt. Clinton Pike and on Mt. Clinton Pike towards Park Road.	Shared use path	1.6	\$1,023,277

Amend Bicycle & Pedestrian Plan Maps as shown in attachment to include the North End Greenway.

## **Project Background and Proposal:**

New Community Project (NCP) is a 501(c)3 non-profit that focuses on environmental sustainability and global justice. NCP works to promote sustainable food systems, transportation, and green building, especially for underserved populations.

NCP staff and volunteers have initiated planning for the North End Greenway, which is a proposed shared use path that follows Blacks Run from North Main Street near Johnson Street to Mt. Clinton Pike, and then west along Mt. Clinton Pike towards Park Road. The proposed path is about 1.6-miles long. As the section from Johnson Street to Madison Street involves overcoming significant hurdles, it is suggested as a separate phase for later completion though still remaining part of the North End Greenway plan. See attached conceptual maps (Appendix A).

The North End Greenway has the potential to serve a diverse population, including the Park View neighborhood and lower income neighborhoods, with an inexpensive form of transportation and recreation. It is an off road facility that would be safe for families and children to use. By providing a beautiful space, the greenway would encourage people of all incomes, ages and fitness levels to enjoy bicycling, walking or jogging as alternatives to motorized travel.

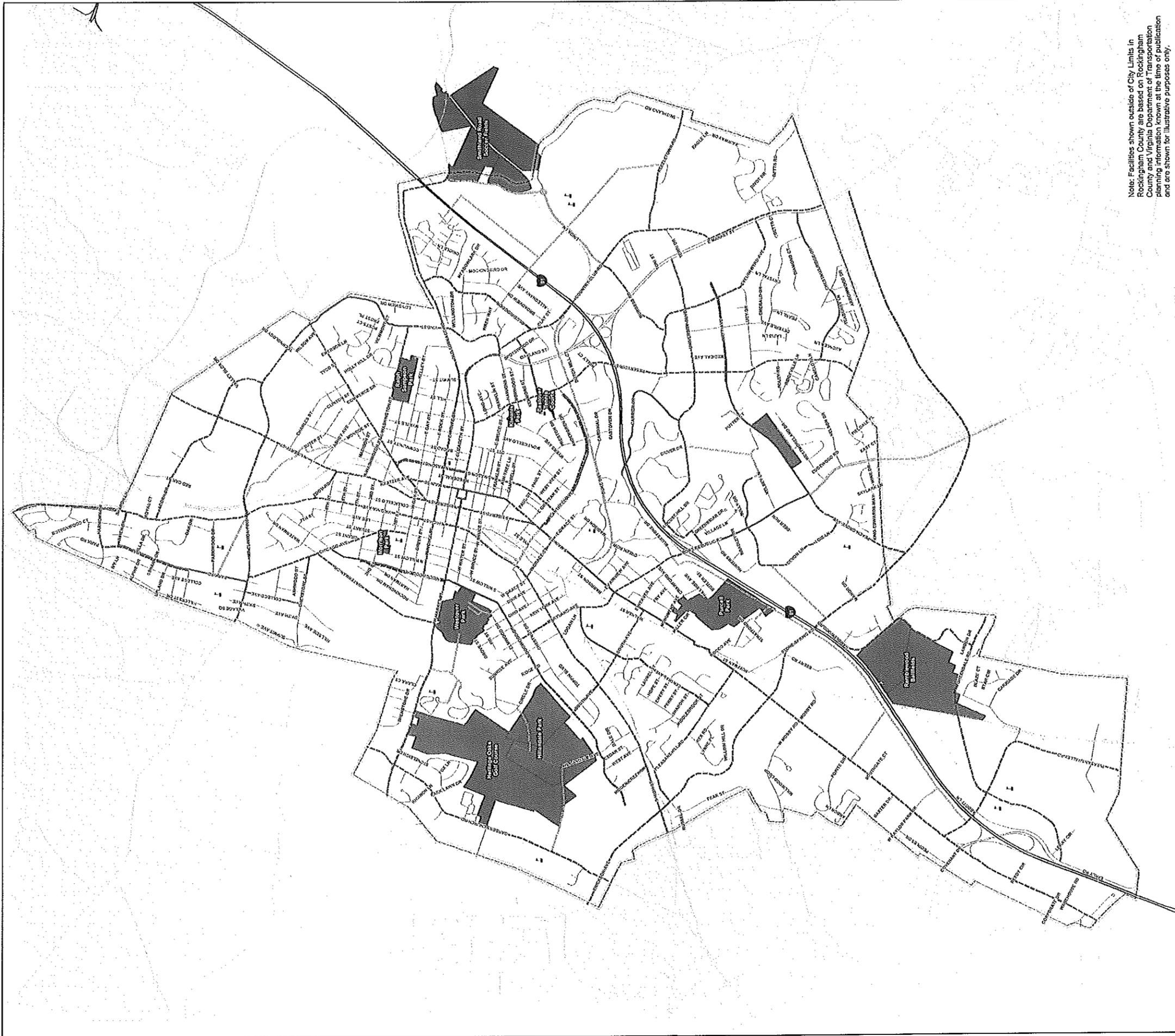
NCP began looking at this concept about one year ago and the group has initiated discussions with property owners that the path would impact, including Eastern Mennonite University and Eastern Mennonite School. The path is proposed to be paved with a width of 10 feet, although there may be short sections of the path that will be reduced to 8-ft wide due to physical constraints.

The path is being designed by Johann Zimmerman, PE and is currently estimated to cost \$1,023,277 to construct. See attached cost estimate summary (Appendix B). This estimate incorporates all costs including the purchase of a small vehicle for future trail maintenance by the City. Necessary surveys, permitting and construction will be done through hired consultants except where desirable for city or NCP staff to do so.

NCP requests that the City

- Provide city staff time for looking over and making revisions to greenway plans.
- Be the easement holder and assume all long-term maintenance for the path including mowing, signage, snow removal, repairs, etc.

Upon endorsement by City Council of this concept, NCP will create and implement a strategy that procures the necessary funds to complete the project. NCP, along with city staff, will also develop the final alignment, engineering design, and easement language templates, followed by acquisition of easements and right-of-way needed for the path, and project construction. Construction may occur in phases starting as soon as funds are available.



Note: Facilities shown outside of City Limits in Rockingham County are based on Rockingham County and Virginia Department of Transportation planning information known at the time of publication and are shown for illustrative purposes only.

**Legend**

- Bicycle Priorities**
- Bicycle Lanes +
- Shared Lane Markings
- Shared Use Path
- Existing Shared Use Paths
- Bicycle Lanes Shared for use established from markings by VDOT
- Existing Bicycle Facilities
- Bicycle Lanes
- Shared Lane Markings
- Shared Use Path
- Share the Road
- Railroad
- City Park
- School
- City School Property



1 inch = 2,000 feet

**Bicycle Facilities**  
 Bicycle & Pedestrian Plan Proposed Amendment  
 February 2011



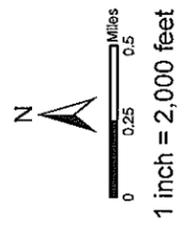


Note: Facilities shown outside of City Limits in Rockingham County are based on Rockingham County and Virginia Department of Transportation planning information known at the time of publication and are shown for illustrative purposes only.

## Pedestrian Facilities Map

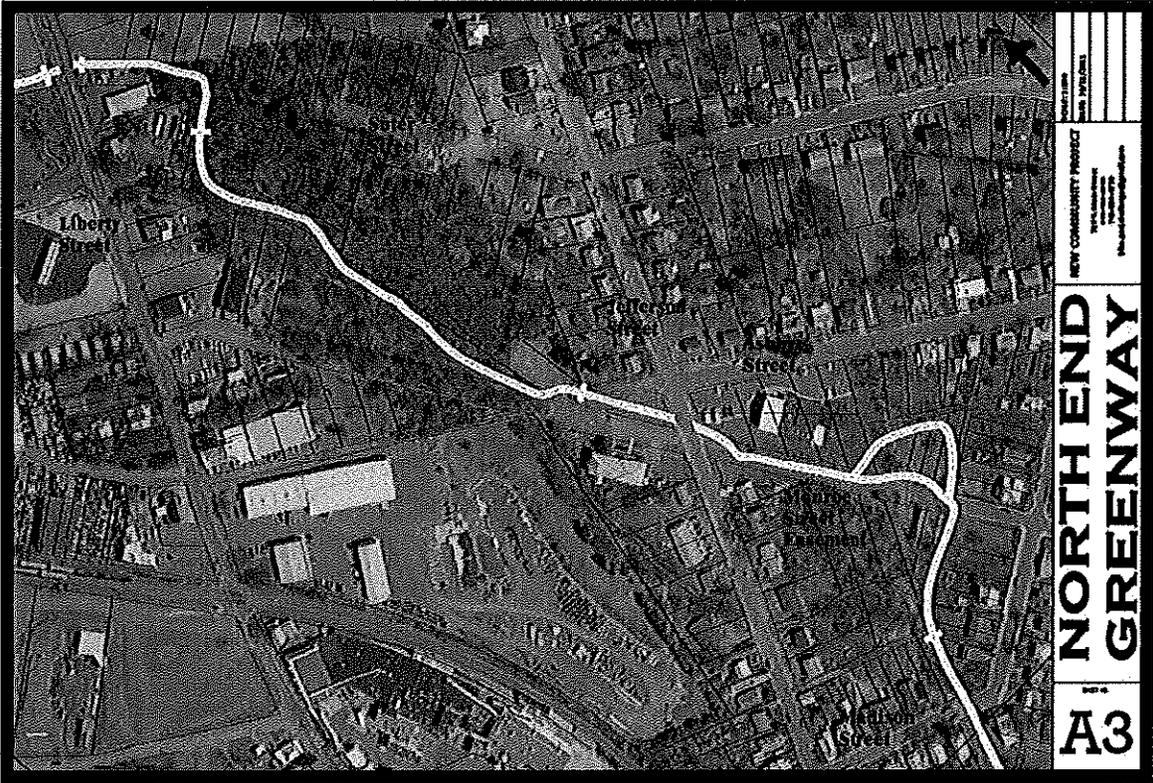
### Bicycle & Pedestrian Plan Proposed Amendment

February 2011



- Legend**
- Pedestrian Priorities**
  - Pedestrian Signalization & Crosswalks
  - Sidewalk
  - Shared Use Path
  - Shared Use Path Priorities
  - Railroad
  - City Park
  - ▭ School
  - ▭ City School Property
  - ▭ Existing Pedestrian Facilities
  - ▭ Sidewalk
  - ▭ Shared Use Path
  - ▭ Railroad
  - ▭ City Park





**Appendix B: Cost estimate**

<u>Item</u>	<u>Unit</u>	<u>Quantity</u>	<u>Unit Price</u>	<u>Cost</u>
<b><u>CONSTRUCTION</u></b>				
stakeout	TOTAL	1	5,000	5,000
clearning	TOTAL	1	5,000	5,000
excavation	TOTAL	1	60,000	60,000
hauling	TOTAL	1	5,000	5,000
curb cuts	EA	13	2,000	26,000
fill, rock & dirt combination (RDC)	TON	4,211	12.65	53,269
aggregate, 21A	TON	4,211	12.65	53,269
asphaltic concrete, SM 12.5A	SY	9547.78	12.00	114,573
silt fence	LF	2,000	2.50	5,000
grass seed	SF	171,860	0.0144	2,475
fencing	LF	1,700	1.00	1,700
			Subtotal	331,286
<b><u>SIGNS</u></b>				
stop (for path)	EA	6	250	1,500
stop ahead (for path)	EA	6	250	1,500
yield (for path)	EA	4	250	1,000
yield ahead (for path)	EA	4	250	1,000
stoplight ahead (for path)	EA	2	250	500
bridge ahead (for path)	EA	6	250	1,500
cross street names (for path)	EA	11	250	2,750
no motor vehicles (on path, visible from road)	EA	11	250	2,750
path Xing ahead (for road)	EA	10	250	2,500
path Xing (for road)	EA	10	250	2,500
railroad Xing (for path)	EA	2	250	500
curve	EA	8	250	2,000
path narrows	EA	4	250	1,000
North End Greenway logo/awareness (for road)	EA	12	500	6,000
map & points of interest	EA	3	800	2,400
path rules	EA	2	800	1,600
graphic designer labor	TOTAL	1	100	100
emergency locator / mile marker signs	EA	17	300.00	5,100
			Subtotal	36,200
<b><u>BRIDGES &amp; CULVERTS</u></b>				
north bridge on Harmon property	TOTAL	1	25,000	25,000
south bridge on Harmon property	TOTAL	1	25,000	25,000
bridge near Washington St.	TOTAL	1	50,000	50,000

low-water bridge	TOTAL	1	8,500	8,500
culverts	TOTAL	1	8,000	8,000
			<b>Subtotal</b>	<b>116,500</b>

**CONCRETE**

trash can pads	CY	1		
bike rack pads	CY	11		
bench pads	CY	6		
			<b>Subtotal</b>	<b>9,200</b>



**MISCELLANEOUS**

bollards to prevent motor vehicle access	EA	11	1,100	12,100
centerline paint (for path)	LF	275	0.80	220
equipment and mobilization for painting	TOTAL	1	1,000	1,000
thermoplastic crosswalks	EA	4	450	1,800
thermoplastic stop bars on path	EA	11		
safety railings	LF	300	130	39,000
segmental retaining wall (75' long, 3' high)	TOTAL	1	3,500	3,500
construction of railroad Xing for path	TOTAL	1	20,000	20,000
benches	EA	5	600	3,000
trash cans	EA	5	550	2,750
pet waste stations	EA	4	400	1,600
solar powered crossing ahead sign with flashing beacon	EA	2	9,200	18,400
pedestrian crosswalk signals	TOTAL	1	15,000	15,000
bike racks	EA	4	600	2,400
city maintenance vehicle	TOTAL	1	10,000	10,000
			<b>Subtotal</b>	<b>130,770</b>

**LEGAL**

right-of-way & property acquisition	TOTAL	1	200,000	200,000
right-of-way negotiator	TOTAL	1		0
filing of deeds	EA	15	300	4,500
permits	TOTAL	1		0
			<b>Subtotal</b>	<b>204,500</b>

**Subtotal Sum 828,456**

**CIVIL & ENVIRONMENTAL SURVEYING (10% of construction)**

**PROJECT MANAGEMENT (6%)**

**PROJECT DEVELOPMENT (2%)**

45,699  
49,707  
16,569

**CONTINGENCY (10%)**

82,846

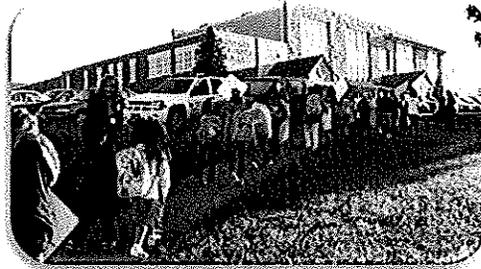
**Total Cost 1,023,277**

Ethan Gingerich, 01/10/2011, North End  
Greenway Preliminary Cost Estimate

# Bicycle & Pedestrian Plan

# 2010

Department of Public Works  
Department of Planning & Community Development



## **Acknowledgments**

The City of Harrisonburg's Bicycle & Pedestrian Plan was prepared by an Advisory Committee with the support of the Bicycle & Pedestrian Committee, citizens and City staff.

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This plan is the result of valuable input from many individuals. The Advisory Committee wishes to extend special thanks to Alison Banks, Department of Planning & Community Development; James Baker, Department of Public Works; Tom Benevento, New Community Project; William Blessing, Transportation Safety Commission; Gayl Brunk, Valley Associates for Independent Living, Inc.; Thomas Jenkins, Shenandoah Bicycle Company; Jonathan Lantz-Trissel, Eastern Mennonite University; Bradley Reed, Department of Public Works; Daniel Rublee, Department of Planning & Community Development; Stacy Turner, Department of Planning & Community Development.

Adopted July 27, 2010

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## I. Purpose

The purpose of the Bicycle and Pedestrian Plan is to provide a framework for developing and implementing bicycle and pedestrian transportation in the City of Harrisonburg ("The City"). All new developments and redevelopments are encouraged to follow the recommendations of the Plan, in addition to requirements set forth by other federal, state, and local regulations. This is an update of the 2005 Bicycle and Pedestrian Plans in an effort to maintain plans which are meaningful to the City.

## II. Introduction

Bicycling and walking are integral components of an efficient transportation network. Appropriate bicycle and pedestrian accommodations provide the public, including the disabled community, with access to the transportation network, connectivity with other modes of transportation and independent mobility regardless of age, physical constraint, or income. Building effective "complete streets" with bicycle and pedestrian accommodations enhances quality of life and health, strengthens communities, increases safety for all modes of transportation, reduces congestion, offers recreational opportunities, and benefits the environment.

As automobile use has increased over the last half century, other modes of transportation (walking, bicycling, and mass transit) have often taken a backseat to the needs of motorists. Like many other communities, Harrisonburg shares this history.

As most commercial and residential growth occurs along heavily traveled streets, it is increasingly important to provide bicycle and pedestrian facilities to minimize car trips. Traffic volumes have steadily increased as a result of growth in the Harrisonburg area, but many motorists could easily become bicyclists and pedestrians for nearby trips if the infrastructure was developed to support them.

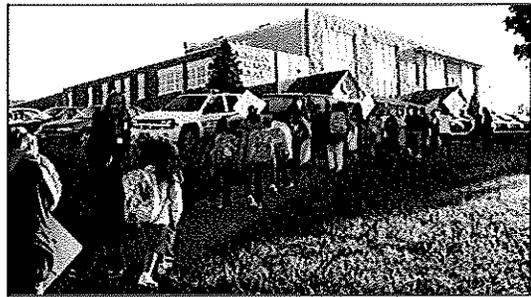


Figure 1. International Walk to School Day celebrated at Waterman Elementary School, 2009.

The City adopted its first Bicycle Plan in 1994, followed by updates in 1999 and 2005. The first Pedestrian Plan was adopted in 2005. However, it was not until Fiscal Year 2005-2006 that the City Council began appropriating public funding, annually, to support bicycle and pedestrian capital improvement projects. Often times, significant project costs require multiple budget years to finance.

In 2007, the Department of Public Works began facilitating quarterly meetings between City staff and citizens, who together make up the City's Bicycle & Pedestrian Committee. The committee has been a valuable vehicle for bringing pedestrian and bicycle needs and concerns to the attention of City staff. In May 2009, an *ad hoc* committee, called the Bicycle & Pedestrian Plan Advisory Committee ("Advisory Committee") was formed. The Advisory Committee is made up of staff and citizen representatives and was tasked to update the Bicycle and Pedestrian Plan.

In June 2010, in response to citizen requests to establish a Council appointed body to advise City Council and staff on bicycle and pedestrian matters, City Council amended Chapter 4 of Title 13 of the City Code (Traffic Safety Commission), renaming the Commission "Harrisonburg Transportation Safety and Advisory Commission" and adding bicycle and pedestrian matters as additional areas of responsibility.

In September 2009, a Public Input Meeting was held at Thomas Harrison Middle School to solicit public comments on the first draft of the Bicycle & Pedestrian Plan. The comment period remained open through mid-October. A second draft of the plan was made available and a comment period was opened again in January through March 2010. This comment period was extended to receive additional comments resulting from a trip a group of Harrisonburg citizens, the City's Mayor, a City Planning Commissioner, and a City staff member took in early March to Davis, California to learn more about bicycle infrastructure.

### **III. Facilities**

The City strives to design and operate "complete streets" to enable safe access for all users. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities must be able to safely move along and across a complete street. Each complete street is unique, but some common facilities in addition to the roadway may include:

- sidewalks,
- bike lanes,
- shared lane markings,
- wide paved shoulders,
- special bus lanes,
- comfortable and accessible transit stops,
- frequent crossing opportunities,
- median islands,
- accessible pedestrian signals, and
- curb extensions.

A complete street must also balance safety and convenience for everyone using the road.<sup>1</sup> Complete streets provide a variety of transportation opportunities for citizens to travel between many locations such as their home, neighborhoods, city parks, city schools, work places, and shopping destinations.

Facilities must also be designed and constructed to meet different physical and site characteristics and must consider multiple user types and comfort levels. Much information and guidelines on the design specifications for bicycle and pedestrian facilities to components of a complete street system are available. Specific bicycle and pedestrian facility design is determined by federal, state and local standards, most of which are based on design and construction standards set by the American

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<sup>1</sup> National Complete Streets Coalition, <http://www.completestreets.org/complete-streets-fundamentals/complete-streets-faq/>.

Association of State Highway and Transportation Officials (AASHTO) and the Manual on Uniform Traffic Control Devices (MUTCD). A list of references can be found in Section XI. References of this plan.

This Plan recommends considering bicyclists and pedestrians as a factor in planning, design, construction, and maintenance of all roadway projects and when reconstructing or reconfiguring a roadway or right-of-way, to strive to maintain or improve existing bicycle and pedestrian non-motorized facilities.

### A. Bicycle Facilities

By generating awareness of bicycling issues, the City's 2005 Bicycle Plan has prompted the City to include bicycle facilities in the design and construction of new streets, including Neff Avenue, Port Republic Road, Linda Lane, and the forthcoming Erickson Avenue-Stone Spring Road Project.

As described in the AASHTO Guide for the Development of Bicycle Facilities ("AASHTO Bicycle Guide"), selection of bicycle facility type is dependent on many factors, including the ability of users, specific corridor conditions, and facility cost. Bicycles are legally classified as vehicles and can be ridden on all roads in the City except Interstate 81. Currently, in the City, there are an estimated 4-miles of bicycle lanes, 3-lane miles of "Share the Road/Bicycle Route" signed routes, and 2-miles of shared use paths.

Bicycle facility designs in the City follow guidelines as described in the AASHTO Bicycle Guide and MUTCD. Additionally, bicycle parking facilities (i.e. bike racks) required by City ordinance, plans or design standards, or racks installed on any City owned properties follow the "Bicycle Parking Guidelines: A set of recommendations from the Association of Pedestrian and Bicycle Professionals."<sup>2</sup>

Following are descriptions of different types of bicycle facilities:

- *Shared Roadways (No Bikeway Designation)*. These are streets in which no bicycle facility markings or signs will be installed. In some instances, an existing street may be fully adequate for efficient bicycle travel; signing and striping may be unnecessary (e.g. local residential streets and some collectors that have low volumes and speeds). In other cases, some streets and highways may be unsuitable for bicycle travel at present, and it would be inappropriate to encourage bicycle travel by designating the routes as bikeways. Finally, some routes may not be considered high bicycle demand corridors, and it would be inappropriate to designate them as bikeways, regardless of roadway conditions.<sup>3</sup>
- *Bike Lanes*. Bike lanes are intended to delineate the right-of-way assigned to bicyclists and motorists and to provide for more predictable movements by each. Bike lanes in the City are

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<sup>2</sup> Association of Pedestrian and Bicycle Professionals, "Bicycle Parking Guidelines: A set of recommendations from the association of Pedestrian and Bicycle Professionals", 2002, <http://www.bicyclinginfo.org/library/details.cfm?id=6>.

<sup>3</sup> American Association of State Highways and Transportation Officials, "Guide for the Development of Bicycle Facilities", 1999.

established following the AASHTO Bicycle Guide's recommendation of minimum 5-ft. wide lanes including the gutter pan, if one exists. Bike lanes also have appropriate pavement markings and signage along streets. Bike lanes help to increase the total capacities of highways carrying mixed bicycle and motor vehicle traffic.<sup>4</sup> Where there is adequate street width, bike lanes greater than 5-ft wide is encouraged.

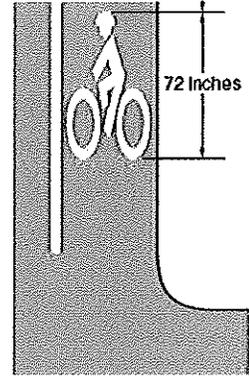
As shown Appendix XII.A Bicycle Plan Map, bike lanes are to be planned for all principal arterial and minor arterial streets in the City, with the exception of East Market Street between Country Club Road and Vine Street. Use of bike lanes on collector and local streets must be designated in this Plan or approved by the Director of Public Works or their designee.

When a street is scheduled for repaving (every 10 to 15 years) opportunities to widen the shoulders or to modify line painting to reduce vehicular lane width to accommodate bicycle lanes may be possible. Although these opportunities exist for some roadways, other roadways will have significant challenges with drainage swales along the roadway that may prevent relatively low cost shoulder widening. Some streets may also face challenges at intersections as pavement width must be utilized for left and/or right vehicular turn lanes thus resulting in abrupt discontinuation of bike lanes forcing bicyclists and motorists to share the same space.

Bike lanes in the City shall be marked with the Helmeted Bicyclist Symbol as shown in the MUTCD, Figure 2.

- *Shared Lane Markings ("Sharrows")*. In 2009, shared lane markings were approved for national use by the MUTCD. As with bike lanes, marking a street with shared lane markings indicates to bicyclists that particular advantages exist to using these routes compared with alternative routes. This means these routes are suitable bike routes and will be maintained in a manner consistent with the needs of bicyclists.

Although shared lane markings may be used on any classification of street, their preferred use is on collector streets that have lower motor vehicle volumes. Use of shared lane markings on local streets is prohibited except for those streets specifically designated in this Plan.



Bicyclist Symbol as shown in the MUTCD.

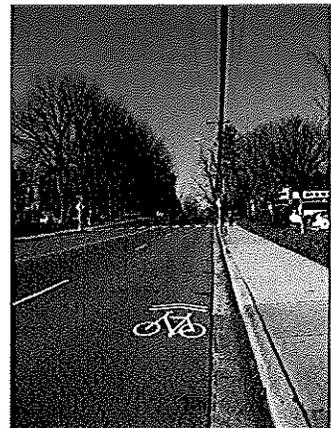


Figure 3. Example Shared Lane Marking used in another Virginia locality.

<sup>4</sup> American Association of State Highways and Transportation Officials, "Guide for the Development of Bicycle Facilities", 1999.

Locations for shared lane markings are shown listed in Section VII. Recommended Priorities and shown in Appendix XII.A Bicycle Plan Map. Unlike bike lanes, shared lane markings do not impact on-street parking.

In some cases where traffic volumes and speeds are low, shared lane markings may be used as a temporary measure on a street designated on the Plan for bike lanes until bike lanes can be constructed and/or marked on that street in the future.

- *Bicycle Route Signage.* The 2005 Bicycle Plan adopted signage for specific routes between multiple destinations, including a proposed bicycle by-way. The Advisory Committee re-evaluated the placement of existing signs and determined it would be best to follow AASHTO's Bicycle Guide for route signage, which does not suggest numbered routes, but encourages the use of directional signage with a description of frequented destinations. The AASHTO Bicycle Guide signs offer more flexibility as multiple routes may converge on one street and provide more helpful information to bicyclists while riding.



Figure 4. AASHTO Bicycle Guide Bike Route Signage

Bicycle destination signage should be coordinated with the City's Wayfinding signage to avoid duplication and street sign clutter. Key destinations in Harrisonburg suggested by the Advisory Committee are listed in Table 1. Suggested Destinations.

Table 1. Suggested Destinations

<ul style="list-style-type: none"> <li>• Hillendale Park</li> <li>• Kiwanis Park</li> <li>• Westover Park</li> <li>• Purcell Park</li> <li>• Morrison Park</li> <li>• Ralph Sampson Park</li> <li>• Liberty Park</li> <li>• Smithland Park</li> <li>• Downtown</li> <li>• Keister Elementary School</li> </ul>	<ul style="list-style-type: none"> <li>• Spotswood Elementary School</li> <li>• Smithland Elementary/Skyline Middle Schools</li> <li>• Waterman Elementary School</li> <li>• Stone Spring Elementary School</li> <li>• Thomas Harrison Middle School</li> <li>• Harrisonburg High School</li> <li>• James Madison University</li> <li>• Eastern Mennonite University</li> </ul>
--	---

- *Share the Road Signage.* The 2005 Bicycle Plan adopted Share the Road signage to be utilized with Bicycle Route signage for routes identified in the Plan. With the adoption of this plan, share the road signage will be replaced by either bike lanes or shared lane markings.

### 1. Guidelines for Bicycles on Sidewalks

Although bicycles are allowed to ride on sidewalks unless otherwise posted, bicyclists should use additional caution when riding on a sidewalk. Generally, designing sidewalks for bicycle travel is not recommended, even if the sidewalks are wider, for the following reasons:

- Motorists do not expect to see bicyclists traveling on sidewalks and may pull out of intersections or driveways and collide with a bicycle unexpectedly.
- The potential for conflicts between bicyclists and pedestrians greatly increases with shared use.
- Pedestrian movements are often unpredictable for an approaching bicyclist from behind, and pedestrians cannot always predict the direction an oncoming bicyclist will take.
- Sidewalks are usually two-way facilities and bicyclists are encouraged to travel one way, with the flow of traffic.
- Sight distances are more limited at driveway crossings.
- There may be limited sight distance and clearances due to signs, utilities, landscaping, fencing, or other obstacles beside or protruding into the sidewalk.<sup>5</sup>

### 2. Railroad Crossings

Harrisonburg has many railroad/street crossings. In 2009, the City and Norfolk Southern Railroad worked together to improve two of the most dangerous railroad crossings in the City. These sites are located on South Main Street (near Rocco Drive) and Country Club Road (under I-81). These improvements have drastically improved safety for bicyclists crossing these railroad tracks.

Improvements such as the ones made at South Main Street and Country Club Road are not necessary or appropriate for all railroad crossings within the City. It is recommended that the City provide literature and education to citizens about how to safely cross railroad tracks on a bicycle. Bicyclists should:

1. Cross with caution.
2. Cross as close to a right angle (90 degrees) with the tracks as possible.

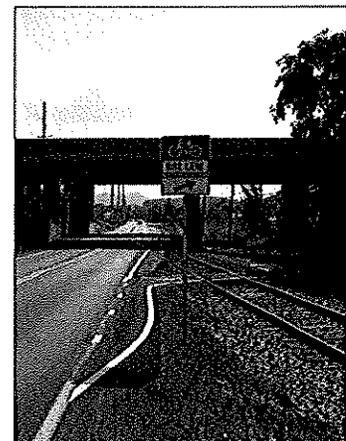


Figure 5. Country Club Road Railroad crossing improvements made in 2009, provide safer crossing opportunities for bicyclist .

<sup>5</sup> “Pedestrian Facilities Guidebook: Incorporating Pedestrians into Washington’s Transportation System”, 1997, <ftp://ftp.wsdot.wa.gov/dotshare/LocalPrograms/Walk/PedFacilityGB.pdf>

3. If a bicyclist cannot cross safely, the bicyclist should dismount and walk the bike across the railroad tracks.

### 3. Bicycle Parking Facilities (“Bike Racks”)

In 2009, the City began requiring bike racks to be installed at new developments with 15 or greater car parking spaces at a rate of one bicycle space per 25 car parking spaces, with a minimum of 4 bicycle spaces. This requirement can be found in the City’s Design & Construction Standards Manual (DCSM). Rack design and layout shall be as recommended in the “Bicycle Parking Guidelines: A set of recommendations from the Association of Pedestrian and Bicycle Professionals.” Existing developments are encouraged to provide bicycle parking and under cover when possible.

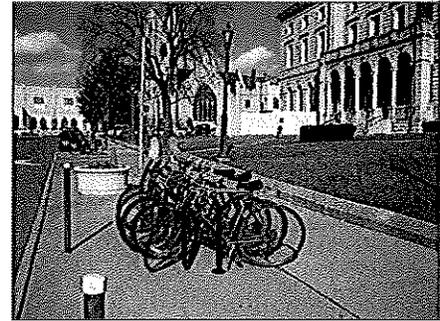


Figure 6. Good bicycle rack design example on Court Square in Downtown Harrisonburg.

## B. Pedestrian Facilities

Though the Department of Public Works presently maintains approximately 61 miles of sidewalk, opportunities for pedestrian traffic throughout the City still remains limited. Construction of new sidewalks enhances the pedestrian environment and makes walking a viable form of transportation. Additionally, a completed pedestrian network promotes use of public transportation as bus stops are connected and as accessibility to bus stops is improved from residential to commercial areas.

Components of good pedestrian facilities include:

- *Sidewalks and Walkways.* Sidewalks and walkways serve as the skeleton by which all other pedestrian components are accessed. Sidewalks are the actual space that pedestrians use to move from one location to another. Sidewalks should be constructed according to widths designated in of this Plan, and City DCSM, AASHTO guides, and ADA guidelines. These guidelines and standards should also be followed when constructing all sidewalk elements, including curb ramps and street crossings. Beginning in 2009, the City’s DCSM requires that sidewalks be constructed on both sides of all new public streets and along the street frontage of all developing and redeveloped properties.

Table 2. Dimensions for Sidewalks and Walkways

Road Type	Major Arterial	Minor Arterial	Collector	Local
Right-of-Way <sup>^</sup>	80 ft.	60 ft.	60 ft.	50 ft.
Width of Roadway <sup>^</sup>	4-5 lanes	3-4 lanes	2-3 lanes	30 ft ±
<b>Sidewalk Widths (minimum)*</b>				
With planting strip/buffer	5 ft.	5 ft.	5 ft.	5 ft.
No buffer – requires approval +	5 ft.	5 ft.	5 ft.	5 ft.
Urban Center/ Business District (e.g. downtown)	10-15 ft.	10-15 ft.	Varies	-
Location	Both sides	Both sides	Both sides	Both sides
Buffer/Utility Strip Width Grassed, planting strip+	2-5 ft.	2-5 ft.	2-5 ft.	2-5 ft.

<sup>^</sup> Right-of-way and roadway widths are as shown in “Typical Street Cross Sections” from City of Harrisonburg Design & Construction Standards Manual (DCSM). Final pavement widths, bike lane provisions, sidewalk location, and right-of-way for new streets and street improvements are determined during project development or site plan review. Some older city streets may also have varying right-of-way.

\* Minimum sidewalk widths outside of urban centers and business districts are 5-feet. However, the City encourages developers to consider wider sidewalks in areas when high volumes pedestrian traffic is expected in the future.

+ Buffers and Utility Strips between the sidewalk and roadway provides separation between the pedestrian and vehicular traffic making walking more comfortable. Also, in situations where mailboxes or other obstructions are present along the roadway, a buffer strip provides a space outside of the sidewalk. Exceptions to this requirement may be made in cases where existing utilities or topography challenges exist and must be approved by the Director of Public Works or their designee.

Ideally, all streets should have sidewalks on both sides. However, Section VII.D. Pedestrian Priorities List illustrates the priority of constructing sidewalks on one side of all existing city streets in developed areas to expand the network of sidewalks to serve more people and destinations. Construction of sidewalks in already developed neighborhoods and streets have greater challenges, including right-of-way, utilities, and structures that may limit the possibility of maintaining the desired/recommended sidewalk widths and designs described above.

- *Pedestrian Crossings.* At both signalized and unsignalized intersections, there is an implied and legal crosswalk for pedestrians at each leg of the intersection from one corner to the other, regardless to whether the crosswalk is painted. The only time this is not true is when there is a clear sign prohibiting pedestrians from crossing one corner to another.

Crosswalk markings in the City shall be the “continental-style” crosswalk, shown in Figure 7.

Painted mid-block crosswalks are discouraged from use in the City. The traditional consensus among traffic engineers is that at-grade mid-block crosswalks are undesirable.<sup>6</sup> Providing markings at mid-block crossing locations gives pedestrians a false sense of security. There is no guarantee that drivers are aware of the potential pedestrian crossing or if they will exercise any caution regarding the potential crossing. However, conditions such as traffic volumes, speed, pedestrian volume, location, distance to nearest crosswalk, on-street parking, street lighting, and others may justify the use of mid-block crossings.



Figure 7. A “continental-style” crosswalk at Port Republic Road and Neff Avenue.

- *Pedestrian Signals.* Electronic signals are primarily utilized for the purpose of warning or permitting safe crossing for pedestrians. These electronic devices, controlled through a number of manual or timed formats, are employed primarily at longer crossing distances or higher volume roads. At multiple lane crossings, pedestrian signals can also be combined with pedestrian refuge islands or right-turn slip-lanes.
  1. *Actuated Pedestrian Signals.* Pedestrian signals in the City are all actuated, meaning that a pedestrian must press a push button to activate a pedestrian signal sequence. Pedestrian signals in the City are typically concurrent, meaning motorists may turn left or right across pedestrians’ paths after yielding to pedestrians. In this scenario, pedestrians usually have more crossing opportunities and have less time to wait for a signal.<sup>7</sup> In high pedestrian volume locations, such as downtown, fixed-time pedestrian signals, that do not require pedestrians to push a button, may be more appropriate.
  2. *Leading Pedestrian Intervals.* Pedestrian signals that have leading pedestrian intervals are started a few seconds before the adjacent vehicular through movement phase. This allows pedestrians to establish presence in the crosswalk before vehicles are given the green light; making pedestrians more visible to motorists, thereby reducing conflicts between pedestrians and turning vehicles. At the time of this writing, leading pedestrian

<sup>6</sup> Transportation Research Board, Research Needs Statements: Effectiveness of Various Mid-block Crossing Treatments, <http://rns.trb.org/dproject.asp?n=13454>.

<sup>7</sup> Pedestrian and Bicycle Information Center, Signals and Signs, <http://www.walkinginfo.org/engineering/crossings-signals.cfm>

signals have not been utilized in the City due to limitations in traffic signal hardware and software. However, City staff are exploring opportunities with equipment vendors to utilize this technology.

3. *Exclusive Pedestrian Phases.* Exclusive pedestrian phases are discouraged from use in the City. However, use of exclusive pedestrian phasing may be appropriate at locations with high pedestrian volumes (especially if pedestrian volumes are higher than motor vehicle volumes), high turning movement conflicts, or high speed locations. Exclusive pedestrian phases may cause longer, undesirable travel times for both motorists and pedestrians. Pedestrians will often have to wait a long time for an exclusive signal. This is not pedestrian-friendly, and results in many pedestrians choosing to ignore the signal and cross, if and when, there is a gap in traffic, negating the potential safety benefits of the exclusive signal.<sup>8</sup>
- *Right-Turn-On-Red Restrictions.* While the law requires motorists to come to a full stop and yield to cross-street traffic and pedestrians prior to turning right on red, many motorists do not fully comply with the regulations, especially at intersections with wide turning radii. Motorists are often so intent on looking for traffic approaching on their left that they may not be alert to pedestrians approaching on their right. Additionally, motorists usually pull up into the crosswalk to wait for a gap in traffic, blocking pedestrian crossing movements. Prohibiting turning right on red may be considered when there are high pedestrian volumes or when there is a proven problem with motorists conflicting with pedestrians. At some intersections, restrictions may only be needed during certain times of the day. A sign indicating these times may be used.<sup>9</sup>
  - *Curb Extensions.* Curb extensions are physical extensions of a sidewalk or island that increase visibility of pedestrians for motorists and it shortens the pedestrian crossing distance. Curb extensions, through their visual nature, also serve to slow motorist speeds thus presenting an additional safety feature for pedestrians. Curb extensions are appropriate at crossing locations along areas with on-street parking. They can also include visual and physical amenities such as trees or small plants.
  - *Pedestrian Refuge Islands.* Also known as crossing islands, center islands, or pedestrian islands are raised islands placed in the center of the street at intersections or midblock to help protect crossing pedestrians from motor vehicles. Pedestrian refuge islands allow



Figure 8. Pedestrian Refuge Island on East Market Street.

<sup>8</sup> Pedestrian and Bicycle Information Center, Signals and Signs, <http://www.walkinginfo.org/engineering/crossings-signals.cfm>.

<sup>9</sup> Pedestrian and Bicycle Information Center, Signals and Signs, <http://www.walkinginfo.org/engineering/crossings-signals.cfm>.

pedestrians an opportunity to deal with only one direction of traffic at a time. They also enable pedestrians to stop partway across the street and to wait for an adequate gap in traffic before crossing the second half of the street.<sup>10</sup>

- *Right-Turn Slip-Lane.* At many arterial street intersections, pedestrians have difficulty crossing due to right-turn vehicular movements and wide crossing distances. Well-designed right-turn slip lanes provide pedestrian crossing islands within the intersection and a right-turn lane that is designed to optimize the right-turning motorist's view of the pedestrian and vehicles to his or her left. The triangular corner island should have a "tail" pointing to approaching traffic. Pedestrians are able to cross the right-turn lane and wait on the crossing island for their walk signal. An additional advantage to the right-turn slip-lane is the crosswalk is located in an area where the driver is still looking ahead.<sup>11</sup>



Figure 9. Right-Turn Slip Lane at South Main Street & Port Republic Road.

#### 1. On-Street Parking

On-street parking near pedestrian crossing points can interfere with visibility. When cars are parked too close to crossing points, they may block the line of sight between the driver and the pedestrian stepping off the curb to cross. City Code prohibits parking within 20 feet of any corner and 30 feet of a stop sign, regardless of whether the corner is signed or the curb is painted.

### C. Shared Use Path Facilities

Shared use paths, generally, are off-road corridors separated from the road system by an open space or barrier. Some exist on utility easements or former railroad right-of-ways, allowing such facilities to be constructed away from the influence of parallel streets. Shared use paths should offer opportunities not provided by the road system. They can provide a recreational opportunity, or in some instances, can serve as direct commute routes if cross flow by motor vehicles and pedestrians is minimized.<sup>12</sup>

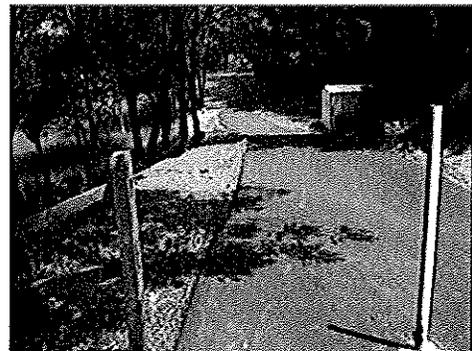


Figure 10. Rockingham Drive Shared Use Path provides a connection between Chicago Avenue and North Dogwood Drive.

<sup>10</sup> Pedestrian and Bicycle Information Center, Crossing Enhancements, <http://www.walkinginfo.org/engineering/crossings-enhancements.cfm#crossing-islands>.

<sup>11</sup> Pedestrian and Bicycle Information Center, Improved Right-Turn Slip-Lane Design, <http://www.walkinginfo.org/engineering/crossings-design.cfm>.

The City's DCSM states that "where a shared use path bisects a property as indicated in any City-adopted plans, the applicant-owner shall create a public access easement maintaining connectivity with adjoining properties in order to facilitate planning for and construction of shared use path facilities."

Shared use path designs should follow guidelines provided in Table 3 and the AASHTO Bicycle Facilities Guide.

Table 3. Dimensions for Shared Use Paths<sup>13</sup>

Shared Use Path Element	Dimensions	Comments
Shared Use Path Width	10-12 ft.	-
Roadway Separation	5 ft.	Minimum separation for parallel, adjacent path; a physical barrier should be installed where minimum separation cannot be met. <sup>14</sup>
Cleared Area Adjacent to Path	2-4 ft.	Shoulders provide pull-off/resting and passing space; should be graded to the same slope as the path. Less than 2 ft shoulder width should only be used in constrained areas. Shoulder may be grassed.
Vertical Clearance	8-10 ft.	Necessary for good visibility and clearance for bikes on paths.
Shared Use Unpaved Path Width	6-10 ft.	Only suggested as an interim solution and not appropriate for high use shared use paths; best in rural or semi-primitive areas.
Pedestrian Mall/ Corridor (Urban) Width	10-15 ft.	Paths in urban areas or those that receive heavy use should be wide enough to accommodate several people walking side-by-side or groups of people walking in opposite directions.

There are challenges with providing off road facilities adjacent to streets that serve adjacent land uses because they can create confusion for motorists, bicyclists, and pedestrians alike. The City has determined that, on a limited access roadway – one which restricts or prohibits private drive entrance connections – a shared use path is ideal. This creates a safe environment for bicyclists where motorized traffic is generally traveling at higher speeds. Where adjacent land use access conditions are prevalent, the on-street bicycle lane is preferred.

The key components to successful off-street paths are illustrated in Table 4.

<sup>12</sup> American Association of State Highways and Transportation Officials, "Guide for the Development of Bicycle Facilities", 1999.

<sup>13</sup> Pedestrian Facilities Guidebook: Incorporating Pedestrians into Washington's Transportation System", 1997, <ftp://ftp.wsdot.wa.gov/dotshare/LocalPrograms/Walk/PedFacilityGB.pdf>.

<sup>14</sup> American Association of State Highways and Transportation Officials, "Guide for the Development of Bicycle Facilities", 1999.

Table 4. Key Components of successful shared use paths

Key Components	Comments
Continuous separation from traffic to reduce conflicts and maintain safety	Street or driveway crossings should be limited.
Frequent connections to land-uses	Shared use paths should be connected to residential areas, shopping, schools, and other destinations.
Shorter trip lengths than the road network	Shared use paths can provide connections between dead-end streets or cul-de-sacs, or as short cuts through open space
Security	Proximity to housing and businesses increases visibility; illumination helps provide a sense of security at night.
Scenic qualities	Shared use paths should keep the contour of the land for aesthetic and environmental reasons, and for practical reasons, should not be unnecessarily curved. This aesthetic experience also attracts bicyclists and pedestrians to use the facility.
Good design	Design should provide adequate width and grades, and avoid problems such as poor drainage, blind corners, and steep slopes.
Well-designed street crossings	Measures such as signals or median refuge islands may be used.
Proper maintenance	Shared use paths should be swept as needed and repair made so that they not fall into disrepair. Paths that fall into disrepair are not used to their full potential and can be a liability.

### 1. Restricting Motor Vehicles

Bollards, or other restrictive devices, should be used at entry ways onto a shared use path to restrict motor vehicles. Bollards placed in the shared use path should have reflective material on them and also be surrounded by a 6-inch solid yellow line to gain the attention of approaching bicyclists, as described in the MUTCD. Bollards should also be removable, with a locking mechanism in the event that maintenance or emergency access is required.

### D. Public Transit Facilities

Public Transit routes and facilities must also be integrated with the bicycle and pedestrian network. The Harrisonburg Department of Public Transportation (HDPT) operates all public transportation operations that the City offers to its residents and visitors. Transportation services provided by HDPT include fixed-route mass transit buses, school buses, and paratransit operations to serve persons with disabilities. It is an integral service to James Madison University's students and staff.

In 2001, HDPT began installing bicycle racks on the front of transit buses so that riders may take their bicycles with them to their next destination. All transit buses are now equipped with bicycle racks. HDPT and the Department of Public Works have coordinated the installation of bus shelters, benches and other amenities with new road and sidewalk improvement projects.

HDPT has been working to identify suitable locations in or around the downtown Harrisonburg area on which to construct a dedicated transfer location that can accommodate a sufficient number of buses to provide service to the area. This transfer location could contain bicycle and pedestrian accommodations, a taxi cab stand, and a location for the launching of intercity bus operations that may locate in Harrisonburg at a future date. In effect, it could serve as a hub for multi-modal transportation operations.



Figure 11. Bicycle racks on city buses provide opportunities for bicyclists to take their bikes on the bus.

### E. Signage

Signs are a key component to a well designed and safe alternative transportation system. In general, signage within the bicycling and pedestrian transportation network is used to alert motorists of bicycling or pedestrian activity or to direct bicyclist and pedestrian movement towards designated areas, such as crosswalks or marked on-road corridors. While signage is vital to ensuring safety to bicyclists, pedestrians, and motorists, it is important not to overuse signage to a point that it is ignored by motorists so that it provides a false sense of safety or awareness.

## IV. Project Accomplishments since 2005

New facilities constructed since the adoption of the 2005 Bicycle and Pedestrian Plans are shown in Table 5.

Table 5. New Bicycle and Pedestrian Facilities, 2005-2010.

Location(s)	Facility Type	Approximate Distance	Date(s) Completed	Funding Source
City Schools, City Parks, Downtown Area (32 installed total)	New bicycle racks	NA	2008, 2009	CDBG, Downtown Streetscape Ph 1
South Main Street. (Rt. 11) to Miller Circle	Wide curb lane (14-ft) and "Share the Road" signage	0.5 miles	Started in 2006	City
North Dogwood Drive, South Dogwood Drive, Hidden Creek Lane, Greystone Street, and College Avenue.	"Share the Road"/ "Bike Route"	1.5 miles	2007	City
Port Republic Road from Devon Lane to Neff Avenue	Bicycle Lane	0.25 miles	2005	City
Various locations	Drainage Grates	NA	2010	City
From Neff Avenue to JMU Arboretum ("Arboretum Trail")	Shared Use Path	0.1 miles (0.5 mile connection)	2007	City
Chicago Avenue to North Dogwood Drive ("Rockingham Drive Trail")	Shared Use Path	0.4 miles	2007	CDBG
Elmwood Drive to Westover Park	Shared Use Path	0.25 miles	2008	City
Linda Lane from Country Club Road to Smithland Road	Shared Use Path	0.75 miles	2008	City
Port Republic Road from Devon Lane to Neff Avenue	Sidewalk	0.5 miles	2005	City
Devon Lane	Sidewalk	0.5 miles	2008	CDBG
East Washington Street, Vine Street, East Wolfe Street	Sidewalk	0.75 miles	2009	CDBG
East Market Street between Burgess Road and University Boulevard	Sidewalk	0.35	2009	VDOT HSIP
Port Republic Road from Neff Avenue to east city limits	Shared Use Path	0.5 miles	2009	VDOT TE
East Gay Street from Broad Street to Sterling Street	Sidewalk	0.4 miles	2009	CDBG
Rocktown Trails at Hillendale Park*	Recreational mountain bike/walk/run trail	3.5 miles	2008	City, Volunteers

CDBG = Community Development Block Grant, VDOT HSIP = Virginia Department of Transportation's Highway Safety Improvement Program, VDOT TE = Virginia Department of Transportation's Transportation Enhancement Program

*Lengths of sidewalks, shared use paths, and bicycle lanes given are length of street centerline. Sidewalks vary, some were constructed on one or both sides of the street.*

*\* Rocktown Trails was constructed with funding and volunteers from the City of Harrisonburg, Shenandoah Valley Bicycle Coalition, International Mountain Bike Association and is maintained by the City Parks & Recreation Department.*

## V. Common Challenges

Some common challenges of constructing new infrastructure include:

- Many older streets lack sufficient right-of-way to construct new bicycle and pedestrian facilities.
- Crossing Interstate 81 poses safety threats and greatly restricts access from one side of the City to the other. Minimal crossing opportunities at Interstate 81 limit accessibility from east to west.
- Interstate 81 separates most JMU off-campus housing from the Main Campus.
- Right-of-way costs and utility relocation hinders the feasibility of bicycle and pedestrian facility construction.
- At-grade railroad crossings can be difficult for bicyclists and pedestrians to negotiate.
- Topography in the City is characterized as rolling with varying slopes, which can present use and construction challenges for connectivity of transportation facilities.
- Like road projects, cost of bicycle and pedestrian facility projects are high and projects must be prioritized based on safety, history, motor vehicle, bicycle, and pedestrian traffic volumes, location, etc.

## VI. City and Regional Plans

- City of Harrisonburg Comprehensive Plan – This plan presents a vision of what kind of community the City would like to be in the future and identifies the steps required to move toward that vision. It addresses a wide range of issues, including land use, housing, transportation, infrastructure, the preservation of historic and natural resources, and economic development. It also references the Bicycle and Pedestrian Plan. The Comprehensive Plan is assessed every five years. <http://www.harrisonburgva.gov/compplan>
- City of Harrisonburg Master Transportation Plan – A part of the Comprehensive Plan, the Master Comprehensive Plan establishes the City's long-range plan for transportation improvements. This plan states that bicycle and pedestrian accommodations should be considered with all new road improvement projects. <http://www.harrisonburgva.gov/compplan>
- Harrisonburg-Rockingham Metropolitan Planning Organization's Constrained Long Range Plan (CLRP) – Developed every three to five years, this Plan defines the long-range (at least 20 years) transportation needs and outlines a fiscally-constrained list of projects that will be eligible for inclusion in the Transportation Improvement Program (TIP), which identifies transportation projects to be funded in the Harrisonburg and Rockingham areas within the next six years. <http://www.hrvampo.org>

- Central Shenandoah Regional Bicycle Plan – Provides a coordinated and strategic approach to the development of a regional transportation system that accommodates and encourages bicycling. <http://www.cspdc.org>

## VII. Recommended Priorities

This section provides the list of priority bicycle and pedestrian projects with estimated costs. Bicycle Facility and Pedestrian Maps showing existing and proposed facilities are also included in the Appendices.

### A. Estimate Baseline Costs

Cost information is provided for reference only. Although these values include estimated materials, equipment and labor costs, these values do not include right-of-way, environmental clearances, utility relocation or unusual topographical conditions, all of which could change estimated project costs.

Estimated baseline costs for new facilities are found in Table 6.

Table 6. Estimate Baseline Costs for New Facilities.

Facility		
Bike Lanes <sup>+</sup>	\$416,000.00	Base cost per mile for 4 ft. pavement on both sides of street.
Bike Lanes <sup>+</sup>	\$3.00	Base cost per linear ft. for 6-inch white paint on both sides of street plus bike symbols and signage.
Bike Lanes <sup>+</sup>	\$300.00	Sign with post. Signs placed approximately every 350 ft.
Shared Lane Markings <sup>*</sup>	\$300.00	Markings placed approximately every 250 ft. on both sides of street.
Bicycle Route Signage <sup>+</sup>	\$300.00	Sign with post.
Shared Use Path <sup>+</sup>	\$687,500.00	Base cost per mile of 10 ft. shared use path.
Sidewalks <sup>#</sup>	\$80.00	Cost per linear ft.
Pedestrian Signals <sup>^</sup>	\$30,000.00	Assumes full signal upgrade.

<sup>+</sup> Bike lanes, shared use path, and bicycle route signage cost estimates are based on VDOT's "Example Planning-level cost Estimates for Bicycle Accommodations," 2006, and costs incurred by the City of Harrisonburg Department of Public Works for past projects. Field conditions, such as required road widening, repaving of road surface or stormwater drainage, etc. will vary the costs.

<sup>\*</sup>Shared lane marking estimated base on actual material costs and consultation with other localities on labor costs. Field conditions, such as location of intersections, sight distance, etc. will vary the costs. Signage is not required for shared lane markings.

<sup>#</sup> Estimates for sidewalks include averages for number of American with Disabilities Act (ADA) ramps needed on a project and mobilization. Estimates developed from actual bided costs for East Washington Street, East Gay Street sidewalks, and for engineering cost estimates for Virginia Avenue and Third Street sidewalks.

<sup>^</sup> Estimates from "Cost of Typical Traffic and Pedestrian Signal Upgrades" (<http://safety.transportation.org/htmlquides/peds/assets/App08.pdf>) and staff estimates.

B. Bicycle & Pedestrian Facility Goals for the next 2 and 5 years

Goals to complete within 2 years:	Facility Type	Approximate distance (miles)	Estimate Cost
• North Main Street from Market Street to Wolfe Street	Shared Lane Markings	0.15	\$950
• North Main Street from Wolfe Street to Noll Drive/Kratzer Avenue – paint bicycle lanes on existing pavement.	Bike Lanes	0.20	\$5,280
• South Main Street from Campbell Street to Market Street	Shared Lane Markings	0.30	\$1,900
• Noll Drive from Kratzer Avenue to Rock Street – to paint bicycle lanes, removal of two on street parking spaces required on west side. Coordination with Downtown Parking Services required.	Bike Lanes	0.25	\$6,600
• Liberty Street from Rock Street to South Main Street	Shared Lane Markings	0.70	\$4,440
• Vine Street from North Main Street to Country Club Road – paint bicycle lanes on existing pavement.	Bike Lanes	1.50	\$39,600
• Central Avenue from Maryland Avenue to South Avenue – widen the pavement on Central Avenue about three (3) feet to accommodate painting of bicycle lanes. Located within ¼ -mile of Keister Elementary School. Schedule is dependent upon street paving program.	Bike Lanes	0.40	\$10,560 plus cost of widening
• South Avenue from railroad tracks west of South Main Street to South High Street – remove on street parking from one side of street and paint bicycle lanes. Located within ¼ - mile of Keister Elementary School.	Bike Lanes	0.50	\$13,200
• South Main Street from Cantrell Avenue to Pleasant Hill Road – modify vehicular lane widths by line painting where needed and paint bicycle lanes. Schedule is dependent upon street paving program.	Bike Lanes	1.50	\$39,600
• Cantrell Avenue from South Main Street to Reservoir Street – paint bicycle lanes on existing pavement.	Bike Lanes	1.00	\$26,400
• Park Road from Mount Clinton Pike to Dogwood Drive – remove on street parking and paint bicycle lanes. Support from EMU for removal of on street	Bike Lakes	0.40	\$10,560

<b>parking has been received.</b>				
• South Dogwood Drive from Hidden Creek Lane to West Market Street	Shared Lane Markings	1.75		\$11,090
• Hidden Creek Lane from South Dogwood Drive to South High Street	Shared Lane Markings	0.20		\$1,270
• South Avenue between South Main Street to South Dogwood Drive – construct sidewalks on both sides of South Avenue between South Main Street and South High Street, and on one side between South High Street to South Dogwood Drive. This project will be funded by VDOT’s Safe Routes to School Grant.	Sidewalks	1.00		\$422,400
• South Avenue and South High Street – install pedestrian signal and crosswalks at intersection. This project will be funded by VDOT’s Safe Routes to School Grant.	Pedestrian Signal	NA		\$30,000
• Maryland Avenue from South High Street to Chestnut Drive – construct sidewalks on one side of Maryland Avenue. This project will be funded by VDOT’s Safe Routes to School Grant.	Sidewalks	0.20		\$84,480
• East Market Street from Linda Lane to University Boulevard – construct 10 ft. sidewalks on north side of the street. This project will be funded by VDOT’s Highway Safety Improvement Program.	Sidewalks	0.35		\$147,840

Replace City wide drainage grates identified as Priority 2 and to be replaced within the next two years:

- South Main Street & East Market Street (SE corner)
- North Liberty Street and West Elizabeth Street (NE corner)
- South Liberty Street and West Water Street (SW corner)
- Newman Avenue and South Main Street (SE and NE Corner)
- South Main Street and Water Street (NW and SE corner)
- 28 South Main Street
- South Main Street and Gay Street (SW corner)
- Ashtree Lane and Federal Street (two grates)

Goals to complete within 5 years:	Facility Type	Approximate distance (miles)	Estimate Cost
<ul style="list-style-type: none"> <li>South Main Street from Cantrell Avenue to Campbell Street - bicycle lanes would require support of adjacent property owners and Downtown Parking Services for removal of on street parking on one side. Shared lane markings may be substituted in the interim.</li> </ul>	Bike Lanes/ Shared Lane Markings	0.30	\$7,920 / \$1,900
<ul style="list-style-type: none"> <li>South Main Street from Pleasant Hill Road to Mosby Road – modify vehicular lane widths by line painting and paint bicycle lanes. Schedule is dependent upon street paving program.</li> </ul>	Bike Lanes	0.50	\$13,200
<ul style="list-style-type: none"> <li>Erickson Avenue Stone Spring Road (Phase II) from South Main Street to east city limits – construct bicycle lanes as part of the road improvement project. This project is expected to begin construction in Fall 2010.</li> </ul>	Bike Lanes & Sidewalk	1.15	\$494,600 & \$485,800
<ul style="list-style-type: none"> <li>East and West Market Streets between High Street and Mason Street</li> </ul>	Shared Lane Markings	0.40	\$1,270
<ul style="list-style-type: none"> <li>Devon Lane and Lois Lane from Port Republic Road to Peach Grove Avenue – remove on street parking where needed and paint bicycle lanes. Support of adjacent neighbors required. Schedule is dependent upon street paving program.</li> </ul>	Bike Lanes/ Shared Lane Markings	0.80	\$21,120 / \$5,070
<ul style="list-style-type: none"> <li>Evelyn Byrd Avenue from Reservoir Street to East Market Street – consider restriping vehicular travel lanes from four 11-ft. lanes and changing to two 11-ft. lanes, one 11-ft. center turn lane, and two 5.5-ft. bicycle lanes.</li> </ul>	Bike Lanes	1.30	\$34,320
<ul style="list-style-type: none"> <li>Bluestone Trail (Phase I) from Port Republic Road to Stone Spring Road – construct shared use path to provide access for residents and university students between James Madison University, Purcell Park, RMH Wellness Center, bicycle lanes on Stone Spring Road, and future Bluestone Trail Phase II to the south.</li> </ul>	Shared Use Path	1.00	\$687,500
<ul style="list-style-type: none"> <li>Devon Lane to Stone Spring Road – construct a shared use path connection between neighborhoods.</li> </ul>	Shared Use Path	Unknown	Unknown
<ul style="list-style-type: none"> <li>Wyndham Drive to West Market Street – construct a shared use path connection between (a) the neighborhoods to West Market Street and (b) from the path to Thomas Harrison Middle School</li> </ul>	Shared Use Path	0.25 + 0.20	\$171,875 + \$137,500
<ul style="list-style-type: none"> <li>Circle Drive to Hillandale Park – construct a shared use path connection between the neighborhoods to Hillandale Park.</li> </ul>	Shared Use Path	Unknown	Unknown
<ul style="list-style-type: none"> <li>Chicago Avenue from West Gay Street to Rockingham Drive Trail – widen pavement where needed and paint bicycle lanes. This project will be funded by</li> </ul>	Bike Lanes	0.50	\$93,760

<b>VDOT's Safe Routes to School Grant.</b>				
• Virginia Avenue from 2 <sup>nd</sup> Street to 5 <sup>th</sup> Street – construct sidewalks on both sides of Virginia Avenue. This project will be funded by VDOT's Safe Routes to School Grant.	Sidewalks	0.50		\$211,200
• West Wolfe Street from North Main Street to North Dogwood Drive – paint shared lane markings	Shared Lane Markings	0.35		\$2,220
• North Dogwood Drive from West Market Street to Rockingham Drive Trail – replace "share the road" signage with shared lane markings.	Shared Lane Markings	0.60		\$3,810
• East Wolfe Street from North Main Street to Old Furnace Road, Old Furnace Road from East Wolfe Street to Vine Street	Shared Lane Markings	1.00		\$6,340
• Blue Ridge Drive from Old Furnace Road to Country Club Road	Shared Lane Markings	0.80		\$5,070
• East Washington Street from North Main Street to Vine Street – maintain on street parking on north side and paint bicycle lanes.	Bike Lanes	0.70		\$18,480
• North and South Carlton Street from Country Club Road to Mountain View Drive	Shared Lane Markings	0.60		\$3,810
• Maryland Avenue from South High Street to South Dogwood Drive	Shared Lane Markings	0.25		\$1,590
• South Avenue from South High Street to South Dogwood Drive	Shared Lane Markings	0.25		\$1,590
• Central Avenue from South Avenue to Pleasant Hill Road	Shared Lane Markings	0.70		\$4,440
• Maryland Avenue from South Main Street to South High Street	Bike Lanes	0.45		\$11,880
• Third Street from Collicello Street to Stuart Street, Stuart Street from Third Street to Chicago Avenue – construct sidewalks on one side of the street. Provides connection between neighborhoods and Waterman Elementary School and Morrison Park. This project will be funded by VDOT's Safe Routes to School Grant.	Sidewalks	0.30		\$126,720
• Virginia Avenue and Third Street – install pedestrian signal and crosswalks. This project will be funded by VDOT's Safe Routes to School Grant.	Pedestrian Signal	NA		\$30,000
• Chicago Avenue from 2 <sup>nd</sup> Street to Rockingham Drive Trail – construct sidewalks on west side of Chicago Avenue. This project will be funded by VDOT's Safe Routes to School Grant.	Sidewalks	0.30		\$126,720

• East Market Street & University Boulevard Intersection	Pedestrian Signal & Crosswalk	NA	\$32,500
• East Market Street from University Boulevard to Evelyn Byrd Avenue – construct sidewalks on south side. This project will be funded by VDOT Highway Safety Improvement Program Grant	Sidewalks	0.90	\$237,500 (engineer's estimate)

### C. Bicycle Priorities List

The following are bicycle facilities, which are not listed as a 2 or 5 year goal, but rather should be considered during any street improvement project, or if significant development or redevelopment occurs. Some of these projects are also included on the Street Improvement Plan of the Master Transportation Plan.

Northwest	Facility Type	Approximate distance (miles)	Estimate Cost	Priority
• Mount Clinton Pike from Virginia Avenue to west city limits – reconstruct Mount Clinton Pike.	Bike Lanes	0.70	\$305,984	High
• Mount Clinton Pike from Virginia Avenue to North Main Street – either reconstruct and widen Mount Clinton Pike or reduce number of vehicular travel lanes to accommodate bicycle lanes.	Bike Lanes	1.30	\$568,000 (reconstruction)	High
• Chicago Avenue from Rockingham Drive Trail to Mount Clinton Pike – reconstruct Chicago Avenue and include bicycle lanes	Bike Lanes	0.55	\$240,420	High
• North Main Street from Kratzer Avenue to north city limits – shoulder widening and/or road reconstruction would be required to paint bicycle lanes	Bike Lanes	1.20	\$524,545	High
• North Liberty Street from West Market Street to Gay Street and Noll Drive from Gay Street to Kratzer Avenue	Bike Lanes	0.70	\$7,395	High
• Harmony Drive from Park Road to Virginia Avenue – paint bicycle lanes	Bike Lanes	0.25	\$5,280	Medium
• Virginia Avenue from West Market Street to north city limits - reconstruct Virginia Avenue to accommodate bicycle lanes.	Bike Lanes	2.10	\$917,955	Medium
• West Washington Street from North Main Street to North Liberty	Bike Lanes/	0.25	\$109,280/	Medium

Street – bicycle lanes would be preferred and would require significant widening and reconstruction of West Washington Street. As an alternative solution, shared lane markings are recommended.	Shared Lane Markings		\$1,585	
• West Market Street from High Street to west city limits – would require significant road reconstruction or modification.	Bike Lanes	1.75	\$764,960	Medium
• Park Road from Dogwood Drive to Harmony Drive – remove on street parking and paint bicycle lanes. Support of adjacent neighbors would be required. Shared lane markings may be an appropriate alternative.	Bike Lanes	0.5	\$10,560	Medium
• Waterman Drive from West Market Street to Chicago Avenue – widen Waterman Drive to accommodate bicycle lanes.	Bike Lanes	0.85	\$371,555	Low
• Switchboard Road from West Market Street to north city limits	Bike Lanes	0.20	\$87,425	Low

Northeast	Facility Type	Approximate distance (miles)	Estimate Cost	Priority
• Country Club Road from Vine Street to East Market Street – reconstruct Country Club Road as shown in Street Improvement Plan and include bicycle lanes.	Bike Lanes	1.60	\$699,395	High
• East Market Street from Main Street to Vine Street – reconstruct East Market Street to add bicycle lanes.	Bike Lanes	1.00	\$437,120	Low
• Keezletown Road – reconstruct and widen Keezletown Road as shown in the Street Improvement Plan and include bicycle lanes	Bike Lanes	0.75	\$327,480	Low
• East Market Street from Country Club Road to east city limits	Bike Lanes	0.75	\$327,480	Low
• Linda Lane from Country Club Road to East Market Street – require significant road widening and improvements	Bike Lanes	0.25	\$109,280	Low

Southeast	Facility Type	Approximate distance (miles)	Estimate Cost	Priority
• Garbers Church Road from West Market Street to southwest city limits (near Erickson Avenue) – bicycle lanes are preferred, but would require additional road widening or reduction of vehicular lanes to	Bike Lanes/ Shared Lane Markings	1.60	\$669,395/ \$10,140	High

accommodate bicycle lanes. Shared lane markings may be a possible temporary measure.					
• South High Street from West Market Street to south city limits – road widening would be required.	Bike Lanes	2.35	\$1,027,235	Medium	
• Pleasant Hill Road from South Main Street to Pear Street – significant road widening and improvements would be required.	Bike Lanes	0.80	\$349,700	Low	
• Pear Street from Pleasant Hill Road to Erickson Avenue– to provide a connection to Pleasant Hill Road and Erickson Avenue.	Bike Lanes	0.25	\$109,280	Low	

Southwest	Facility Type	Approximate distance (miles)	Estimate Cost	Priority	
• Grace Street from South Main Street to South High Street – paint bicycle lanes. Provides connectivity between Main Campus of JMU and Memorial Hall.	Bike Lanes	0.30	\$131,140	High	
• Erickson Avenue – Stone Spring Road from west city limits to South Main Street	Bike Lanes	1.65	\$721,250	High	
• Reservoir Street from Neff Avenue to southeast city limits – include bicycle lane in roadway reconstruction and widening for which design is currently underway.	Bike Lanes	1.0	\$437,120	High	
• Reservoir Street from East Market Street to University Boulevard/ Neff Avenue – requires significant road widening and reconstruction.	Bike Lanes	1.45	\$633,825	Medium	
• Burgess Road from East Market Street to Evelyn Byrd Avenue – requires significant road widening and reconstruction.	Bike Lanes	0.35	\$152,995	Low	
• University Boulevard from East Market Street to Forest Hills Road, and Forest Hills Road from University Boulevard to Port Republic Road – requires significant road widening and reconstruction. Part of the roadway is owned and maintained by JMU and VDOT.	Bike Lanes	2.10	\$917,955	Low	
• Ramblewood Road from Stone Spring Road to Greendale Road – to include bicycle lanes or shared lane markings as Ramblewood Road is reconstructed or improved.	Bike Lanes/ Shared Lane Markings	1.20	\$524,545	Low	
• Greendale Road extended and Greendale Road between Early Road and east city limits – construct bicycle lanes as Greendale Road is	Bike Lanes	0.65	\$284,130	Low	

<b>constructed/ reconstructed.</b>				
<ul style="list-style-type: none"> <li>• <b>Pleasant Valley Road from South Main Street to south city limits – construct bicycle lanes with improvements made to Pleasant Valley Road. Would require widening of bridge over Interstate 81.</b></li> </ul>	Bike Lanes	1.40	\$611,970	Low

Citywide drainage grates that have been identified for replacement with regular maintenance activities:

- South Main Street in front of 34 South Main Street
- Mason Street adjacent to 1905 East Market Street property
- Mason Street and East Market Street (NE corner)
- Water Street and South Main Street (NE corner)
- South Mason Street and Ashtree Lane (SW and NW corners)
- East Elizabeth Street and Broad Street (SE and NE corners).

#### D. Pedestrian Priorities List

The following are pedestrian facilities, which are not listed as a 2 or 5 year goal, but rather should be considered during any street improvement project, or if significant development or redevelopment occurs. Some of these projects are also included on the Street Improvement Plan of the Master Transportation Plan.

Citizens would prefer that sidewalks are made available on both sides of the street, which is now required for all new street construction. However, for sidewalk retrofits along existing streets, the priority is to construct new sidewalks on at least one side of all streets, unless otherwise indicated below.

Northwest	Facility Type	Approximate distance (miles)	Estimate Cost	Priority
<ul style="list-style-type: none"> <li>• <b>Chicago Avenue from Rockingham Drive Trail to Mt. Clinton Pike – this project must be coordinated with roadway improvement plans to Chicago Avenue.</b></li> </ul>	Sidewalk	0.50	\$211,200	High
<ul style="list-style-type: none"> <li>• <b>Chicago Avenue, Park Road, and Mount Clinton Pike Intersection</b></li> </ul>	Intersection Improvement	NA	Unknown	High

• Waterman Drive & Chicago Avenue Intersection	Intersection Improvement	NA	Unknown	High
• North Main Street from Holly Hill Drive to north city limits – include Public Transit stop in front of Community Services Board at 1241 North Main Street	Sidewalk	0.35	\$147,840	Medium
• North Willow Street from 2 <sup>nd</sup> Street to West Gay Street	Sidewalk	0.15	\$63,360	Low
• West Gay Street from North Dogwood Drive to North Willow Street	Sidewalk	0.25	\$105,600	Low

Northeast	Facility Type	Approximate distance (miles)	Estimate Cost	Priority
• Sterling Street from East Market Street to Effinger Street	Sidewalk	0.30	\$126,720	High
• East Gay Street from Myrtle Street to Summit Street – construct sidewalks on both sides	Sidewalk	0.60	\$253,440	High
• Country Club Road from Spotswood Trailer Park to Linda Lane	Sidewalk	0.20	\$84,480	High
• Country Club Road from Country Club Court to Linda Lane	Sidewalk	0.60	\$253,440	High
• Myrtle Street from East Washington Street to Kelly Street	Sidewalk	0.20	\$84,480	Medium
• Vine Street from East Market Street to Old Furnace Road	Sidewalk	0.75	\$316,800	Medium
• Kelly Street from Simms Avenue to Hill Street	Sidewalk	0.20	\$84,480	Low
• Ott Street from East Market Street to Franklin Street	Sidewalk	0.60	\$253,440	Low
• Blue Ridge Drive from Country Club Road to Old Furnace Road	Sidewalk	0.75	\$316,800	Low

Southwest	Facility Type	Approximate distance (miles)	Estimate Cost	Priority
• Erickson Avenue from Stone Spring Road from west city limits to South Main Street. Project began June 2010.	Sidewalks	1.70	\$718,080	High
• Port Republic Road & South Main Street Intersection – construct slip lane at northeast corner to improve pedestrian safety.	Intersection Improvement	NA	Unknown	High
• South Main Street just south of Mosby Road to south city limits – construct sidewalks on both sides of South Main Street	Sidewalk	3.90	\$1,647,360	High
• Pear Street from new sidewalk construction to north end of Pear	Sidewalk	0.20	\$84,480	Medium

<b>Street. Would provide sidewalks to transit bus stops for visitors of the Summit House.</b>					
• Central Avenue from Pleasant Hill Road to Southampton Avenue	Sidewalk	0.60	\$253,440	Medium	
• Pleasant Hill Road from South Main Street to Pear Street	Sidewalk	0.75	\$316,800	Medium	
• Peach Grove Avenue from Stone Spring Elementary to Stone Spring Road	Sidewalk	0.40	\$168,960	Low	
• South Dogwood Drive from Hidden Creek Lane to West Market Street	Sidewalk	1.75	\$739,200	Low	
• Maryland Avenue from Chestnut Drive to South Dogwood Drive	Sidewalk	0.10	\$42,240	Low	

<b>Southeast</b>	<b>Facility Type</b>	<b>Approximate distance (miles)</b>	<b>Estimate Cost</b>	<b>Priority</b>	
• Erickson Avenue from Stone Spring Road from west city limits to South Main Street.	Sidewalks	1.50	\$633,600	High	
• Reservoir Street from Neff Avenue to east city limits. Project included in new Reservoir Street corridor road improvement project.	Sidewalks	1.6 (includes both sides)	\$675,840	High	
• University Boulevard from Reservoir Street to East Market Street	Sidewalks	0.70		High	
• Reservoir Street & Neff Avenue Intersection	Pedestrian Signal & Crosswalks	NA	\$30,000	High	
• Neff Avenue from Reservoir Street to Evelyn Byrd Avenue	Sidewalk	0.50	\$211,200	Medium	
• Evelyn Byrd Avenue from University Boulevard to East Market Street	Sidewalk	0.60	\$253,440	Low	
• East Market Street from Carlton Street to sidewalk to the north	Sidewalk	0.25	\$105,600	Low	

<b>Other</b>	<b>Facility Type</b>	<b>Approximate distance (miles)</b>	<b>Estimate Cost</b>	<b>Priority</b>	
• Signalized Pedestrian Crosswalks – at 8 downtown intersections: South Main Street & Bruce Street, South Main Street & Water Street, South Main Street & South Court Square, North Main Street & Elizabeth Street, North Main Street & Wolfe Street, Liberty Street & West Market Street, Liberty Street & West Water Street, South Liberty Street & West Bruce Street	Pedestrian Signals and Crosswalks	NA	\$100,000	High	

## E. Shared Use Path Priorities List

	Approximate distance (miles)	Estimate Cost	Priority
<ul style="list-style-type: none"> <li>Along Smithland Road from Linda Lane to Old Furnace Road – construct a shared use path along Smithland Road to provide a connection with Linda Lane shared use path, Smithland Elementary and Skyline Middle Schools and Smithland Road Park.</li> </ul>	0.55	\$378,125	High
<ul style="list-style-type: none"> <li>From South Dogwood Drive to southeast corner of Westover Park – provide shared use path connection to existing shared use path in Westover Park.</li> </ul>	0.10	\$68,750	High
<ul style="list-style-type: none"> <li>From proposed path between Wyndham Drive and West Market Street to upper parking lot at Thomas Harrison Middle School</li> </ul>	0.70	\$481,250	High
<ul style="list-style-type: none"> <li>From Hillandale Park to Garbers Church Road – to provide connection between neighborhood, park, and Harrisonburg High School.</li> </ul>	0.90	\$618,750	High
<ul style="list-style-type: none"> <li>From University Boulevard to JMU's Athletic Complex – this property is owned by JMU.</li> </ul>	0.50	\$343,750	Medium
<ul style="list-style-type: none"> <li>Bluestone Trail (Phase II) from Stone Spring Road to south (at or near Pleasant Valley Road)</li> </ul>	1.60	\$1,100,00	Medium
<ul style="list-style-type: none"> <li>From Bluestone Trail to South Main Street via Boxwood Court</li> </ul>	0.35	\$240,625	Medium
<ul style="list-style-type: none"> <li>From Bluestone Trail to west end of West Kaylor Park Drive</li> </ul>	0.05	\$34,375	Medium
<ul style="list-style-type: none"> <li>From Westmoreland Drive to A Dream Come True Playground</li> </ul>	0.20	\$137,500	Low
<ul style="list-style-type: none"> <li>Connections between neighborhoods on east side of Interstate 81, Linda Lane, and Keezletown Road – construct shared use path(s) to connect neighborhoods with Smithland Elementary and Skyline Middle Schools and Linda Lane shared use path. Concept includes a bicycle and pedestrian overpass over Interstate 81.</li> </ul>	1.85	\$1,271,875	Low

## **VIII. Funding**

In addition to Council appropriated funding to support bicycle and pedestrian capital improvement projects, funding sources can also come from City Council appropriation of funds towards a specific capital improvement project, and a variety of state, federal, and foundation grants. Citizens and community organizations are encouraged to partner with the City to apply for grants for new bicycle and pedestrian infrastructure.

One example of a successful partnership is the application for sidewalk and bicycle improvements around Keister and Waterman Elementary Schools through VDOT's Safe Routes to Schools program. School staff, parents, students, RMH Community Health, the Shenandoah Valley Bicycle Coalition and the City were the primary SRTS grant partners for both grant applications.

Implementation and construction of new bicycle and pedestrian facilities is both a public and private responsibility. In cases where insufficient right-of-way exists for sidewalk construction, the City's Subdivision Ordinance requires that the property owner dedicate the appropriate right-of-way for sidewalk construction and the City's DCSM requires sidewalks to be constructed on both sides of all new public streets, and for sidewalks to be constructed along the street frontage of all developing and redeveloping properties. Additionally, any property being developed, which fronts on a public street and abuts a designated bicycle route as designed by this Plan, is required to dedicate additional right-of-way to satisfy the appropriate width for bicycle lanes and the developer may be responsible for bicycle facility construction.

Public funding can also be better utilized for the actual construction of facilities if property owners along the frontage of a corridor with planned sidewalks, donate the right-of-way or temporary construction easements necessary to construct the sidewalks.

As new facilities are constructed and added to the City's transportation system, the need for repair and replacement of facilities, snow removal, litter pickup, vegetation maintenance, and additional maintenance activities are required. It is recognized that additional funding is needed for the long-term maintenance of bicycle and pedestrian facilities within the City.

## IX. Education & Outreach

The Harrisonburg community has many organizations and programs who contribute and collaborate on education, advocacy and outreach for bicyclists and pedestrian needs. There are opportunities for citizens to become members and participate with each of these organizations. Below is a sampling of groups and organizations in our community:

- City Bicycle & Pedestrian Information, [www.harrisonburgva.gov/bikeped](http://www.harrisonburgva.gov/bikeped)
- City Transportation Safety & Advisory Commission, [www.harrisonburgva.gov/tsc](http://www.harrisonburgva.gov/tsc)
- Harrisonburg Fire Department, [www.harrisonburgva.gov/fire](http://www.harrisonburgva.gov/fire)
- Harrisonburg Police Department, [www.harrisonburgva.gov/police](http://www.harrisonburgva.gov/police)
- Harrisonburg Public Works Department, [www.harrisonburgva.gov/publicworks](http://www.harrisonburgva.gov/publicworks)
- Harrisonburg-Rockingham Metropolitan Planning Organization (HRMPO)'s Bicycle & Pedestrian Subcommittee, [www.hrvampo.org](http://www.hrvampo.org)
- Central Shenandoah Planning District Commission (CSPDC)'s Bicycle & Pedestrian Committee, [www.cspdc.org](http://www.cspdc.org), [www.bikethevalley.org](http://www.bikethevalley.org)
- Safe Kids of the Central Shenandoah Valley, [www.uwhr.org/safekids/index.html](http://www.uwhr.org/safekids/index.html)
- Shenandoah Valley Bicycle Coalition (SVBC), [www.svbcoalition.org](http://www.svbcoalition.org)
- New Community Project, [www.newcommunityproject.org](http://www.newcommunityproject.org)



Figure 12. City staff, citizens and local organizations collaborate to display "Walk Smart, Bike Smart" at the Harrisonburg International Festival, 2008.

## **X. Goals, Objectives & Strategies**

Goal 1. To develop and maintain “complete streets” which includes a safe and convenient pedestrian and bicycle network that operates safely within the overall transportation system.

Objective 1.1 Develop and improve the City's bicycle and pedestrian transportation system.

Strategy 1.1.1. Adopt, implement, and maintain the City's Bicycle & Pedestrian Plan for bicycle and pedestrian improvements.

Strategy 1.1.2. Complete the 2 and 5 year infrastructure project goals identified in the bicycle and pedestrian priorities list within the next 2 and 5 years, respectively.

Strategy 1.1.3. Coordinate bicycle and pedestrian facility improvements with the City's Comprehensive Plan, Master Transportation Plan, Design & Construction Standards Manual (DCSM), and other City planning and design guidelines.

Strategy 1.1.4. Secure sidewalk and shared use path improvements, easements, and on-site bicycle parking and storage consistent with the Bicycle and Pedestrian Plan through the development review process.

Strategy 1.1.5. Coordinate bicycle and pedestrian facility improvements with Rockingham County, the Virginia Department of Transportation (VDOT), the Harrisonburg-Rockingham Metropolitan Planning Organization (HRMPO), JMU, EMU, and others appropriate organizations.

Strategy 1.1.6. Collaborate with City departments, agencies, and citizen organizations to identify grant opportunities and submit applications to fund improvement projects.

Objective 1.2. Develop a bicycle and pedestrian network that is convenient and comfortable to encourage citizens to bike and walk more frequently.

Strategy 1.2.1. Develop bicycle and pedestrian linkages between neighborhoods, shopping centers, recreation facilities, and education centers.

Strategy 1.2.2. Appropriate public funding annually to support bicycle and pedestrian capital improvement projects and long-term maintenance activities.

Strategy 1.2.3. Install way-finding and route signs and provide maps and internet-based information to guide users through the City's pedestrian and bicycle systems.

Strategy 1.2.4. Provide sufficient arterial street right-of-way width to permit landscaping, and to accommodate pedestrian and bicycle facilities while considering neighborhood character and context.

Strategy 1.2.5. Ensure that sidewalks, walkways, and shared use paths are furnished, where needed and appropriate, with lighting, seating, landscaping, street trees, trash receptacles, bike racks, handicap access, etc.

Objective 1.3. Implement operational safety measures for all modes of travel.

Strategy 1.3.1 Minimize the number of driveways on arterial streets to reduce the potential for bicycle, pedestrian, and vehicle collisions.

Strategy 1.3.2. Promote the City's Neighborhood Traffic Calming Program and traffic calming measures to reduce speeds on City streets.

Strategy 1.3.3. Enforce traffic laws, for all modes of travel, such as speeding, failing to make a full stop at red lights and stop signs, failing to yield to pedestrians in crosswalks, failing to use bike lights at night, etc.

Goal 2. To provide education and encouragement to citizens to promote safe walking and bicycling as a regular or primary form of transportation.

Objective 2.1. Promote and encourage bicycling and walking as a healthy, safe and sustainable forms of transportation.

Strategy 2.1.2. Collaborate with local organizations and agencies to promote International Walk to School Week/Day, Cyclist & Pedestrian Awareness Week, and National Bike to Work Month/Week/Day.

Objective 2.2. Educate citizens on bicycle and pedestrian laws, etiquette, and safe practices.

Strategy 2.2.1. Continue promoting transportation safety campaigns created by federal, state, and/or local agencies.

Strategy 2.2.2. Provide literature and education to citizens about how to safely cross railroad tracks on a bicycle.

Strategy 2.2.3. Encourage bicyclists and pedestrians to follow safety guidelines as recommended by transportation and enforcement agencies, and biking and walking advocacy groups.

Objective 2.3. To recognize the efforts of the City, local businesses and local organizations for their efforts to promote bicycling and walking in the City.

Strategy 2.3.1. The City should apply for and receive at least a Bicycle Friendly Community Bronze designation from the League of American Bicyclists by 2012.

Strategy 2.3.2. Encourage local businesses and universities to also apply for a Bicycle Friendly Community award from the League of American Bicyclists.

## **XI. References**

### **A. Design Guidelines**

- City of Harrisonburg's "Design & Construction Standards Manual (DCSM)," <http://www.harrisonburgva.gov/dcsm>
- American Association of State Highways and Transportation Officials, "Guide for the Development of Bicycle Facilities", <http://www.aashto.org>
- US DOT Federal Highway Administration, "Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways," most recent edition, <http://mutcd.fhwa.dot.gov/>.
- Association of Pedestrian and Bicycle Professionals, "Bicycle Parking Guidelines: A set of recommendations from the association of Pedestrian and Bicycle Professionals," <http://www.bicyclinginfo.org/library/details.cfm?id=6>

### **B. Recommended Facility & Design References**

- Harrisonburg Bicycle & Pedestrian Facilities Resources (includes this Plan, maps, meeting minutes, etc), <http://www.harrisonburgva.gov/bikeped>
- VDOT's Policy for Integrating Bicycle & Pedestrian Accommodations, [http://www.virginiadot.org/programs/resources/bike\\_ped\\_policy.pdf](http://www.virginiadot.org/programs/resources/bike_ped_policy.pdf)
- VDOT Bicycle Facility Design Guidelines from the VDOT Road Design Manual, <http://www.extranet.vdot.state.va.us/locdes/Electronic%20Pubs/2005%20RDM/appenda.pdf> (See Section A-5)
- FHWA Design Guidance, Accommodating Bicycle and Pedestrian Travel: A Recommended Approach. A US DOT Policy Statement Integrating Bicycling and Walking into Transportation Infrastructure, <http://www.fhwa.dot.gov/environment/bikeped/design.htm>
- VDOT – Bicycle & Walking in Virginia (webpage of resources) <http://www.virginiadot.org/programs/bk-default.asp>
- US DOT, Federal Highway Administration, Pedestrian & Bicycle Information Center, <http://www.pedbikeinfo.org/>, <http://www.bicyclinginfo.org/>, <http://www.walkinginfo.org/>
- US DOT, Federal Highway Administration, BIKESAFE: Bicycle Countermeasure Selection System, <http://www.bicyclinginfo.org/bikesafe/>
- US DOT, Federal Highway Administration, PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System. <http://www.walkinginfo.org/pedsafe/>
- Pedestrian Facilities Guidebook: Incorporating Pedestrians into Washington's Transportation System", <ftp://ftp.wsdot.wa.gov/dotshare/LocalPrograms/Walk/PedFacilityGB.pdf>
- Pedestrian and Bicycle Information Center & City of Chicago, "Bike Lane Design Guide", [http://www.cityofchicago.org/webportal/COCWebPortal/COC\\_EDITORIAL/bike\\_lane.pdf](http://www.cityofchicago.org/webportal/COCWebPortal/COC_EDITORIAL/bike_lane.pdf)

### **C. Other References**

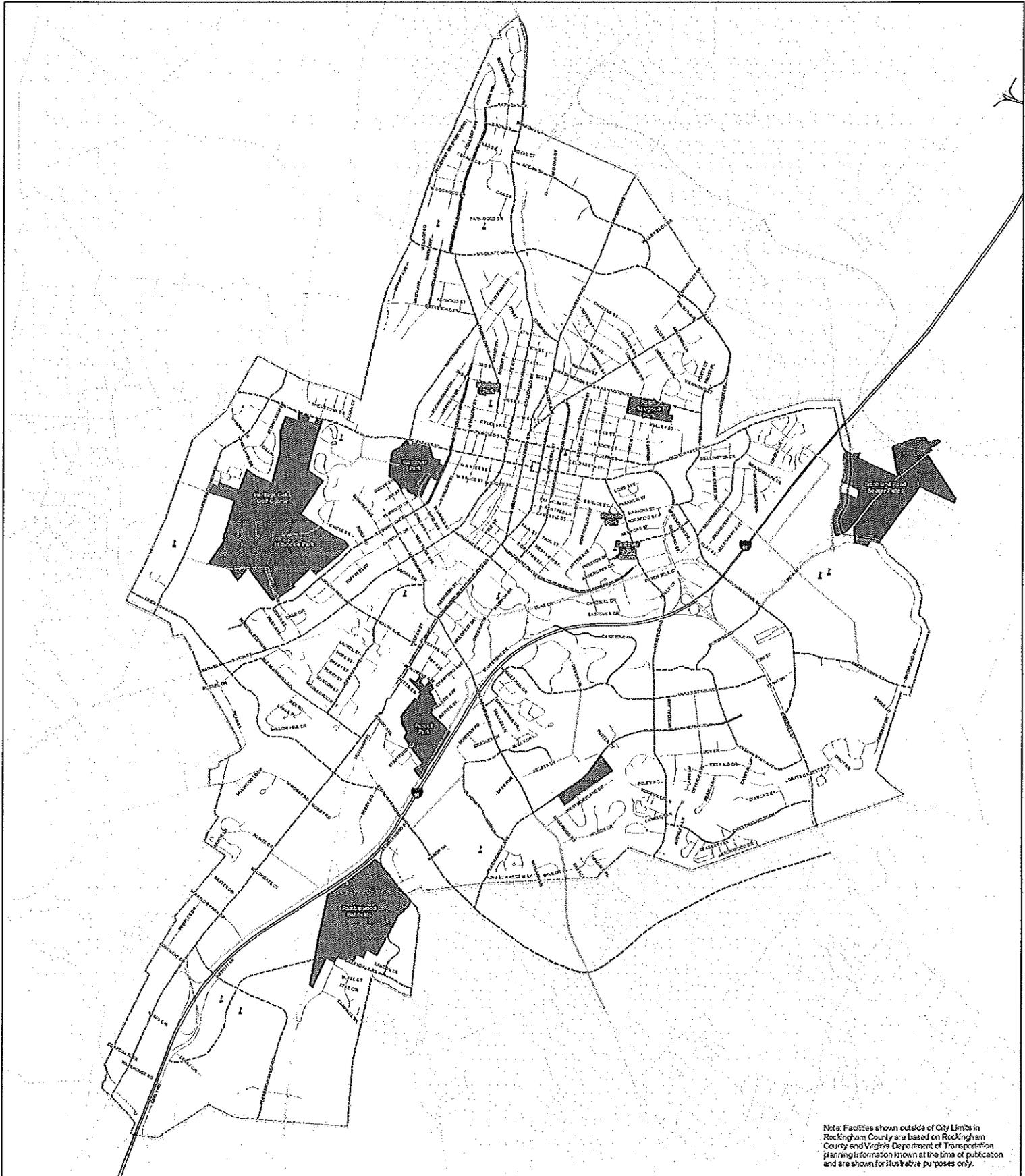
- Harrisonburg City Code on Bicycles, (see City Code 13-2), <http://www.municode.com/Resources/gateway.asp?pid=10893&sid=46>

- Harrisonburg Neighborhood Traffic Calming Program, <http://www.harrisonburgva.gov/trafficcalming>
- VDOT Bicycle Laws & Safety Tips, <http://www.vdot.virginia.gov/programs/bk-laws.asp> (lists, pictures, and references to state code)
- Walk Bike Virginia, <http://www.bikewalkvirginia.org/>
- Sharing the Road in Virginia, <http://www.sharingtheroadinvirginia.org/>
- League of American Bicyclists' Resources, <http://www.bikeleague.org/resources/index.php>

## **XII. Appendices**

A. Bicycle Plan Map

B. Pedestrian Plan Map



Note: Facilities shown outside of City Limits in Rockingham County are based on Rockingham County and Virginia Department of Transportation planning information known at the time of publication and are shown for illustrative purposes only.

<b>Legend</b>	
<b>Bicycle Priorities</b>	<b>Existing Bicycle Facilities</b>
<ul style="list-style-type: none"> <li>--- Bicycle Lanes</li> <li>--- Shared Lane Markings</li> <li>--- Shared Use Path</li> </ul>	<ul style="list-style-type: none"> <li>--- Bicycle Lanes</li> <li>--- Shared Use Path</li> </ul>
<ul style="list-style-type: none"> <li>Ⓜ School</li> <li>Ⓜ City School Property</li> <li>Ⓜ City Park</li> <li>Ⓜ Railroad</li> </ul>	

\* Bicycle planned by neighboring jurisdictions or private

## Bicycle Plan Map

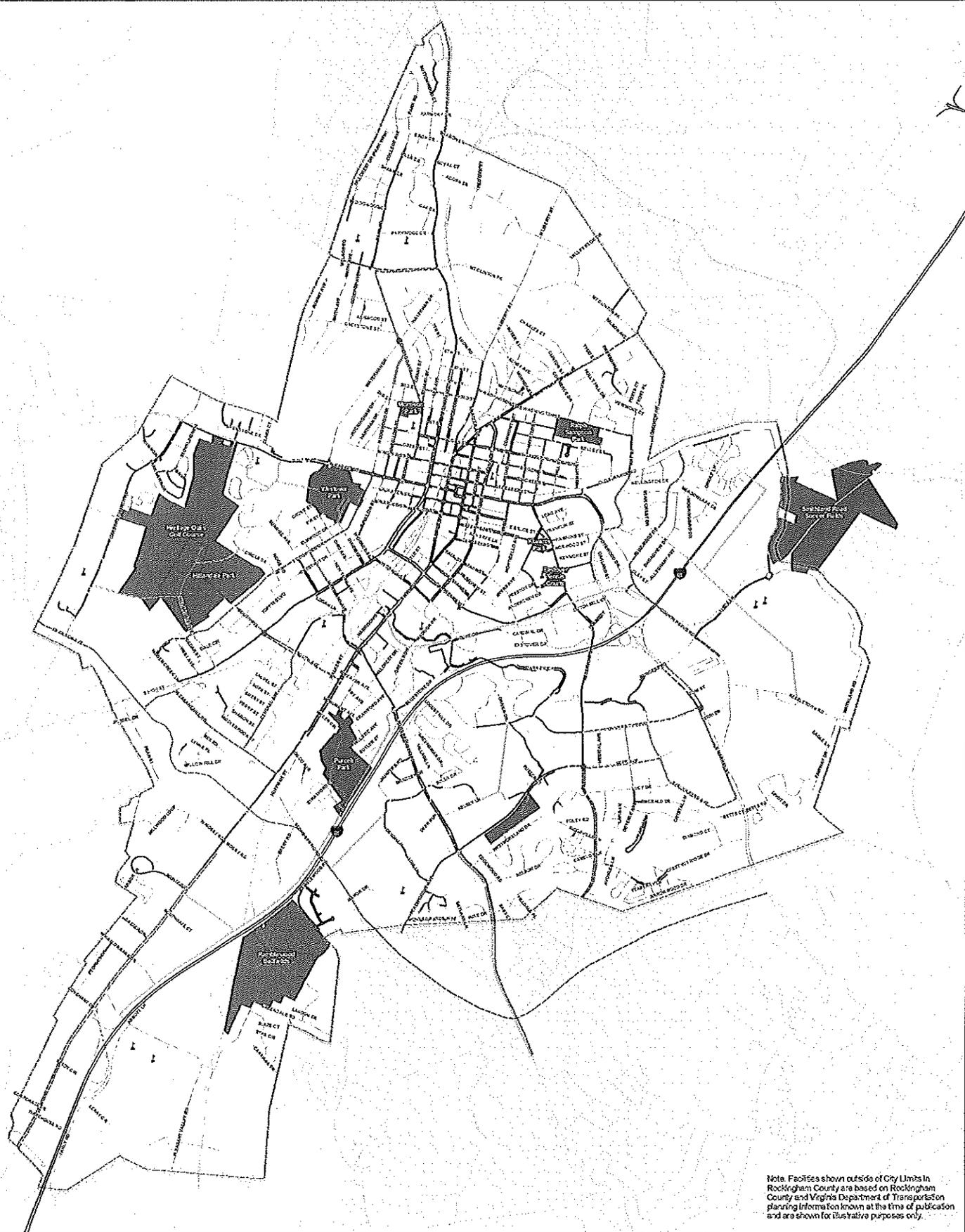
### Existing and Proposed Bicycle Facilities 2010 Bicycle & Pedestrian Plan



0 0.25 0.5 Miles

1 inch = 2,000 feet



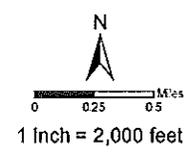


Note: Facilities shown outside of City Limits in Rockingham County are based on Rockingham County and Virginia Department of Transportation planning information known at the time of publication and are shown for illustrative purposes only.

- Legend**
- School
  - Pedestrian Priorities**
  - Pedestrian Signalization & Crosswalks
  - Sidewalk
  - Shared Use Path
  - Shared Use Path Priority
  - Sidewalk
  - Shared Use Path
  - Railroad
  - City Park
  - City School Property

## Pedestrian Plan Map

### Existing and Proposed Pedestrian Facilities 2010 Bicycle & Pedestrian Plan



# January 2011 Proactive-Zoning Report

For the month of January 2011 the proactive-zoning program targeted the **Reherd Acres** section of the city. During the proactive inspections a total of **nine violations** were found. This was a decrease in the number of violations from both the first and second 3-year cycles as noted in the chart below. The violations consisted of inoperable vehicles and discarded materials.

MONTH	SECTOR	VIOLATIONS	CORRECTED	1 <sup>st</sup> CYCLE	2 <sup>nd</sup> CYCLE
December 2008	Wyndham Woods	4	4	2	0
January 2009	Northfield	19	19	21	6
February 2009	Purcell Park	5	5	7	6
March 2009	Parkview	16	16	19	7
April 2009	Northeast	63	63	80	45
May 2009	Ind./Tech Park	0	0	0	1
June 2009	Exit 243	1	1	10	0
July 2009	Fairway Hills	0	0	1	0
August 2009	Smithland Rd.	0	0	0	4
September 2009	N. Main St.	4	4	13	4
October 2009	Liberty St.	18	18	6	4
November 2009	Westover	17	17	18	8
December 2009	Garber's Church	1	1	1	2
January 2010	Spotswood Acres	1	1	6	4
February 2010	Jefferson St.	35	35	26	22
March 2010	Forest Hills/JMU	1	1	6	1
April 2010	S. Main St.	2	2	1	0
May 2010	Hillandale	17	17	7	5
June 2010	Maplehurst/JMU	2	2	6	5
July 2010	Long Ave/Norwood	17	17	12	28
August 2010	Greystone	13	13	13	10
September 2010	Greendale/SE	5	5	3	2
October 2010	Ramblewood	1	1	4	8
November 2010	Stone Spring Village/JMU	0	0	2	10
December 2010	Sunset Heights	10	8	7	29
January 2011	Reherd Acres	9	n/a	10	12
February 2011	RT 33 West			0	16
March 2011	Chicago Ave			16	22
April 2011	Pleasant Hill			4	13
May 2011	Avalon Woods			7	26
June 2011	Waterman Elementary			6	61
July 2011	Bluestone Hills & Valley Mall			3	33
August 2011	Keister Elementary			6	5
September 2011	500-600 S. Main			7	30
October 2011	Court Square			0	3
November 2011	Preston Heights			8	3

The proactive-zoning program for February 2011 will be directed towards the enforcement of the Zoning Ordinance in the **RT 33 West** section of the City.

# Proactive Zoning Map

