



City of Harrisonburg, Virginia

Planning Commission Meeting

January 8, 2014

7:00 p.m.

Regular Meeting
409 South Main Street

- 1) **Election of Officers for 2014**
- 2) **Call to order, roll call, determination of quorum, and review/approval of minutes from the November 13, 2013 regular meeting and the December 11, 2013 worksession.**
- 3) **New Business**

Capital Improvement Program

Consider recommendation to City Council.

Special Use Permit & Off-Street Parking Approval – Woodland Montessori School Child Daycare Center (Michael Property)

Public hearing to consider a request from Erwin Michael with representative Jackie Morales-Shifflett of Woodland Montessori School for a special use permit per Section 10-3-34 (1) of the Zoning Ordinance to allow a child daycare center within the R-1, Single Family Residential District. The subject area is currently part of two properties identified as tax maps 93-B-4 & 5, which have road frontage along Running Springs Road, Whispering Springs Road, Mineral Springs Road, Ramblewood Road, and Stone Spring Road. The subject area would include 3 acres located off of Running Springs Road. Planning Commission must also review the private school's proposed off-street parking spaces per the requirements of Section 10-3-25 (12).

Rezoning – 1049 Chicago Avenue (The Village at Chicago Park)

Public hearing to consider a request from Theda and Merle Brunk and John Harding and Others with representative Scott Sellers of Engineering Solutions to rezone 2.0 acres of property among two parcels and a portion of a third parcel from R-3, Medium Density Residential District to R-7, Medium Density Mixed Residential Planned Community District. The property is located along Chicago Avenue, addressed as 1041 and 1049 Chicago Avenue and can be found on tax map parcels 48-D-26 & 41 and a portion of 48-D-25.

Downtown Streetscape Plan

Public hearing to consider adopting the City of Harrisonburg Downtown Streetscape Plan. The plan is a document that communicates a clear and concise vision for the Central Business District and the immediate surrounding areas identified as the "Transition Area" in the City's downtown. The plan addresses guidance on topics such as: how to integrate regular and routine maintenance projects to accommodate a collective vision compatible with the many viewpoints in the downtown area; implementation of the hardscape components of the City's Streetscape Plan and that components of it are being accomplished in a piecemeal fashion and may be moving ahead without full consideration of other utilities and infrastructure needs; how to communicate streetscape standards and plans to prospective developers desiring to locate within the B-1 zoning classification; how to finance additional parking when it is determined by City Council to be needed and where to strategically place

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it in an easily accessible location adjacent to transportation facilities that can accommodate future traffic volumes; and how to manage solid waste issues for downtown businesses that require refuse collection outside of the City's current business model. The plan's overall goal is: To present an easily communicable, comprehensive vision for public spaces in Downtown Harrisonburg that can be utilized by public and private agencies to further develop and sustain a vibrant downtown.

- 4) Unfinished Business**
- 5) Public Input**
- 6) Report of secretary and committees**
Proactive Zoning
- 7) Other Matters**
Review of 2013 Annual Reports
- 8) Adjournment**

Staff will be available Monday February 10, 2014 at 4:30 p.m. for those interested in going on a field trip to view the sites for the February 12, 2014 agenda.

MINUTES OF HARRISONBURG PLANNING COMMISSION
November 13, 2013

The Harrisonburg Planning Commission held its regular meeting on Wednesday, November 13, 2013 at 7:00 p.m. in the City Council Chambers, 409 South Main Street.

Members present: Richard Baugh, Gil Colman, MuAwia Da'Mes, Judith Dilts, Deb Fitzgerald, Jefferson Heatwole, and Henry Way.

Members absent: None

Also present: Stacy Turner, Director of Planning and Community Development.

Chair Fitzgerald called the meeting to order and determined there was a quorum with all members in attendance. She then asked if there were any corrections, comments or a motion regarding the minutes from the September 11, 2013 Planning Commission meeting.

Mr. Heatwole moved to approve the minutes as presented from the September 11, 2013 regular Planning Commission meeting.

Dr. Dilts seconded the motion.

All members voted in favor of approving the September 2013 minutes (7-0).

New Business

Special Use Permit-118 Broad Street, Occupancy other Than Permitted by Right 10-3-40 (7)

Chair Fitzgerald read the request and asked staff to review.

Mrs. Turner 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. Infill development and redevelopment must be designed so as to be compatible with the existing character of the neighborhood. 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 dwelling, zoned R-2

North: Across public alleyway, single-family dwelling, zoned R-2

East: Single-family dwellings, zoned R-2

South: Single-family dwelling and vacant lot, zoned R-2

West: Across Broad Street, vacant parcels, zoned M-1 and mixed use building of apartments and professional offices, zoned B-1

The subject property came to the attention of staff after a complaint was filed by a neighbor stating possibly more persons than permitted were occupying the house. Upon investigation, staff discovered there were seven unrelated individuals living in the dwelling. The property owners (applicants) received a certified notice of violation and were given thirty days in which to correct the violation. Three of the tenants moved within the first week. While continuing to work towards compliance the owners decided to apply for a special use permit (SUP) to allow four persons to occupy the house. The owners also submitted an appeal of the thirty day time period for

compliance to the Board of Zoning Appeals (BZA), hoping for a time extension in order to allow the SUP to move through the process, while still allowing the four remaining tenants to stay in the house.

On November 4th, the BZA granted the applicants an extension until January 6, 2014 to bring the property into compliance with the regulations of the R-2 zoning district. The applicants have informed staff that a tenant is moving out of the dwelling during the last week of November and another will be leaving at the beginning of the year; leaving just two tenants and complying with occupancy regulations.

The applicant is requesting a special use permit per Section 10-3-40 (7) of the Zoning Ordinance to allow occupancy other than permitted by right within the R-2, Residential District. The property is located on the eastern side of Broad Street, just north of the intersection with East Elizabeth Street, and is improved with a single-family dwelling. If approved the applicant desires to provide rental housing for four tenants. As required by the SUP, one off street parking space per tenant must be provided. Off street parking for the site can be accommodated in the rear and is accessible from Broad Street or an abutting alleyway to the north.

Broad Street serves as a dividing line between two Comprehensive Land Use designations in this neighborhood; Mixed Use Development Areas to the west and Neighborhood Residential to the east. The subject property lies within the Neighborhood Residential designation, which means 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. Across Broad Street from the site is a mixed use building of apartments and offices and single family dwellings; one block to the north are more apartment buildings and several single family homes. Given the mixed residential nature in this vicinity, one could argue a multi-tenanted dwelling is compatible with the existing character of the street. Staff, however, does not promote the furthering of this use across Broad Street and into the neighborhood, believing the street is the dividing line as indicated and demonstrated in the Comprehensive Plan.

The subject property is situated along a local street within the northeast neighborhood, with single family homes to the sides and rear of the lot. Parking for most of the adjoining parcels is on the public street; a drastic difference from the most recently approved occupancy SUP along West Market Street, which is an arterial street.

As shown on the submitted survey, the property is 6,360 square feet, which is only large enough to allow for a single family detached dwelling. A duplex structure would allow for occupancy by four persons (two in each unit); however a duplex dwelling requires 11,000 square feet of lot area.

The neighborhood to the east of Broad Street is primarily made up of single family dwellings and a few duplexes. Staff contends there is nothing special about this property to distinguish it from the others in the general area. Increasing occupancy increases traffic, causes parking concerns, more noise, and less accountability than the households that operate as single family homes in this neighborhood.

The special use is in contrast to the Comprehensive Plan designation of Neighborhood Residential and if approved would set the precedent for other rental properties within the neighborhood to want to exceed the by-right occupancy. Staff recommends denial of the request.

If there is a desire to approve the special use permit, staff recommends the following conditions:

1. The parking spaces shall be screened from the adjacent single family properties to the south and east utilizing the mechanisms as specified in the table within Section 10-3-48.6(b) of the Zoning Ordinance.
2. If, in the opinion of Planning Commission or City Council, the implementation of this special use permit becomes a nuisance, the permit can be recalled for further review, which could lead to the need for additional conditions, restrictions, or the revocation of the permit.

Chair Fitzgerald asked if there were any questions for staff. Hearing none, she asked the applicant to address the Commission.

Alice Long, owner of the property, said her address is 7633 Trail Run Road, Falls Church, Virginia. She presented pictures of the property and neighborhood. Ms. Long said she is concerned the area will continue to deteriorate and emphasized that there are multi-family uses nearby. She said that what makes this property special is that there is ample room for four people in the house and room for parking on the property. She said the tenants share the costs of utilities and that the cost of utilities makes it hard for two people or a family to afford to live there. The current tenants are serious students and the number is now four. As of Thanksgiving, the number will be three and in January only two.

Mr. Colman asked if there had been any complaints about the tenants or the conditions of the property. Mrs. Turner answered no, just the concern about the number of tenants being in violation. Chair Fitzgerald asked if other neighbors have complained and Mrs. Turner said no, just the original complaint.

Mr. Da'Mes asked Ms. Long to explain access to off street parking. Ms. Long said that access to any parking in the rear yard would be from either the carport on her property or by the alley. He asked if she'd have any issues with screening as called for in the staff report. She said no, but that she had just removed some trees and now wishes if that happens she would have left them. Mr. Da'Mes asked Mrs. Turner what the committee considering alleys recommended about this one. Mrs. Turner said she wasn't sure as this alley had not been requested to be closed she had not checked. She reminded that the alley does not continue for the entire distance of the block.

Mr. Colman asked if there had been other special use permits for occupancy in this area. Mrs. Turner said no there were not. Mrs. Long then questioned what about the apartments. Both Mrs. Turner and Mr. Baugh explained that the apartments did not have special use permits but are considered nonconforming uses, meaning they had formerly been permitted by zoning and now were not. As such, they are permitted to continue to be used this way at the occupancy that was previously permitted provided they maintained that use.

Chair Fitzgerald opened the Public Hearing and asked if there were any comments from the public.

Ms. Long addressed the Commission again, asking who will make the decision about this. Chair Fitzgerald explained that the Planning Commission will make a recommendation to City Council who will make the decision. Ms. Long said this is a neighborhood in decline, and to make it hard to rent property will make it decline more. The house next door to her house is home to squatters. She takes pride in her property and made it comfortable. She bought the property because of her daughters being in college and she had no clue of the limit on the number of tenants. She hopes Planning Commission will consider all of this.

Chair Fitzgerald asked if there were any others to speak. Hearing none, she closed the public hearing and asked the Commission for discussion.

Dr. Dilts said she is torn by this request. She knows what conditions Ms. Long is talking about (at this point from the audience, Ms. Long asked whether she was talking about Elizabeth Street or Broad Street and Dr. Dilts said the surrounding area). Dr. Dilts said if it becomes hard to rent then it is hard to get money for upkeep which could mean the area might disintegrate further, but that she feels a strong obligation to the Comprehensive Plan, with Broad Street as the break between use groups. She is inclined to stay with the Plan.

Mr. Colman said he feels the same way as Dr. Dilts about the ability to maintain houses. It seems the special use permit would allow it to be pulled back if they later realized it was the wrong decision, so he is inclined to approve it.

Mrs. Long returned to the podium and said her family has had six to seven cars at one time, so you can have the same problems with a family.

Mr. Way stated he is not inclined to support the request on the basis of precedent setting for the entire northeast neighborhood.

Mr. Baugh said he believes the Comprehensive Plan is clear and that Planning Commission has taken a generally dim view of increasing residential densities where they had not planned to do so, especially in areas recommended as neighborhood residential. If there are things in this application that make points relative to the whole neighborhood, there may be a big picture issue relative to the Comprehensive Plan that the Commission should address. The pictures shown to the Commission were some of the worst in the area, not the best, but the area is a mixed bag. Ms. Long stated at this time that they were pictures like the entire area, with Mr. Baugh assuring that he was familiar with the area himself. Mr. Baugh said he feels it is best to stay with the Comprehensive Plan.

Ms. Long returned to the podium and said not many houses in the area have enough space to park on their lots, so not many could do this.

Mr. Colman said he understands the bigger picture and that with so many nonconforming uses; maybe it needs to be expanded to allow different uses.

Mr. Baugh said as he's been involved in the last decade in these decisions, he thinks it tended to be historical practice that when an area was a mixed bag the governing bodies tended to say who cares, but that he thinks we have done a good job of moving away from that. This type of change doesn't happen overnight. He thinks holding the line and sticking with the Plan is a better alternative.

Dr. Dilts made a motion to recommend denial of the special use permit for 118 Broad Street.

Mr. Way seconded the motion.

Chair Fitzgerald asked if there was any further discussion. Hearing none, she asked for a voice vote on the motion.

All voted in favor of the motion to recommend denial of the special use permit for 118 Broad Street (7-0).

Chair Fitzgerald said this item will move forward to City Council on December 10, 2013.

Alley Closing-Adjacent to 18-L-1, 2 &3 and 18-V-7 (Catholic Campus Ministry)

Chair Fitzgerald read the request and asked staff to review.

Mrs. Turner said the following land uses are located on and adjacent to the property:

- Site: An approximate 20-foot wide by 183-foot in length public alley right-of-way adjacent to 18-L-1, 2, & 3 and 18-V-7
- North: Public alley right-of-way incorporated into parking lot area for James Madison University, zoned B-2
- East: Single-family dwelling, zoned R-1
- South: Across Maplehurst Avenue, single-family dwellings, zoned R-1
- West: Catholic Campus Ministry facilities, zoned R-1 and James Madison University facilities building, zoned B-2

The applicant is requesting to close a 3,647 +/- square foot alley that is located off of and perpendicular to Maplehurst Avenue. The approximately 20-foot wide alley travels 183-feet north from its intersection with Maplehurst Avenue, before its terminus at an abutting alleyway which is currently used as parking for James Madison University (JMU). Catholic Campus Ministry (CCM) owns three of the four properties directly adjacent to the area requested for closure. The remaining parcel is owned by JMU and they have determined they are not interested in purchasing any portion of this alley.

The alleyway is paved and at present is used by the applicant as access into parking for their properties and is not used for City services such as trash pick-up or emergency access. Harrisonburg Electric Commission (HEC) has an overhead power line and other utilities running through the alley and requests the area have the appropriate easements in place before selling the public right-of-way.

As noted by letter submitted with the application, CCM hopes to purchase the alley with the optimism of creating more off street parking for the facility. Staff discussed with the applicant's representative that any new parking spaces for the site, or a redesign to create a new parking lot layout, would require the project to meet the parking lot landscaping requirements per Section 10-3-30.1 of the Zoning Ordinance. Staff noted there may not be enough area to create new parking and meet landscaping requirements; however, the applicant further noted the alley right-of-way would be needed at a future date should the applicants decide to enlarge the existing facility, or build a new one. Any enlargement of the facility would be required to comply with the City's off street parking requirements.

The City does not anticipate any negative consequences from vacating the alleyway. If approved the applicant would need to submit a revised plat showing how the alley would be divided among the adjoining properties. Staff recommends closing the alley with the condition of reserving an easement for HEC.

Chair Fitzgerald asked if there were any questions for staff. A Commissioner asked which properties the Catholic Campus Ministries owns. Mrs. Turner reviewed the three adjacent properties owned by the applicant, Catholic Campus Ministries, and the other adjacent parcel owned by James Madison University which also owns property at the end of the alley and utilizes an adjoining alley as part of its parking lot.

Chair Fitzgerald explained that although this is not required to be a public hearing that if the applicant or others had comments they could address the Commission.

Hearing no further comments, she asked if there was further discussion or a motion.

Mr. Heatwole made a motion to recommend approval of the request to close the alley adjacent to Catholic Campus Ministry and perpendicular to Maplehurst Avenue.

Dr. Dilts seconded the motion.

Chair Fitzgerald asked if there was any further discussion. Hearing none she asked for a voice vote on the motion.

All voted in favor of the motion to close the alley adjacent to Catholic Campus Ministry and perpendicular to Maplehurst Avenue (7-0).

Chair Fitzgerald said this request will also move forward to City Council on December 10, 2013.

Preliminary Plat-Collicello North R-7 (Kin Group, LLC)

Chair Fitzgerald read the request and asked staff to review.

Mrs. Turner said as the Commission is very familiar with this site, and the request is for a subdivision as the zoning request was already approved, she is not going to show slides of the surrounding area. She said Kin Group, LLC is applying to preliminarily subdivide their 3.06-acre, R-7 master planned property known as Collicello North. The property is located at the top of the hill along undeveloped portions of Collicello Street bounded by 5th Street, Virginia Avenue, undeveloped 6th Street, and Edom Road. The applicant is requesting to preliminarily plat the entire subdivision, which includes creating 36 parcels and the dedication of the planned extension of the Collicello Street public street right-of-way (ROW). As was anticipated during the rezoning process, the applicant is requesting two Subdivision Ordinance variances per Sections 10-2-41 (a) and 10-2-42 (c).

City Council approved the R-7, Medium Density Mixed Residential Planned Community District master plan in July of this year. In brief, Collicello North planned 15 detached units and 20 attached units (one duplex structure and three sets of six townhouse unit buildings) while allowing for the ability to provide for more residential units, including multi-family units, if the final design and density allows. The zoning of Collicello North allows the maximum 10 percent non-residential uses permitted by the district. The intent behind Collicello North's conceptually approved street layout is to utilize narrow street widths combined with streetscape planting to create traffic calming measures for a safer environment for automobiles, pedestrians, and bicyclists. As required by the district, Collicello North has at least 15 percent open space.

One noted difference when comparing the master plan to the plat is that one less attached unit is being platted. The developer decided to increase the number of bedrooms within the Type D townhouse units that front the proposed Chloe Lane (private street), which increased the parking requirement and thus reduced the number of units that could be built in this section of the development as there is not enough space to provide the minimum required parking spaces for the six originally planned units.

With regard to the requested variances, Section 10-2-42 (c) requires all parcels to have public street frontage. Only two lots of Collicello North will have public street frontage. The two commonly owned parcels will have the required frontage, and the other parcels abut this common area. As staff supported this concept for the master plan, we are supporting the requested variance to allow 34 lots to not have public street frontage. Many of the units within Collicello North will have frontage along private streets/parking lots. These areas will not be maintained by the City, and therefore, will

not receive City trash services or receive public snow removal services. Public school bus services would be provided as is determined necessary.

The other requested variance is from Section 10-2-41 (a), which requires streets to conform to the design standards and specifications that are outlined in the Design and Construction Standards Manual (DCSM). Section 10-2-41 (a) of the Subdivision Ordinance states:

Proposed streets shall conform to the standards and specifications outlined in the Design and Construction Standards Manual except that variances to the standards for streets, alleys, blocks, easements, sidewalks, and all such related features may be approved on a case-by-case basis by the City Council when:

- (1) the proposed alternative would better achieve the walkable, pedestrian and bicycle-oriented environment the City desires;
- (2) the particular conditions of the site and surrounding street network would allow the proposed alternative without causing undue inefficiencies for service vehicles, nor an excessive reduction in pedestrian safety due to pedestrian-vehicle movement conflicts; and
- (3) the proposed alternative would better balance the needs of pedestrians and vehicles, and better achieve the goals of the comprehensive plan.

Included within the packet is a statement from the applicant addressing why he believes the proposed development meets the three criterion for variance approval as outlined above.

The proposed design of the street does not conform to several sections of the DCSM. The deviations to the DCSM are described below.

- There is varying public street ROW for Collicello Street that is less than the required 50 feet minimum per DCSM 3.1.4 and Appendix F. The proposed ROW widths range from 25 to 39 feet.
- Pavement width along many sections of the street is not to the standard 26 or 30 foot width minimum per DCSM 3.6.4 and Appendix F. The proposed pavement width is a minimum of 24 feet.
- DCSM 3.6.4 and Appendix F require public sidewalks and curb to be within the public ROW, however several portions of the proposed public sidewalk and curb are outside of the proposed ROW. A public access easement would be provided for all of these areas.
- The centerline radius for the bend in Collicello Street does not meet the minimum standard per DCSM 3.6.3. The proposed centerline radius is 37 feet.
- Consecutive centerline curves without separating tangent sections are proposed to the east of Lot 8 and do not meet the standards per DCSM 3.6.2.1. The proposed length is 17.25 feet.
- The proposed curb radii at the intersection of 5th Street and Collicello Street are less than the 25-foot standard per DCSM 3.6.1.4. The proposed curb radii are 20 feet. This is a question staff will resolve with the engineer before it proceeds to Council as the plat shows the 25 foot standard was met, although shows closer to 23 foot, so we will have to resolve if the variance to 20 foot is needed.

- The sight distance along the vertical curve at station 15+75 as shown on the street cross section sheet of the preliminary plat is less than the required K-value of 20 per DCSM 3.6.2.4 and 3.6.3. The proposed vertical curve K value for this section of the street is 11.1, which is the AASHTO (American Association of State Highway and Transportation Officials) minimum standard.
- The landing design at the intersection of 5th Street and Collicello Street does not meet the standard per DCSM 3.6.2.3. The proposed Collicello Street shall serve as the landing at the 5th Street intersection.

Aside from the two requested Subdivision Ordinance variances, the submitted preliminary plat conforms to the Subdivision Ordinance and to the approved master plan.

Staff supports the preliminary plat with the requested variances.

Chair Fitzgerald asked if there were questions for staff.

Mr. Da'Mes asked how the length of the private streets compared to the maximum length for dead end public streets. Mr. Colman and Mrs. Turner said they thought the City standard was 800 to 1,000 feet long and Mr. Dean Weaver, applicant, said from the audience that Sophie Drive was approximately 400 feet long.

There being no further questions, Chair Fitzgerald asked the applicant if he wanted to speak.

Mr. Dean Weaver, applicant, said he feels that this plan is exactly what was intended with the new R-7 zoning and although there have been many steps to go through, he is so glad to have made it to this point.

Chair Fitzgerald asked for further discussion. She said that we have reviewed this many times before so it is what would have been expected.

Mr. Colman made a motion to recommend approval of the preliminary subdivision plat as recommended by the staff report.

Mr. Heatwole seconded the motion.

There being no further discussion, Chair Fitzgerald asked for a voice vote on the motion.

All voted in favor of the motion to recommend approval of the request for preliminary subdivision plat approval for Collicello North, with the requested variances (7-0).

Chair Fitzgerald said this request will move forward to City Council on December 10, 2013.

Zoning Ordinance Amendments-Screening requirements, refuse facility location regulations and other minor amendment, Sections 10-3-36, 42, 48.6, 54, 55.6, 56.5, 57.5, 81, 87, 91, 93, 96, 99, 114, 115, 182 and 193.

Chair Fitzgerald read the request and asked staff to review.

Mrs. Turner said staff is proposing amendments to several sections of the Zoning Ordinance to: clearly stipulate setback and other location requirements for refuse facilities (dumpsters), uniformly specify regulations when required to screen particular uses, add accessory buildings as a permitted use in the B-1, Central Business District, and to correct language within Section 10-3-114 (b). In all, 20 sections are proposed for modification.

For many years staff has interpreted dumpsters and other refuse structures such as compactors to be accessory buildings. With this interpretation we have applied the rules set forth in Section 10-3-114 Accessory Buildings to such uses, where depending upon the zoning district in which they are located, the location and setback requirements vary. The Zoning Ordinance does not state whether dumpsters are considered accessory structures but requires them, in multiple zoning districts and sections, to be within a “designated point of collection with appropriate facilities,” and further that they shall be “screened as may be required upon approval of the site plan.” Recently a developer questioned our interpretation and disputed there was no direct statement requiring refuse facilities to meet any specific location or setback regulations aside from needing to be in a designated location and somehow screened. In recognizing this weakness in the Code, staff is proposing to strengthen the Zoning Ordinance by aligning our longstanding practice of applying accessory structure regulations to refuse facilities with clear and direct statements that such facilities “shall meet the requirements for accessory buildings per Section 10-3-114.”

To achieve this objective, new subsections that would include the above statement must be added to the following sections and associated zoning districts: 10-3-36 Other Regulations of the R-1 district; 10-3-56.5 (f) Area, Density and Dimensional Regulations of the R-6 district; 10-3-57.5 (f) Area, Density and Dimensional Regulations of the R-7 district; and 10-3-58.5 (5) Area, Density and Dimensional Regulations of the MX-U district. In addition, existing requirements must be amended by removing language and adding the above statement within the following sections and zoning districts: 10-3-42 (d) Other Regulations of the R-2 district; 10-3-48 (d) Other Regulations of the R-3, Multiple Dwelling district; 10-3-48.6 (d) Other Regulations of the R-3, Medium Density district; 10-3-54 (d) Other Regulations of the R-4 district; 10-3-55.6 (d) Other Regulations of the R-5 district; 10-3-81 (c) Other Regulations of the B-1A district; 10-3-87 (b) Other Regulations of the B-1 district; 10-3-93 (c) Other Regulations of the B-2 district; 10-3-99 (c) Other Regulations of the M-1 district; and 10-3-182 (d) Other Regulations of the U-R district.

In brief, Section 10-3-114 would then clearly require dumpsters, in residential districts, to be located in the rear yard, not less than five feet from side and rear lot lines, and never positioned between a principle structure and the public street, unless the parcel is a through-lot. For commercially or industrially zoned properties, like all accessory buildings, dumpsters would simply be required to meet principle building setback regulations.

As staff reviewed and discussed the above described amendments, we believed this to be a good time to make other modifications associated with screening requirements. Currently, the Zoning Ordinance requires screening around particular uses, one of which is a refuse facility, but others include: accessory storage of products to be processed or being processed and supplies and waste materials resulting from such work; outside storage or repair associated with facilities designed for the repair or storage of vehicles, recreation equipment, trailers, over the road tractors and their trailers, heavy equipment, manufactured homes, industrialized buildings, or agricultural equipment; portable restroom facilities; and storage of equipment, materials, and compost and disposal areas associated with business gardens. Although staff has been applying the screening requirements around these uses consistently in that they shall be completely screened from view at ground level, the language requiring such screening is not the same throughout the Zoning Ordinance.

To uniformly specify the screening regulations around these uses, and also to align our current practice that such uses shall be completely screened, staff is proposing to remove all usages of the often phrased requirement “shall be screened from general public view” and other unclear statements to be replaced with “shall be screened.” The ordinance sections and associated zoning

districts that would be affected include a repeat of some of the sections as listed in the earlier described amendment and others. The following are all of the affected sections: 10-3-81 (c) Other Regulations of the B-1A district; 10-3-87 (b) Other Regulations of the B-1 district; 10-3-91 (3) Uses Permitted Only by Special Use Permit of the B-2 district; 10-3-93 (c) Other Regulations of the B-2 district; 10-3-96 (19) Uses Permitted By Right of the M-1 district; 10-3-99 (c) Other Regulations of the M-1 district; 10-3-114 (g) and (h) of Accessory Buildings associated with portable restroom facilities; and 10-3-193 of Storage and Screening for business gardens.

To go along with all of the above amendments, two other modifications are also needed. Staff is proposing to add accessory buildings as a permitted use in the B-1 zoning district within Section 10-3-84 (7) as currently the list only states that accessory *uses* are permitted. Since we have interpreted dumpsters as accessory buildings and because we permit dumpsters in the B-1 district, this change should be made to align current practices with the Zoning Ordinance. The other amendment is to Section 10-3-115 (7) Walls and Fences to add that walls, fences, and enclosures for refuse containers/facilities or compactors are restricted by other regulations of the Zoning Ordinance, most of which are highlighted above.

Lastly, staff would like to take this opportunity to make an amendment within Section 10-3-114 (b) of Accessory Buildings, which is unrelated to the issues above. During the review for the above described amendments, staff noticed the word “buildings” was missing from the first regulatory sentence of subsection (b). Staff found that this was a codification error that occurred after this section was proposed for modification in November 2012 during the portable restroom facilities amendments. The amendment would simply correct the error.

Staff believes the above amendments are good zoning practices and recommends approving the modifications.

Chair Fitzgerald asked if there were any questions for staff.

Mr. Colman asked about setbacks between the street and principle building in business zones. Mrs. Turner said that accessory structures cannot be placed between a street and a principle building in residential zones, but in business and industrial zones only has to meet the setback requirements. Mr. Colman said sometimes between the building and the street is the only location for dumpsters in business areas and that if they are screened it's appropriate.

Chair Fitzgerald asked for further discussion or a motion.

Mr. Coleman made a motion to recommend approval of the changes recommended to the zoning ordinance as presented.

Mr. Da'Mes seconded the motion.

There being no further discussion, Chair Fitzgerald asked for a voice vote on the motion.

All voted in favor of recommending approval of the changes to the Zoning Ordinance as presented (7-0).

Unfinished Business

Mrs. Turner said the only item for unfinished business is to discuss what would Planning Commission like to do about review and a meeting for the Capital Improvement Program (CIP).

Chair Fitzgerald said you have the CIP binder before you; this is not required to be completed by the end of the year, but it needs to be done soon. What are Planning Commission's thoughts on reviewing?

Dr. Dilts asked for an explanation of what was done last year to review the CIP.

Chair Fitzgerald said Planning Commission received the CIP in November and we were asked to "read over" it by a particular date, and send any questions or comments to Adam. Some of the questions were answered by Adam and others were sent directly to the various City Departments for comments. Department Heads came to the December Planning Commission prepared to answer those questions and any others the Commissioners had. That is basically it; we individually reviewed the CIP and came up with questions.

Mr. Colman said was there a conversation regarding the use of the CIP by the Planning Commission.

Chair Fitzgerald replied not in the public meeting, nor in a work session.

Mr. Heatwole said to the members of the Planning Commission that have already participated in the CIP review, because Mr. Colman and I have not gone through this process, I would defer to your recommendation. I would not be opposed to having some type of work session to jointly review the CIP.

Mr. Da'Mes said in the past I have been opposed to the streamlined approach of the review. For me it is a question of what is Planning Commission's due diligence in this process.

Mr. Way said I extend that question a bit as to what is Planning Commission's scope to amend the CIP or to recommend changes. Can we ask for certain items to be removed?

Chair Fitzgerald said this has come up several times during recent Planning Commission meetings. I have asked of the City Attorney if Planning Commission's approval of the CIP fulfills their legal obligation to review the general approximate location, character and extent of each feature of the Plan. I have not received formal response back from the City Attorney if just reviewing the CIP is said to have fulfill that responsibility. Given that we are doing more than we thought we were doing when we review the CIP, I think that it is incumbent upon us to think more about what that review process is.

Mr. Baugh said let me add a few observations. When I first came on Planning Commission ten years ago, we had several long work sessions where we would review every page. After a couple of years, and given the fact that it was basically the same members on Planning Commission, things evolved to a point where there was one meeting, usually during the regular Planning Commission meeting, and Commission would ask why particular changes were in the CIP. This then evolved into the very streamlined process we have done in the past few years. We now have a change in membership and with that has come the question that perhaps we should ask – how does this plan fit with the Comprehensive Plan.

Dr. Dilts said the three of us who attended the training recently would probably agree that the clear intent was how the CIP fits with your Comprehensive Plan. But, personally, I could use an explanation sometimes on how items fit within the Comprehensive Plan.

Mr. Baugh said I feel this is why this body exists; to have these debates and look at these things to the satisfaction of the group.

Mr. Colman stated he felt it would be good to have a meeting, with explanations and discussion on how the CIP meets with the goals of the Comprehensive Plan.

Mr. Baugh said would it not be more likely for Community Development to give use a baseline assessment on how something would fit into the Comprehensive Plan, than from the actual department itself.

Mrs. Turner said we could ask on the format that every department provide where their request is supported by the Comprehensive Plan. They could then provide the objective within the Comprehensive Plan associated to the particular request. They will have to look for those things, and then, Planning Commission may disagree with the department's assessment believing it should be within another goal or objective of the Comprehensive Plan. Community Development staff probably would be more readily able to find where in the Comprehensive Plan a certain request would be supported. Honestly, it may be a stretch for some of the requests. We can change the process next time around to provide where in the Comprehensive Plan it supports a specific request; or we could have Community Development staff put in each of those things that tell where it is supported.

I did make copies of the section of the State Code that talks about Planning Commissions preparing Capital Improvement Program and it does say "at the direction of the governing body it shall prepare and revise annually a CIP based on the Comprehensive Plan of the locality for a period not to exceed the ensuing five years." It would be hard to say that there is something that does not meet the goals and objectives of the Comprehensive Plan; it will always be up to someone's interpretation as to whether it meets a goal.

Mr. Colman said I think it best for Community Development staff to point out where an item is covered in the Comprehensive Plan.

Mr. Way said what if we decided that something just does not fit within the Comprehensive Plan; can we ask for it to be removed from the CIP?

Mrs. Turner said you make that recommendation to City Council, just like you recommend other things to Council.

Mr. Heatwole asked if the CIP was put together in conjunction with Economic Development and the various Department Heads and is there a way for us to ask the Department Heads if they have any concerns or opinions of the CIP and the way it is written.

Mrs. Turner replied the way it is done is each department is asked to provide projects that belong in the CIP, these are items which are \$50,000 or greater, not of a recurring nature, and not considered general maintenance items. There is a CIP review committee which consists of the City Manager, the Assistant City Manager, the Director of Finance, and me; we meet with each Department Head and other members of their staff and we provide a rating for each submission. We also look at the ratings from the previous year and decide if anything has jumped up to become a more pressing issue and what new items need to be ranked as. From that, I put together all these summary charts and the Director of Finance is doing the revenue projections. The committee may make suggestions about moving items up or down a year, or perhaps splitting between two years, how reasonable is the request. There is probably not much more a Department Head can tell you, other than they would like to have everything requested.

Chair Fitzgerald said given that we need to decide on a process, I propose to have an open to the public work session; we have done this in the past. During these work session conversations we would evaluate the alignment between the CIP and the Comprehensive Plan. We could then prepare a list of questions where there are conflicts and we could then present those questions to Department Heads and the City Manager at a meeting. During the meeting with the City Manager and Department Heads we could possibly hear from the City Manager regarding the top ten priorities.

Mr. Da'Mes asked if the Department Heads would be present during these work sessions.

Chair Fitzgerald said I thought it would just be us and a member of staff.

Mrs. Turner asked what would be needed from staff for the work session.

Chair Fitzgerald said the use of the classroom and a staff person.

Dr. Dilts said the process that Mrs. Turner enumerated seemed to be very thorough to me and those persons know the Comprehensive Plan. Would Mrs. Turner be more appropriate for the meeting; because she knows why certain decisions were made to place items in the CIP?

Mrs. Turner acknowledged that when the CIP committee meets we do not line-up each item with an appropriate Comprehensive Plan goal; because the CIP basically is a budgetary tool and there are things that need to be done whether the Comprehensive Plan addresses them or not.

Mr. Colman said the point of Planning Commission's review of the CIP is to balance out the different items and determine which ones we want to encourage.

Chair Fitzgerald said from a process point-of-view we need to find some time to all meet and review this plan before we collect what we produce from this review and deliver it to staff in writing.

Mr. Heatwole asked are we thinking we need a week or two to review the CIP individually before we get back together for the work session.

Chair Fitzgerald said I am thinking at least two weeks, and again, this does not have to happen in December, it can be reviewed in January.

After further discussion it was agreed that Planning Commission would decide on a work session date and time that would work for all.

Mrs. Turner said there is still some time; possibly early January. Be mindful, the work session may need to be advertised. Also, could you be more specific on what you are wanting from the City Manager?

Chair Fitzgerald replied some sort of comment on the CIP priorities generally and what he sees as the most critical projects over the next few years.

Chair Fitzgerald asked if there was anything else under Unfinished Business.

Mr. Da'Mes questioned when the Telecommunications Ordinance might be coming back before Planning Commission.

Mrs. Turner replied that we do not have the actual ordinance prepared yet for you to review. So as soon as we complete it, we will bring it to Planning Commission.

Public Input

Chair Fitzgerald asked if there was any public input.

Mr. Tom Domonoske, 461 Lee Avenue, said he specifically wants to discuss the relationship between the CIP and Section 15.2-2232 of the State Code. This section is the obligation of Planning Commission to review the general location, character, and extent of a new building to see whether it complies with the Comprehensive Plan. That is the statute; that is what Planning Commission needs to do and I do not believe it is to be done as part of the CIP approval. What I always thought was the CIP was the wish list; it identifies way more projects in a given year than what could possibly be done. I do not think this body is suppose to have a Section 15.2-2232 public hearing about general location, character, and extent over a wish list item. This hearing needs to take place when you can ask the specific question as to whether this project complies with the Comprehensive Plan. Unfortunately in the statute the words “substantially” and “in accord” are used; therefore, what that means is there is tremendous discretion. Planning Commission does not ask the question as to whether it complies with the general location, character, and extent until you actually have the project; and that is after the CIP and the budget session. It happens once the project is moving forward and someone can come to you and say here is what the drawings look like, here is the general location; and then Planning Commission can move forward to decide if it complies with the Comprehensive Plan as to location, character, and extent. I think it is great that you are having a work session with the CIP this year. With the Municipal Building one thing that is happening is the amount of questions that have been raised about Section 15.2-2232 CIP approval process and the Planning Commission. I would hope that you do not spend a whole lot of time in a work session trying to replicate a 15.2-2232 hearing as part of everything on a CIP or wish list, because until a project comes to fruition you do not even have the needed data. Thank you.

Mr. Way said in light of this public input is there an update on where things stand with the Municipal Building.

Mr. Baugh said City Council did take a vote on the project location and it passed 3-2.

Mr. Way asked if there was any new information since then.

Mr. Baugh said some communications have taken place between the Plan Our Park Group to try and coordinate efforts.

Chair Fitzgerald said there was also a vote at City Council regarding Planning Commission that occurred right before the building site vote.

Mr. Baugh said yes, there is a provision in the ordinance that calls for City Council to have an option to waive any requirement to go before Planning Commission. That was brought up and the waiver approved by a 3-2 vote.

Chair Fitzgerald said that vote occurred right before the site selection.

Mr. Baugh said I will go ahead and share one item since this topic has come up here tonight. I did speak to the City Attorney and asked if he had gotten back to you (Chair Fitzgerald) about your questions. He was very apologetic about not getting back to you yet. He did say that it does appear there will be litigation filed over this matter and that has been attracting more of his attention. We can discuss this if we want to; however, there is a good chance that this will get to a point where a judge will make a ruling on it.

Report of secretary and committees

Mrs. Turner said for proactive zoning this month inspectors went to the Ramblewood Road Area where they found eleven violations consisting of sign violations and inoperable vehicles. There may be an upcoming newspaper article regarding proactive zoning because a reporter did join our inspectors for this month's proactive zoning.

Mr. Baugh said there were no items forwarded to Council from Planning Commission.

Other Matters

None.

Adjournment

The meeting was adjourned at 8:55 pm.

DRAFT

MINUTES OF HARRISONBURG PLANNING COMMISSION
December 11, 2013

The Harrisonburg Planning Commission held a worksession on Wednesday, December 11, 2013 at 7:00 p.m. in the City Council Chambers, 409 South Main Street.

Members present: Richard Baugh, Gil Colman, MuAwia Da'Mes, Judith Dilts, Deb Fitzgerald, Jefferson Heatwole, and Henry Way.

Members absent: None

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

Chair Fitzgerald said this is a work session for questions and comments regarding the Capital Improvement Program (CIP); therefore, let's begin with discussion on how we would like to proceed.

Dr. Dilts said there are several things I would like to discuss. How we look at the CIP depends upon the depth at which we are supposed to know it. By not knowing the depth of the CIP, is somewhat how we got into the positions we are currently in with the proposed new Municipal Building.

Mrs. Turner added that the City Attorney has stated, and I believe it was in the email to Chair Fitzgerald, regardless of the CIP, the property here (345/409 South Main Street) is in the Comprehensive Plan as Public/Semi-Public and that is enough to say that the Municipal Building is aligned with the Comprehensive Plan. Therefore, he is not hinging his entire consideration of the Municipal Building on the CIP. I just wanted to add that one aspect.

Chair Fitzgerald asked if saying yes to the CIP over the last several years was the equivalent of saying yes to the Municipal Building. If so, then we should think more about what we are saying yes to when we are giving approval to the various projects.

Mr. Colman said it would be good to know how projects are applied to the goals of the Comprehensive Plan.

Chair Fitzgerald said one thing we can do during this work session on the CIP is to make our way through the list of priority projects that begin on page four; and decide whether they are aligned with goals within the Comprehensive Plan.

Mr. Way said Planning Commission had previously discussed the merits of asking, in the future, the compilers of the CIP to include the goal or strategy to which the item was aligned; what was the outcome of that discussion?

Mr. Da'Mes said I believe that it was determined that some of those persons would not know the Comprehensive Plan thoroughly to identify the strategy or goal. But I have been thinking a lot about that question and I know that when the Comprehensive Plan is done, Adam sends it out to each of those individuals for their input; so I believe they do have an understanding of it and it would be a best practice scenario if we had them do that.

Mrs. Turner said it could be done and if someone is not sure where it would fit, they could call and ask Planning staff about it.

Chair Fitzgerald said after we finish our review and move the CIP forward to City Council we can specifically ask that it be included in the next year's CIP.

Mr. Baugh said the CIP is before this body now; if we determine we need to ask staff to provide us with the specific goal or strategy, then I believe they should do so and from that we can make an informed decision.

Chair Fitzgerald asked if Planning Commission would like staff to provide for this current CIP review the specific goal, objective, or strategy for each item. Or, do we want to go ahead with what we have and ask that this information be provided with next year's CIP?

Mr. Way said as for me, I feel let's just deal with what we have before us this year.

There was a consensus of the Planning Commissioners that this should be part of next year's CIP.

Chair Fitzgerald asked Planning Commission how they would like to proceed with the CIP review this evening.

It was determined that Planning Commission would begin with the first project and move forward.

Dr. Dilts asked what are the additional operating expenses included with the requested new software programs within several of the first IT Department requests.

Mrs. Turner said she believes much of the cost is licensing fees for the software every year and for any updates that are put out.

Dr. Dilts asked if there were monetary savings to the City or Citizens for instituting these new software programs.

Mrs. Turner replied there may be; that is something I can ask each Department to give thought to for next year.

Mr. Da'Mes asked if the Citizen-Inquiry Application was purchased software or created in-house.

Mrs. Turner believes it is purchased software; but I will have someone confirm that for you.

Mr. Da'Mes said I would like to get more information from the IT Department on this particular program.

Dr. Dilts suggested that perhaps Planning Commission get a brief conversation with the IT Department in general about this project.

Mrs. Turner said I will pass this on and get that information for you.

Planning Commission continued to question where particular CIP requests were aligned with the Comprehensive Plan. Mr. Way suggested that to help with these questions in future years, to not only ask Departments to add the specific Comprehensive Plan justification, but to also include those documents that go beyond the Comprehensive Plan. For instance, including the Bike and Pedestrian Plan or the Parks and Recreation Comprehensive Plan, and so forth.

Again, there was a consensus among Planning Commission to have that information included in next year's CIP.

Dr. Dilts asked why one certain item within the Police Department requests was marked as "mandated" under justification, yet it was only given a priority 2 for the project. Also, one project has no justification.

Mrs. Turner said we can ask the Departments to further explain what is meant when that project is termed mandated and to provide justifications.

Dr. Dilts asked for more information regarding a replacement generator for fire station 1. HFD has stated that the alternative to the replacement is to continue making costly repairs to the current generator; at what point are the repairs as expensive as the new generator.

Chair Fitzgerald noted to Planning Commission that these items within public safety (police and fire) are aligned with Goal 13 of the Comprehensive Plan.

Mr. Colman discussed the fact that the Park View area has always had low water pressure, which will hopefully be resolved with the proposed new water tank in the area; but perhaps the low pressure is a reason why a new fire station 5 in Park View has always been only a priority 3.

Mrs. Turner said we can provide more information regarding that.

Dr. Dilts asked why the traffic light intervention system does not talk about removing hazards. It seems to me that is part of what it is doing, eliminating a crash at an intersection. If we are looking at priorities, I would be really tempted to make this a priority 1.

Mrs. Turner said priority 1's are those items that are generally mandated by some State or other authority, these are not.

Dr. Dilts also asked for an explanation of the system upgrade project for HRECC; what is a P25 Protocol upgrade?

Chair Fitzgerald said that moves us forward to General Properties with two requests, both are priority 2, they are the Regional Jail Expansion and Renovation of the old Municipal Building.

Mr. Way said the Regional Jail Expansion is justified as "Mandated," yet it has a priority 2.

Mr. Baugh said this is in here because you could have the possibility of a big expansion at some point. It has been somewhat of a moving target that has been included throughout the years.

Chair Fitzgerald asked if there were questions regarding the renovation of the Old Municipal Building.

Mr. Way said to be clear this is different from the New Municipal Building project?

Mr. Baugh replied yes.

Moving forward, Planning Commission began a review of Public Works projects where it was pointed out that the Bridge Preventive Maintenance Program was justified as "Mandated" and prioritized as a 2.

Chair Fitzgerald asked if Planning Commission wanted to continue through each of the projects one-by-one or were there specific questions on some that could be looked at individually.

Mr. Way said I have a concern regarding the Martin Luther King Jr Way widening project from South Main Street to Ott Street. I feel it has the potential to decrease pedestrian safety and does not promote alternative forms of transportation.

Mrs. Turner said we can express your concerns to Public Works.

Mr. Way said the Chicago Avenue project also stood out for me with the same concerns. These are more neighborhood and pedestrian oriented routes. How does widening the street and intersection fit in with pedestrian safety and the broader picture of a walkable Harrisonburg?

Dr. Dilts agreed and said it is an important concern and we should get further information on this particular widening project.

Mrs. Turner asked if what the Commission wanted to know was what makes Public Works fall on the side of widening this road.

Staff read a brief review of the CIP minutes from Dec 2012 describing the need for the Cantrell Avenue/Martin Luther King Jr. Way widening and the needed improvements at this intersection (South Mason Street and Cantrell Avenue). This would be a cooperative effort with JMU. Planning Commission asked if Public Works could provide an update as to where the City and JMU are with this project.

Mr. Colman asked about the Bicycle/Pedestrian Trail project. No specific locations for new trails, sidewalks, etc. are provided; would it be possible to get an idea from Public Works as to what project is next on the list; possibly the next few?

Mrs. Turner responded that she would ask Public Works for an update or proposed list of projects within this request.

Mr. Da'Mes asked where is the proposed Reservoir Street expansion shown in the CIP.

Mr. Way also asked about the round-about at the intersection of Carlton and Reservoir Streets.

Mrs. Turner said I believe it is not shown because it has already begun; but I will ask to make certain.

Mr. Way questioned why the Reservoir Street sidewalk was marked a priority 2 and put off to a start date of 2017. This is a much needed sidewalk, people are constantly walking this area and a sidewalk is definitely needed here before 2017.

Mrs. Turner replied we will ask Public Works if the sidewalk can come earlier than 2017.

Mr. Colman questioned the funding for the Northend Greenway Project; I was under the impression that all the funding for this project was already in place. Is that not the case for this project?

Mrs. Turner said it looks as if \$1,200,000 has been received for this project already.

Mr. Colman asked if this \$600,000 grant was the money from VDOT.

Mrs. Turner said it may be VDOT money and money that was privately raised; I am not completely certain. However, the project shows that an additional 1.2 million is needed.

Chair Fitzgerald asked if there were any further questions regarding Public Works projects. Hearing none, she said we will begin discussing Parks and Recreation.

There were no questions or concerns regarding Parks and Recreation projects and Planning Commission moved on to questions regarding Parking Services.

Mr. Way said I have three questions regarding the Water Street Parking Deck. First, will this be part of a public/private partnership or simply a City funded initiative?

Mrs. Turner responded by noting that the project was not projected until 2017 and in the description it says "consider redevelopment as part of a PPEA or public private partnership".

Mr. Baugh said in other words no decision has been made on this and when the time comes we will be happy to put everything on the table as need be.

Mr. Way asked if it were planned as a mixed use type of development.

Mr. Baugh said that appears to be the standing assumption.

Mr. Way said final question, are there any thoughts about parking while this development is under way.

Mr. Baugh replied it would have to be thought about. The development of the parking lot along Bruce and Water Streets may help with the redevelopment of the Water Street Parking Deck.

Planning Commission had no questions or concerns within the Water and Sewer Funds and moved on to Transportation Funds.

Mr. Da'Mes asked if we could focus more funds on creating walkable paths to schools in neighborhoods rather than expending the money to purchase new school buses.

Mrs. Turner said I would like to point out one thing; these funds are not to purchase new school buses to add to our existing, these funds are to purchase new school buses to replace our existing older buses. A discussion followed on policies regarding whether bus service should be provided to children within a certain distance of the school. Mrs. Turner stated I think the question is do we want to reduce the number of school buses we have and tell families and children that they need to walk. We will have this question addressed as to reducing the school bus service in certain scenarios.

Mr. Way noted that Transit Buses (page 97) did not have a justification.

Chair Fitzgerald asked if there were any questions or concerns regarding projects for the Steam Plant. Hearing none, she asked if there were any concerns regarding the CIP in general. There were none.

For the remainder of the meeting there was discussion among Planning Commission regarding the relationship between Planning Commission and City Council. Members of the Planning Commission expressed concern as to why there was not a way to have reasonable conversation with the City Council in order to help move the City forward and perhaps a meeting or work session would be helpful. Mr. Baugh said he believed he was speaking for a healthy majority of the City Council in saying that City Council's perspective on this is that there is a good working relationship.

There was a lengthy discussion concerning the proposed City code amendment regarding State Code Section 2232 and the policy of what public buildings should come to Planning Commission for review. It was noted that the City Attorney is currently undertaking a review of this policy. Mr. Way suggested to wait, and once the City Attorney comes back with a new policy, or suggestions, on what the Planning Commission's role is in the review of public buildings, that would be a good time to have a joint session between Planning Commission and City Council.

Mr. Baugh agreed that if we are going to have something asking Planning Commission to weigh-in on some draft protocols on Section 2232, then a joint session may open up the opportunity to have some helpful and direct dialogue between the two bodies.

There was a general consensus among Planning Commission that this would be a good opportunity to have a joint worksession.

Mr. Fletcher said there are two public hearings scheduled for January; the R-7 rezoning, which was tabled from tonight and a special use request for a child day care center in R-1. There is a preliminary plat for a subdivision off of Cantrell Avenue and possibly an amendment to a SUP. The Planning Commission Annual Report will be ready for review in January as well.

Mr. Baugh said at City Council last night every recommendation from Planning Commission was upheld at City Council – a preliminary plat, the alley closing, SUP on Broad Street, and several ordinance amendments.

The meeting was ended at 9:30 pm.

DRAFT



City of Harrisonburg

Department of Planning and Community Development

409 South Main Street
Harrisonburg, Virginia 22801
540-432-7700

www.harrisonburgva.gov/community-development

Memorandum

To: Harrisonburg Planning Commission
From: Adam Fletcher, City Planner
RE: Capital Improvement Program Review
Date: Friday, January 3, 2014

Attached herein are the CIP responses that Stacy gathered and put together over the last month (the response document is the same information that was emailed to you earlier.) As noted in the email, if you could review this information, sooner rather than later, and let us know if you have further questions for department directors, we would greatly appreciate it. If more information is needed from particular departments, we can inform those directors to be present at next week's meeting. For those departments that do not need to provide further information, we can tell those directors that their attendance is not necessary.

Also herein is replacement sheets that you need to put into your CIP binder. These replacement sheets are for the projects that did not have marked justifications as noted during the December worksession.

Planning Commission is to consider making a recommendation to City Council regarding the adoption of the CIP as presented or with any suggested changes.

If you have any questions about the CIP before the meeting, please let us know.

Questions from Planning Commission's Dec. 11, 2013 CIP Work Session with answers from City Staff

IT

1. Citizen Inquiry Application (p. 8)—Is this to be purchased software and if so is this the sole purpose of the software?

The intent is to purchase a software for the purposed of enabling multiple departments to engage in resolving citizen inquiries and to allow administrators (i.e. City Manager's office) access to the system to keep up with and answer questions about these inquiries, as was discussed at the meeting. It would also eventually tie into a city wide work order system. This software is part of the IT Strategic Plan, and the operating impacts are for software maintenance which is usually 15% of the cost of the software.

Police department

1. HPD RMS Replacement (p. 9)—What is the mandate (which was checked as a justification) for replacement of the records management system—legislated, or is it driven by the type of data you need to be able to provide to meet some mandate? If mandated is there a deadline? If truly mandated and required for next year, it should perhaps be a priority 1.

This request is not initiated to meet Federal /State Guidelines/mandates, but to enable us to do our job more safely, effectively and efficiently by having data more centrally located and shared and able to be analyzed and evaluated more efficiently and completely. It is not a Federal/State mandate by definition. The project request form has been corrected to remove the "mandated" justification.

2. HPD Firearms range and classroom relocation (p. 10)—no justifications have been checked, could you please provide which justifications apply to this project?

Justifications for this project should have included "removes hazard" and "maintains service." This change has been made to the project request form.

Fire Department

1. Station 1 Generator (p. 13)—When do the costs of repairs outweigh purchase of a new generator?

There are several issues with the back-up generator at Station 1. The primary deficiency with the generator is the lack of power. This generator is about 40 years old and was purchased with the mindset of powering only the absolute minimum electrical needs at that time. The current generator basically operates the lights, bay doors and a few select outlets. In the event of a prolonged power outage, normal daily business would not be able to be conducted. The recent City's business continuity of operations planning process reinforced the need for a generator that powered the majority of electrical needs. In addition, Fire Station 1 is designated as a site

for a shelter should the need arise to house residents due to an evacuation. It is imperative that sufficient electrical power is provided in the event the shelter is activated.

With respect to maintenance costs, these are increasing, but we have been able to keep them relatively in check with an aggressive annual maintenance program. The real issue is the reliability of the generator should it be needed. We experience occasional problems as we conduct our weekly operational test of the generator, requiring repairs. These repairs are often complicated with the fact parts are no longer made for this model of generator and repairs can take a while to be completed as parts have to be found or manufactured.

2. Fire Station 5-Park View (p. 14)—Are required or desired response times to calls in the area being met currently? How do response times and distances from the first due station compare to response times and distances from other stations? Are there safety implications? How does this relate to the need for a new water tank in the Park View area?

The Insurance Services Office, the fire protection grading system used to determine insurance rates, gives maximum credit for areas covered within a 1.5 mile radius of a fire station. The City has very good coverage with the exception of the northern Park View Area (north of Parkwood Road). Longer travel distances obviously result in a longer response time. Calls in the entire Park View area average around 15% per year and have the longest response time due to this travel distance.

The National Fire Protection Association (NFPA) has created a standard to address response times (NFPA 1910: Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments). This document defines the objective for a maximum of 5 minutes and 20 seconds response times to 90% of incidents (This includes 1 minute and 20 second of turnout time and 4 minutes of travel time).

The Fire Department is divided into 9 geographical areas for statistical purposes. For the previous 12 months, the 90% fractile response time to all areas of the City, with the exception of the Northwest area (which includes Park View) is 6 minutes and 24 seconds, as compared to 7 minutes and 49 seconds for the Northwest area.

The safety implications for fire related events relate to the progress of the fire before apparatus arrives on the scene. A fire will grow exponentially as a result of time and the longer it takes to get to the scene, the less window of opportunity exists for us to rescue occupants and minimize property loss. With respect to emergency medical calls, the longer it takes to get to the scene, the less window of opportunity to implement life saving measures to increase patient survivability.

The need for a fire station in this area and the need for a water tank are not related. The current situation with the water supply is a pressure and sustainability issue and could not be resolved with a fire station.

HRECC

1. Upgrade Radio System Repeaters (p. 19)—What are P25 and EDACS-IP protocols?

P25 and EDACS-IP are the trunking transmission protocols that are used among radio systems. EDACS-IP is the current protocol of our radio system and was the protocol available when the system was purchased in 2004. P25 is a newer, universal protocol that affords interoperable communications across all vendor radios and systems.

While the protocols are important, the primary reason for the system upgrade is sun-setting of current system in the network switch and repeaters. The EDACS-IP parts will no longer be available for repairs in our system after January 2017. The replacement parts that are now and will be available for the future utilize P25 protocol; hence the reason to change the system P25. The reason for the “upgrade” from EDACS-IP to P25 is out of necessity to continue to support the system with these parts and not a “want” to improve interoperable communications with those outside entities who cannot currently access our system. That is a bonus of the result of converting our system to P25 protocol.

Public Works

1. Regarding Martin Luther King, Jr. Way Widening (p. 61) and Chicago Avenue Improvement (p. 50)—Both of these projects are in the Comprehensive Plan, so in that way are certainly consistent with the Comp Plan, however, they also seem to be in conflict somewhat with some of the goals for neighborhood preservation/protection as they are streets that border and serve neighborhoods, providing access to pedestrians and bicyclists. Could you describe how the improvements are not to the detriment of the neighborhoods? Also, how does the Cantrell project tie into JMU’s Grace Street plans?

These street improvements will include new or improved sidewalks, with enhanced crosswalks at intersections. Pedestrian signals will be added to all intersections controlled by traffic signals. Without these improvements neighborhoods will be dealing with more traffic along these streets, without improved pedestrian facilities.

Also, how does the Cantrell project tie into JMU’s Grace Street plans?

JMU administration is fully aware of the planned improvement for Martin Luther King, Jr., Way and has included this plan into their development plans.

2. Carlton Street Improvements (p. 53) is in the CIP, but that project description does not seem to include the roundabout, why is that part of the project not in the CIP? (Editorial note—last year the Carlton St. Improvement project had a larger dollar value and the description included the roundabout, so was it modified because the roundabout is in the current year’s budget as a separate project?)

The roundabout project has been funded and will be under contract this spring, so is not included in this year's CIP and those funds have been removed.

3. Bicycle/Pedestrian/Trail (p. 58)—Do we know what the next project is projected to be and is it correct that this is simply funding for a capital project fund to build up funds for these projects as they are prioritized?

Correct, this is a fund for preliminary planning and small projects for bicycle, pedestrian or trails. No specific location has been identified.

4. Reservoir Street Sidewalk (p. 76)—This area seems to have a high number of pedestrians regularly (especially noted by the Commissioners was the area between Harrisonburg Crossing and the interstate), so why is it not requested until 2017? If it looks like it can't be done until then is there some type of temporary accommodation that could be made?

PW staff evaluated all CIP requests and spread them out due to the large expenditure request for 2015-16. If Planning Commission desires to move this up the time frame, emphasizing it as a higher priority, PW is in support.

5. The Reservoir Street Improvement project is not included in the CIP this year as it was last year, why is that?

The Reservoir Street project is in process, with utility relocation to start this spring and roadway construction to begin in the spring of 2015. Funding for this project is being provided through a Revenue-Sharing Grant, currently in the budget.

6. Water Street Parking Deck (p. 90)—Is there thought being given to making this a mixed use project with some commercial and/or residential space, as well as what to do to meet parking needs while construction would be taking place? Staff informed Planning Commission that all of this was part of the considerations but would be considered more as the project approaches or as we receive private inquiries, but if you have additional thoughts or information to share they would be interested in hearing it.

City Council has not determined whether a future new deck will be built at the Water Street Deck site or at another location. It would be difficult to provide temporary parking elsewhere to those who currently use the deck while a new deck is being built, thus a new deck at another location and subsequent removal of the Water Street deck and conversion of that space into retail/commercial/mixed use may be the most appropriate action.

School and Public Transportation

1. School Buses (p. 96)—While the need to replace school buses is understood, would it be better to expend more funds on safer routes for pedestrian and bike access to schools and reduce school bus service for those living within a certain distance of schools? Has this idea been explored with the School Board?

We work with schools on walk days and picking up children. We generally try to make children living close to school ride longer, getting to school later than if walking. There have been discussions about walking zones but none have been set due to safety issues at different locations. This idea seems to be a good one in theory, but consideration has to be given to what happens on days with significant rain, ice, severe temperatures, winds, etc. As well, any program like this that was mandatory would necessitate the City spending more funds to make sure there were increased routes to school and crossing guards (who are difficult to hire) where needed.

If any major policies were to be set for such an initiative it would need to be by school board and/or city council. If however, Planning Commission wishes to make a recommendation that such an initiative be considered, it might be wise to research other Virginia localities which have implemented such a program—asking questions about how it is set up to work vs. how it has actually worked, how boundaries between walk and ride were drawn and whether they plan to continue the program, expand it or terminate it.

2. Transit Buses (p. 97)—No justification boxes have been checked on this project, could you please provide which justifications apply to this project?

Transit buses are replaced by life cycles set by FTA. There are penalties that localities must pay if buses do not meet life expectancy. Gillig Heavy duty transit buses are 12 year buses or 500,000 miles. In 2014 we can start replacing the first of our entire fleet of 36, 35' low floor Gillig buses. Our oldest Gillig buses are 2002 models.

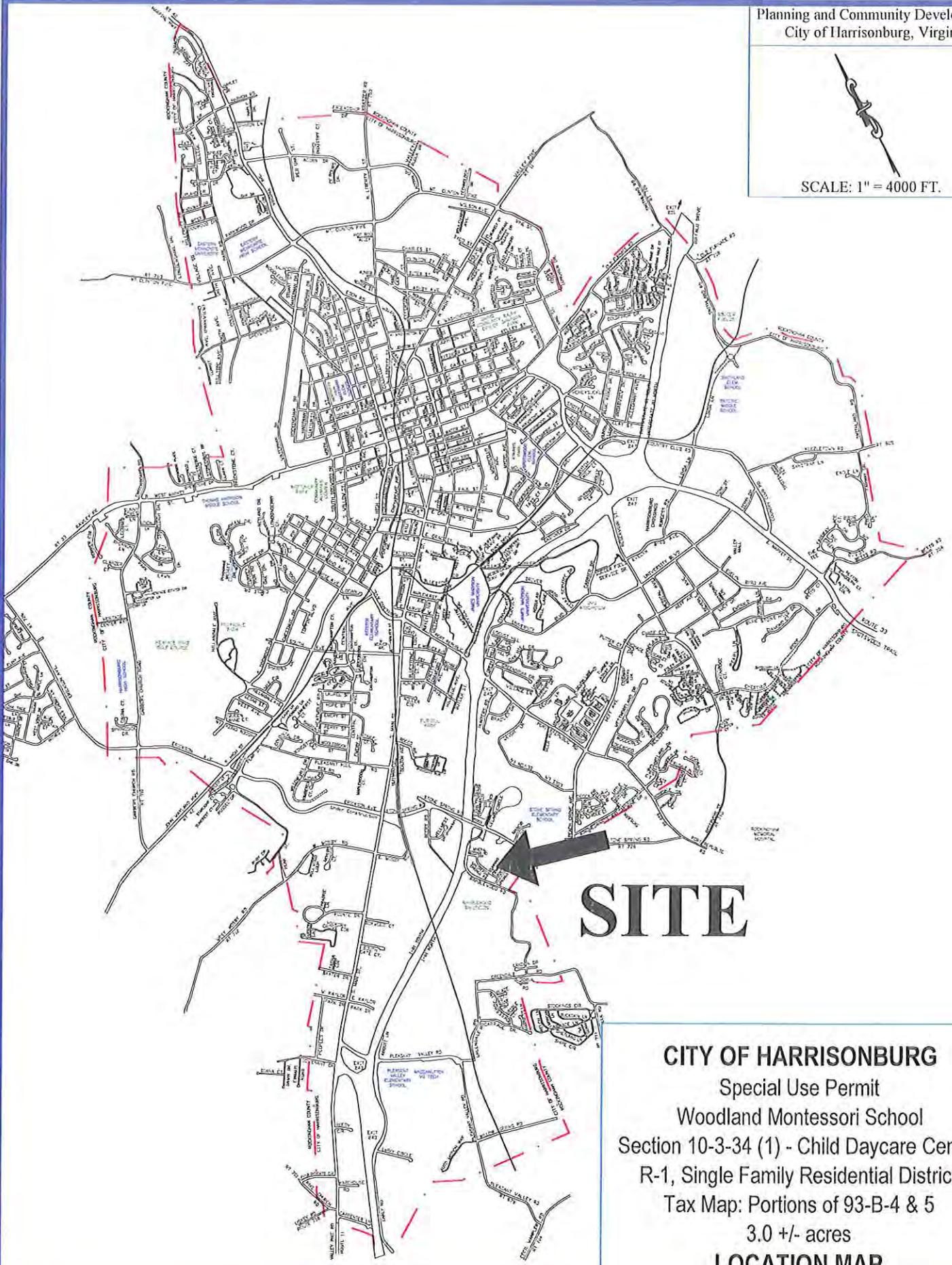
Our Para Transit body on chassis is 5 year 125,000 miles. We generally keep 7 years 150,000

Since Federal and State funds cover 90-95% of new cost it is better financially to replace than repair.

Justifications of “maintains service” and “increase efficiency” have been checked on the project request form.



SCALE: 1" = 4000 FT.



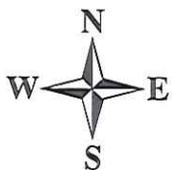
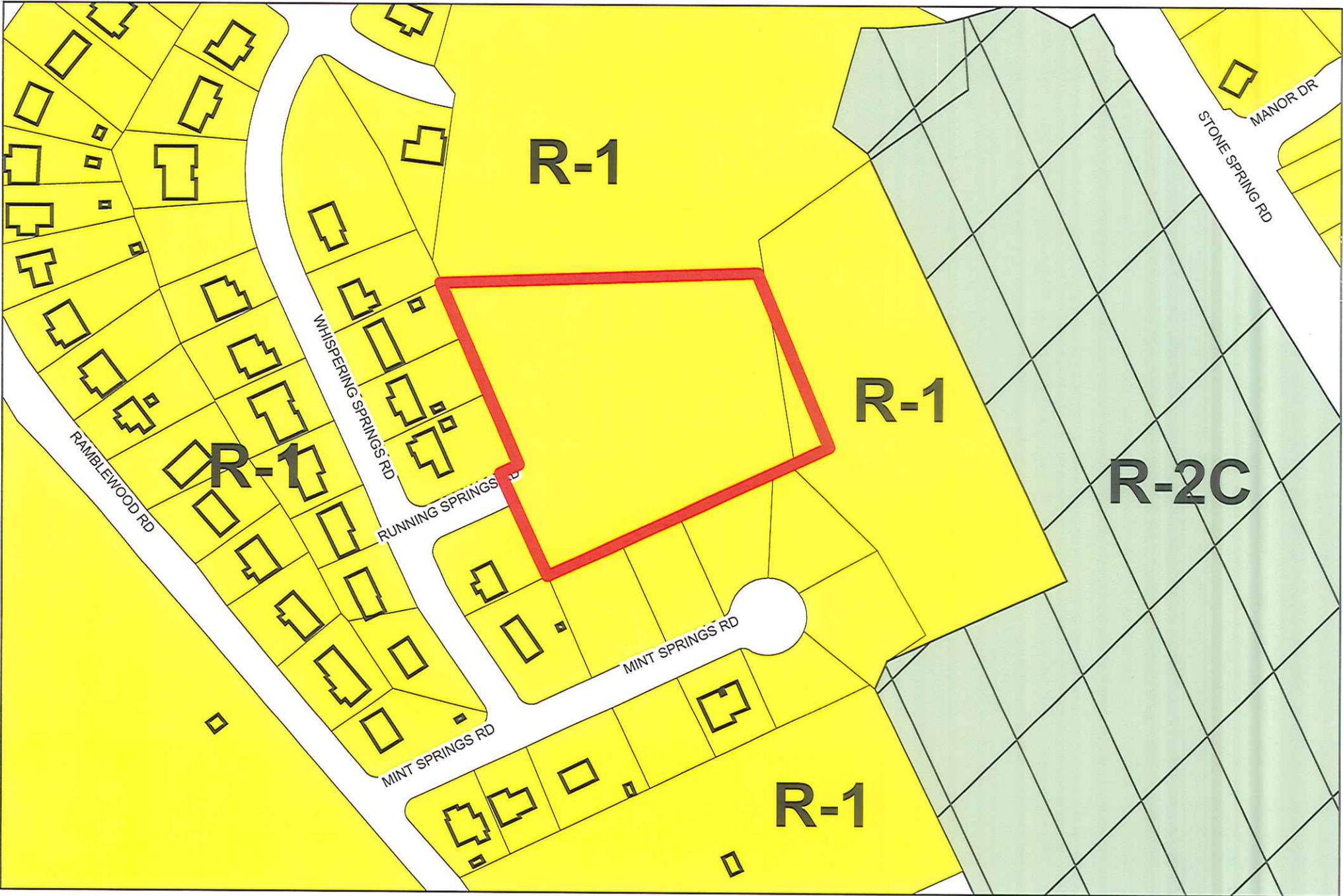
SITE

CITY OF HARRISONBURG

Special Use Permit
Woodland Montessori School
Section 10-3-34 (1) - Child Daycare Center
R-1, Single Family Residential District
Tax Map: Portions of 93-B-4 & 5

3.0 +/- acres

LOCATION MAP



**Special Use Permit - 10-3-34 (1) Child Daycare Center
Woodland Montessori School (Michael Property)**



City of Harrisonburg, Virginia

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

STAFF REPORT

January 8, 2014

SPECIAL USE PERMIT & OFF-STREET PARKING APPROVAL – WOODLAND MONTESSORI SCHOOL

GENERAL INFORMATION

Applicant: Erwin Michael of Erwin Construction Inc. with representative Jackie Morales-Shifflett of Woodland Montessori School

Tax Map: 93-B-4 & 5

Acreage: 3.0 +/- acres

Location: The subject area is currently part of two properties, which have road frontage along Running Springs Road, Whispering Springs Road, Mineral Springs Road, Ramblewood Road, and Stone Spring Road.

Request: Public hearing to consider a special use permit per Section 10-3-34 (1) of the Zoning Ordinance to allow a child daycare center within the R-1, Single Family Residential District.

Consideration of proposed off-street parking for Woodland Montessori School as required per Section 10-3-25 (12) of the Zoning Ordinance.

LAND USE, ZONING, AND SITE CHARACTERISTICS

The Comprehensive Plan designates this area as Low Density Mixed Residential. This designation states that these large undeveloped areas located at the edge of the City are planned for residential development containing a mix of large and small-lot single family detached dwellings and attractive green spaces. Planned “open space” (also known as “cluster”) developments are encouraged. The intent is to allow innovative residential building types and permit creative subdivision design solutions that promote neighborhood cohesiveness, walkability, connected street grids, community green spaces, and protection of environmental resources. Such innovative residential building types as zero lot-line development and patio homes will be considered as well as other new single family residential forms. The gross density of development in these areas should be in the range of 1 to 6 dwelling units per acre.

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

Site: Undeveloped property; zoned R-1

North: Undeveloped property; zoned R-1

East: Undeveloped property; zoned R-1 and R-2 Conditional

South: Single family dwellings; zoned R-1

West: Single family dwellings; zoned R-1

EVALUATION

Woodland Montessori School is requesting approval of a special use permit (SUP) to allow a child daycare operation on a three acre parcel located off of Running Springs Road. Along with the special use permit request, the school is seeking review and approval of the off-street parking for the proposed new site. The school currently primarily operates from 1350 Peach Grove Avenue offering a learning environment for children ages 2.5 to 8 years. Their program runs on a school calendar year, with summer vacation and a two week winter holiday.

In 2015, the school is hoping to open the doors of a new facility located at the subject property. The school's current enrollment is 70 students with the intent to reach a total enrollment of 150 students at their new location. Section 10-3-33 (5) of the Zoning Ordinance allows public schools, or a private school having a function substantially the same as a public school, as a use permitted by right within the R-1, Single Family Residential District. Staff has discussed the function of the private school with the applicant and agrees that it operates substantially the same as a public elementary school; however, the services offered to pre-school aged children (ages 2.5 to 4 years) is considered a child daycare center, which requires a SUP per Section 10-3-34 (1) of the Zoning Ordinance. The applicant notes that currently there are 45 students in the pre-school program; therefore, a majority of the school functions as a child daycare center.

The proposed school would be located within the Whispering Springs Subdivision at the terminus of Running Springs Road. Exclusive of their parking lot, the school plans to erect a fence around their entire facility to separate it from the neighboring subdivision. The immediate building plans would include constructing four classrooms, where each classroom is an individual, hexagonal shaped pod, connected by an enclosed walkway. There would also be a two-story administrative pod, one multi-use pod, and an outdoor covered pavilion, with parking located to the front or side of the building. At present the school has 12 full-time employees, which would increase with future expansion.

A preliminary plat must be submitted when the applicant is prepared to subdivide the proposed three acres from the larger tract. As shown on the provided sketch of the site, the school desires to install a cul-de-sac at the end of Running Springs Road. Staff has concerns regarding the impact of traffic, to and from the site, on the intersection of Stone Spring Road and Ramblewood Road with this design. Staff has discussed with them and suggests building an extension of Running Springs Road through the school's property to where it could ultimately be extended to intersect with a potential extension of Mineral Springs Road. Although staff prefers this street construction and alignment, it is not required. Staff has informed the applicant that the cul-de-sac design must be dedicated as a public street, with technical compliance as required by the Design and Construction Standards Manual (DCSM). In addition, the applicant has been made aware that a Traffic Impact Analysis (TIA) may be required prior to preliminary plat approval. The applicant should work with their architect/engineer to find out if their development would require a TIA review. If a TIA is needed, it must be submitted and reviewed by the City before submitting the preliminary plat application.

The school has a staggered drop-off schedule usually between 7:30 to 8:45 a.m. with afternoon pick-up times at 1:00 p.m., 3:30 p.m., and 4:30 to 5:30 p.m. While staff is appreciative of the staggered schedules, we are concerned with increased traffic through the existing residential subdivision at early and late hours of the day. As noted in the conclusion of this report, staff is suggesting a condition to limit the hours of the child daycare center to prevent early and late hour

childcare services from causing undue interruptions in the middle of the existing residential neighborhood.

The applicant has informed staff they would like to provide off-street parking within the front or side area of the school property. The applicant must understand that it is not permitted to use the public cul-de-sac for student pick-up/drop-off. The design of the site should prevent the stacking of vehicles into the public street as they wait to pick-up/drop-off students. The parking lot area of the school would most likely be adjacent to single-family dwellings, which causes staff to have concerns of headlights shining into yards and homes. There is also the general concern of parking lot lighting escaping into the neighborhood. Staff suggests the school be as sensitive as possible when choosing parking lot lighting. Staff also suggests the applicant provide opaque screening, whether by installing a thick, landscaped buffer or erecting a fence between the parking lot and any adjacent single family homes.

Off-street parking requirements for the proposed Woodland Montessori School are two-fold. Per Section 10-3-25 (12), parking for elementary, junior, or senior high schools, or equivalent facilities, such as the Montessori School, are programmed by the applicable school authorities as necessary to meet State standards for use and consideration of site location, then submitted to Planning Commission for review and approval. The parking requirement for a child daycare center is different than those specified above, and is calculated at one space for every 200 square feet of gross floor area. This requirement must be met regardless of any additional spaces necessary to serve the school.

The applicant was hoping to provide, and has proposed, a total of 22 off-street parking spaces; one for each of the current 12 employees and 10 additional spaces for parent drop-off/pick-up. Although staff appreciates the desire to limit the size of the parking lot, we are concerned that 22 parking spaces for a school having an enrollment of 70-150 is not enough and that many times parking could bleed onto the public street and into the surrounding neighborhood.

Staff contacted Hunter Barnes, a Virginia Department of Education (VDOE) Architectural Consultant regarding parking guidelines for new school facilities and he confirmed that the VDOE has no regulations but rather a recommendation for schools to provide "Adequate parking for the staff and an additional 10 to 20 percent parking for visitors should be provided. Student parking to accommodate one-third of the student enrollment should also be provided." This requirement comes from the "Guidelines for School Facilities In Virginia's Public Schools" as revised September, 2013. Under this recommendation, with an enrollment of 150 students, about 75 parking spaces should be provided. Mr. Barnes noted, however, he believed that number to be excessive for this type of school and further thought that even 50 spaces could also be considered excessive.

Since Woodland Montessori School and their daycare operations are intertwined, and taking into consideration the thoughts of the VDOE, staff believes an appropriate parking requirement would be to provide 1 parking space per 200 square feet of gross floor area for the entire facility and for this requirement to cover both uses. This means, if the school builds the plans as submitted with the gross square footage of the building totaling 8,130 square feet, then they must supply 41 parking spaces. If the building is larger than that or is enlarged in the future as they have indicated they plan to do, then the number of parking spaces must be increased per the same requirement. Staff recommends Planning Commission require the school to meet this off-street parking requirement with the following condition:

- If in the opinion of Planning Commission, the off-street parking becomes a nuisance, the site may be subject to further review, which could lead to the need for additional conditions, restrictions, or a change to the number of required off-street parking spaces.

The applicant must understand in order to build the school, they must consent to the number of parking spaces that Planning Commission is willing to approve.

With regard to the special use permit, staff recommends in favor of the request to allow a child daycare center as a function of the school with the following condition:

- The child daycare center cannot operate before 6:00 a.m. and may not routinely operate after 7:00 p.m. (This condition would allow occasional extra-curricular activities, awards ceremonies, conference days, concerts, etc. for the child daycare center operation.)



Welcome to the Future Woodland Montessori School!

This is a prototype of our future building.

This rendering is a model of our school but there will be slight differences on the exterior. For example:

- ❖ The exterior will be stack stone up to the windows and then Cement siding.
- ❖ The windows will not have any panels/slats
- ❖ The window on the second floor of Main building will be round.
- ❖ There will be a fence around the exterior of the classrooms to form the court yards that will complement the building design.
- ❖ The solar panels will be placed on the roof of the main building.
- ❖ The interior of the buildings will be filled with natural light, and calming, soothing natural tones.

There will be 3 primary classrooms, one administrative building, one multi use building and an Elementary classroom built. There are plans for an additional primary and Elementary classrooms to be built when we are ready.

Our Mission

Inspiring and guiding our students to become global citizens through critical thinking, mindful action and joyful responsibility towards their education, others and the earth.

Our Vision

Woodland is committed to Montessori pedagogy as a way to help children ages 2.5-12yrs. become functionally and intellectually independent; to nurturing a community steeped in trust and respect; to the stewardship of the environment through an experiential and global curriculum; and to creating a sanctuary for families and native flora and fauna where children can learn at a natural pace in healthy, sustainable surroundings. The best schools are vibrant communities that inspire innovation, independence and freedom to teach and learn in ways that honor genuine human capabilities. Woodland is that kind of school. It is a place where children learn to adapt to a rapidly changing world. Does the world really needs more people who are good test takers, memorizers or compliant followers? In these complex times the world needs critical thinkers, entrepreneurs and creative problem solvers. Our community knows that education is something that human beings construct from their own experiences. We have made a bold choice to trust our children and celebrate childhood. Montessori prepares young people to develop empathy, intelligence and expertise. At Woodland the children care deeply, think intelligently and act responsibly. Woodland is not just a school. It is education for life.

Through the years Woodland has been a stable environment in an unstable, crazy but beautiful world. It's a constant that we grow to count on, a community that supports itself – a result of our commitment to our kids and then, naturally, to one another.

Woodland is a place where extremely interesting families gather to do whatever it takes to create a happy, healthy, and stimulating environment for their children. And children are challenged at Woodland, as are their parents. Over the years I have watched so many parents come into their own as a result of the responsibilities they have taken on. It is a remarkably safe environment in which to grow for everyone who participates: the kids, you and me.

We see so much that has made our school what it is – how we've managed to hold together and to thrive over the years. When we started in 2002 the school was less than half the size it is now – and yet we continue to deliver the highest quality education and experience for the kids. Because we do it together. People come from all walks of life to bring their children here because they love their children and want the best for them – and they want to be a part of their education.

In 2015 we are hoping to be opening the doors to our new location which is less than a mile from the current location. We are very excited to have a space where our school can continue to grow to our full potential. Our new school will allow us to expand from the three primary classrooms that we currently have to four. As well as provide enough space to eventually start a second elementary classroom. Our new school will be built with one thing in mind—educating children by following the Montessori philosophy. From beautiful outside workspace, solar panels, hexagonal classrooms to viewing holes in the walls so that the children can see the layers of the walls; we have created a learning school.

We are asking for a special use permit per Section 10-3-34 (1) of the Zoning Ordinance to allow for a child day care center because even though we are considered a school and by right can be in the R-1 zoning district there is an important part of our school that is considered child care center because we do accept children starting at age two and a half. Our hours of operation are 7:30-5:30 M-F. We do run on a school calendar (attached) so we are closed for 2 weeks during the Winter Holidays. We have a staggered drop off from 7:30-8:45 and 3 different pick up times. 1PM 3:30pm and 4:30-5:30pm. So traffic should not be a problem.

Per Section 10-3-25 (12), Planning Commission is required to review and approve the amount of off-street parking spaces that we want to provide We are proposing 22 parking spots. Based on the fact that we have 12 full time employees and the other 10 will be for parent drop off. Again do to our drop off schedule we never have a large surge of people dropping off at the same time. At this time we are planning that this will be to the right of the cul-de-sac. We do not have a school bus. Woodland's current enrollment is 70 two and half yearolds-8 year olds. When we have reached capacity at our new location we will have total enrollment of 150 two and a half year olds - 12 year olds.

So what is Montessori I have included a brief explanation below.....

Montessori – A Developmental Approach

Dr. Maria Montessori, trained as a physician and anthropologist, used her scientific background to develop an innovative approach to understanding child development. This approach divides the child's life into four six-year stages which together span birth to age twenty-four. Within each stage the first three years are a time of great change and growth for the child, followed by consolidation during the second three years.

The **First Plane** of development spans birth to age six. It is known as the 'Absorbent Mind' phase because children of this age are soaking everything in, constructing an understanding of the world through their senses. They are developing all the essential skills necessary for survival: how to eat, how to move and how to communicate, and then building on and refining those skills. Through their strong desire to create order children are laying the foundations for language and math. At Woodland the classes for children at this level of development are known as Toddler Community (16 months – 36 months) and Children's House (30 months – 6 years).

The **Second Plane** of development spans from six to twelve years and is called the 'Reasoning Mind' phase. Children at

this stage are hard at work making sense of the world around them. They are making connections, discovering reasons and starting to become familiar with the essentials of human knowledge. During this plane they are able to focus on the next set of essential skills: reading, writing, and mathematical concepts and then apply these skills in many contexts with an interdisciplinary approach. At Woodland the classes for children at this level of development are known as Lower Elementary (6 – 9 years) and Upper Elementary (9 – 12 years). The curriculum reflects the drive of children at this age to learn everything they can about the larger world.

MONTESSORI PEDAGOGICAL STANDARDS

Each classroom is staffed by a Montessori trained guide from an accredited training organization.

Each classroom includes a sufficient number of students to create a vibrant community of independent learners.

Each classroom contains the full complement of Montessori didactic materials appropriate to the level.

Each classroom is organized into mixed age groups based on stages of development to encourage collaborative learning.

Each classroom schedule includes uninterrupted work periods during which students engage in independent learning.

Each classroom is characterized by an atmosphere of respect for purposeful work and joyful learning.

Each classroom and the school community as a whole consciously commits to modeling grace and courtesy.

Each classroom and the school community as a whole engage in responsible practices that steward the natural world.

PSYCHOLOGY RESEARCH AND MONTESSORI

A Research Based Approach

Dr. Montessori based her system of education on insights regarding child development, now supported by modern psychological research.

Cognition and Movement

Movement and cognition are closely entwined and thinking is often expressed by the hands or body before it can be put into words.

Choice and Control

Freedom and choice are linked to better outcomes. Montessori classrooms are based on personal choice and freedom within the limits imposed by being constructive for oneself and society.

Learning and Interest

Interested in a topic has a significant influence on one's proficiency in learning about the topic. Montessori children learn because the environment is set up to create interest in topics, and to capitalize on the interests children already have, thereby optimizing learning.

Extrinsic Rewards

People report significantly higher levels of psychological well-being and competence when they are engaged in intrinsically rewarding activities. Montessori education promotes sustained, intense periods of concentration as central to learning. The rewards in Montessori education are internal ones.

Collaborative Learning

Optimal learning and social outcomes occur through imitation of models, through peer tutoring and in collaborative situations.

Learning and Meaningful Context

Meaningful contexts assist learning by providing frameworks and motivation for the acquisition of new knowledge. Montessori embeds meaningful context in its methods and makes learning transferable.

Discipline and Rules

When adults provide clear limits but set children free within those boundaries, and sensitively respond to children's needs while maintaining high expectations, children show high levels of maturity, achievement, empathy and other desirable characteristics.

Order, Routine and Ritual

Physical and conceptual order promote optimal learning and development. The Montessori classroom is logical and organized, as are the layouts of each activity within the classroom. There are set routines for using each Montessori material. The curriculum follows a logical progression that is coherent and internally consistent

GRACE AND COURTESY AND RESPECTFUL COMMUNITY RELATIONS

Courteous behavior and gracious movements create harmony in a community. Politeness and positive human conduct play an essential role in the development of children, thus lessons in grace and courtesy are considered fundamental in the Montessori curriculum at each level. Grace refers to beauty of form, manner or action. It also connotes spiritual strength and kindness in manner. Courtesy refers to good manners and respectful or considerate acts or expressions. Montessori children develop grace and courtesy in order to guide others with their joyful kindness and act as agents for a more peaceful world.

Grace and courtesy speak to the art of being with other humans in ways that promote respect and thoughtful civil behaviors. Manners facilitate living together in a community where everyone feels the impact of individual practices. Lessons in grace and courtesy are introduced in the Toddler level; are put into practice in the Children's House level; are questioned by the reasoning mind at the Elementary level; and take on a certain moral seriousness at the Middle School level. Our role as adults is to model grace and courtesy as we work to be good citizens in our school community.

The Woodland Model of Respectful Communication

Create time and space for communication.

Invite participation of those involved.

Clarify intentions.

Think and then speak honestly.

Listen for the value in others' thoughts and words.

Observe how others are feeling.

Offer empathy.

Accept differences of opinion.

Express gratitude for one another's time and efforts.

August

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September

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October

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November

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Woodland Montessori School 2013-2014 Calendar

August

13-20 Teacher Workdays
15 New Parent Orientation Night 6:00
20 Parent Meeting 6:00
16-19 Orientation Day 9:00-11:00 (New children)
21 First Day of School
21-23 School Closed at 3:30

September

2 School Closed-Labor Day
13 School Picnic

October

2 Parent Ed Night
28 Teacher Workday

November

2 Parent Workday
5 Parent Teacher Conference—No School
27-29 School Closed—Thanksgiving Break

December

20 Celebration of Lights/Early Release 1:00
23-31 School Closed—Winter Break

January

1-3 School Closed—Winter Break
20 Teacher Workday—Martin Luther King Holiday—School Closed
24 Progress Reports Go Home

February

5 2nd Semester Meeting

March

14 Parent Teacher Conference—School Closed
24-28 No School—Spring Break

April

12 Parent Workday
16 Parent Education Night
21 Teacher Workday

May

16 International Children's Day—Early Release 1:00
26 School Closed—Memorial Day
30 Kindergarten Bridging Ceremony

June

4 Splash Day/Last Day of School—Early Release 1:00
5-6 Teacher Workday
16 Progress Reports go Home

February

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23	24	25	26	27	28	

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30	31					

April

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June

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22	23	24	25	26	27	28
29	30					

*Dates are subject to change due to weather or scheduling conflicts. We will do everything possible to follow this calendar. If there are changes made, you will be notified in advance.
Thank You!

○ School Closed

□ Teacher Workday—No School

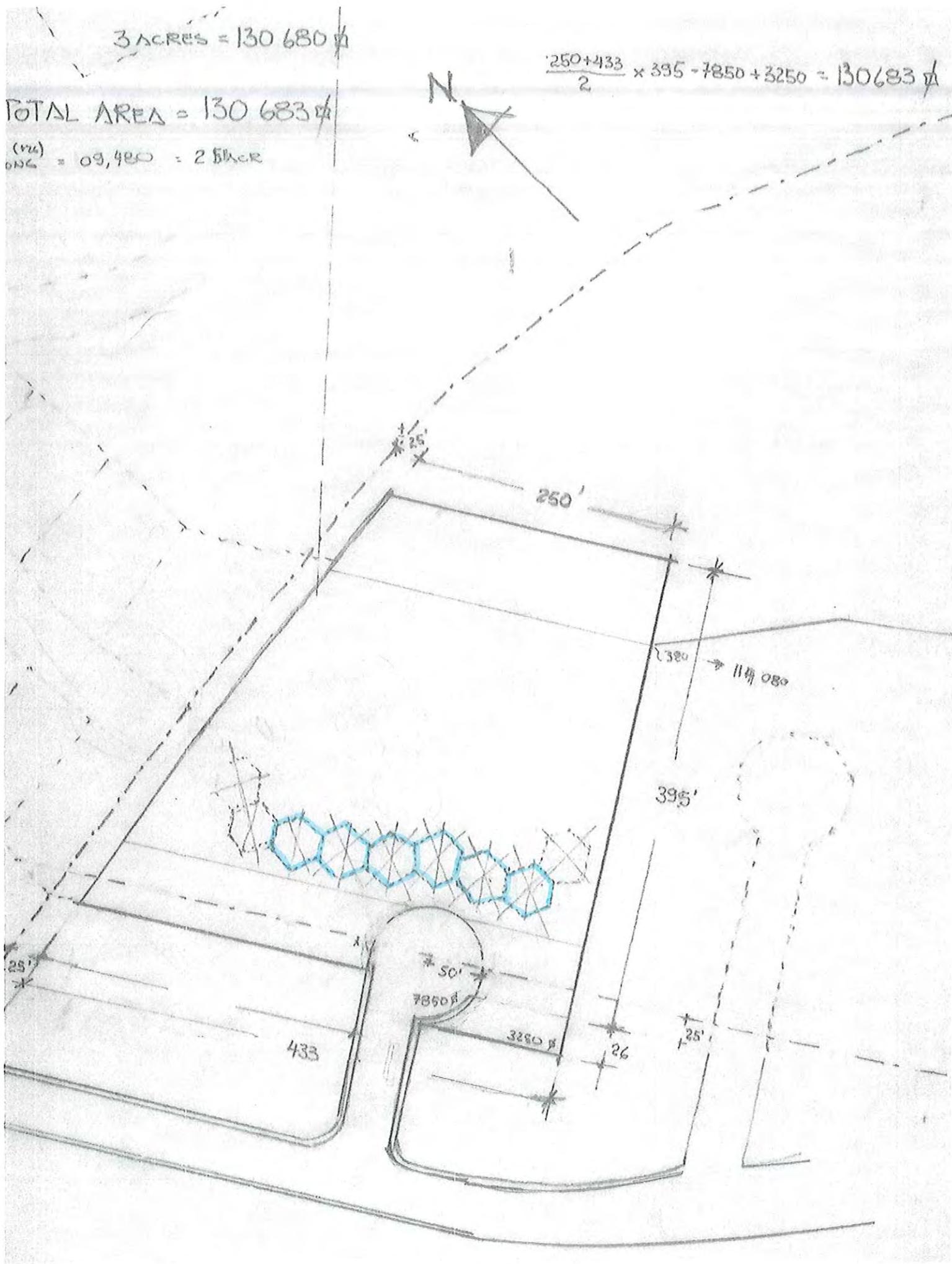
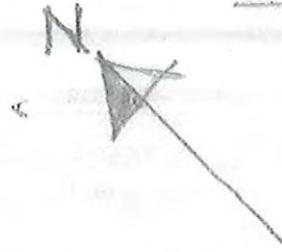
[] Early Release

3 ACRES = 130 680 ft²

$$\frac{250+433}{2} \times 395 - 7850 + 3250 = 130683 \text{ ft}^2$$

TOTAL AREA = 130 683 ft²

(1/4)
ONE = 09,480 = 2.15 ACR



Date Application Received: 12-10-13

Application for Special Use Permit City of Harrisonburg, Virginia

Fee: \$375.00 plus \$30.00 per acre

Total Paid: \$ 465.00 AF

Property Owner's Name: ERWIN MICHAEL / ERWIN CONST INC

Street Address: 4418 PLEASANT VALLEY RD Email: ERWIN@ARO@GMAIL.COM

City: HARRISONBURG State: VA Zip: 22801

Telephone: Work 540-298-9324 Fax 540-298-7674 Mobile 540 578 1658

Owner's Representative: JACKIE MORLES-SHIFFLET

Street Address: 1130 KING EDWARDS WAY Email: JACKIE@WMSH.ORG

City: HARRISONBURG State: VA Zip: 22901

Telephone: Work 540 432-6111 Fax _____ Mobile 540 578-1518

Description of Property and Request

Location (Street Address): _____

Tax Map Number Sheet: 93 Block: B Lot: 4 Lot Area: 3.0 +/- acres AF

Existing Zoning Classification: R-1

Special Use being requested: 10-3-34(1) / Parking Reg. 10-3-25(12)
Child Daycare Center / PC Review and Approval

Please provide a detailed description of the proposed (use additional pages may be 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: [Signature]
Property Owner

ITEMS REQUIRED FOR SUBMISSION

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

- Fees Paid
- Property Located on Tax Map
- _____
- _____

NEW BUILDING FOR WOODLAND MONTESSORI SCHOOL HARRISONBURG, VIRGINIA



SEASE & ASSOCIATES, P.C.

AN ARCHITECTURAL
SERVICES CORPORATION
600 NEEF AVE, SUITE 100
HARRISONBURG, VIRGINIA 22801
PHONE (540) 433-1218
FAX (540) 433-6500

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CONSULTANTS:

STANDARD SYMBOLS LEGEND

DETAIL		DETAIL NUMBER SHEET NUMBER
SECTION		SECTION NUMBER SHEET NUMBER
SHEET REFERENCE		TITLE SCALE
ROOM NUMBER		ROOM NUMBER
DOOR DESIGNATION		DOOR DESIGNATION
WINDOW DESIGNATION		WINDOW DESIGNATION
VISION PANEL DESIGNATION		VISION PANEL DESIGNATION
ELEVATION		ELEVATION LETTER SHEET NUMBER
ELEVATION		ELEVATION LOCATION

2009 IBC CODE INFORMATION		
Occupancy Chapter 3	Educational - E	
Construction Type 602.5	Type 5-B	
Code Item Reference	Code Requirement	Actual Building Design
Allowable Floor Area Section 503	Table 503 - Educational E = 9,500 square feet	8,130 square feet
Building Population Section 1004	1004.1.1 Exception - ...the actual number of occupants for whom each occupied space, floor or building is designed, although less than those determined by calculation, shall be permitted to be used in the determination of the design occupant load.	Module A - 27 Occupants
		Module B - 39 Occupants
		Module C - 28 Occupants
		Module D - 27 Occupants (x2 Modules)
		Module E - 27 Occupants
		Total - 175 Occupants
Number of Exits Section 1019	Table 1019.1 - 1-500 Occupants: 2 exits required	Module A - 1 exit provided
		Module B - 2 exits provided
		Module C - 3 exits provided
		Module D - 2 exits provided (x2)
		Module E - 2 exits provided
		Total - 12 Exits Provided



LOCATION MAP
NOT TO SCALE

NEW BUILDING FOR
WOODLAND MONTESSORI SCHOOL
 HARRISONBURG, VIRGINIA

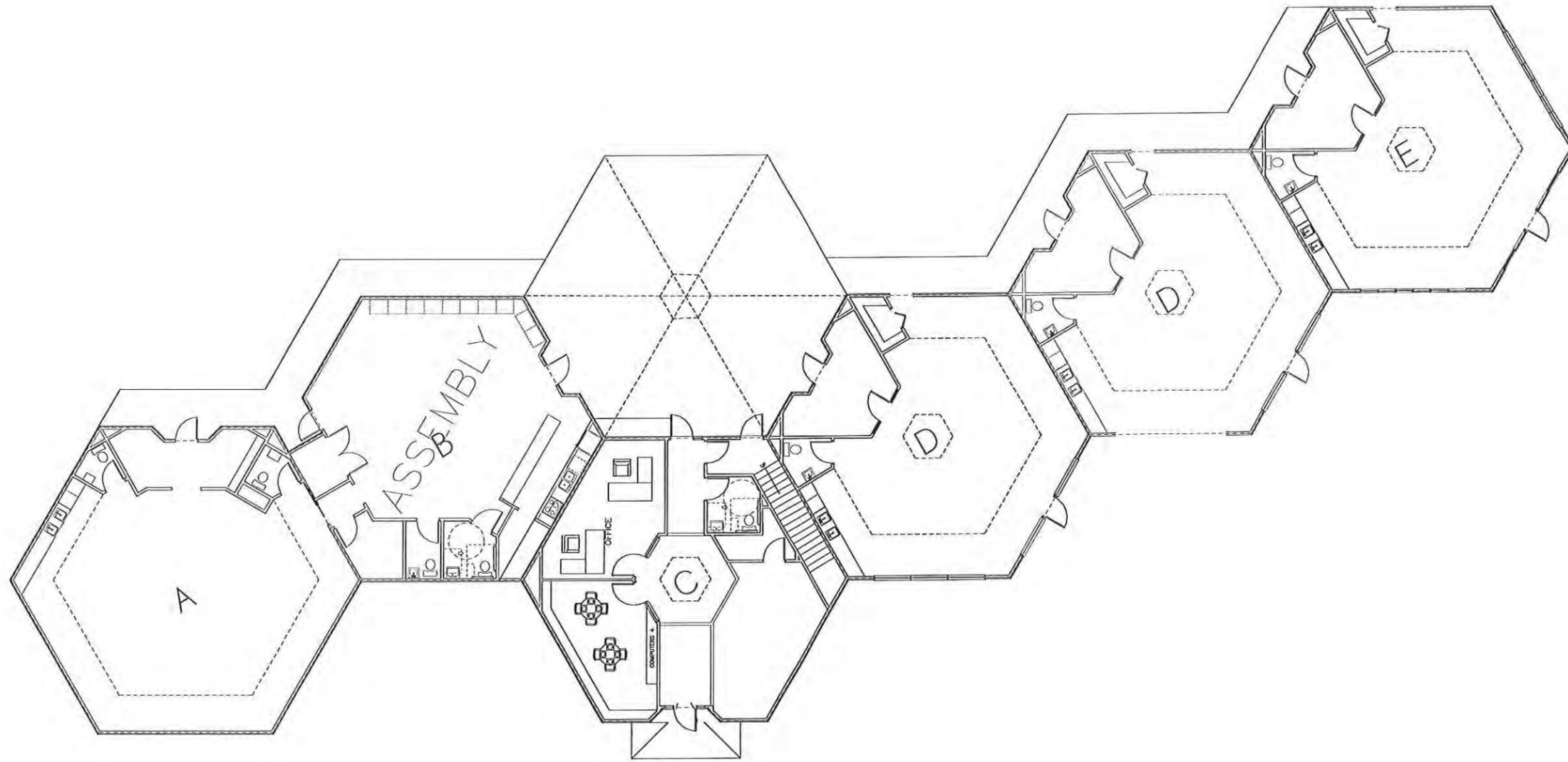
DATE: 12/18/11
 DRAWN BY: MDW
 APPROVED BY:
 REVISED:
 PROJECT NO.:

TITLE SHEET

SHEET - OF -
TITLE

DRAWING INDEX

SHEET NUMBER	SHEET TITLE	SHEET NUMBER	SHEET TITLE	SHEET NUMBER	SHEET TITLE	SHEET NUMBER	SHEET TITLE
	GENERAL		ARCHITECTURAL		PLUMBING		
TITLE	TITLE SHEET / DRAWING INDEX / SYMBOL LEGEND / DESIGN CRITERIA	A18	ROOF PLAN				
	ARCHITECTURAL	A21	CABINETS DETAILS				
A11	KEY PLAN						
A12	MODULE A INFORMATION	A31	SECTIONS				
A13	MODULE B INFORMATION	A32	SECTIONS				
A14a	MODULE C FLOOR PLAN/SCHEDULES						
A14b	MODULE C ELEVATIONS						
A15	MODULE D INFORMATION		STRUCTURAL				
A16	MODULE E INFORMATION	S11	FOUNDATION PLAN				
A17	CANOPY INFORMATION						



KEY PLAN
1/8" = 1'-0"



SEASE & ASSOCIATES, P.C.

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CONSULTANTS:

NEW BUILDING FOR
WOODLAND MONTESSORI SCHOOL
HARRISONBURG, VIRGINIA

DATE: 12/12/11
DRAWN BY: JCS/MDW

APPROVED BY:

REVISED:

PROJECT NO.:

KEY PLAN

SHEET - OF -

A1.1



SEASE & ASSOCIATES, P.C.

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NEW BUILDING FOR
WOODLAND MONTESSORI SCHOOL
HARRISONBURG, VIRGINIA

DATE: 12/12/11
DRAWN BY: MDW

APPROVED BY:

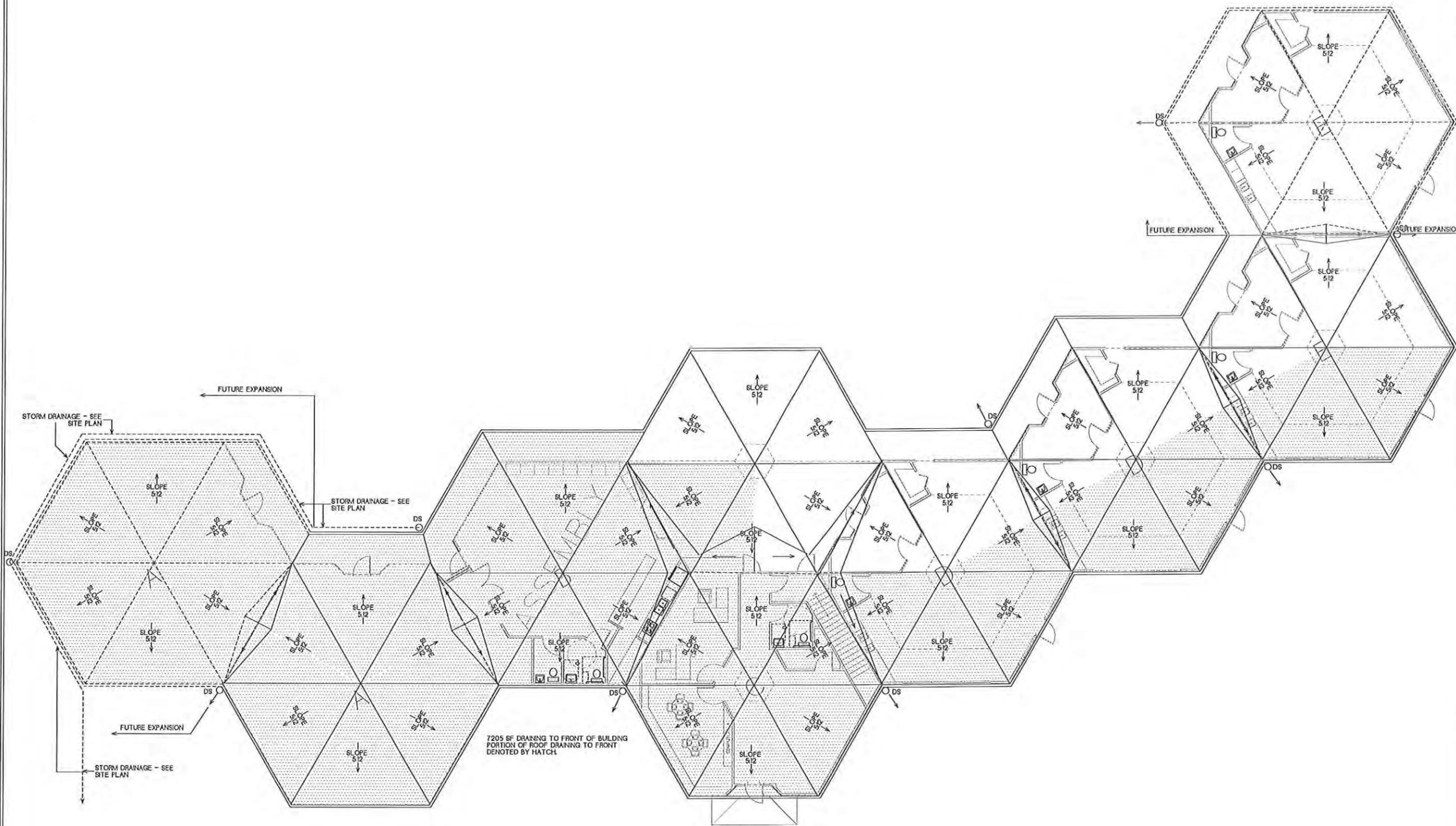
REVISED:

PROJECT NO.:

ROOF PLAN

SHEET - OF -

A1.8



ROOF PLAN
1/8" = 1'-0"

NOTE: COORDINATE DOWNSPOUT LOCATIONS WITH SITE DRAWINGS
DS ○ → DOWNPOUT LOCATION WITH SPLASH-BLOCK. ARROW INDICATES DIRECTION
SPLASH-BLOCK DIVERTS WATER AWAY FROM THE BUILDING.



SCALE: 1" = 4000 FT.



CITY OF HARRISONBURG

Rezoning

The Village at Chicago Park Master Plan

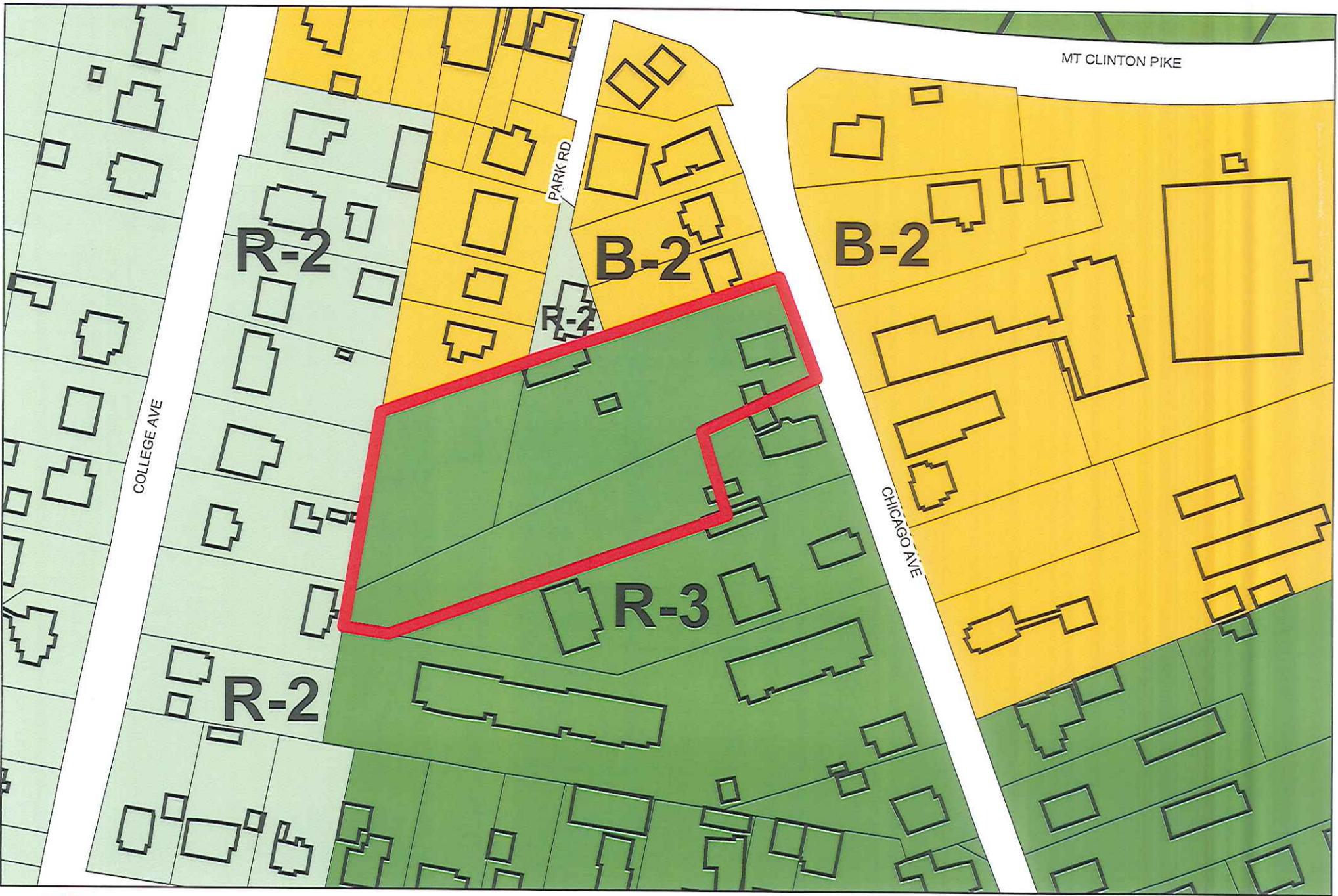
R-3 to R-7

1041 & 1049 Chicago Avenue

Tax Maps: 48-D-26 & 41 and a portion of 48-D-25

2.0 +/- acres

LOCATION MAP



1041 & 1049 Chicago Avenue - Rezoning R-3 to R-7 The Village at Chicago Park



City of Harrisonburg, Virginia

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

STAFF REPORT
January 8, 2014

REZONING – 1049 CHICAGO AVENUE (THE VILLAGE AT CHICAGO PARK)

GENERAL INFORMATION

- Applicant:** Theda and Merle Brunk and John Harding and Others (with representative Scott Sellers of Engineering Solutions)
- Tax Map:** 48-D-26 & 41 and a portion of 48-D-25
- Acreage:** 2.0 acres
- Location:** 1041 and 1049 Chicago Avenue
- Request:** Public hearing to consider rezoning two parcels and a portion of a third parcel from R-3, Medium Density Residential District to R-7, Medium Density Mixed Residential Planned Community District.

LAND USE, ZONING, AND SITE CHARACTERISTICS

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. Infill development and redevelopment must be designed so as to be compatible with the existing character of the neighborhood. 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:** Detached single family home structure, zoned R-3
- North:** A non-conforming duplex, zoned R-2 and other non-conforming dwellings, zoned B-2
- East:** Across Chicago Avenue, Christian Light Publications, Inc., zoned B-2
- South:** Multi-family units, zoned R-3
- West:** Detached single family homes fronting College Avenue, zoned R-2

EVALUATION

The applicant is requesting to rezone two parcels and a portion of a third parcel from the R-3, Medium Density Residential District to the R-7, Medium Density Mixed Residential Planned Community District. The property is located along the western side of Chicago Avenue, its northern boundary approximately 220 feet from Chicago Avenue's intersection with Mt. Clinton Pike. The subject area totals 2.0 +/- acres and would contain 15 residential dwelling units. The proposed R-7 master planned neighborhood has been named "The Village at Chicago Park." This

zoning district is the same classification as the recently approved Collicello North development located at the northern end of Collicello Street.

As a reminder, the R-7 district is intended to provide opportunities for the development of planned residential communities offering a mix of single family detached units, single family attached units, and in certain circumstances, multi-family units. R-7 neighborhoods are developed under an approved master development plan that incorporates regulatory text and a master layout of the neighborhood. Aside from particular provisions of the Zoning Ordinance that must be met, the approved master plan is the “zoning” by which all development must abide. The R-7 zoning district requires a minimum of two contiguous acres at the time of application, a minimum of 15 percent open/green usable space, and at least two types of residential housing types, where no one type can exceed 70 percent of all residential units. Maximum density is limited at 12 units per acre. (Remember that any needed Subdivision Ordinance variances or other subdivision related matters should be considered when making a recommendation for master planned projects as approving the plan of development could be perceived as also providing an endorsement for the subdivision matters requested during the platting phase.)

The Village at Chicago Park has met or exceeded all of the minimum required provisions to construct an R-7 development. The development site is two acres in size and has a proposed density of 7.5 units per acre (about 63 percent of the maximum density allowed) and would supply the minimum 15 percent open space. The master plan text defines all of the area and dimensional requirements for all lots and addresses the regulatory matters of Article T. The master plan text also explains the vision and other details of the project, and therefore such information does not need to be repeated in this report. The master plan layout illustrates the general arrangement and location of the types of residential units, street information, and general landscaping plan.

As described in the master plan, only single family detached and duplex units will be permitted. No townhomes, multi-family units, or non-residential uses will be allowed. The master plan layout demonstrates nine single family detached units and three duplex structures (six units); however, the exact number of the two permitted unit types may vary so long as no one housing type exceeds 70 percent of all residential units as is regulated by the R-7 district. All buildings, including community buildings and accessory structures, would have five feet building setbacks from all property lines. Zero setbacks will be allowed for patios, courtyards, terraces, uncovered porches, and other similar features. Note the master plan indicates the driveways/parking spaces for the units may or may not be built as shown. They are represented on the master plan layout only to demonstrate that such spaces in those configurations are possible. Among other potential designs, shared driveways to located parking behind dwelling units may be constructed to meet off-street parking requirements.

The units would be served by a private cul-de-sac street and will require approval of certain variances from the Subdivision Ordinance during the platting phase to allow the design as shown. Since the street would be private, public snow removal and trash pick-up services will not be provided. Public school bus services would be provided as is determined necessary. The street would be located within a 50-foot private access easement with 26 feet of pavement, three feet of gutter and roll-top curb, a five foot sidewalk with no two-foot grass strip separating the sidewalk from the curb, along with allowing on-street parking on one side of the street. This design requires approval to deviate from the Subdivision Ordinance Section 10-2-41 (a), which

stipulates all streets to be built per the standards of the Design and Construction Standards Manual (DCSM). The proposed private street does not conform to the private street standards of DCSM Section 2.7, which offers multiple ways to design a private street depending upon the desired characteristics of the road (i.e. private access width, pavement width, whether on-street parking will be permitted, etc.). The proposed design is a combination of a few of the listed offerings. As is specified in the Subdivision Ordinance, variances to Section 10-2-41 (a) may be approved by City Council on a case-by-case basis when:

- the proposed alternative would better achieve the walkable, pedestrian and bicycle-oriented environment the city desires;
- the particular conditions of the site and surrounding street network would allow the proposed alternative without causing undue inefficiencies for service vehicles, nor an excessive reduction in pedestrian safety due to pedestrian-vehicle movement conflicts; and
- the proposed alternative would better balance the needs of pedestrians and vehicles, and better achieve the goals of the comprehensive plan.

Staff believes with the intent of the proposed neighborhood vision being environmentally friendly and pedestrian oriented—both objectives of the R-7 zoning district, the proposed street layout meets the criterion above and is prepared to support the variance during the platting phase. If this variance is approved, then easement locations for utilities and drainage as required by Section 10-2-43 are waived.

As described, the street would be a cul-de-sac; however, the Subdivision Ordinance Section 10-2-41 (e) prohibits permanent dead-end streets unless approved by Planning Commission (this particular detail does not need City Council approval). Therefore, to allow the cul-de-sac portion of this design, the Commission must approve this layout during the platting phase.

Moreover, because the development includes a private street, the majority of the planned lots will not have public street frontage as required by Section 10-2-42 (c) of the Subdivision Ordinance. The applicant must also request to deviate from this section when preliminarily platting the development. Staff is prepared to support this variance as well as the cul-de-sac design matter as discussed in the previous paragraph.

With regard to the Comprehensive Plan, the subject properties and the majority of the parcels on the western side of Chicago Avenue are designated Neighborhood Residential in the Land Use Guide. Properties near the intersection with Mt. Clinton Pike and across the street from this development are designated Commercial. Given the site's location, which is among many housing types including single family detached units, duplexes, and apartments, where two adjacent property densities to the south are 14 and 24.8 units per acre, staff believes the intent of the Neighborhood Residential land use designation would be met with this project. This development also helps in the furtherance of achieving Goal 3 of the Comprehensive Plan, which among other things is to strive for neighborhoods that are walkable, enhance social interaction, and offer a balanced range of housing choices. It should also be noted that coincidentally an existing public transit bus stop is located directly across Chicago Avenue from the subject site, which helps address other efforts of the Comprehensive Plan to develop neighborhoods that offer safe and convenient transportation systems that serve multiple modes of transportation.

As the R-7 zoning district is not a multi-tenant zoning district (only permitting single families or two individuals per unit), and given the general design, philosophy, and planned unit types, staff

believes the Village at Chicago Park will help promote more of this type of infill development in this area of the City.

Staff recommends approving the request to rezone tax map parcels 48-D-26 and 41 and approximately 26,549 square feet of tax map 48-D-25 from the R-3, Medium Density Residential District to the R-7 Medium Density Mixed Residential Planned Community District.

As this development proposal moves forward, among other things there are two important matters the applicant should be aware of that are not rezoning issues. First, during the preliminary platting phase, the property owners will be required to dedicate public street right-of-way and build the required street improvements along the subject properties' Chicago Avenue street frontage. The master plan indicates right-of-way and street improvements will be provided along the existing tax map parcel 48-D-26 (addressed as 1049 Chicago Avenue) but the same required dedication and improvements are not shown along tax map parcel 48-D-25 (addressed as 1041 Chicago Avenue). Although the house/property at 1041 Chicago Avenue would not be rezoned to R-7 and would remain zoned R-3, this property will be subdivided with the rest of the development and therefore subject to the dedication and improvement requirements. It appears if the needed right-of-way is dedicated, the existing house would have to be removed or demolished. If the owner of this property does not wish to dedicate or build the street improvements during the platting phase, variances to the Subdivision Ordinance Sections 10-2-45, 66, and 67 must be requested and approved. Although staff is recommending the rezoning and the other subdivision variances as described earlier and needed for the proposed development to be approved, we are not at this time consenting to the variances needed for this issue. Staff will more thoroughly evaluate this property's dedication and improvement requirements issue during the platting phase.

Secondly, staff has concerns with how stormwater management will be handled for this development. Without the benefit of downstream storm drain improvements, the piping through the property of the upstream drainage, combined with the runoff contributions of this project, will create a point impact at the property line, which does not currently exist. This situation creates the possibility of making significant impact upon the downstream property. The drainage plan for this project, as always, will be heavily scrutinized during the Comprehensive Site Plan review. Staff is emphasizing again, as has already been suggested to the applicant's engineer, to begin as early in the design process as possible to coordinate a drainage plan with the City as downstream improvements, coupled with or in place of significant site runoff reductions, may be necessary.

Date Application Received: 11-12-13 / signed and received 12-05-13

Total Paid: 435.00 AF

Application for Change of Zoning District City of Harrisonburg, Virginia

Section 1: Property Owner's Information

Name: See Property Owner Attached
Street Address: _____ Email: _____
City/State/Zip: _____
Telephone (work): _____ (home or cellular): _____ (fax): _____

Section 2: Owner's Representative Information

Name: Scott Sellers
Street Address: 1010 N. Main St. Email: scott@engsoln.com
City/State/Zip: Harrisonburg, VA 22802
Telephone (work): 540.442.8787 (home or cellular): 540.478.4748 (fax): 540.442.9090

Section 3: Description of Property

Location (street address): 1049 Chicago Avenue 22802
Tax Map Number: Sheet: 48 Block: D Lot: 41, 25, 26 Total Land Area (acres or square feet): 2.0 Acres
Existing Zoning District: R-3 Proposed Zoning District * : R-7
Existing Comprehensive Plan Designation: Neighborhood Residential

**If applying for conditional rezoning, provide a letter stating proffers on separate sheet of paper*

Section 4: Application Fee

\$375.00 plus \$30.00 per acre, and if applicable, Fees for a Traffic Impact Analysis (TIA) Review (see below)

- (a) Would the development from this rezoning require a Traffic Impact Analysis by VDOT?
Yes _____ No X

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 rezoning require a Traffic Impact Analysis review by the City?
Yes _____ No X

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.

Section 5: Names and Addresses of Adjacent Property Owners (Use separate sheet for additional names)

North: See Adjacent Property Owners Attached
East: _____
South: _____
West: _____

Section 6: Certification

I certify that the information contained herein is true and accurate. Signature: Merle S. Brunck
Property Owner

See Back for Items Required for Submission

Date Application Received: 11-12-13 / signed and received 12-05-13 Total Paid: 435.00 AF

**Application for Change of Zoning District
City of Harrisonburg, Virginia**

Section 1: Property Owner's Information

Name: See Property Owner Attached
Street Address: _____ Email: _____
City/State/Zip: _____
Telephone (work): _____ (home or cellular): _____ (fax): _____

Section 2: Owner's Representative Information

Name: Scott Sellers
Street Address: 1010 N. Main St. Email: scott@engsoln.com
City/State/Zip: Harrisonburg, VA 22802
Telephone (work): 540.442.8787 (home or cellular): 540.478.4748 (fax): 540.442.9090

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Yes _____ No X

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

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Section 5: Names and Addresses of Adjacent Property Owners (Use separate sheet for additional names)

North: See Adjacent Property Owners Attached
East: _____
South: _____
West: _____

Section 6: Certification

I certify that the information contained herein is true and accurate. Signature: 
Property Owner Ann Burdet

See Back for Items Required for Submission

Property Owner's Information

Tax Map #: 48 (D) 26 & 48 (D) 41
Name: Theda & Merle Brunk
Street Address: 566 Dale Enterprise
City / State / Zip: Dayton, VA 22821
Telephone (work): _____ (home or cellular): _____
(fax:): _____
Email: _____

Tax Map #: 48 (D) 25
Name: John Harding & Others
Street Address: 204 Knollwood Drive
City / State / Zip: Clemson, SC 29631
Telephone (work): _____ (home or cellular): _____
(fax:): _____
Email: _____

Adjacent Property Owners

North

Owner(s)	Address	City	State	Zip	Tax Map	Zone
Janet Hartman	1577 Stone Sprins Road	Harrisonburg	VA	22801	48 (D) 27	B-2
Randall Johnson	879 Hillside Avenue	Harrisonburg	VA	22802	48 (D) 39	R-2
Kevin Yoder & Others	2267 Rawley Pike	Harrisonburg	VA	22801	48 (D) 40	B-2

West

Jeremy & Diann Beach	1068 College Avenue	Harrisonburg	VA	22802	48 (D) 5	R-2
Michael & Jennifer Stoltzfus	1048 College Avenue	Harrisonburg	VA	22802	48 (D) 6	R-2
Mas Properties LLC	1048 College Avenue	Harrisonburg	VA	22802	48 (D) 7	R-2
Mas Properties LLC	1048 College Avenue	Harrisonburg	VA	22803	48 (D) 8	R-2

South

J M Apartments LC	265 Chesapeake Drive	Harrisonburg	VA	22801	48 (D) 23	R-3
Sherwood Apartments LLC	POB 112	Linville	VA	22834	48 (D)24	R-3

East

Chicago Avenue						
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The Village at Chicago Park

Master Plan

Benton Family
800 Osage Lane
Harrisonburg, VA 22802

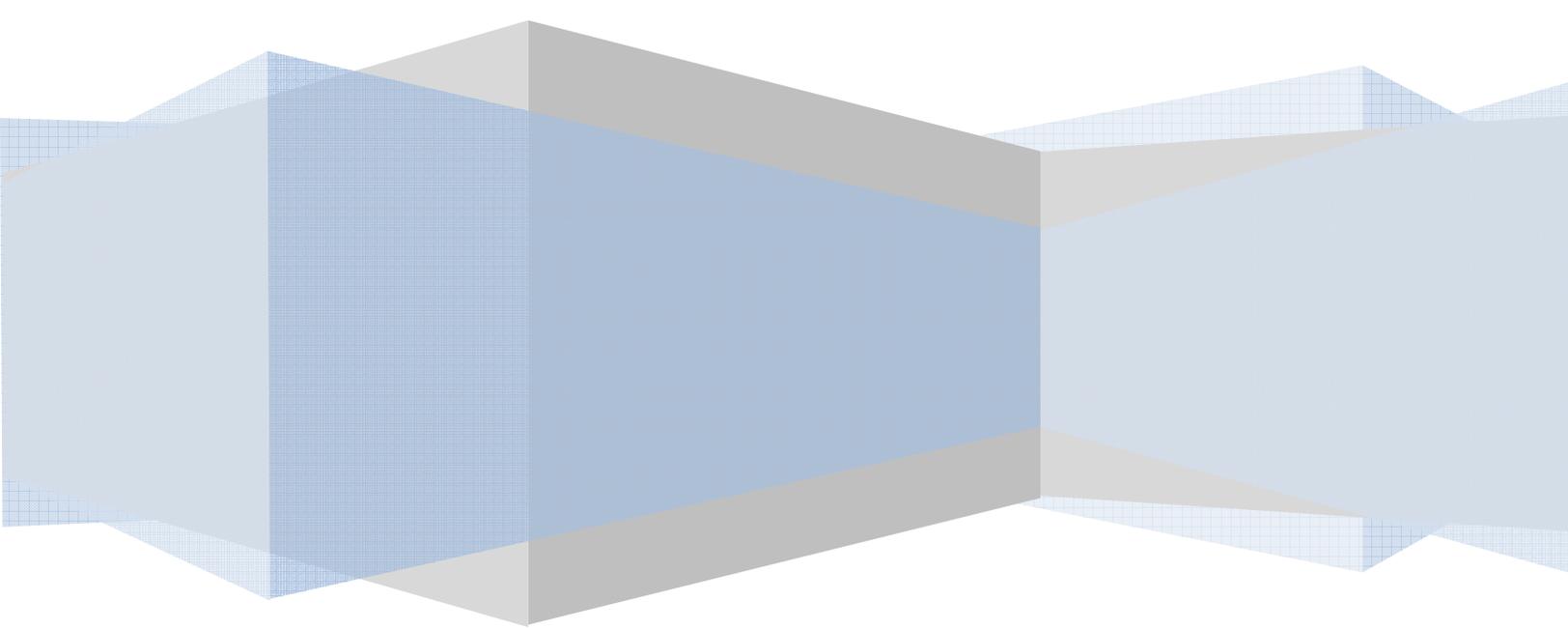


Table of Contents

I. Introduction

II. Vision

III. Zoning Regulations

Tables

Table A – Types, Quantities, Setbacks, etc.

Table B – General Landscape Schedule

Figures

Figure 1 – Master Plan

IV. Appendices

Appendix A – Conceptual elevations and renderings

Appendix B – Property Owners’ Association Covenants, Conditions, and Rights

I. Introduction

The following information comprises the Vision for The Village at Chicago Park and the zoning regulations for development.

Philosophy

An eco-friendly vision and neighborhood concept is the intent behind The Village at Chicago Park.

Zoning Regulations

The zoning regulations as identified in this section and Master Plan layout (described below) define all of the regulations necessary to bring the The Village at Chicago Park to culmination.

Master Plan Layout

The Master Plan layout is a visual depiction of the Zoning Regulations sections, but the layout is a governing detail of The Village at Chicago Park development generally depicting where roads, building lots, sidewalks, landscaping, grading, and utilities will be provided.

II. Vision

The Village at Chicago Park is designed to be a Community aligned with the purpose of the R-7 district.

1. A combination of single family and duplex lots provide a unified neighborhood.
2. In order to uphold valuable environmental resources and open recreational space, housing is gathered.
3. A connected roadway with sidewalks, provide facilitated means for public transportation.
4. Pedestrian safety may be protected by traffic calming techniques.
5. Front impressions are present on publicly visible side, addressing the street.
6. Common areas and open spaces are designed to be visually attuned with the residential character of the neighborhood.

General Intentions of Housing and Neighborhood

The Village at Chicago Park intent is for environmentally friendly, relatively small mixed residential development with single-story and two-story homes with footprints from 1,500 sq-ft to 2,100 sq-ft under roof. The principle for the intended size of the homes is to be sustainable, energy efficient, low maintenance, and attractive by utilizing elements that mirror natural aspects. The homes are intended to include porches, a garage, and stoops all within the small footprint. The homes can be constructed and oriented so that the southern exposure is utilized for solar energy. Efficient house shell and controlled crawl space construction with the above elements provide for an eco-friendly neighborhood.

The Village at Chicago Park will incorporate pedestrian walks on both sides of the street. These walkways will connect to the emergent walk system along Chicago Avenue as the developer seeks to keep things neighborhood oriented increasing the accessibility to a greater community. The Village at Chicago Park's emphasis is on sustainability. These concepts combined with the use of quality products, excellent craftsmanship, on site open space, and small lots create an environmental and pedestrian friendly, low maintenance attractive neighborhood.

Intent of R-7 zoning is for clustered groups of living units to allow for open space. The Village at Chicago Park coordinates private areas and public areas into sustainable and inviting spaces typical to urban planning and the intent of R-7 zoning. The master plan will allow for single family and duplex development within the defined areas. The Village at Chicago Park residential types will be integrated and made compatible through the use of good site planning, common architectural themes, and landscaping.

The Village at Chicago Park vision is to uniquely apply the attributes of the R-7 zoning in such a way that allows for the principles of urbanism, traditional neighborhood, and sustainable design, to serve our community long into the future.

III. Zoning Regulations for The Village at Chicago Park

Lot area, width and depth and setbacks for all buildings are stated in Table A.

TABLE A							
LOT TYPE	NUMBER OF UNITS*	LOT SIZE (MIN. SF)	LOT DEPTH (MIN, FT)	LOT WIDTH @ SETBACK (MIN, FT)	SETBACK (FT)		
					FRONT	SIDE	REAR
SINGLE FAMILY	9	2,400	50	25	5	5	5
DUPLEX	6	2,400	60	25	5	3' ADJACENT TO DUPLEX; 5' ADJACENT TO SINGLE FAMILY LOTS AND OPEN SPACE	5
OPEN SPACE / COMMON AREA	N /A	NO MINIMUM	NO MINIMUM	NO MINIMUM	5	5	5
*THE EXACT NUMBER OF SINGLE FAMILY AND DUPLEX UNITS MAY VARY SO LONG AS NO ONE HOUSING TYPE EXCEEDS 70 PERCENT OF ALL RESIDENTIAL UNITS IN THE COMMUNITY AS REGULATED BY 10-3-57.6(C).							

The Master Plan Layout illustrates the general arrangement and location of buildings and where residential unit types will be located. The application of typical requirements of the City's Zoning Ordinance Article T and other regulations for this development are specified below.

1. No provisions of the city's Zoning Ordinance Article T, except as noted, shall apply. However, matters normally regulated by Article T are otherwise regulated as indicated below.
 - Patios, courtyards, terraces, uncovered porches, and other similar features may have zero setbacks along all property lines.
 - Section 10-3-111 Height will be applicable.
 - Accessory buildings shall be held to the same setbacks required of principal buildings and as afforded by the provisions of the H.O.A.
 - Architectural treatments and functional elements, including, but not limited to: chimneys, moldings, rain gutters, downspouts, roof eaves, buttresses and bay windows, shall be allowed to project not more than two (2) feet, into the required yard setback, provided they do not include additional floor space.

2. Walls and fences, and similar items which may restrict passage or vision or simply enhance private property shall not exceed 8' in height and may be located with a zero setback as afforded by the provisions of the H.O.A. except as restricted by needed sight lines for traffic.
3. In the event that residential dwellings utilize garage space to meet minimum required parking requirements, such space shall not be converted to livable space.
4. Any community building (i.e. pavilion) and any other future amenities for the green/open space can be constructed in common areas with setbacks as noted in Table A and as afforded by the provisions of the H.O.A.

Street and Parking

The location of streets, access to parking areas, and sidewalks shall be constructed in the areas generally shown on the Master Plan in Figure 1. The private road entrance for The Village at Chicago Park off of Chicago Avenue will be shared with tax map 48-D-25.

A variance to the Subdivision Ordinance for the design of streets, alleys, blocks, easements, sidewalks, and all such related features shall be applied for during the preliminary platting of this development. This variance will allow a private street width of 26 feet of pavement with an additional 3 feet of roll top curb & gutter adjoining a five foot wide sidewalk; no grass strip will be provided. Off street parking shown on the Master Plan is simply a representation. Landscaping within the private street right-of-ways will be maintained by The Village at Chicago Park Home Owners Association.

A variance will also be needed to allow lots to not have public street frontage.

Pedestrian Path

As indicated on the Master Plan in Figure 1, a sidewalk is generally located along Saturday Drive and as needed pedestrian paths to access open space. If this path cannot be accommodated in this general location, a different location may be provided within the development to provide the same connection intent as described in the Vision.

Stormwater Management

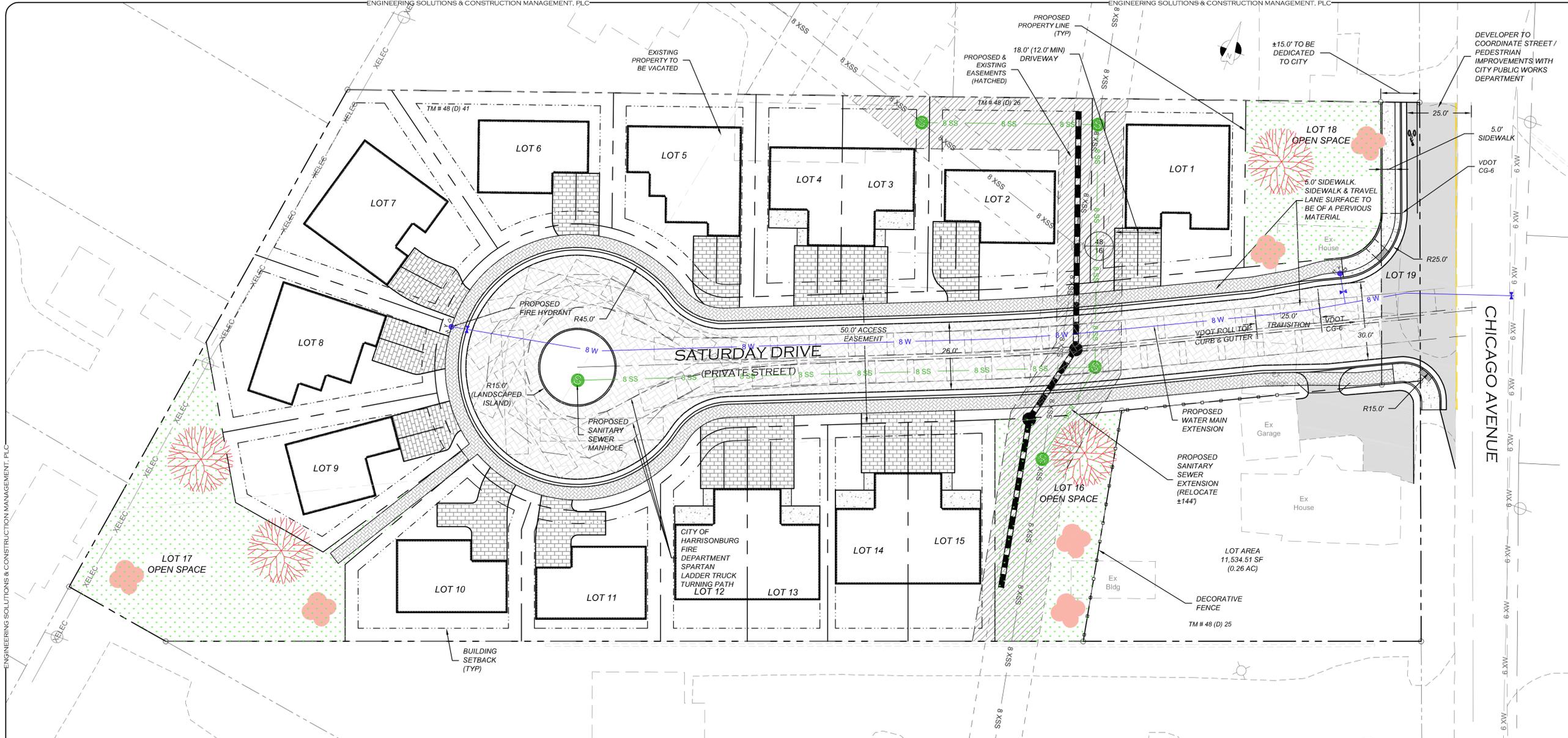
On-site and off-site storm water systems shall be designed and retained by the property owner to a point of channel adequacy and all maintenance easements will be obtained by the property owner prior to the site development.

Landscaping

General Landscaping for The Village At Chicago Park is described in Table B. The general amount of tree / shrubs, and locations are generally depicted on the Master Plan Layout. Exact locations will be determined at a later time frame of the development.

TABLE B			
Quantity	Common Name Latin Name	Size	Remarks
Trees			
4	Red Maple <i>Acer rubrum "Autumn flame"</i>	2-1/2" Cal	B & B Mulch Individually, 3 Stakes
6	Common White Dogwood <i>Cornus florida "Rubra"</i>	1-3/4" Cal	B & B Mulch Individually, 3 Stakes
Shrubs			
15	Burning Bush <i>Euonymus alata "Compactus"</i>	24" - 36" Height	B & B or 2 - 3 Gal. Container
15	Butterfly Bush <i>Buddleja davidii</i>	18" - 24" Height	B & B or 2 - 3 Gal. Container

Figure 1 – Master Plan



ENGINEERING SOLUTIONS
 1010 NORTH MAIN STREET
 HARRISONBURG, VA 22802
 PHONE 540.442.8787
 FAX 540.442.9090
 DESIGNING FOR TOMORROW... TODAY!

MASTER PLAN

THE VILLAGE AT CHICAGO PARK
 1041 & 1049 CHICAGO AVENUE
 HARRISONBURG, VIRGINIA 22802

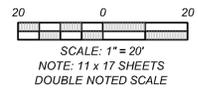
PRELIMINARY LOT DATA		
NUMBER	AREA	
	SF	AC
1	3,992.19	0.09
2	4,574.73	0.11
3	2,526.57	0.06
4	2,575.66	0.06
5	3,688.33	0.08
6	3,722.82	0.09
7	4,623.96	0.11
8	4,168.34	0.10
9	3,353.30	0.08
10	3,621.64	0.08
11	2,810.68	0.06
12	2,507.39	0.06
13	2,561.77	0.06
14	2,590.68	0.06
15	2,832.21	0.07
OPEN SPACE	13,069.00	0.30
PERCENTAGE	15.0%	
RIGHT-OF-WAY EASEMENT	22,477.20	0.52
RIGHT-OF-WAY DEDICATED TO CITY	1,609.35	0.04

TABLE A									
LOT TYPE	NUMBER OF UNITS*	LOT SIZE (MIN. SF)	LOT DEPTH (MIN. FT)	LOT WIDTH @ SETBACK (MIN. FT)	SETBACK (FT)				
					FRONT	SIDE	REAR		
SINGLE FAMILY	9	2,400	50	25	5	5	5		
DUPLEX	6	2,400	60	25	5	5	5	3' ADJACENT TO DUPLEX; 5' ADJACENT TO SINGLE FAMILY LOTS AND OPEN SPACE	
OPEN SPACE / COMMON AREA	N/A	NO MINIMUM	NO MINIMUM	NO MINIMUM	5	5	5		

*THE EXACT NUMBER OF SINGLE FAMILY AND DUPLEX UNITS MAY VARY SO LONG AS NO ONE HOUSING TYPE EXCEEDS 70 PERCENT OF ALL RESIDENTIAL UNITS IN THE COMMUNITY AS REGULATED BY 10-3-57.6(C).

TABLE B				
Quantity	Common Name Latin Name	Size	Remarks	
Trees	4 Red Maple <i>Acer rubrum "Autumn flame"</i>	2-1/2" Cal	B & B Mulch Individually, 3 Stakes	
	6 Common White Dogwood <i>Cornus florida "Rubra"</i>	1-3/4" Cal	B & B Mulch Individually, 3 Stakes	
Shrubs	15 Burning Bush <i>Euonymus alata "Compactus"</i>	24" - 36" Height	B & B or 2 - 3 Gal. Container	
	15 Butterfly Bush <i>Buddleja davidii</i>	18" - 24" Height	B & B or 2 - 3 Gal. Container	

The general amount of tree / shrubs, and locations are generally depicted on the Master Plan Layout. Exact locations will be determined at a later time frame of the development.



GENERAL SITE DATA
 PROPERTY OWNER'S ADDRESS: MERLE & THEDA BRUNK (TM 48 (D) 26 & 41)
 566 DALE ENTERPRISE ROAD
 DAYTON, VA 22821

DEVELOPER: JOHN HARDING & OTHERS (TM 48 (D) 25)
 204 KNOLLWOOD DRIVE
 CLEMSON, SC 29631

ENGINEER: SCOTT BENTON
 800 OSAGE LANE
 HARRISONBURG, VA 22802
 540.434.4045

TAX MAP #: 48 (D) 25, 26, & 41

EXISTING ZONING: R-3
 PROPOSED ZONING: R-7

LAND USE: EXISTING: VACANT / SINGLE FAMILY RESIDENTIAL
 PROPOSED: MIXED SINGLE FAMILY / DUPLEX RESIDENTIAL

TOTAL LOT ACREAGE: 2.00
 OPEN SPACE: 0.30 AC - 15.0%
 DENSITY: 7.5 LOTS PER ACRE

LAND DISTURBANCE AREA (SF):
 TOPOGRAPHIC / BOUNDARY SURVEY:

BENCHMARK: N.A.
 DATUM: WGS 84

FLOOD PLAIN INFORMATION: THIS PROPERTY IS NOT LOCATED IN 100 YEAR FLOOD PLAIN AS SHOWN ON ROCKINGHAM COUNTY VIRGINIA AND INCORPORATED AREAS FLOOD INSURANCE RATE MAP 7 DATED FEBRUARY 6, 2008

WATERSHED: BLACKS RUN (HUC PS22)
 ACCESS: PROPOSED COMMERCIAL ENTRANCE

Revision	Date	Requested By
1	12/30/13	Addressed Staff Comments
2	12/13/13	Addressed Staff Comments

PROJECT NUMBER: 13-2007-1
 DATE: 10.31.13
 SCALE: 1" = 20'
 DRAWN BY: SS
 CHECK BY: SS

P1.0
 of
 2

IV. Appendices

Appendix A

Elevations provided herein are to demonstrate the general intent of the unit types, however any house design may be permitted.



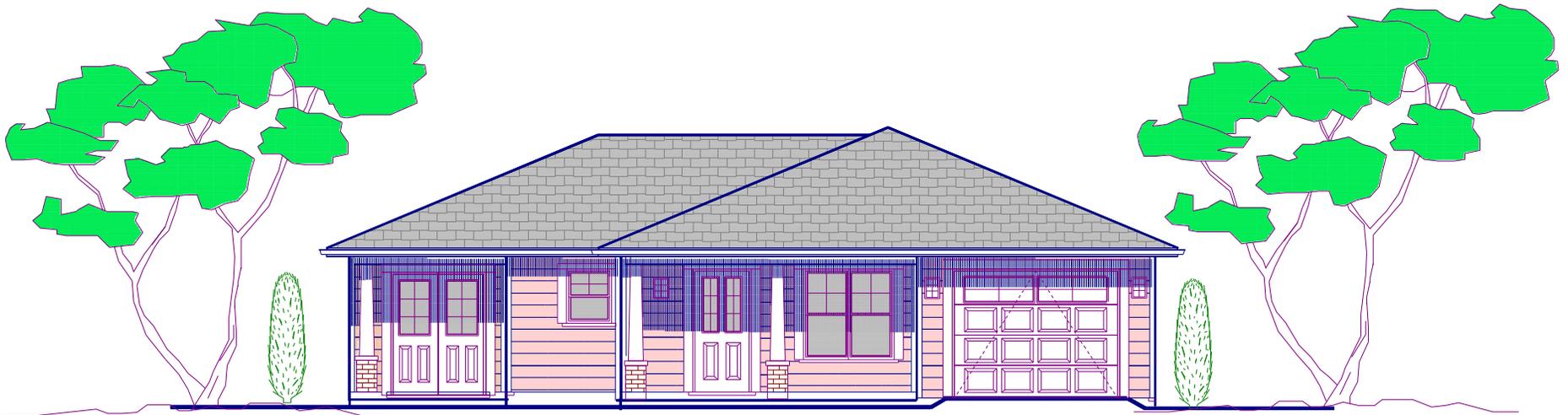
FRONT ELEVATION- DESIGN 'C'

THE MR. & MRS. SCOTT BENTON
CHICAGO AVE. DEVELOPMENT

ENGINEERING SOLUTIONS
1010 NORTH MAIN STREET
HARRISONBURG, VA.

P PATTERSON
CONSULTING, LLC
P.O. BOX 2007 HARRISONBURG, VA 22801

 SOTA DRAFTING
4200 WOODLAWN DRIVE
FARMINGTON, VA 22604
PHONE: (540) 833-1300



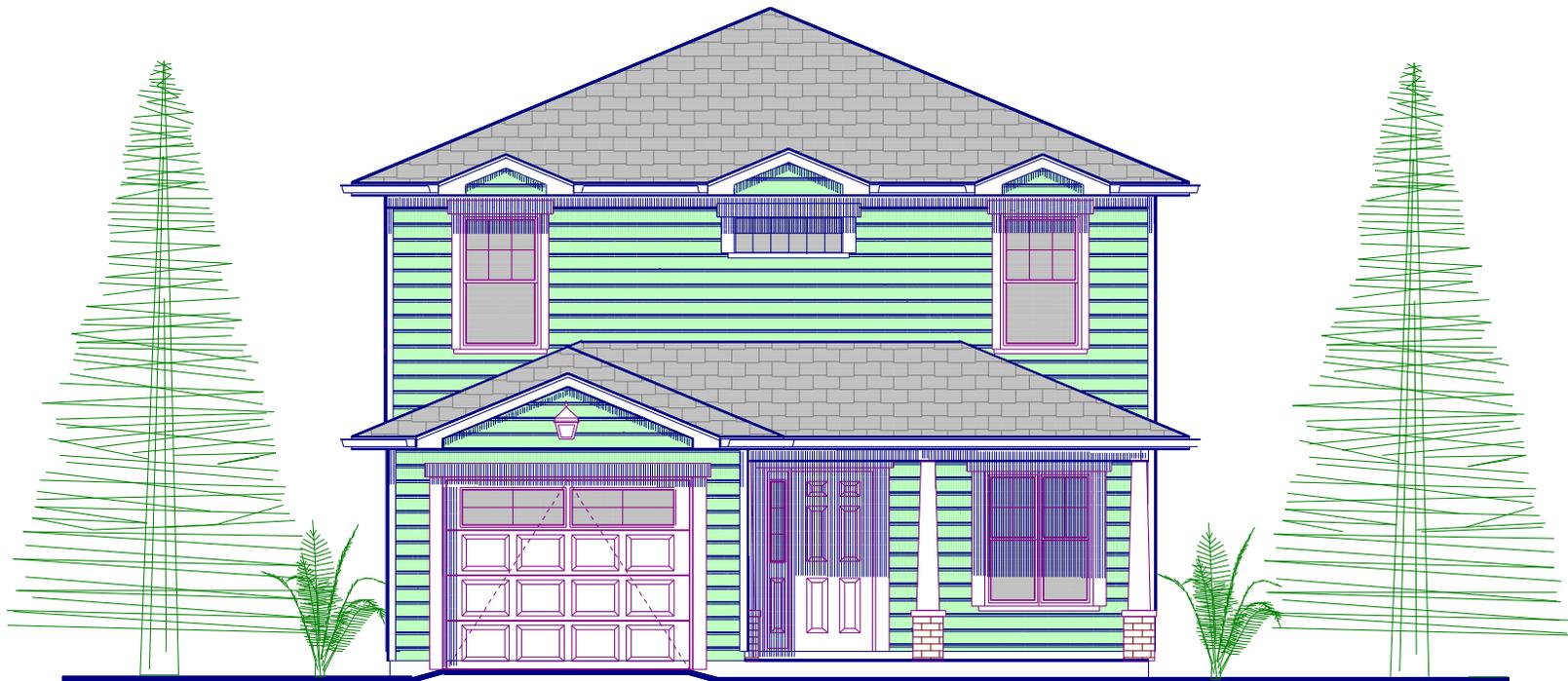
FRONT ELEVATION DESIGN-1

**THE MR. & MRS. SCOTT BENTON
CHICAGO AVE. DEVELOPMENT**

ENGINEERING SOLUTIONS
1010 NORTH MAIN STREET
FARMERSVILLE, VA

PATTERSON
CONSULTING, LLC
1000 W. MAIN STREET
FARMERSVILLE, VA

 **SOTA DRAFTING**
200 W. MAIN STREET
FARMERSVILLE, VA
22124-0001



FRONT ELEVATION

**THE MR. & MRS. SCOTT BENTON
CHICAGO AVE. DEVELOPMENT**

ENGINEERING SOLUTIONS
1010 N. MAIN STREET
HARRISONBURG, VA.

PATTERSON
CONSULTING, LLC
1701 BRIDLE PATH HARRISONBURG, VA 22801

 **SOTA DRAFTING**
2709 WILSON BLVD. #101
HARRISONBURG, VA 22801
TEL: (540) 778-2661

Appendix B

**DECLARATION OF
COVENANTS, CONDITIONS, AND RESTRICTIONS OF
THE VILLAGE AT CHICAGO PARK SUBDIVISION**

THIS DECLARATION, made on this _____ day of _____, 2014 by _____, a Virginia corporation (Grantor), hereinafter referred to as "Declarant," as the Owner and proprietor of certain Lots of land situate in City of Harrisonburg, Virginia, shown and designated on a plat entitled "The Village at Chicago Park", dated the _____ day of _____, 20____, and made by _____ ("Plat"), which Plat is to be recorded in the Clerk's Office of the Circuit Court of Rockingham, Virginia, immediately prior to the recordation of this instrument. All land shown and described on said Plat shall be referred to herein as the "Properties"; and

WITNESSETH:

WHEREAS, Declarant will convey the said Properties, subject to certain protective covenants, conditions, restrictions, reservations, liens, and charges as hereinafter set forth.

NOW, THEREFORE, Declarant hereby declares that all of the Properties described herein shall be held, sold, and conveyed subject to the following easements, restrictions, covenants, and conditions, all of which are for the purpose of enhancing and protecting the value, desirability, and attractiveness of the Properties and insuring a uniform mode of development. These easements, covenants, restrictions, and conditions shall run with the land constituting the Properties and shall be binding on all parties having or acquiring any rights, title, or interest in the described Properties or any part thereof, and shall inure to the benefit of each Owner thereof.

ARTICLE ONE
DEFINITIONS

Section 1.1. "Association" shall mean and refer to The Village at Chicago Park Property Owners' Association, its successors and assigns. The Association may or may not be incorporated or organized as a limited liability company.

Section 1.2. "Properties" or "Property" shall mean and refer to that certain real property hereinbefore described on the Plat, and such additions thereto as may hereafter be brought within the jurisdiction of the Association.

Section 1.3. "Lot" shall mean and refer to any plot of land shown upon any recorded subdivision map of the Properties with the exception of the Road and Common Areas.

Section 1.4. "Member" shall mean and refer to every person or entity that owns one (1) or more of the Lots.

Section 1.5. "Owner" shall mean and refer to the record Owner, whether one (1) or more persons or entities, of a fee simply title to any Lot which is a part of the Properties, including contract sellers, but excluding those having such interest merely as security for the performance of an obligation.

Section 1.6. "Family" shall mean two (2) or more persons all of whom are related to each other by blood, marriage, or adoption.

Section 1.7. "Common Area" shall mean that portion of the Properties not contained within a public Street, Lot, or Lots, which Common Area shall be controlled and managed by the Declarant or the Association for the benefit of the Owners.

Section 1.8. "Roads" or "Streets" shall mean "Saturday Drive" as shown on the Plat, which shall be constructed to City Of Harrisonburg private street standards and maintained by the Property Owners' Association.

ARTICLE TWO COMPOSITION OF ARCHITECTURAL CONTROL COMMITTEE

Section 2.1. Composition of Architectural Control Committee. The Architectural Control Committee is composed of the _____, a Virginia corporation. A majority of the Committee may designate a representative or representatives to act for it. Upon the completion of the subdivision, the Architectural Control Committee, consisting of at least three (3) in number, shall be elected by the record title Owners of all Lots in said subdivision, each Lot having one (1) vote in such election. Such election may be called by anyone (1) Lot Owner in such subdivision by giving thirty (30) days written notice to all other Owners at the address then listed with the Treasurer of the governmental subdivision having real estate tax jurisdiction over said subdivision.

Section 2.2. Authority of Architectural Control Committee. No building, fence, wall, or other structure shall be commenced, erected, or maintained upon the Properties, nor shall any exterior addition to or change, including paint and trim, roofing, or alteration therein be made until the plans and specifications showing the nature, kind, shape, height, materials, color of paint, color of roofing, and location of the same shall have been submitted to and approved in writing as to harmony of external design and location in relation to surrounding structures and topography by the Architectural Control Committee. In the event said Board, or its designated committee, fails to approve or disapprove such design and: location within thirty (30) days after said plans and specifications have been submitted to it, approval will not be required and this Article will be deemed to have been fully complied with. Said compliance shall be limited to the scope and character of the improvements or alterations contained in the plans and specifications submitted to the Committee.

Section 2.3. Fences. All fencing, subject to the decision of the Architectural Control Committee, shall be white vinyl fencing of equal or better quality than Dutchway fencing. Fence height shall not exceed 8'.

Section 2.4. Driveways. All driveways shall be of equal quality and appearance to that installed by the Developer, unless otherwise approved by the Architectural Control Committee.

ARTICLE THREE MEMBERSHIP AND VOTING RIGHTS

Section 3.1. Every person or entity who is a record Owner of a fee or undivided fee interest in any Lot that is subject by covenants of record to assessment by the Association, including contract sellers, shall be a member of the Association. The foregoing is not intended to include persons or entities who hold an interest merely as security for the performance of an obligation. No Lot Owner shall have more than one (1) membership. Membership shall be appurtenant to and may not be separated from ownership of any Lot that is subject to assessment by the Association. Ownership of such Lot shall be the sole qualification for membership.

Section 3.2. The Association shall have two (2) classes of voting membership:

3.2.1. Class A. Class A members shall be all those Owners as defined in Article One with the exception of the Declarant. Class A members shall be entitled to one (1) vote for each Lot in which they hold the interest required for membership by Article Three. When more than one (1) person holds such interest in any Lot, all such persons shall be members. The vote for such Lot shall be exercised as they among themselves determine, but in no event shall more than one (1) vote be cast with respect to any Lot. Owners shall not be entitled to vote until their Lot is subject to assessment.

3.2.2. Class B. The Class B member shall be the Declarant. The Class B member shall be entitled to fifteen (15) votes for each Lot in which it holds the interest required for membership by Article Three, provided that the Class B membership shall cease and be converted to Class A membership when the total votes outstanding in the Class A membership equal or exceed the total votes outstanding in the Class B membership.

Section 3.3. Association's Board of Directors. The business of the Property Owners' Association shall be managed by its Board of Directors. The initial number of directors shall be three (3). Developer shall appoint said initial directors, who are not required to be Lot Owners, until such time as eighty percent (80%) of the Lots are independently owned. At that time, the directors shall be elected annually by and from the membership with voting privileges as set forth in Article Three, Section 3.2.

Section 3.3. Association's Authority. The Association shall, have the authority and responsibilities as set forth herein.

Section 3.4. Association Organizational Documents. The Declarant shall prepare and adopt the initial organizational documents and entity form for the Association that shall be binding upon the Owners unless amended or abrogated according to their terms.

ARTICLE FOUR COVENANTS FOR MAINTENANCE ASSESSMENTS

Section 4.1. Creation of the Lien and Personal Obligation of Assessments. The Declarant, for each Lot owned within the Properties. hereby covenants, and each Owner of any Lot by acceptance of a deed therefore, whether or not it shall be so expressed in any such deed or other conveyance, is deemed to covenant and agree to pay to the Association; (i) annual assessments or charges, and (ii) special assessments for capital improvements, such assessments to be fixed, established, and collected from time-to-time as hereinafter provided. The annual and special assessments, together with such interest thereon and costs of collection thereof, as hereinafter provided shall be a charge on the land and shall be a

continuing lien upon the property against which each such assessment is made. Each such assessment, together with such interest, costs, and reasonable attorney's fees shall also be the personal obligation of the person who was the Owner of such property at the time when the assessment fell due. The personal obligation shall not pass to his successors in title unless expressly assumed by them, but shall remain a lien upon the Lot or Lots against which the assessments are made.

Section 4.2. Purpose of Assessments. The assessments levied by the Association shall be used exclusively for the purpose of promoting the recreation, health, safety, and welfare of the residents in the Properties and in particular for the improvement and maintenance of the Properties, services, and facilities devoted to this purpose and relating to the use and enjoyment of the homes situated upon the Properties. The assessments levied by the Association shall also be used to cover the expenses related to the ownership, maintenance, and use of the Common Areas.

Section 4.3. Basis of Annual Assessments. The initial annual assessment shall be set at NINE HUNDRED AND NO/100 DOLLARS (\$900.00) per Lot, and shall commence upon the conveyance of a Lot from the Declarant and shall be prorated for the remainder of the assessment year from the time of such conveyance. Thereafter, upon a unanimous vote of the Board of Directors the annual assessment may be increased to an amount in excess of NINE HUNDRED AND NO/100 DOLLARS (\$900.00) per Lot in order to meet current and future maintenance costs and operational responsibilities.

Section 4.4. Special Assessments for Capital Improvements. In addition to the annual assessments authorized above, the Board of Directors shall have the authority as provided by Section 55-514 of the Code of Virginia, as amended, to levy in any assessment year a special assessment applicable to that year only, if the purpose in so doing is found by the Board to be in the best interests of the Association. A special assessment must have the assent of two-thirds (2/3) of the votes of each class of members who are voting in person or by proxy at a meeting duly called for this purpose, written notice of which shall be sent to all members in accordance with the Association's bylaws. Pursuant to Section 55-514 of the Code of Virginia, as amended, a special assessment may be rescinded or reduced upon a majority of votes of each class of members who are voting in person or by proxy at a meeting duly called for this purpose, written notice of which shall be sent to all members in accordance with the Association's bylaws; provided that such meeting to rescind or reduce the special assessment is held within sixty (60) days of notice of the meeting.

Section 4.5. Declarant Exempt from Assessment. Declarant shall not be assessed on any Lots owned by it.

Section 4.6. Uniform Rate of Assessment. Both annual and special assessments must be fixed at a uniform rate for all Lots and may be collected on an annual basis. Special assessments shall not be made more than once per year and shall not exceed one hundred fifty percent (150%) the amount of the annual assessments.

Section 4.7. Date of Commencement of Annual Assessment; Due Dates. The annual assessments provided for herein shall commence as to each Lot upon the conveyance of the Lot from the Declarant. The first annual assessment shall be prorated according to the number of months remaining in the calendar year. The Board of Directors shall fix the amount of the annual assessment against each Lot at least thirty (30) days in advance of each annual assessment period. Written notice of the annual assessment shall be sent to every Owner subject thereto. The Association shall upon demand at any time furnish a certificate in

writing signed by an officer of the Association setting forth, whether the assessments on a specified Lot have been paid. A reasonable charge may be made by the Board of Directors for the issuance of these certificates. Such certificate shall be conclusive evidence of payment of any assessment therein stated to have been paid.

Section 4.8. Effect of Nonpayment of Assessment; Remedies of the Association. Any assessments that are not paid when due shall be delinquent. If the assessment is not paid within thirty (30) days after the due date, the assessment shall bear interest from the date of delinquency at the current legal rate, and the Association may bring an action at law against the Owner personally obligated to pay the same, or may perfect the lien against the property, pursuant to Section 55-516 of the Virginia Code. Interest, costs, and reasonable attorney's fees of any such action shall also be added to the amount of such assessment. No Owner may waive or otherwise escape liability for the assessments provided for herein by abandonment of his Lot.

Section 4.9. Subordination of the Lien to Deeds of Trust. Pursuant to Section 55-516 of the Code of Virginia, as amended, the lien of the assessments provided for herein shall be subordinate to (i) real estate tax liens on the Lot, (ii) liens and encumbrances recorded prior to the recordation of the Declaration, and (iii) sums unpaid on and owing under any mortgage or deed of trust recorded prior to the perfection of said lien; provided, however, that mechanics' and materialmen's liens shall not be affected by this Section 4.9. Sale or transfer of any Lot shall not affect the assessment lien. However, the sale or transfer of any Lot, which is subject to any deed of trust, pursuant to a deed of foreclosure thereof, shall extinguish the lien of such assessments as to payments thereof that became due prior to such sale or transfer. No sale or transfer shall relieve such Lot from liability for any assessment thereafter becoming due or for the lien thereof.

Section 4.10. Exempt Property. The following property subject to this Declaration shall be exempt from the assessments created herein: (i) all Properties dedicated to and accepted by a local public authority, (ii) all Properties owned by a charitable or nonprofit organization exempt from taxation by the laws of the State of Virginia and (iii) all common area owned by The Village at Chicago Park Property Owners' Association. However, no land or Improvements devoted to dwelling use shall be exempt from said assessments.

ARTICLE FIVE PARTY WALLS

Section 5.1. General Rules of Law to Apply. Each wall which is built as a part of the original construction of the duplex homes upon the Properties and placed on the dividing line between the Lots shall constitute a party wall, and, to the extent not inconsistent with the provisions of this Article, the general rules of law regarding party walls and liability for property damage due to negligence or willful acts or omissions shall apply thereto.

Section 5.2. Sharing of Repair and Maintenance. The cost of reasonable repair and maintenance of a party wall shall be shared by the Owners who make use of the wall in proportion to such use.

Section 5.3. Destruction by Fire or Other Casualty. If a party wall is destroyed or damaged by fire or other casualty, and Owner who has used the wall may restore it, and if the other Owners thereafter make use of the wall, they shall contribute to the cost of restoration thereof in proportion to such use without prejudice,

however, to the right of any such Owners to call for a larger contribution from the others under any rule of law regarding liability for negligent or willful acts or omissions.

Section 5.4. Weatherproofing. Notwithstanding any other provision of this Article, an Owner who by his negligent or willful act causes the party wall to be exposed to the elements shall bear the whole cost of furnishing the necessary protection against such elements.

Section 5.5. Right to Contribution Runs with the Land. The right of any Owner to contributions from any other Owner under this Article shall be appurtenant to the land and shall pass to such Owner's successors in title.

Section 5.6. Arbitration. In the event of any dispute arising concerning a party wall, or under the provisions of this Article, each party shall choose one (1) arbitrator, the Association shall choose a third arbitrator, and the decision shall be by a majority of all the arbitrators, and shall be binding upon all parties.

ARTICLE SIX EXTERIOR MAINTENANCE

The Association shall exercise its authority and fulfill its responsibilities as set forth herein. To this end, it shall have the power to levy assessments as herein contained and in accordance with the organizational documents of The Village at Chicago Park Property Owners Association.

In the event an Owner of any Lot shall fail to maintain the premises and the improvements situated thereon in a manner satisfactory to the Board of Directors of The Village at Chicago Park Property Owners Association, after approval by two-thirds (2/3) decision of the Board of Directors, the Association shall have the right, through its agents and employees, to enter upon said parcel and repair, maintain, and restore the Lot and the exterior of the buildings and any other improvements erected thereon. The cost of such exterior maintenance shall be added to and become part of the annual assessment to which such Lot is subject, and the expense of such exterior maintenance shall become a lien upon the subject property. It is a condition of these Covenants that The Village at Chicago Park Property Owners Association is and shall be, deemed general contractor for the purpose of qualifying to file a mechanic's lien, and every Lot Owner so in default, by the acceptance of his/her deed, and those claiming under him/her, hereby agrees to pay such expense, and grants permission to The Village at Chicago Park Property Owners' Association, to enter upon such Lot and make such exterior maintenance without being guilty of trespass, and said Association, its agents and employees, shall not be liable in damages to any Lot Owner except for willful and tortuous acts committed beyond the scope hereof. Any assessments under this paragraph and the preceding paragraph hereof, shall constitute liens and shall be subject to the provisions of Section 55-516 of the Code of Virginia, as amended.

ARTICLE SEVEN USE RESTRICTIONS

1. No Lot shall be used, except for residential purposes, or for builders' construction sheds and sales and administrative offices during the construction and sales period, and not more than one (1) principal building shall be permitted on any residential Lot shown on said plat, and no such Lot shall be resubdivided. The Declarant shall not be subject to the restriction on resubdivision set forth herein.

2. No utility, boat, house camper, etc., recreational vehicle, trailer, bus, commercial equipment, disabled or unlicensed vehicle or material portion thereof, or commercial vehicle larger than three-fourths (3/4) ton, may be parked on any street or parking area, or Lot within said land area, unless, in the case of commercial equipment, it shall be temporarily within such subdivision for the purpose of performing work therein.

3. No noxious or offensive use of activity shall be carried on upon any Lot or parking area, nor shall any practice be engaged in by the Owners of the Lots, their tenants, agents, guests, or assigns, that shall become an annoyance or a nuisance to the neighborhood.

4. No exterior clothesline or hanging device shall be allowed upon any Lot, and no antenna shall project above the surface of the roof.

5. All units shall have an "estate premium mailbox and post" or of equal quality as approved by the Architectural Control Committee. All mailboxes shall be black in color, with initial mailboxes to be installed by Declarant.

6. No sign of any kind shall be displayed on any Lot, except one (1) sign of not more than five (5) square feet advertising the property for sale or rent, except signs used by the developer and its agents to advertise the property during the construction and sales period.

7. No animals, livestock, or poultry of any kind shall be raised, bred, or kept on any Lot, except that dogs, cats, or other usual household pets may be kept, provided that they are not kept, bred, or maintained for commercial or charitable purposes, or in unusual numbers. All household animals kept on a Lot must be housed indoors. All domestic animals shall be kept on a leash while on the Roads or Common Areas on the Properties. Owners and their guests shall be responsible for collection and proper disposal of animal waste on the Property, including the Streets and Common Areas therein.

8. No trash, garbage, or other refuse shall be burned upon any Lot except within the interior of the residence, except that the builder or developer may burn debris for the purpose of cleaning the land or preparing any dwelling for occupancy.

9. A satellite dish, not in excess of twenty-four (24") inches in diameter, may be installed upon the Lots provided that said satellite dish does not extend beyond the roof-line of the dwelling to which it is attached, and must not be visible from the street. The installation and screening of any satellite dish is subject to the approval of the Architectural Control Committee.

10. No hedge shall be planted or permitted to grow over three and one-half (3 1/2') feet high along the front or side property lines, nor shall any growth be permitted by any Owner or tenant to extend beyond his property line. Rear lot line is unaffected by #11; no height restrictions at rear lot line.

11. All improvements to Lots shall be completed within twelve (12) months of the commencement of construction thereof.

12. The Association shall be responsible for snow removal from the Street shown on the plat recorded herewith, abutting sidewalks, and Lot Owners' sidewalks and driveway. Snow removal from patios, porches, and decks shall be the responsibility of the Lot Owner.

13. The Association shall be responsible for cutting of all grass, weed removal, mulching, plant, and shrub maintenance and replacement for all Lots, City Right-of-Way, and Common Area portions of the Property.

14. The Association shall be responsible for the removal of Lot Owner's trash. The Lot Owner shall place his/her trash in the designated area in the subdivision for removal by the Association.

15. The Association shall maintain and fund via the regular Annual Assessments street lighting on the Property. Declarant will install the initial street lighting.

16. The use of the Common Areas is exclusively reserved to the Owners and their guests and subject to regulation and control by the Association. The Association may adopt rules and regulations from time-to-time governing the use rights of the Owners in the Common Areas and improvements placed thereon. The Declarant will install the initial Common Area structures and improvements, and the community entrance area sign, fencing, and landscaping, which Common Area improvements and structures shall subsequently be maintained by the Association.

17. The Association shall be responsible for maintaining all private storm drainage systems and stormwater best management practice (BMP) facilities.

18. Every violation of the covenants contained herein is hereby declared to be and constitutes a nuisance, and every remedy allowed by law or equity against a nuisance, either public or private, shall be applicable thereto, and such remedies shall be deemed cumulative and not exclusive.

19. Inasmuch as the enforcement of the provisions hereof is deemed essential for the implementation and preservation of the general plan of development, and for the protection of the undersigned and all of the Owners and inhabitants of said subdivision, it is hereby declared that any violation of the provision hereof shall constitute irreparable harm not adequately compensable by recovery of damages, and any person, firm, or corporation shall be entitled, in addition to all other remedies, to relief by way of injunction for enforcement of the provisions hereof.

20. The cost and expenses incidental to the abatement of any violation hereof, and the removal and correction of any offending structure or condition shall be paid by the Owners of the offending property, and the amount thereof until paid shall constitute a lien upon such offending property, in favor of Association, inferior only to such liens as prescribed in Section 55-516 of the Code of Virginia, as amended.

ARTICLE EIGHT EASEMENTS

Section 8.1. Utility Easements. Easements for installation and maintenance of utilities, walkways, driveways, drainage facilities, sanitary sewer, water line, street lights, and community entrance sign and fencing and access to all Lots are reserved as shown or described on the Plat and designated thereon respectively as Drainage, Utility, Sewer, Detention, and Water Easements. Easements for utilities and maintenance of utilities are reserved over the Lots in The Village at Chicago Park development as necessary for the benefit of said Lots, said locations to be designated by Declarant. Within these easements, no structure, planting, or other material shall be placed or permitted to remain which may

obstruct or interfere with the installation and maintenance of said utilities or which may obstruct or interfere with the installation and maintenance of said utilities or access to Lots. The easement area within each Lot shall be maintained constantly by the Owner of said Lot, except those easements for which a public authority, utility company, or municipality is responsible.

Section 8.2. Sight Distance Easement. No fences, shrubbery, structures, fill material, or other facilities shall be placed within the bounds of said easement, unless sufficiently detailed plans for such fences, shrubbery, structures, or other facilities are first approved by the Association. The Association shall have the right to trim, maintain, and/or remove any and all plantings or other facilities deemed by it to be an obstruction within the easement; provided, however, that the Association at its own expense shall restore as nearly as possible, to their original condition, all land or premises which are disturbed in any manner by the removal of obstructions, and maintenance of said sight distance easement, Such restoration shall include the reseeding or resodding of lawns or pasture areas within and outside the easements, and the replacement of structures and other facilities located outside the easement, but shall not include the replacement of fences, shrubbery, structures, trees, and other facilities located within the easement. This easement shall be perpetual and shall run with the land. This easement shall be binding upon the Owner, its successors and/or assigns, and shall inure to the benefit of the Association / utility, its successors and assigns. These easements are reserved as shown or described on the Plat.

Section 8.3. Landscaping Easement. An Easement for landscaping is reserved across all Lots and Common Areas as shown on the plat recorded herewith. Within this easement, Declarant shall plant the original landscaping. Within this easement, no structure, planting, or other material shall be placed by an Owner or permitted, by an Owner, to remain, which may obstruct or interfere with the planting and maintenance of said vegetation. Provided, however, that the Declarant or the Association may do additional landscaping within this Easement. The Association shall, after the initial planting is complete, be responsible for the care, pruning, and replacement of this vegetation, as it is needed. Therefore, the Association, its agents and assigns, may enter on the Lots over which this easement lies for the purposes aforesaid. The Owner shall not prune, replace, or harm this vegetation. This easement shall be perpetual and shall run with the land. These easements are reserved as shown or described on the Plat.

Section 8.4. Easements of the Association. There is hereby reserved to the Association such easements as are necessary to perform the duties and obligations of the Association, including such access easements as are necessary for ingress, egress, and maintenance of the Common Areas, Storm Pipes, Stormwater Management / Best Management Practice (BMP) Facilities, and Landscaping Easements.

Section 8.5. Pipes, Ducts, Cables, Wires, Conduits. Each Owner shall have an easement in common with the Owners of all other Lots to use pipes, wires, ducts, cables, conduits, telephone, and public utility - lines. The Association, its agents, and such telephone, electric, and other utility companies as may be appropriate, but no other person or entity without the consent of the Owner, shall have the right of access to each Lot to inspect the same, to remove violations there from, and to maintain, repair, or replace same. These easements are reserved as shown or described on the Plat.

Section 8.6. Priority of Easements. Each of the easements hereinabove referred to shall be deemed to be established upon the recordation of this Declaration and shall run with the land for the use and benefit of the Lots superior to all other encumbrances which may hereafter be applied against or in favor of the Properties or any portion hereof.

Section 8.7. Declarant's Easements to Correct Drainage. For a period of five {5} years from the date of submission of each Lot to this Declaration, the Declarant reserves an easement and right on, over, and under the ground within each Lot to maintain and to correct drainage of surface water in order to maintain reasonable standards of health, safety, and appearance. Such right expressly includes the right to cut any trees, bushes, or shrubbery, to perform any grading of the land, or to take any other similar action reasonably necessary, following which the Declarant shall restore the affected property to its original condition as nearly as is practicable. The Declarant shall give reasonable notice of intent to take such action to all affected Owners, unless in the opinion of the Declarant an emergency exists which precludes such notice.

Section 8.8. Construction Easements and Rights. Notwithstanding any provision of this Declaration or of any Supplementary Declaration, so long as the Declarant or Builders are engaged in developing or improving any portion of the Properties, the Declarant and Builders and their employees, agents, and assigns shall have an easement of ingress, egress, and use over any portion of the Properties not conveyed as a Lot to an Owner for occupancy for (i) movement and storage of building materials and equipment, (ii) erection and maintenance of directional and promotional signs, and (iii) conduct of sales activities, including maintenance of model Units. Such easement shall be subject to such rules as may be established by Declarant to maintain reasonable standards of safety, cleanliness, and general appearance of Properties.

Section 8.9. Easement to Inspect. There is hereby created an easement in favor of the Association for ingress and egress on any Lot (i) to inspect such property for alleged violations of the Governing Documents, based on formal, written complaints, and/or compliance with architectural standards and/or approved plans for alterations and improvements and (ii) to perform such maintenance as is required by this Declaration or the Supplementary Declaration for such Lot, provided the Owner of such Lot is given written notice of the purpose and time of inspection at least three (3) days in advance thereof and such inspection is performed during reasonable hours.

Section 8.10. Easement for Governmental Personnel. A right of entry on any Lot or Common Area is hereby granted to law enforcement officers and fire and rescue personnel as is needed to carry out their duties, including enforcement of cleared emergency vehicle access.

Section 8.11. Common area access or Use Easements. There is created a joint easement appertaining to all Lots for ingress, egress, and use of the Common Area created and described herein. Said easement of use and enjoyment of the Common Area by Owners shall be subject to the rights granted to the Association hereunder to control and manage maintenance use of the Common Areas. These joint easement rights granted hereunder also include the right to ingress and egress to the Common Areas as shown on the Plat.

ARTICLE NINE GENERAL PROVISIONS

Section 9.1. Enforcement. The Association, or any Owner, shall have the right to enforce, by any proceeding at law or in equity, all restrictions, conditions, covenants, reservations, liens, and charges now or hereafter-imposed by the provisions of this Declaration. Failure by the Association or any Owner to enforce any covenant or restriction herein contained shall in no event be deemed a waiver of the right to do so thereafter.

Section 9.2. Severability. Invalidation of any one (1) of these covenants or restrictions by judgment or court order shall in no wise affect any other provisions which shall remain in full force and effect.

Section 9.3. Amendment. The covenants and restrictions of this Declaration shall run with and bind the land, and shall inure to the benefit of and be enforceable by the Association, or the Owner of any Lot subject to the Declaration, their respective legal representatives, heirs, successors, and assigns, for a term of twenty (20) years from the date this Declaration is recorded, after which time said covenants shall be automatically extended for successive periods of ten (10) years. The covenants and restrictions of this Declaration may be amended during the first twenty (20) year period by an instrument signed by not less than ninety percent (90%) of the Lot Owners, and thereafter by an instrument signed by not less than seventy-five percent (75%) of the Lot Owners. Any amendment must be properly recorded.

A Virginia Corporation

By: _____

COMMONWEALTH OF VIRGINIA,
City of Harrisonburg, to-wit:

The foregoing instrument was acknowledged before me this ____ day of _____, by _____, a Virginia corporation, on behalf of said Corporation.

My Commission expires: _____

Notary Public

Downtown Streetscape Plan

for

Harrisonburg, VA

Revised

December, 2013



ACKNOWLEDGMENTS

The Downtown Streetscape Plan was prepared by City staff with the support of the Downtown Streetscape Plan Committee, the Harrisonburg Downtown Renaissance (HDR) Landscape Committee, McCormick Taylor, Inc., John Sease of Sease & Associates, P.C., and the citizens of Harrisonburg.

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TABLE OF CONTENTS

Acknowledgments	2
I. Introduction	4
Background.....	4
Goals.....	9
Challenges	9
Planning Process.....	11
Study Area	12
II. Transportation	14
Street Network	14
Parking.....	19
Truck Routing.....	20
Public Transportation	22
Cross Sections.....	24
Downtown Gateways	28
Streetscape Elements	34
III. Services & Utilities.....	35
Solid Waste Management	35
Utilities	37
Green Infrastructure Opportunities	37
IV. Land Use & Community Development.....	40
V. Implementation Strategies	46
VI. Appendices.....	48
Appendix A: Street Specific Recommendations	48
Appendix B: Streetscape Standards.....	59
Appendix C: Landscaping.....	70
Appendix D: Shared Use Paths and Pedestrian Paths	72
Appendix E: Historical Context	87

I. INTRODUCTION

BACKGROUND

This Downtown Streetscape Plan builds upon the work already performed on the Harrisonburg Downtown Streetscape Plan (“Streetscape Plan”) developed by Frazier Associates in 2003-2004 and adopted in 2005 by City Council. That Streetscape Plan was developed to provide a coherent vision to help guide city decision making in hardscape material choices, conceptual designs and landscaping materials. The previous downtown streetscape work undertaken in the 1970s was outdated and in need of significant repair by the early 2000s. Since 2005, the City has implemented many features of the Streetscape Plan, including streetscape work on the east side of South Main Street between Bruce Street and Elizabeth Street; sidewalk enhancements on West Bruce Street between South Main Street and South Liberty Street; West Market Street from High Street to Liberty Street; and East Water Street from South Main Street to South Federal Street. The City has also placed utilities underground along the Water Street corridor between Mason and Liberty Streets.

Increasing investment interest in the downtown area is evidenced by a number of major development projects since 2007, including: the renovation of the Wetsel Seed Building on Noll Drive, which was converted into a restaurant and residential housing known as “City Exchange”; new construction known as “Urban Exchange” on East Market Street just east of its intersection with Mason Street; the restoration of a former sewing factory to residential units along West Rock Street known as “Sancar Flats at West Rock”; the renovation of the Wetsel Seed Building on North Liberty Street now housing the “Wetsel Complex” as offices, retail storefronts, and a restaurant; the expansion of Rosetta Stone with the restoration of the Wetsel Seed Warehouse and the Old Creamery Building once occupied by the Harrisonburg Police Department; and the construction of a mixed use residential and commercial complex along North Mason Street called the “Colonnades at Rocktown”. The City also undertook the implementation of a citywide “wayfinding” sign program to assist visitors as they seek destinations in downtown among other landmark destinations.



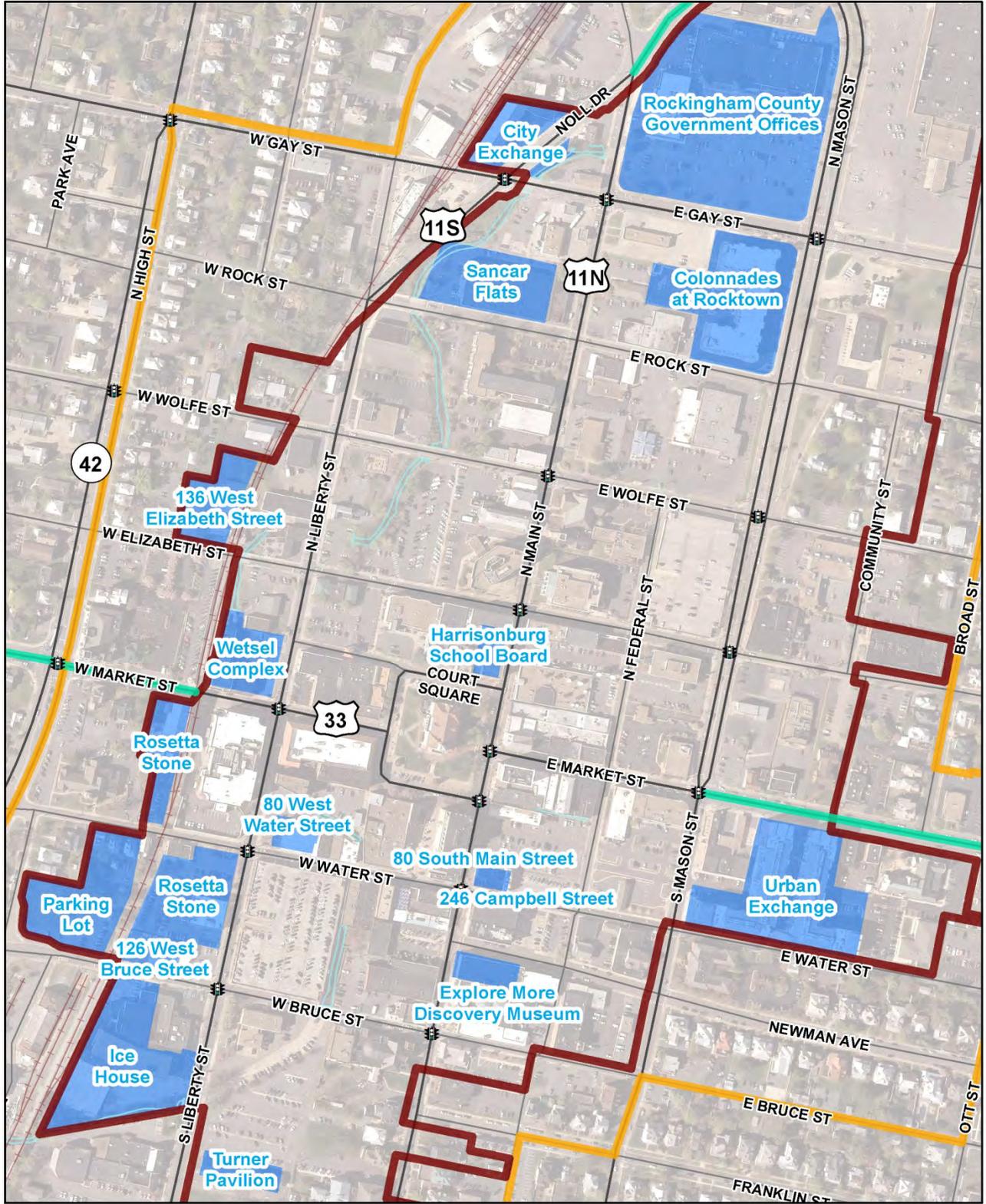
“Wayfinding” sign on Main Street

The noteworthy redevelopment of downtown and the emergence of new plans signify an important reality; a comprehensive plan is needed to communicate the collective vision for the historic and cultural center of the Harrisonburg-Rockingham community. Implementation of the plan requires that scarce public resources be spent wisely. This plan expands the work performed in the 2005 Streetscape Plan and supersedes it. This plan communicates a clear and concise vision for the Central Business District and the immediate surrounding areas, listed here as the “Transition Area”.

With the expansion of development opportunities in the Central Business District, it is expected that the redevelopment and revitalization of the Transition Area will unfold in a matter of years.

Additionally, several historic structures have been demolished in Harrisonburg's Historic Districts since 2005. Harrisonburg differs from many other Virginia communities that have fostered substantial preservation and revitalization programs, which often focused on retaining historic structures. While the City does have established historic districts, it is one of the few in Virginia that does not have any design standards accompanying the designation. In that respect, revitalization has taken a different approach for this community. This plan does not attempt to establish physical design standards for private structures, though the exploration of this option is a strategy (15.1.2) in the City's 2011 Comprehensive Plan.

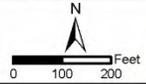
Without a comprehensive downtown streetscape plan that coordinates public and private efforts, public interest may be underserved. Without planning and forethought given to future needs, growth will be stymied instead of nurtured. At the same time, it should be recognized that this is a plan, and one which will require revision and realignment from time to time, as economic realities, private investment and public sentiment changes.



Study Areas
 Core
 Transition Area
 Gateway

Major Development Projects (2007-2013)

Downtown Streetscape Plan



There are multiple planning documents that serve to govern different aspects of public infrastructure in and surrounding the immediate Central Business District. Some of these plans are conceptual in nature and have not been officially adopted by City Council as “plans” that could govern public infrastructure investment and private development partnership. Some of the requirements and recommendations in these plans refer to the City-at-large and do not address the specific needs and conditions in downtown.

- Harrisonburg Downtown Streetscape Plan, 2005 – Created by the Downtown Revitalization and Streetscape Advisory Committee with guidance from Frazier Associates, this document puts forth a phased improvement plan for the downtown area. Improvements to features such as sidewalks, street lighting, and benches are outlined along with strategies for parking, pedestrian safety, and wayfinding. The plan also establishes sub-districts within downtown based on varied defining characteristics. The 2005 plan was adopted by City Council and will be superseded by this new plan.
- Comprehensive Plan – This document presents the vision of the kind of community the City would like to be and lists the goals that need to be reached to achieve it. The downtown area is referred to throughout the Comprehensive Plan (Chapter 8, Historic Resources; Chapter 11, Transportation; Chapter 13, Economic Development & Tourism; and Chapter 14, Revitalization). The Master Transportation Plan is a component of the Comprehensive Plan and establishes the city’s long-range transportation policies and street improvement projects. The Master Transportation Plan includes the Street Improvement Plan, the Bicycle & Pedestrian Plan, and the Transit Development Plan. This plan has been adopted by City Council and is reviewed every 5 years.
- Bicycle & Pedestrian Plan – This document details existing policies and facilities for bicycle and pedestrian traffic in Harrisonburg and puts forth priority infrastructure improvement projects and the means by which they are to be achieved. This plan has been adopted by City Council and is updated every 5 years.
- City of Harrisonburg Transit Development Plan – A short-range plan that outlines the services that the Harrisonburg Department of Public Transportation intends to implement. The plan estimates what resources will be needed and what funding opportunities are likely to be available to achieve these goals. This plan has been adopted by City Council and is updated every 6 years.
- Capital Improvement Plan – A product of planning work completed by city departments, this document lays out infrastructure improvement projects for which departments wish to have funds allocated during the next 5 years. This plan is reviewed and adopted by City Council each year.
- A Parking Plan for Downtown Harrisonburg – Completed in 2009 as the successor of many downtown parking plans, this document identifies downtown parking needs, opportunities for new parking infrastructure, and financing opportunities for them. This plan has not been officially adopted by City Council.
- Parking Study by JMU Master of Public Administration Team – This study is planned for presentation to City Council in late 2013 and provides downtown parking recommendations based upon detailed user survey data. This study has not been adopted by City Council.

- Urban Values & Vision for Downtown Harrisonburg by Eugene Stoltzfus Architects – Architect Eugene Stoltzfus’ presentation and supplemental book portray a vision for the downtown area by suggesting ways to improve existing facilities and develop in a manner that will ultimately make downtown a more attractive and pedestrian friendly location. This document was commissioned by the Economic Development Committee of Harrisonburg Downtown Renaissance and has not been officially adopted by City Council.

There are three regulatory documents that govern development and infrastructure in the City-at-large and are relative to efforts set forth in this plan:

- Design & Construction Standards Manual (DCSM) – This manual defines guidelines and standards for public facilities constructed in the city and has been adopted by City Council.
- Zoning Code – The City’s zoning code defines the B-1 Central Business District, which is generally identified as the downtown area. This code has been adopted by City Council.
- Subdivision Ordinance – The City’s subdivision ordinance enforces provisions for the development of streets within and contiguous to any subdivision to ensure that the goals of the Comprehensive Plan and other applicable city plans are met. This ordinance has been adopted by City Council.

There are several issues regarding the downtown that are not addressed by existing plans, creating difficulties for city government. Such issues include:

- how to integrate regular and routine maintenance projects to accommodate a collective vision compatible with the many viewpoints in the downtown area;
- implementation of the hardscape components of the city’s Streetscape Plan and that components of it are being accomplished in a piecemeal fashion and may be moving ahead without full consideration of other utilities and infrastructure needs;
- how to communicate streetscape standards and plans to prospective developers desiring to locate within the B-1 zoning classification;
- how to finance additional parking when it is determined by City Council to be needed and where to strategically place it in an easily accessible location adjacent to transportation facilities that can accommodate future traffic volumes;
- how to manage solid waste issues for downtown businesses that require refuse collection outside of the city’s current business model.

This plan aims to address these issues by synthesizing and expanding upon existing documents to develop a long-term, achievable plan for the downtown area. This includes providing a practical guide for public improvements on each downtown street and communicating these plans to the development community to share project costs amongst stakeholder groups.

This plan’s overall goal is straightforward: **To present an easily communicable, comprehensive vision for public spaces in Downtown Harrisonburg that can be utilized by public and private agencies to further develop and sustain a vibrant downtown.**

GOALS

1. Develop a comprehensive vision for the public right-of-way within the study area to define public and private expectation for project elements.
2. Provide a plan for safe and efficient pedestrian and bicycle accommodations.
3. Provide sufficient parking to support future downtown business, residential housing, and visitor needs.
4. Enhance public transportation facilities to accommodate citizens and visitors.
5. Develop a plan for public services in the downtown area that addresses the changing needs of businesses.
6. Plan for necessary improvements to public and private utility infrastructure.
7. Partner with property owners and community stakeholders to provide opportunities for development or redevelopment of public and private downtown properties.
8. Consider expanded recreational and green space opportunities in the downtown core.
9. Enhance the visual character of the downtown streetscape.

CHALLENGES

There are significant planning challenges that make Harrisonburg's downtown unique:

1. Downtown is bisected east to west by U.S. Route 33 (Market Street) and north to south by U.S. Route 11 (Main Street/Liberty Street/Noll Drive). As U.S. Route 11 serves as a secondary route to Interstate 81, frequent interstate traffic diversions push heavy traffic volumes through downtown.
2. Court Square acts as a quasi-traffic circle where tractor trailers and larger delivery vehicles have difficulty negotiating turns. Many other intersections create similar challenges for large vehicles due to their geometry.
3. Blacks Run traverses through downtown and, in many cases, has been "tunneled" underneath buildings, parking lots, and streets.
4. The Norfolk Southern Railway runs along the west side of downtown where most streets cross at-grade with the railroad tracks. The only grade separated crossing is a wooden bridge on West Water Street owned by Norfolk Southern, which has a weight restriction.
5. Predominantly, the area "North of Market Street" was redeveloped in the 1960s through urban renewal efforts, which resulted in the demolition of neighborhoods and historic structures. Many of these structures have been replaced with single story shopping centers with minimal landscaping. This building stock is aging and in need of renovation, restoration, or replacement.

6. Harrisonburg's downtown was developed with narrow streets and, consequently, narrow sidewalks. While there are sidewalks throughout downtown that provide connectivity, in many cases sidewalks are narrow and encumbered with light poles, traffic signal poles, street furniture, and private advertising.



Narrow sidewalks on West Elizabeth Street

7. Downtown is served by some of the oldest public utility infrastructure in the City. Providing adequate water and sewer capacity is essential for continued economic growth and to maintain Needed Fire Flow (NFF) requirements for existing and new structures.
8. Public trash collection is provided between Monday and Friday by the City of Harrisonburg. Many restaurant establishments require additional trash collection resources that the City currently does not provide. There are currently few refuse storage areas in downtown and trash often clutters sidewalks.
9. Concepts for shared use paths (a.k.a. greenways and biking & walking trails) exist both north and south of downtown. Bringing a dedicated shared use path through downtown to connect these projects poses a challenge due to urban density, narrow streets, and the need to acquire additional property and/or convert on-street parking.
10. There is a desire for outdoor seating at some restaurants downtown, which can be difficult to accommodate in many areas due to limited sidewalk space.

PLANNING PROCESS

This plan is overseen by the City of Harrisonburg Department of Public Works, Department of Planning & Community Development, Department of Economic Development, and the City Manager's Office. To establish a baseline format for a Downtown Streetscape Plan and understand challenges that may be involved in such an undertaking, Public Works staff researched the work completed in comparable localities. Through this process, it became apparent that localities with master plans for their downtown viewed the resulting document as an invaluable planning tool for achieving coordinated streetscape improvements, especially when care is taken to define a unified vision that is supported by the community-at-large.

Taking heed of these findings, the Downtown Streetscape Plan Advisory Committee was formed to represent the myriad stakeholders involved in this effort so that ideas can be vetted in a small group atmosphere during the various stages of the planning process.

This Committee had its first meeting in July 2010, wherein city staff gave an introduction to the Downtown Streetscape Plan concept, discussed the concept of a downtown merchant survey, and gathered input on how to redesign the West Bruce Street corridor between South Liberty Street and South Main Street when it was repaved in 2010.



West Bruce Street after 2010 improvements

To gather preliminary input from a broader stakeholder group, a survey of downtown businesses was conducted in September 2010 to gather suggestions and concerns related to public infrastructure. The results of the survey were used to formulate the scope of work for the plan. In January 2011, the Downtown Streetscape Plan Advisory Committee met again to discuss the survey results, share the scope of work, and to collaboratively perform a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis for each of the subsections of the plan's study area. Building upon this assessment by the Committee, staff prepared its own analysis for each of the

sections of the plan. Public Works then hosted a series of meetings in February 2011 to discuss the needs of individual city departments.

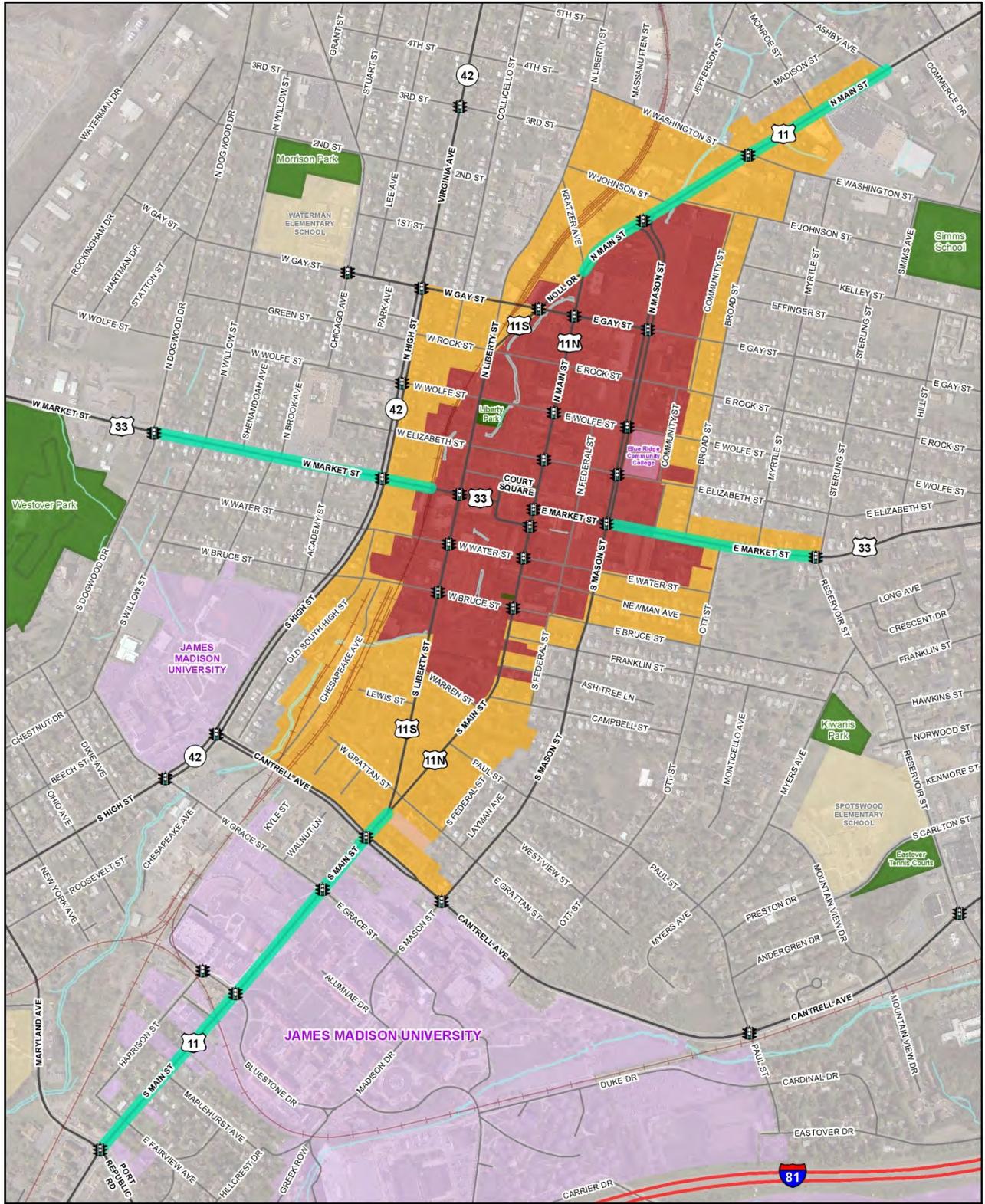
Using the information gathered from these meetings, city staff developed the draft Downtown Streetscape Plan. This draft was shared with the Advisory Committee for input, updated, and then brought before the community in a public input meeting, titled "Sharing the Vision for Downtown". Comments collected from this meeting were reviewed and integrated into the final draft of the plan where appropriate.

The final draft will be presented to the Harrisonburg Planning Commission to request their endorsement of the plan. When their endorsement has been received, staff will present the plan to City Council to request adoption. Similar to the Comprehensive Plan, it is intended that the Downtown Streetscape Plan be a guide rather than a regulatory document, though it should be referenced in the City Design & Construction Standards Manual (DCSM) for use in defining public infrastructure improvements to be completed along the frontage of developing properties in the study area. The Comprehensive Plan should also reference the Downtown Streetscape Plan to identify it as the City's official vision and guide for public facilities downtown.

STUDY AREA

The plan addresses three differentiated, but connected study areas:

- Downtown Core – Commonly referred to as the Central Business District, this area comprises all parcels with B-1 zoning, a mixed use zoning classification. The boundaries of this area will change over time as parcels within the Downtown Transition Area are rezoned to B-1.
- Downtown Transition Area –The area adjacent to the Downtown Core for which public infrastructure improvements are recommended. This area is generally defined by the future mixed use development parcels identified in the 2011 Comprehensive Plan's Land Use section, but also includes other areas adjacent to the Downtown Core where improvements are recommended by this plan.
- Downtown Gateways – This area includes the portions of major street corridors (U.S. Route 11 and U.S. Route 33) that provide access to the Downtown Core and are recommended for streetscape improvements.



- Study Areas**
- █ Gateway
 - █ Core
 - █ Transition Area

Study Area Boundaries
Downtown Streetscape Plan


 0 300 600 Feet


II. TRANSPORTATION

STREET NETWORK

The transportation network for the downtown and its immediate vicinity provides multi-modal and multi-purpose service for several divergent user groups, with typical users including area residents, downtown employees, college students, tourists, and commercial product companies. The widening breadth of dining, retail, and service establishments over the last decade has contributed to increasing occupancy levels and more complex travel patterns on downtown streets and sidewalks. Downtown streets need to have the capability of handling this expansion, while also fostering a pedestrian-scale atmosphere.

To meet the growing demand on downtown streets, creative planning and engineering must be used to maintain, if not improve, the level of service and safety of the public right-of-way. Due to space limitations and development density within the study area, this could involve the modification of prevailing travel patterns or the influencing of user perception to improve conditions. Multi-modal transportation improvements, including vehicle, pedestrian, bicycle, and public transportation enhancements may be needed to mitigate these challenges and create a welcoming environment for all travelers in the downtown area. This vision would align with the principles of the "complete streets" planning ideal to design streets to be operated by and enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

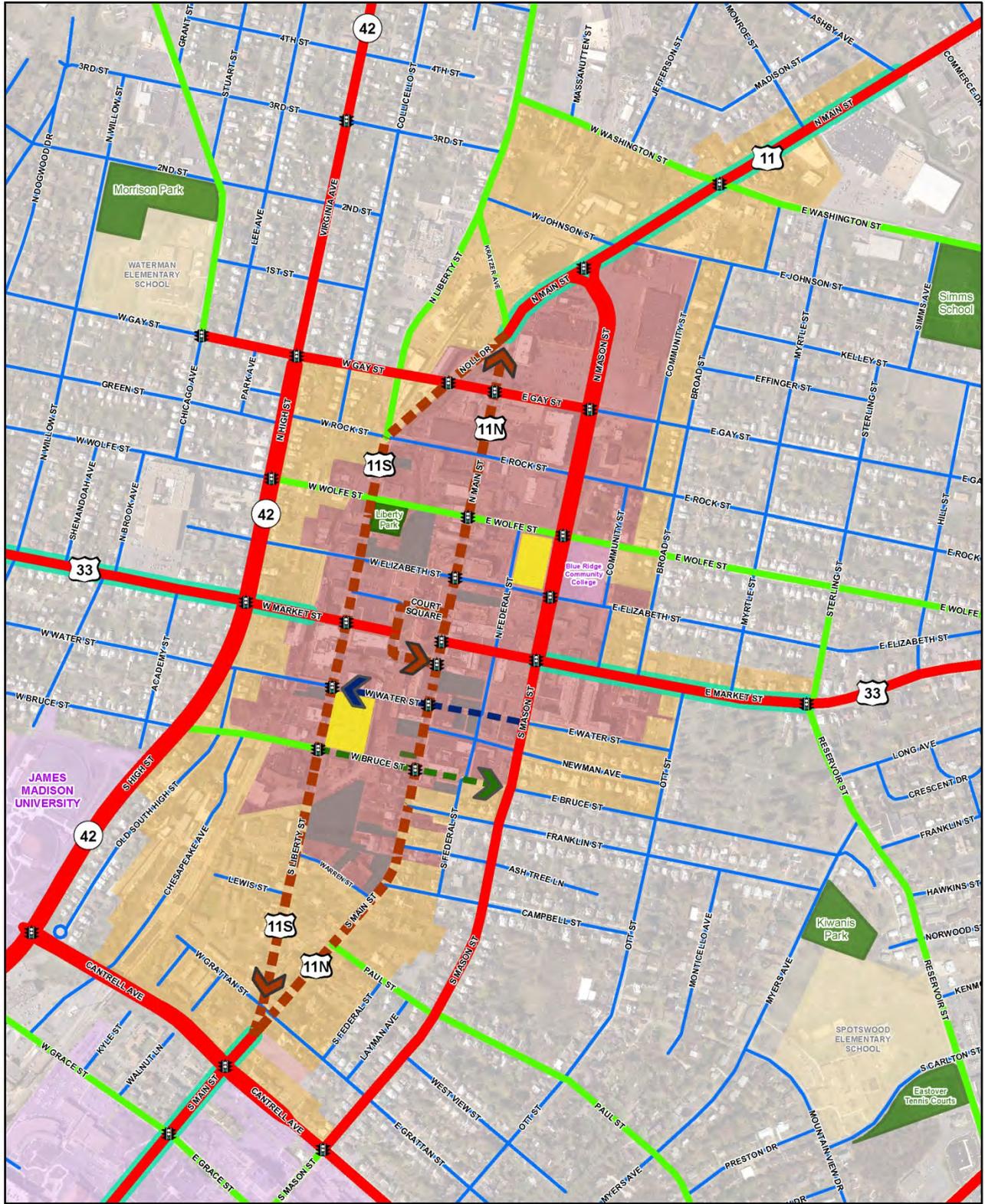
Most streets within the downtown area have sidewalks on both sides, but are limited in width. As pedestrian traffic increases, wider sidewalks are needed. The City's Bicycle & Pedestrian Plan recommends 10-15 feet wide sidewalks on routes with heavy pedestrian traffic. With streetscape improvement projects, there are opportunities on some streets to reduce vehicular lanes and widen sidewalks. This becomes especially important in areas where the effective width of the sidewalk is reduced by utility poles and street furniture. Many existing sidewalks are five feet wide, but fail to meet the four-foot minimum effective width called for by the Americans with Disabilities Act (ADA) guidelines due to utility poles in the middle of them.

Another key component in providing safe pedestrian travel is the provision of clear guidance for crossing signalized intersections. The Main Street & Court Square/Market Street intersection is the only location in the Downtown Core with pedestrian signals. Other intersections have marked crosswalks and it is the pedestrian's responsibility to cross with traffic, which becomes difficult on corners where visibility of the signal indication is obscured or signal heads are facing the opposite direction on one-way street sidewalks.

Recommendations related to the installation of new sidewalks, shared use paths, and signalized crosswalks are derived from the City's Comprehensive Plan and Bicycle & Pedestrian Plan. Priority locations recommended by this plan for sidewalk improvements, other pedestrian-related enhancements, and bicycle facilities can be found in the Pedestrian Facilities and Bicycle Facilities maps. Ideally sidewalks would be constructed on both sides of every street, but it is recognized that there are limitations in downtown Harrisonburg that will preclude this.

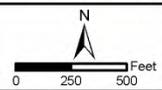
The number of bicyclists traveling on City streets has been steadily increasing in Harrisonburg. This has been most notable since 2005 when new bicycle facilities were constructed in the City, with growing interest in more active and healthy lifestyles, and interest in reducing environmental impacts by reduced dependence on cars. The inclusion of expanded bicycling facilities, both for travel and parking, is a key component of the Bicycle & Pedestrian Plan. The recommendations will

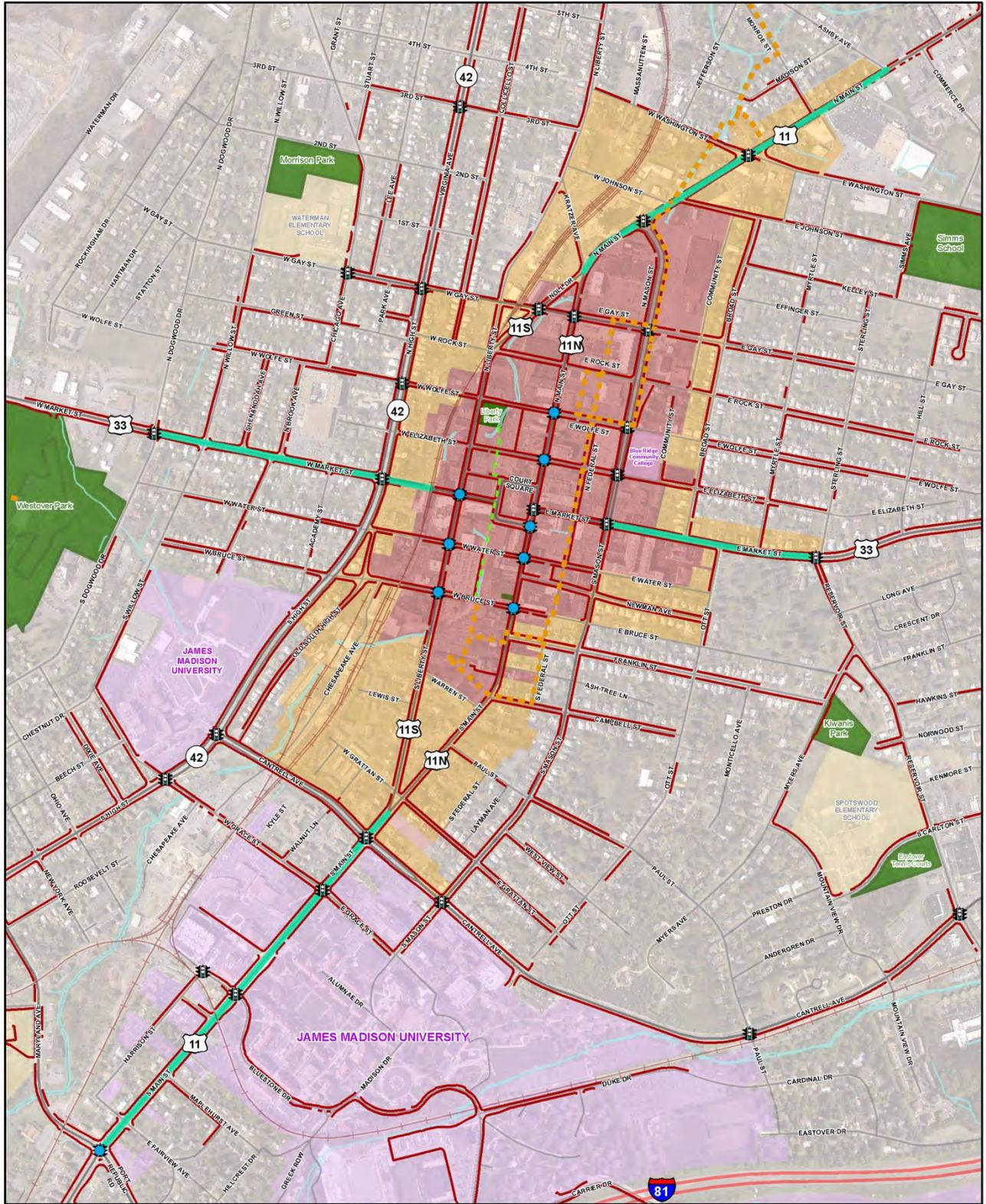
help guide bicycling-related recommendations downtown and are shown in the Bicycle Facilities Map.



Street Class & Directionality		Study Areas	Public Parking Areas
	2-way Arterial		
	1-way Arterial		
	2-way Collector		
	2-way Local		
	1-way Collector		
	1-way Local		
	Gateway		

**Transportation Overview
(Existing Conditions)
Downtown Streetscape Plan**

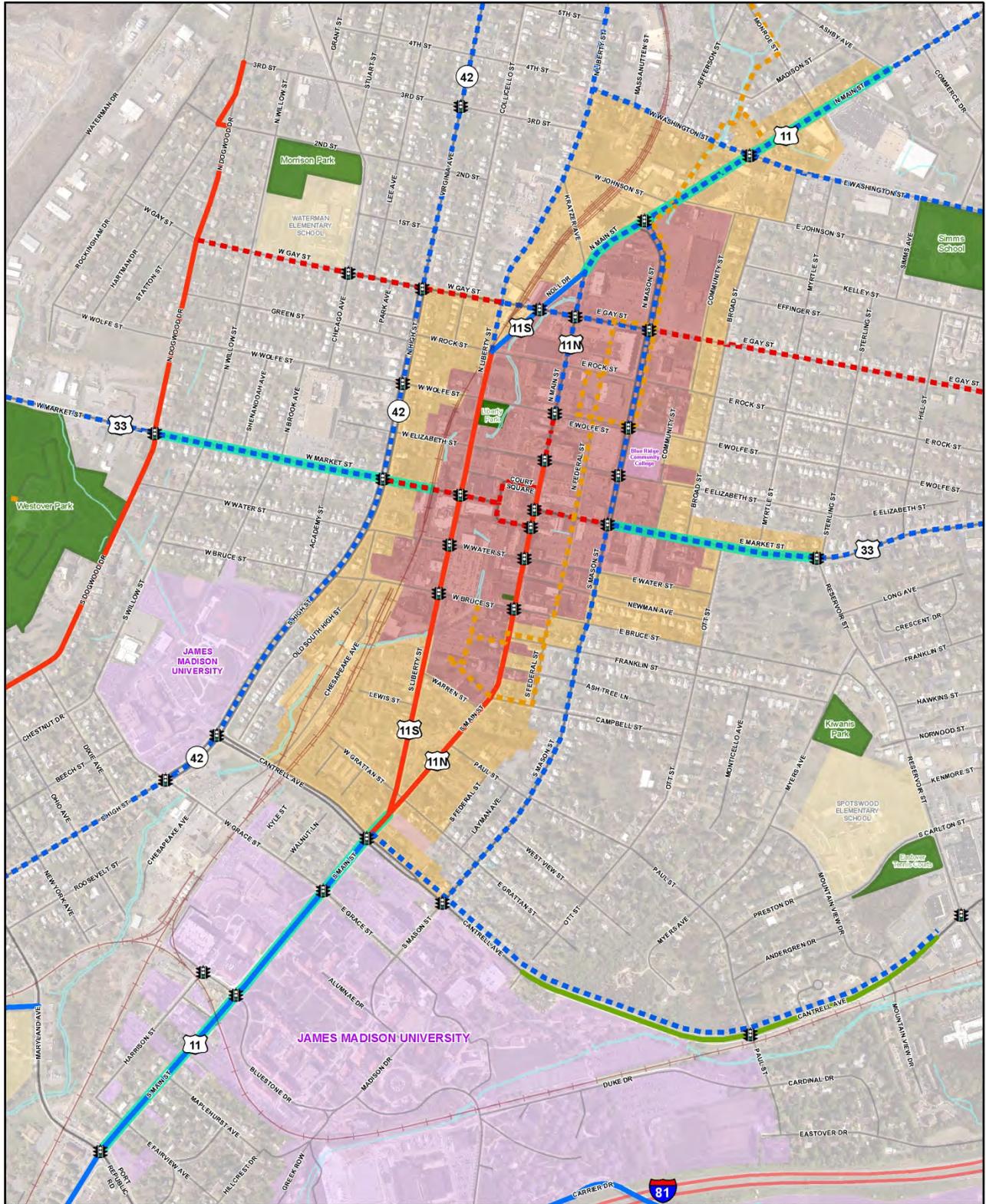




Pedestrian Priorities	Existing Pedestrian Facilities	Study Areas
● Signaled Crosswalks	— Sidewalk	■ Core
— Shared Use Path	— Shared Use Path	■ Transition Area
— Pedestrian Walkway		■ Gateway

Pedestrian Facilities Downtown Streetscape Plan





Bicycle Priorities	Existing Bicycle Facilities	Study Areas
Bicycle Lanes	Bicycle Lanes	Core
Shared Lane Markings	Shared Lane Markings	Transition Area
Shared Use Path	Shared Use Path	Gateway
Share the Road	Share the Road	

Bicycle Facilities Downtown Streetscape Plan



PARKING

Continued successful downtown revitalization efforts may lead to a need for expanded parking facilities. Since Harrisonburg is not an exceptionally urbanized community, residents and guests have an expectation that parking should be available within a very short distance of their destination. Since the majority of downtown businesses are currently concentrated between Bruce Street and Court Square, this high parking demand also overlaps with the area that is most heavily developed. Details as to the parking demand downtown can be found in the Parking Plan for Downtown Harrisonburg completed in December 2009 and in the parking study authored by a Master of Public Administration student team from JMU that is forthcoming. When creating or modifying parking facilities, designated bicycle rack areas also need to be provided.

As parking demand increases, it is recommended that:

- on-street parking be expanded where space exists or can be created through street redesign;
- city staff work with the development community to identify parking resources to accommodate both new development and redevelopment efforts;
- City staff explore and promote public-private partnership options at sites identified in the Parking Plan for Downtown Harrisonburg as appropriate for new parking decks;
- the Elizabeth Street parking deck be evaluated to determine if improvements to appearance and lighting, including the beautification of the walking route between East Elizabeth Street and Court Square, would increase usage during evenings and weekends;
- public surface lots include streetscape design features when improved or programmed for maintenance, including lighting, internal sidewalk/pedestrian access design, signage, and inclusion of tree plantings;
- existing parking lots be reconfigured where it allows for additional spaces; and that
- the City publicize and encourage greater utilization of parking lots on the fringe of the Downtown Core, including the Municipal Parking Lot. This can be accomplished, in part, with walkway and wayfinding improvements. While the Municipal Parking Lot is located close to the center of downtown, there is a perception that it is a much farther walk due to the nature of the existing surroundings.

The inclusion of residential and retail uses should be considered when constructing new parking facilities. To lessen the demand for vehicle parking, it is recommended that public and private property managers be encouraged to integrate transportation demand management principles into their facilities, including provisions for the use of public transit and for short and long term bicycle parking with amenities such as showers, lockers, and bicycle repair stations.

TRUCK ROUTING

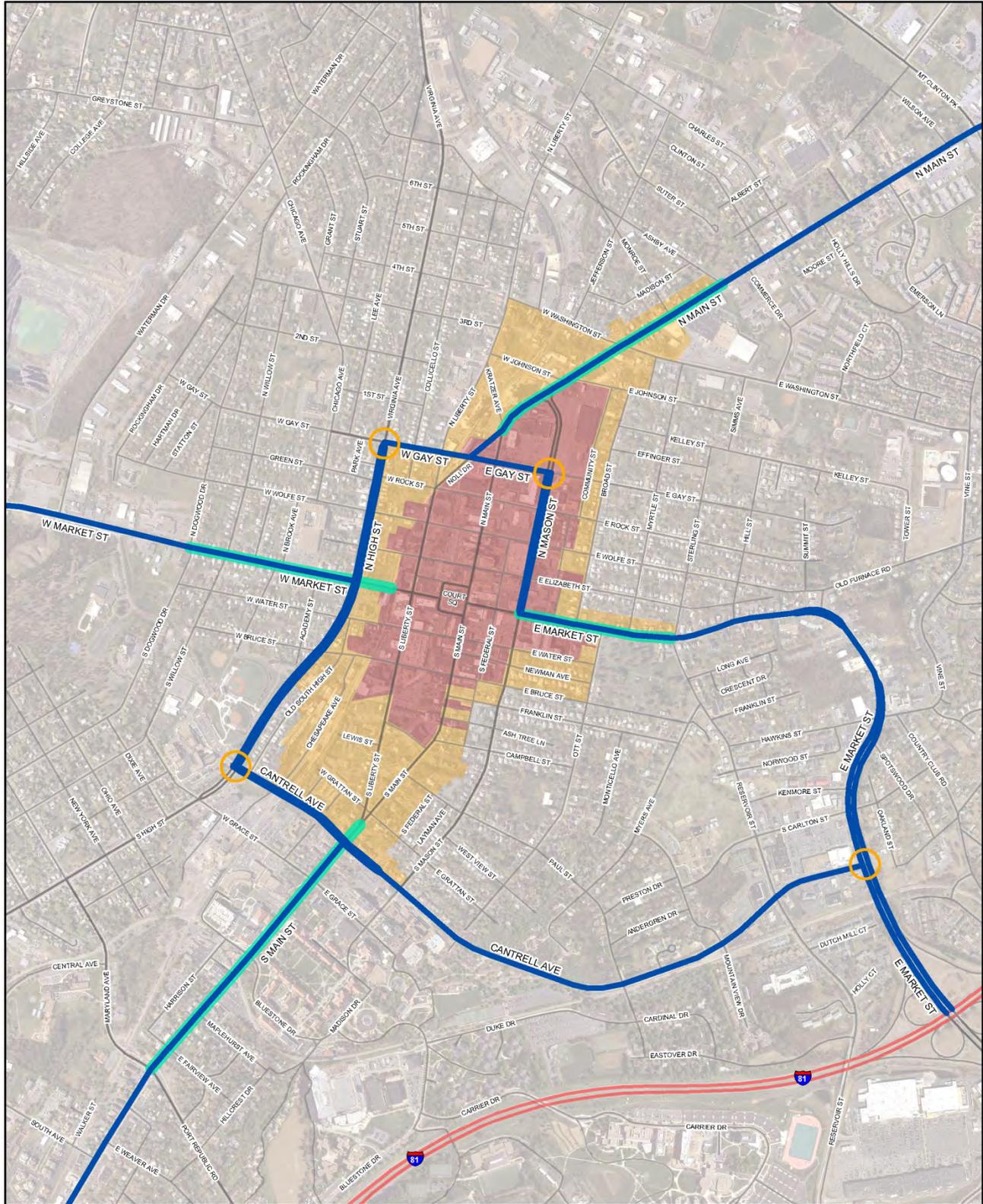
With downtown being situated at the junction of two of the City's major arterial routes, U.S. Route 11 and U.S. Route 33, there is an inherent clash between the desire for access by large vehicles and the ability of the narrow downtown streets to accommodate them. Besides U.S. Route 42, U.S. Route 11 is the only other major north to south route that serves the City and is the primary detour route for Interstate 81. Also a primary Interstate 81 detour route, Route 33 is the only east to west route that stretches entirely through the City. Common incidents routinely redirect interstate traffic through the City on these routes, causing heavy congestion and pushing a high volume of trucks into the narrow, pedestrian-heavy streets of downtown.

Of particular concern is the east to west routing of trucks during such incidents, as well as during routine deliveries and through trips across the City. For semi-trailers and other large trucks, traveling U.S. Route 33 around Court Square is a geometrically challenging path with tight turning radii and traffic signs often struck in the past by trucks.

To avoid repair costs for damaged street infrastructure, to improve traffic flow, and to foster a pedestrian-scale atmosphere in the Downtown Core, it is recommended that trucks be encouraged to use routes that bypass downtown. A review by city staff has identified a favorable route that would relegate trucks to those streets with the best geometric accommodations and least impact on traffic patterns and residences. This route is depicted in the Recommended Truck Routing map.

Though this truck routing may be considered more favorable than other alternatives, it is not without its limitations that must be overcome. It is thereby recommended that the following four intersection improvements be completed to support safe truck turning movements and curtail damage to street infrastructure:

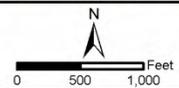
- **Cantrell Avenue and South High Street** – enhance the westbound right turn radius on Cantrell Avenue to northbound South High Street
- **North High Street and West Gay Street** – enhance the northbound right turn radius on North High Street to eastbound West Gay Street
- **East Market Street and Cantrell Avenue** – enhance the northbound right turn radius on Cantrell Avenue to eastbound East Market Street
- **North Mason Street and East Gay Street** – enhance the eastbound right turn on East Gay Street to southbound North Mason Street



- | | |
|--------------------------|--------------------|
| Recommendations | Study Areas |
| Truck Routing | Core |
| Intersection Improvement | Transition Area |
| | Gateway |

Recommended Truck Routing

Downtown Streetscape Plan



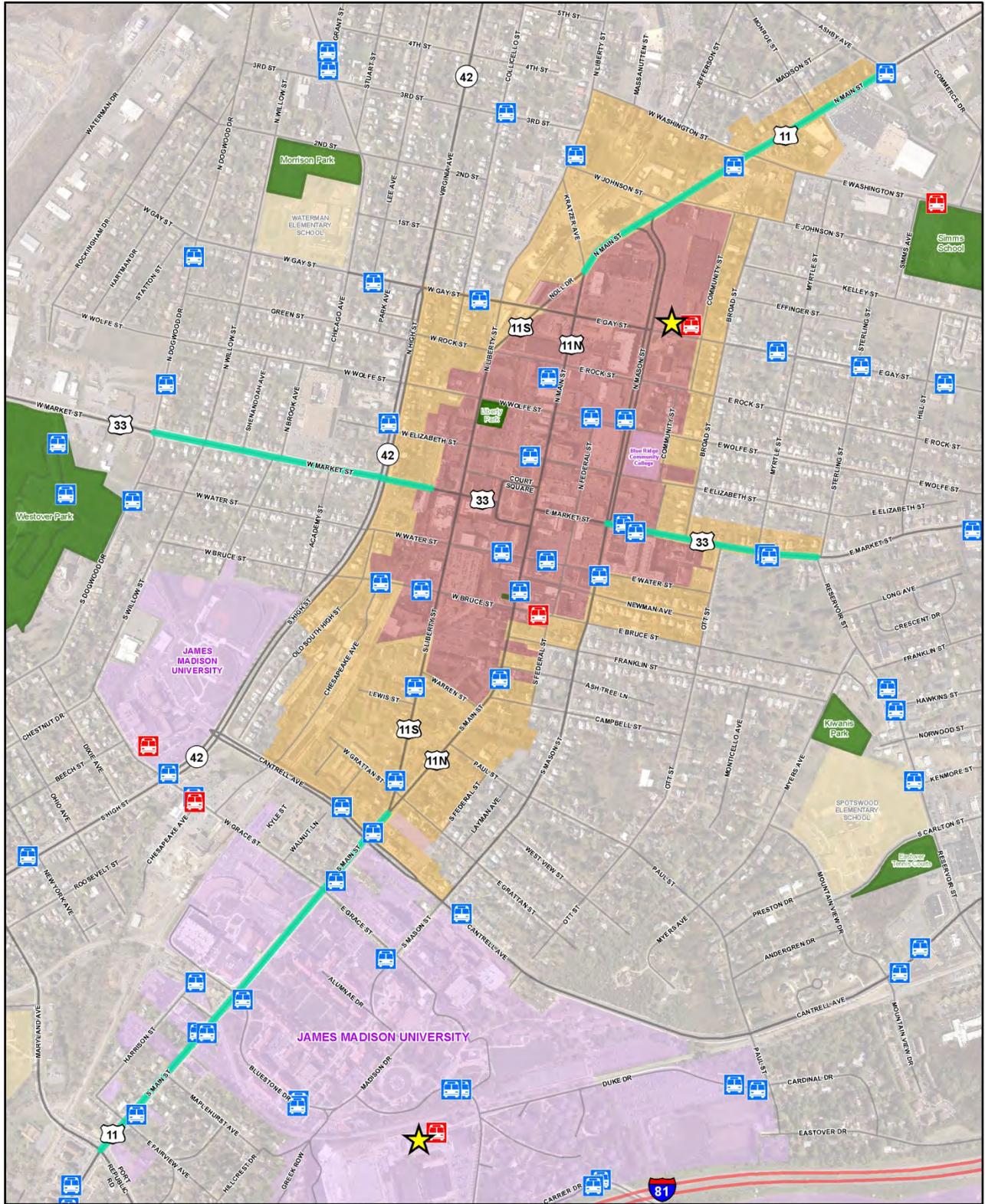
PUBLIC TRANSPORTATION

A reliable public transportation system is an important tool in the effort to reduce dependence upon personal vehicles. The Harrisonburg Department of Public Transportation offers bus services throughout the City, with the majority of its routes and ridership being focused in and around JMU. Four local transit routes service the downtown area, with on-demand paratransit also available. Historically, bus ridership downtown has been largely comprised of citizens living northeast of the Downtown Core in what is considered the Northeast Neighborhood. This area includes those living in the City's public housing managed by the Harrisonburg Redevelopment and Housing Authority (HRHA), many of whom rely upon buses as their primary means of transportation. The recent move of the downtown bus transfer station from East Bruce Street at the rear of the Hardesty-Higgins House into a large shopping center parking lot near the intersection of North Mason Street and East Gay Street has assisted in serving these users.

While it is beyond the scope of this plan to make judgments regarding the routing and ridership of the public transportation system, considerations as to how new downtown bus facilities can be made safer and be appropriately accommodated within the public right-of-way are highly relevant plan elements. The 2011 Transit Development Plan (TDP) is a six-year plan for transit services, resources, and funding opportunities that covers in depth the topics of bus ridership and routing.

It is necessary that public transportation accommodations be incorporated as a component of public and private development projects and that heavily used existing facilities be upgraded to ensure facilities properly serve the community and visitors alike. Bus stops that have been identified by the Department of Public Transportation as needing shelters installed in the near term include:

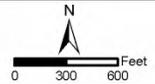
- Lineweaver Apartments on North Main Street near West Rock Street and
- Harrisonburg-Rockingham County Department of Social Services on North Mason Street near East Wolfe Street.



- Transit Facilities**
- Bus Stop
 - Bus Stop with Shelter
 - Transfer Station
- Study Areas**
- Core
 - Transition Area
 - Gateway

Transit Facilities

Downtown Streetscape Plan



CROSS SECTIONS

Maintaining, operating and planning to reconfigure streets in any downtown area presents many challenges. The core of Harrisonburg dates back to the late 1700's and is comprised of narrow streets and alleys, many of which were converted to accommodate one-way traffic in the last half of the 20th century. Providing a dependable, sustainable transportation network that is safe and accessible for all users is key to the economic vitality of downtown. Where possible, the City has worked to convert excessive pavement widths to accommodate new or wider sidewalks, but this effort often receives negative feedback from motorists and delivery drivers, and narrowing pavement is sometimes impossible on the narrowest of streets.

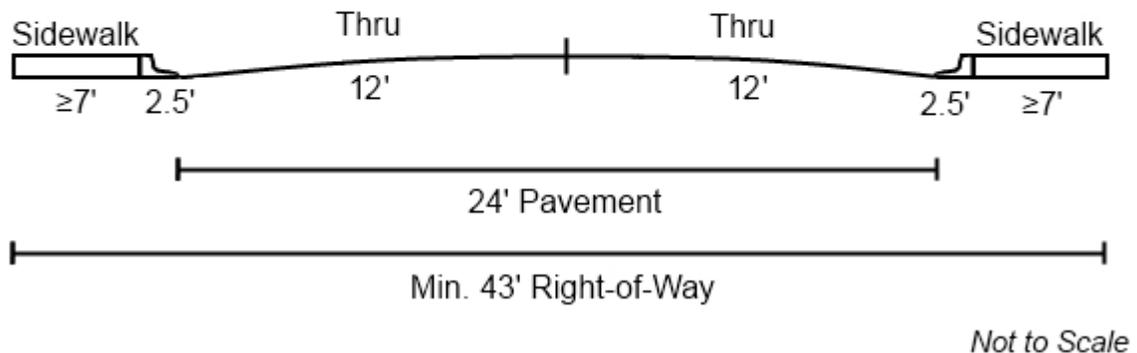
City staff has developed ideal cross-sections for various street types in the Downtown Core and Transition Area. While these are not achievable in all cases, they should be aspirational and serve as a guide when considering routine maintenance or new construction projects where lane configurations may be altered, such as street repaving.

While these cross-sections take into consideration multi-modal transportation needs, they do not show the sidewalk width needed to accommodate streetscape elements such as benches, trash cans, bike racks, street lighting, tree plantings, sandwich boards, etc. The more streetscape elements needed and desired, the wider the sidewalks will need to be to provide safe and comfortable passage for pedestrians.

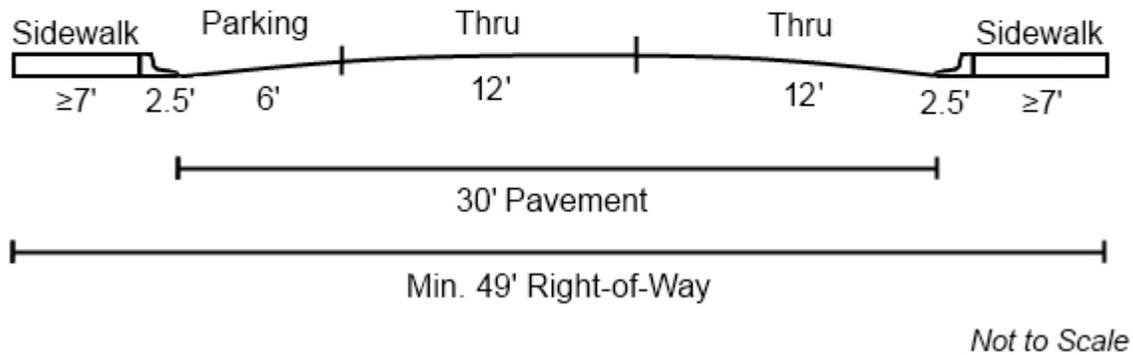
These ideal street cross-sections are to be applied based upon the existing street classification (arterial, collector, or local) and the street's directionality. These properties are depicted in the Transportation Overview map.

Typical cross sections for arterial streets in the downtown core:

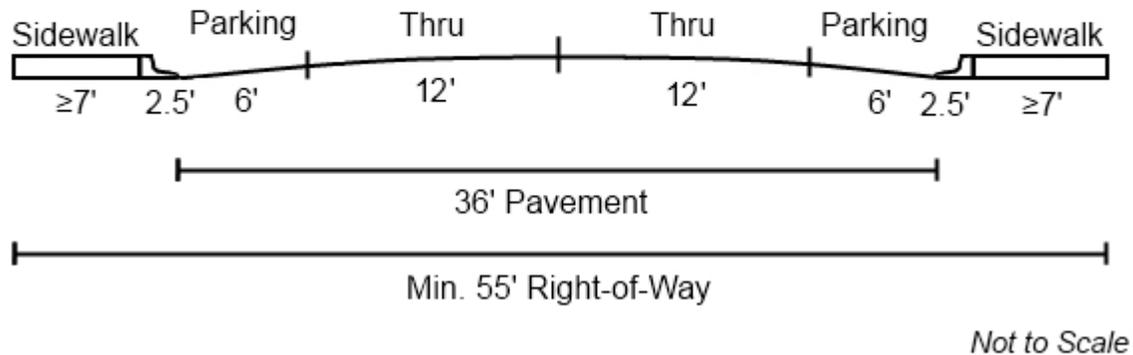
Typical Section: Arterial Street - 1-Way, 2-Lane



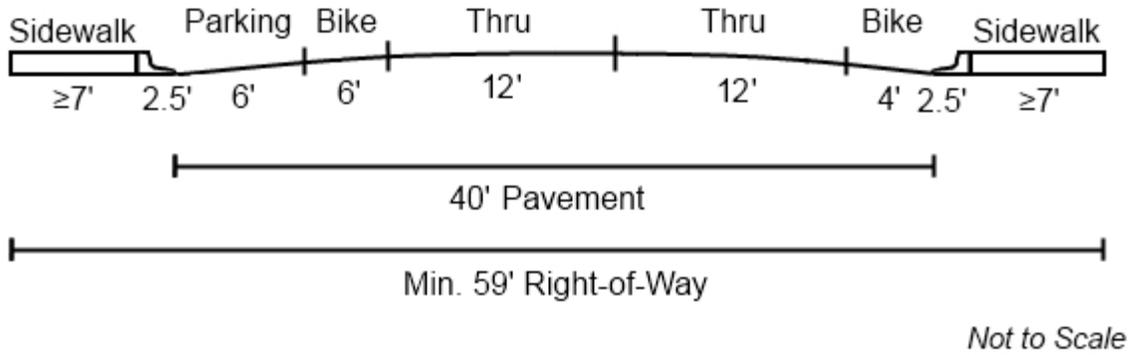
**Typical Section:
Arterial Street - 1-Way, 2-Lane with Parking**



**Typical Section:
Arterial Street - 1-Way, 2-Lane with Parking (Both Sides)**

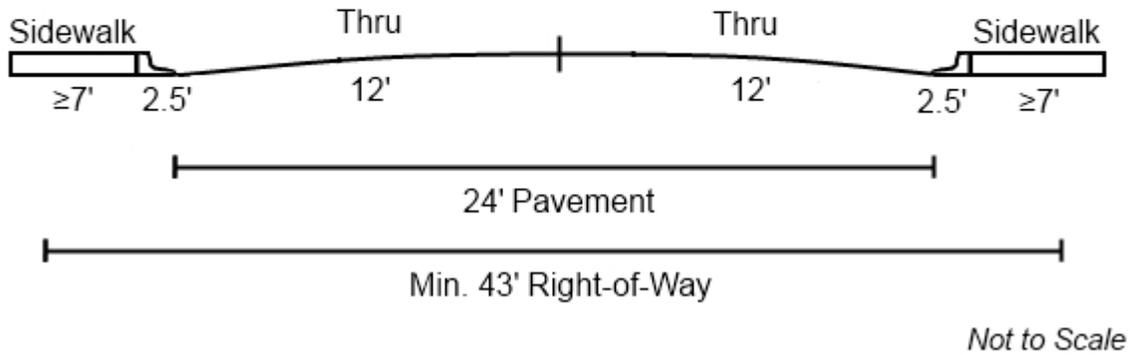


**Typical Section:
Arterial Street - 1-Way, 2-Lane, Parking, and Bike Lanes**

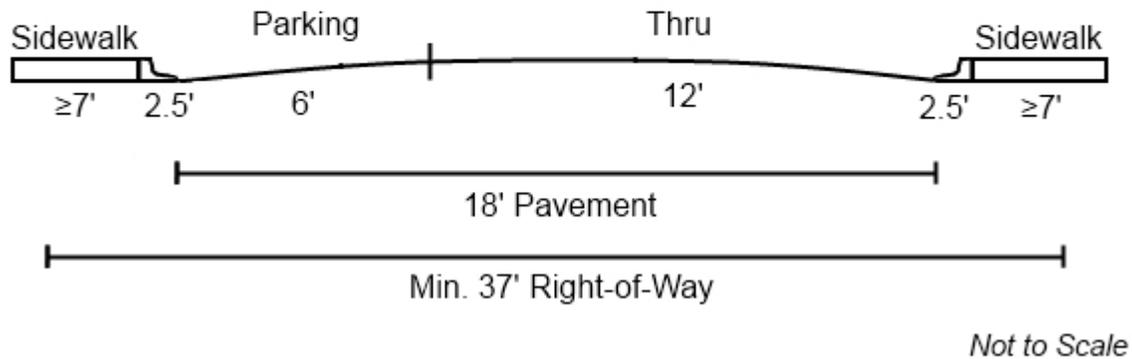


Typical cross sections for sub-arterial (local and collector) streets in the downtown core:

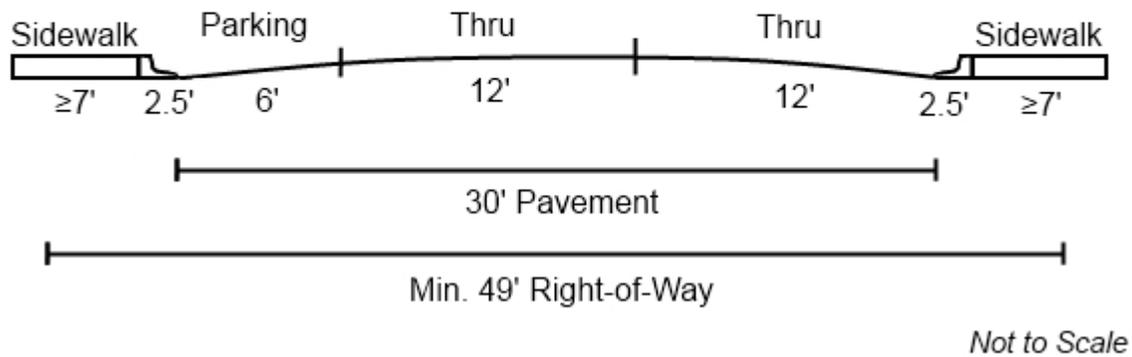
**Typical Section:
Local Street - 2-Way, 2-Lane**



**Typical Section:
Local Street - 1-Way, 1-Lane with Parking**



**Typical Section:
Local Street - 2-Way, 2-Lane with Parking**



DOWNTOWN GATEWAYS

The four corridors identified by this plan as gateways to the downtown area include North and South Main Street and East and West Market Street. These corridors provide direct routing into the Downtown Core and serve as the first impression of downtown. Vehicle capacity on these streets is generally sufficient under present conditions, but there are targeted improvements that could improve safety and efficiency, assist in supporting future traffic demand, and meet multi-modal user needs. It is recommended that attractive landscaping and public art projects be considered at each gateway to complement the World War I memorial on South Main Street.

NORTH MAIN STREET (U.S. ROUTE 11)

The North Main Street gateway is a 2-lane, 25 mph facility with sidewalks on both sides that runs from Ashby Avenue to Kratzer Avenue, where North Main Street splits into two one-way streets. This corridor carries the least amount of traffic when compared to the other downtown gateways, about 9,000 vehicles per day, and is primarily characterized by industrial complexes and other businesses, which contribute to high volumes of heavy vehicles. With only a single through lane in each direction, this section of Main Street acts as a bottleneck to traffic flow when vehicles are detoured from Interstate 81.

To improve traffic flow and enhance multi-modal capabilities, the City's Comprehensive Plan calls for the expansion of this street to a 3-lane facility and bike lanes. Since there are no major active or planned developments on this corridor, it is difficult to judge future transportation needs.

SOUTH MAIN STREET (U.S. ROUTE 11)

The South Main Street gateway is a 5-lane, 25 mph street with sidewalks and bike lanes on both sides that runs from Port Republic Road to just north of Cantrell Avenue where it splits into two one-way streets. This corridor carries the most traffic to and from downtown relative to the other three gateways, as it is the primary north-south route in Harrisonburg and bisects the JMU campus. South Main Street is characterized by daily traffic of over 21,000 vehicles with high volumes of pedestrians and bicyclists, much of which is driven by JMU. Safe and efficient travel on the corridor is limited by a few factors, including the growing deficiencies in capacity on side streets such as Cantrell Avenue and Grace Street, the high occurrence of mid-block pedestrian and bicycle crossings, and the oversaturation of traffic when class changes occur.

Side street capacity at the South Main Street & Grace Street and South Main Street & Cantrell Avenue signalized intersections has become increasingly strained as JMU expands use of Memorial Hall, the former Harrisonburg High School on South High Street, and its recently acquired buildings and parking decks on the former Rockingham Memorial Hospital grounds off of Cantrell Avenue and South Mason Street. JMU's Master Plan identifies East Grace Street as being a boulevard style street conducive to bicycling and walking, with the section east of South Main Street being open only to select motor vehicle traffic, such as the way Bluestone Drive currently operates. Such a change has the potential to divert and consolidate vehicles to other routes, such as South Mason Street and Cantrell Avenue, furthering delays.

To mitigate these deficiencies, the City's Comprehensive Plan calls for the addition of a travel lane and raised, landscaped median on Cantrell Avenue from South Main Street to approximately 300 feet east of Ott Street with bike lanes. This improvement would also include widening South Main Street at Cantrell Avenue to add a northbound right turn lane.

Also recommended in the City's Comprehensive Plan is the construction of a landscaped median on South Main Street from Bluestone Drive to Port Republic Road, which could also involve replacement or relocation of water infrastructure where necessary, the installation of enhanced crosswalks, the upgrade of the aging traffic signals to new equipment with decorative styling, and the replacement of street lighting to the decorative style. In response to increasing safety concerns with mid-block pedestrian crossings, a median was installed in 2013 between Bluestone Drive/Warsaw Avenue and Grace Street. Extending this median to Port Republic Road would further improve transportation safety and greatly enhance the visual character of the gateway.

WEST MARKET STREET (U.S. ROUTE 33)

The West Market Street gateway is a 4-lane, 35 mph street with sidewalks on both sides that runs from Dogwood Drive to the railroad tracks just west of the intersection of Liberty Street & West Market Street. This corridor services about 11,000 vehicles per day and is characterized by fronting residential homes and neighborhood streets to the west of Route 42. To the east of Route 42, West Market Street narrows to two 25 mph lanes as it enters downtown. No improvements are identified for this corridor on the City's Comprehensive Plan and this plan has no recommendations for the gateway beyond the implementation of streetscape elements.

EAST MARKET STREET (U.S. ROUTE 33)

The East Market Street gateway is a 4-lane, 35 mph street with sidewalks on both sides of the street that runs from its intersection with Reservoir Street and Sterling Street to its intersection with Mason Street. This corridor services a daily traffic volume of around 14,000 vehicles. This corridor is characterized by its long frontage of Woodbine Cemetery, the large Urban Exchange mixed use development, small businesses, and residential streets. When approaching downtown from the east, the intersection of Reservoir Street and East Market Street offers a sweeping view of the Central Business District. With its many street and business entrances and lack of dedicated turning lanes, frequent left turns interrupt traffic flow and evoke hasty lane changes to bypass turning vehicles. As a result of these left turn movements and conflicts with thru vehicles, the effective capacity of this four-lane street may, at busier times of day, be reduced to that of a two-lane street. Safety is also a concern for bicyclists on this street since speeds are high and lanes are a narrower 11-ft width, as compared to the standard 12-ft width.

To improve motorist and bicyclist safety, calm traffic, and create an improved aesthetic, City Council should consider reducing this corridor to a 2-lane street with a raised, landscaped median, left turn lanes at public streets, and bike lanes. This configuration would help smooth vehicle flow by providing dedicated lanes to control and isolate left turn movements. By removing the existing conflicts between thru and left turning vehicles, the overall efficiency of the street can be improved.

City Council should also consider converting the signalized intersection of East Market Street & Mason Street to a roundabout to provide improved safety and the ability to make U-turns to access business entrances to which left turns are restricted by the median. By converting from a signalized intersection to a roundabout, a location can experience a 78 percent reduction in severe crashes and a 48 percent reduction in overall crashes according to the Federal Highway Administration. Preliminary engineering review for the roundabout and the lane reconfiguration of East Market Street between Reservoir Street and Mason Street concluded that a single lane facility could accommodate traffic volumes, providing an equivalent or better service level than exists today.



Conceptual drawing of East Market Street improvements between Mason Street (on left) and Reservoir Street/Sterling Street (on right)



East Market Street before improvements (looking west from Myrtle Street)



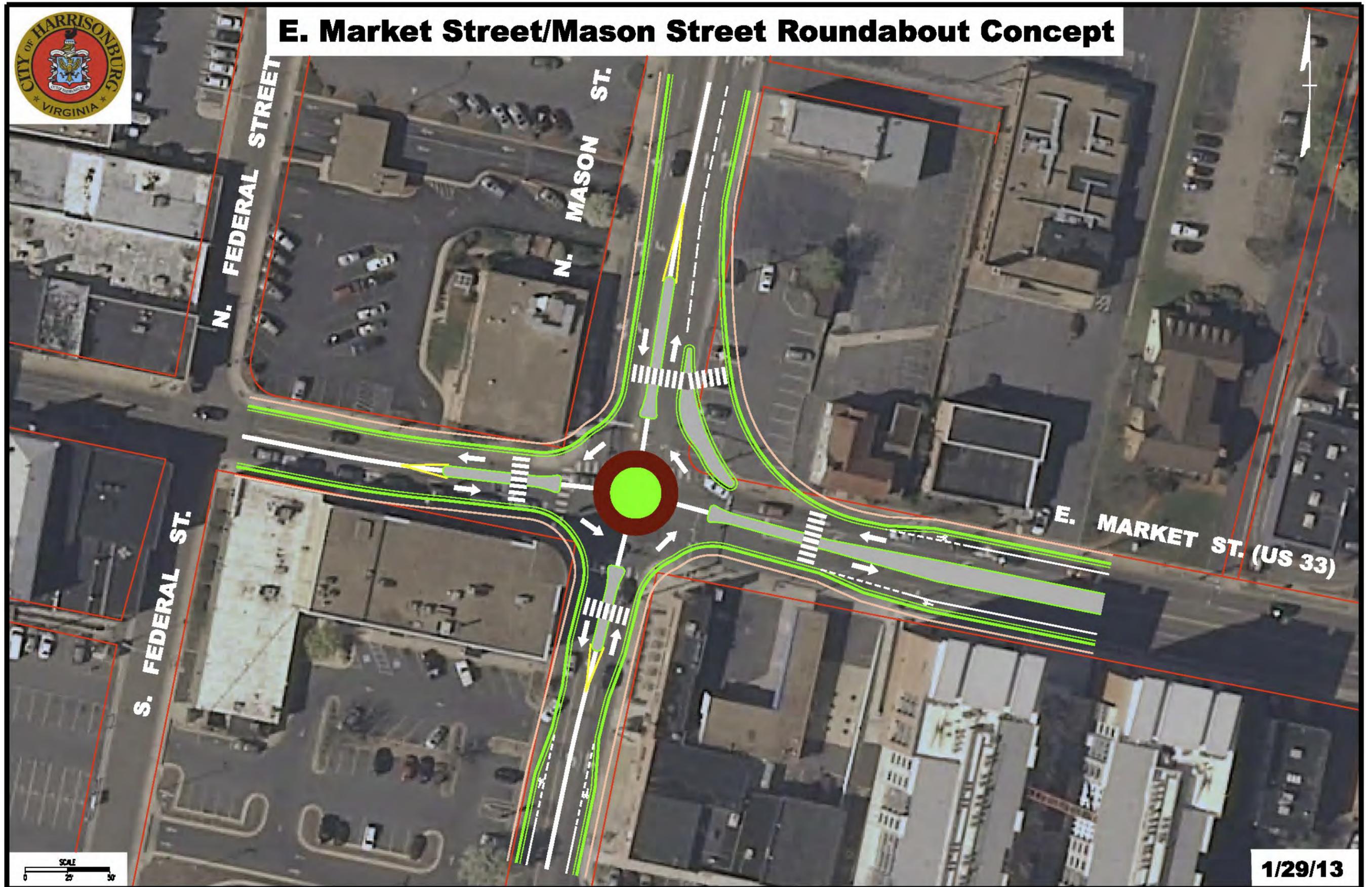
East Market Street after improvements (looking west from Myrtle Street)



East Market Street after improvements (zoomed in, looking west from Myrtle Street)



E. Market Street/Mason Street Roundabout Concept



STREETSCAPE ELEMENTS

The use of streetscape design principles for public spaces is a means for providing visitors and residents with an attractive, cohesive environment that is conducive to the encouragement of non-motorized travel and helps define an identity for downtown. These principles, which treat streets as places not exclusively meant for mobility, but also for social gatherings and various activities, have a significant impact on how users perceive a space. The use of 'streetscaping' can help attract people to downtown, creating a sense of community and stimulating economic activity. Such improvements can be seen today in Harrisonburg's downtown on the east side of South Main Street between Bruce Street and Elizabeth Street, where Phase I of the Streetscape Project has already been completed.

To clearly communicate a vision for the downtown streetscape, design elements have been identified for each street in the study area for inclusion in both public and private projects, including maintenance efforts. It is recommended that the City consider the development of a landscaping plan for downtown.

The following Streetscape elements are defined in the Appendix for each section of the study area:

Paving and Curbs

- Sidewalks
- Crosswalks
- Bicycle facilities
- Street paving
- Curbs

Street Furnishings

- Lighting
- Traffic signals
- Bus shelters/stops
- Bicycle racks
- Signage
- Landscaping
- Trash & recycling receptacles
- Benches

III. SERVICES & UTILITIES

Utilities and public services play a vital role in sustaining residences and businesses. By fostering customer focused services and reliable utilities, businesses are encouraged to locate and remain within the City. While the City offers a wide array of services to its citizens, solid waste management is the only service within the scope of this plan due to its uniquely challenging operations in the downtown area. Both public and private utilities are addressed to coordinate upgrades and expansions with street projects and to identify opportunities for infrastructure changes that would improve the character of the downtown environment.

To further public facility maintenance and enhancement efforts, City Council may need to consider the use of a downtown service tax district as a way to fund existing and planned services and public facilities that are provided specifically for the downtown area, such as more frequent refuse collection, maintenance of landscaping, and maintenance of public parking facilities. These funds could also be used to upgrade or expand the aging water and sewer infrastructure downtown, an undertaking that poses major budgetary and logistical challenges. An example of a similar tax district can be found in Roanoke, VA, where the “Downtown Service Tax District” provides the following services:

- Economic and business development
- Promotional activities intended to foster business retention
- Business recruitment and developer recruitment
- Planning for the development or revitalization of downtown
- Transportation and public facility and public space needs

SOLID WASTE MANAGEMENT

The space limitations and lack of indoor or outdoor refuse storage areas has created issues for city services and businesses downtown. Though refuse is collected daily between Monday and Friday by the City, many restaurant establishments require additional trash collection on the weekends due to the high volume of customers served during that time. Since no ordinances are in place to require customers to account for refuse space inside their premises, trash is often left cluttered on sidewalks while it awaits Monday pickup, creating safety, health, and curb appeal issues. Customers within the Central Business District currently receive daily collection at the same rate structure as all other customers in the City who are provided once per week collection.

To address this growing problem, the City met with local downtown business leaders in 2012 to discuss multiple options including a weekend collection program. After months of discussing options, it was deemed that a weekend collection program was not a financially viable option for the City due to the limited number of downtown businesses interested in paying additional fees for the extra collection. The City will, however, monitor the downtown area on weekends to ensure violators are cited and fined according to City ordinances.

In addition to the weekend monitoring program, it is recommended that alternative collection programs be considered along with an ordinance change to require all downtown developments and redevelopments to include space to accommodate refuse for up to 3 days, thus providing room for waste buildup during the weekend and holidays until pickup can occur.

The following projects are under consideration to enhance solid waste services downtown and to promote the four R's of the waste hierarchy (Reduce, Reuse, Recycle, Recover):

- Pay-As-You-Throw (PAYT) Program - Utilize City provided carts and cart dumpers on refuse trucks equipped with weighing software, which would streamline the waste receptacles downtown and rid the area of loose trash bags.
- Include Solid Waste Management Plan for all renovations/new construction projects as part of the "Building Permit" approval process, allowing the City to more effectively track the use of private collection services and ensuring developers have a plan for solid waste collection.
- Promote the use of public recycling service for businesses that are currently choosing not to recycle.

UTILITIES

There are a number of public and private entities possessing existing utility infrastructure or having an interest in future installations in the downtown area. These stakeholders are:

- Harrisonburg Electric Commission (electricity)
- City Department of Public Utilities (water, sewer)
- City Department of Public Works (stormwater, traffic)
- Columbia Gas of Virginia (natural gas)
- Comcast (cable line services)
- Verizon (phone line and cellular services)
- Lumos Networks (previously nTelos – phone line and cellular services)
- Shentel (phone line services)

Private utility companies were contacted to request information about existing and planned infrastructure, but they were unable to provide any information due to security and competition concerns. For this reason, it is imperative that plans for streetscape improvements continue to be shared at the quarterly utility coordination meetings between City staff and private company representatives. Utility retrofits should be sensitive to both existing and planned streetscape improvements. It is recommended that a special review process for downtown be created through the City's Public Access Permit process for use when utility companies prepare for upgrades or replacements. This will help ensure the appropriate City departments are notified of the upcoming work.

Upgrades to public utilities, including electricity (semi-private), water, sewer, stormwater, and traffic should also be coordinated with streetscape improvements. In keeping with past efforts to help improve the visual character of downtown, placing utilities underground where feasible and appropriate is encouraged. To help facilitate this effort, consideration should be given to including conduit installation as a component of public street and sidewalk projects, which could then be leased to utility companies.

GREEN INFRASTRUCTURE OPPORTUNITIES

Blacks Run flows through the heart of downtown Harrisonburg. It is a stream that originates in the northern parts of the City and flows south where it enters downtown at West Washington Street and exits downtown where Chesapeake Avenue crosses under Cantrell Avenue. Eventually, Blacks Run flows into Cooks Creek, North River, Shenandoah River, Potomac River, and finally the Chesapeake Bay. During heavy rainfall, large amounts of water flows across impervious surfaces in downtown and into storm sewer systems, and then into Blacks Run, which causes localized flooding in some areas and erosion of stream banks that contributes to heavy sedimentation of local waterways.

Green infrastructure uses vegetation and soil to manage rainwater where it falls and can contribute to healthier waters. Green infrastructure encompasses a variety of techniques that replicate and restore the natural hydrologic cycle and reduces the volume of stormwater entering the storm sewer system and into Blacks Run. Green infrastructure generally includes stormwater management methods that:

- Infiltrate (porous pavements, sidewalks, and gutters; linear infiltration systems)

- Evaporate, transpire and reduce energy consumption (vegetated roofs, trees, planter boxes)
- Infiltrate and transpire (rain gardens and bioretention)
- Capture and reuse rainfall (rain barrels, cisterns, irrigation supply systems, and gray water systems)

In contrast to traditional gray infrastructure, a green infrastructure approach often has higher return on investment and offers multiple benefits, including:

- *Environmental* – recharges ground water, provides natural storm water management, reduced energy usage through mitigation of the heat island effect, and improved water quality.
- *Social* – beautifies and increases recreational opportunities, improves health through clean air and water, and improves psychological well-being.
- *Economic* – reduces future costs of stormwater management, reduces potential for localized flooding events and damage to property and public infrastructure, reduces cost of treating water for drinking downstream, and increases property values.

Opportunities to install green infrastructure with redevelopment and improvement projects in downtown might include:



Planter boxes: Urban rain gardens with vertical walls and open or closed bottoms that collect and absorb runoff from sidewalks, parking lots, and streets.



Bioswales: Vegetated, mulched, or xeriscaped channels that provide treatment and retention as they move stormwater from one place to another. As linear features, vegetated swales are particularly suitable along streets and parking lots.



Permeable pavements: Paved surfaces that infiltrate, treat, and/or store rainwater where it falls. Permeable pavements may be constructed from pervious concrete, porous asphalt, permeable interlocking pavers, and several other materials.



Green streets and alleys: Include integrating green infrastructure elements into the street and/or alley design to store, infiltrate, and evapotranspire stormwater.



Green parking: Includes integrating green infrastructure elements into parking lot designs. Permeable pavements can be installed in sections of a lot and rain gardens and bioswales included in medians and along parking lot perimeters.



Urban trees: Reduce and slow stormwater by intercepting precipitation in their leaves and branches. Other benefits include urban heat island mitigation and a more walkable built environment.

Source: http://water.epa.gov/infrastructure/greeninfrastructure/gi_what.cfm

IV. LAND USE & COMMUNITY DEVELOPMENT

Well defined policies for land use and desired quality of development consistent with the vision for the surrounding environment are an essential part of sustaining a vibrant downtown community. City officials work to achieve this through the use of the Comprehensive Plan's Land Use Guide, the Zoning Code, and the Design & Construction Standards Manual. The City's vision for land use is defined in the Comprehensive Plan, which is referenced by the Planning Commission when requests for rezoning occur. Rezoning requests that are consistent with the land use goal for that parcel or the surrounding area are much more likely to be approved. The Comprehensive Plan recommends the majority of properties in the study area for mixed use development, which correlates with the B-1 Central Business District and MX-U Mixed Use Planned Community District classifications in the Zoning Ordinance. We have already begun to experience this with rezoning requests of traditionally industrial properties along the Chesapeake & Western Railway to B-1 – aligning with traditional development standards associated with downtown.

The City has assumed a strong economic development perspective with regard to downtown revitalization, which includes the creation of several incentive programs. More details for these incentives can be found in the Harrisonburg City Code. The currently available incentives are:

- Harrisonburg Downtown Technology Zone – created to encourage technology companies to locate in a limited area of downtown. Incentives include water and sewer connection fee exemptions for three years along with Business Professional & Occupation License fee relief.
- Economic Revitalization Zone – includes all parcels located within the B-1 zoning classification and Virginia's Main Street District. Tax incentives include partial exemption for 5-10 years from real estate taxation for new commercial and residential mixed-use construction exceeding \$1 million and containing a minimum of 40 percent retail on the ground floor.
- Central Business District Tax Incentive – offers partial exemption from real estate taxation for up to 5 years for qualifying buildings that are at least 25 years old and receives substantial rehabilitation.
- Arts and Cultural District – first district in Virginia to be created in order to promote a vibrant downtown arts related atmosphere. Tax incentives include exemption from admissions taxes and Business Professional & Occupation License fee for qualified businesses and organizations.
- Downtown Historic District – provides state and federal tax credits for approved renovation and restoration of qualifying historic buildings at least 50 years old.

With key downtown properties available for mixed use development in the downtown core, it is also important that the City partner with private property owners and community stakeholders to provide opportunities for development or redevelopment. It is important to note that, while it is not the goal of this plan to define standards for historic preservation, development, or redevelopment, the business community is an integral component to achieving plan goals.

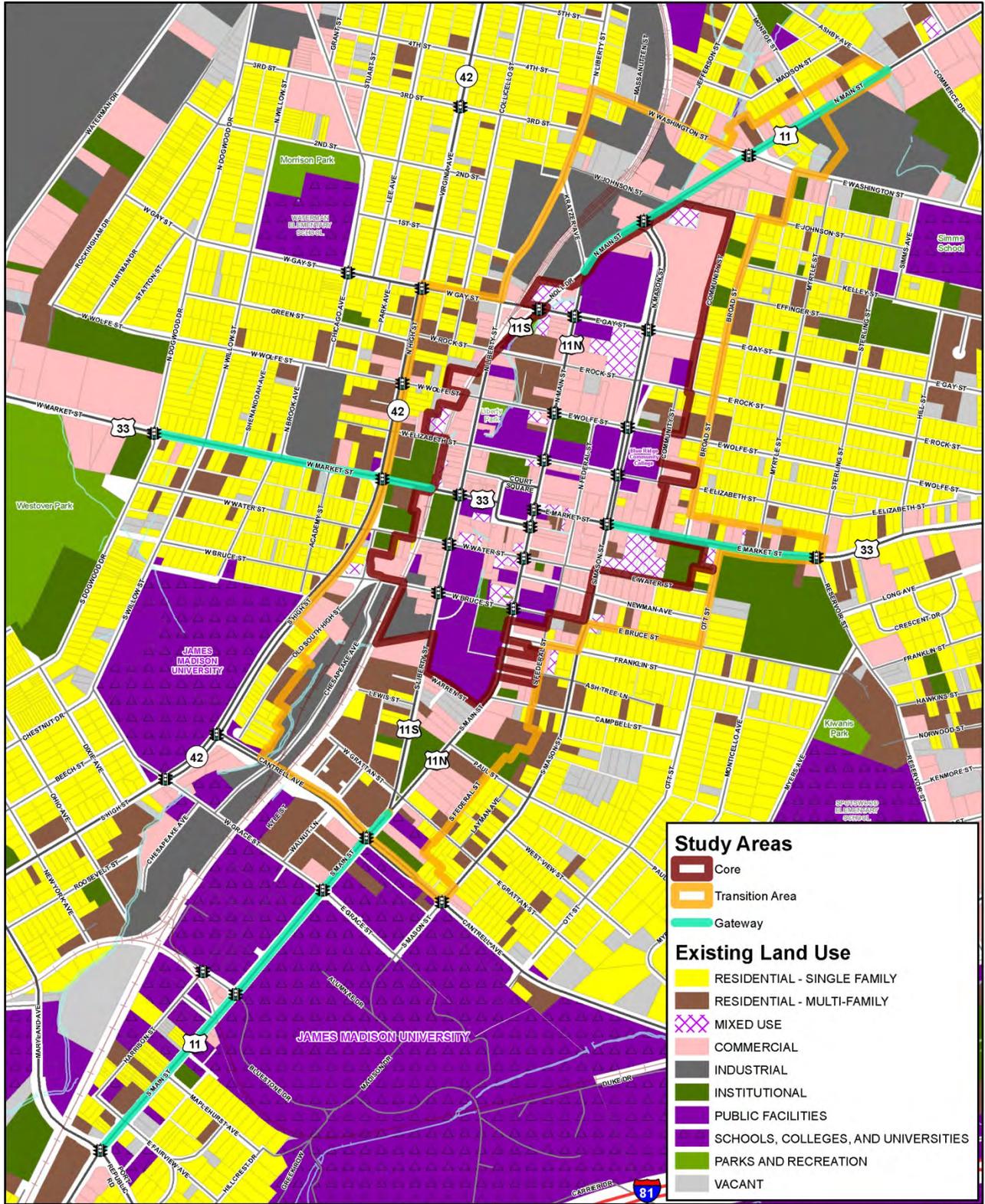
One revitalization opportunity may be found with the Chesapeake Avenue corridor. As JMU expands into the Grace Street corridor as indicated on their Master Plan, Chesapeake Avenue could be redeveloped as a connection between JMU's main campus and downtown.

To further support goals for expanding public recreation and nurturing a mixed-use lifestyle downtown, City Council should consider converting Federal Street to a one-way street with a wide shared use path that includes attractive landscaping and public art. Due to its low traffic volumes and narrow pavement, Federal Street lends itself well to providing a safe, family friendly, recreational corridor that runs much of the length of the downtown core. By connecting the Federal Street path to existing north and south greenway trail concepts, a pedestrian and bicycle corridor could link many residential areas in Harrisonburg to the downtown core. This concept was discussed as a transportation component, but it is important that the possible economic and community benefits of such a facility be taken into consideration.

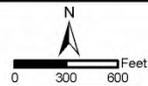
Although it is small, and despite the fact that it has been "tunneled" under many streets, buildings, and parking lots, Blacks Run has the opportunity to provide scenic beauty in a variety of contexts.

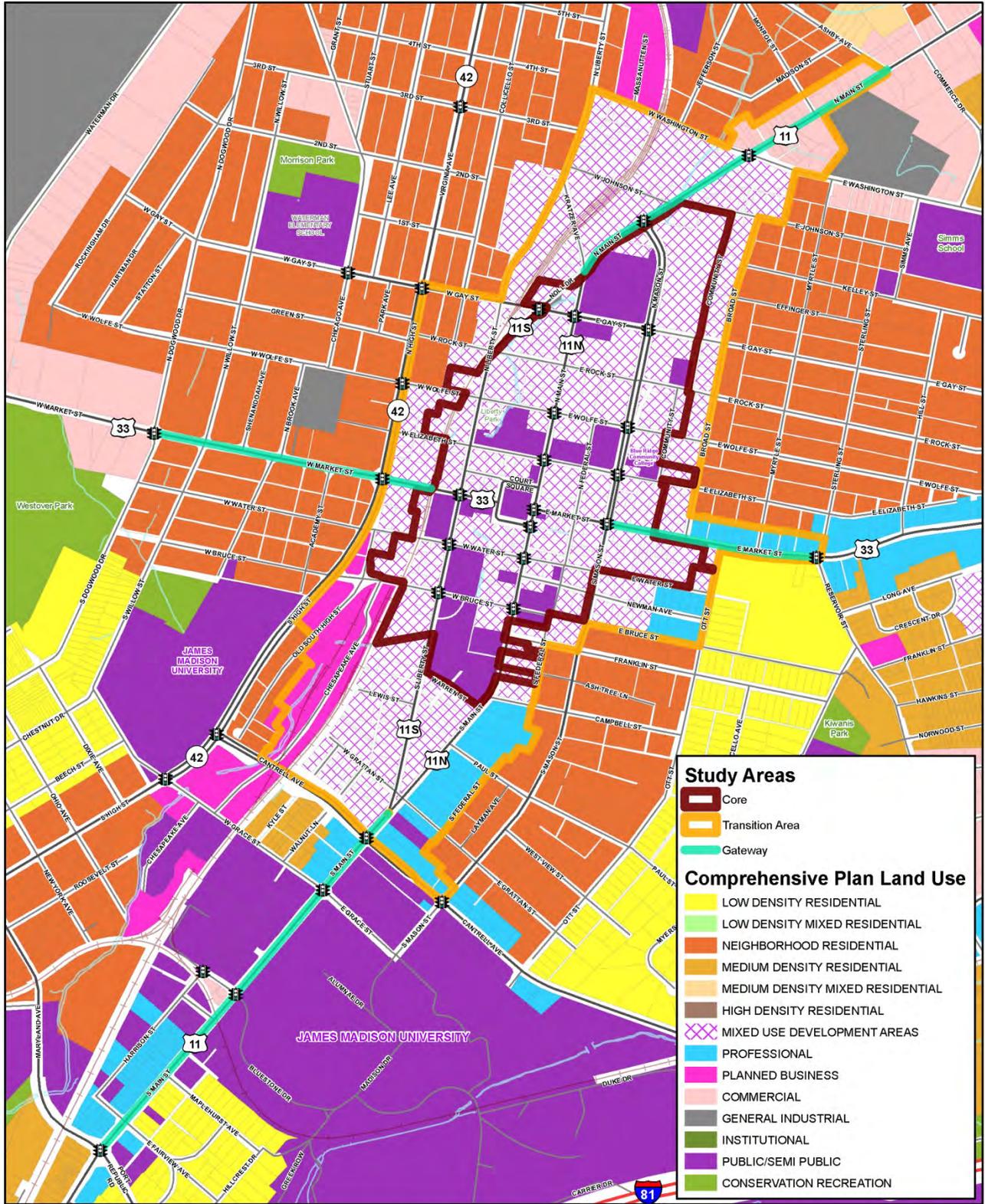
- Between Gay and Rock Streets, Blacks Run winds through a narrow green area below grade level – an area that could be enhanced through landscaping.
- At Liberty Park, a stream restoration project was completed in 2006 and Blacks Run provides a beautiful vegetated and shaded area for park visitors to relax in and enjoy a connection to nature along the stream.
- Between Court Square and West Water Street, there exists a pedestrian walkway that overlooks Blacks Run and adjacent restaurant owners have taken advantage of outside dining opportunities and have vegetated the opposite stream bank with a mixture of native plants.
- Behind Shenandoah Bicycle Company there is a small pocket park that provides an intimately scaled green space with trees, ornamental plantings, a path, and picnic table. This area could be enhanced by cleanup and removal of overgrown invasive plant species.

Other opportunities may be available for nurturing the economic benefits that Blacks Run can bring to a downtown area. Projects such as Liberty Park and the pocket park behind Shenandoah Bicycle Company resulted from public-private partnerships between the City, community groups, and private property owners who own the banks and areas adjacent to Blacks Run.



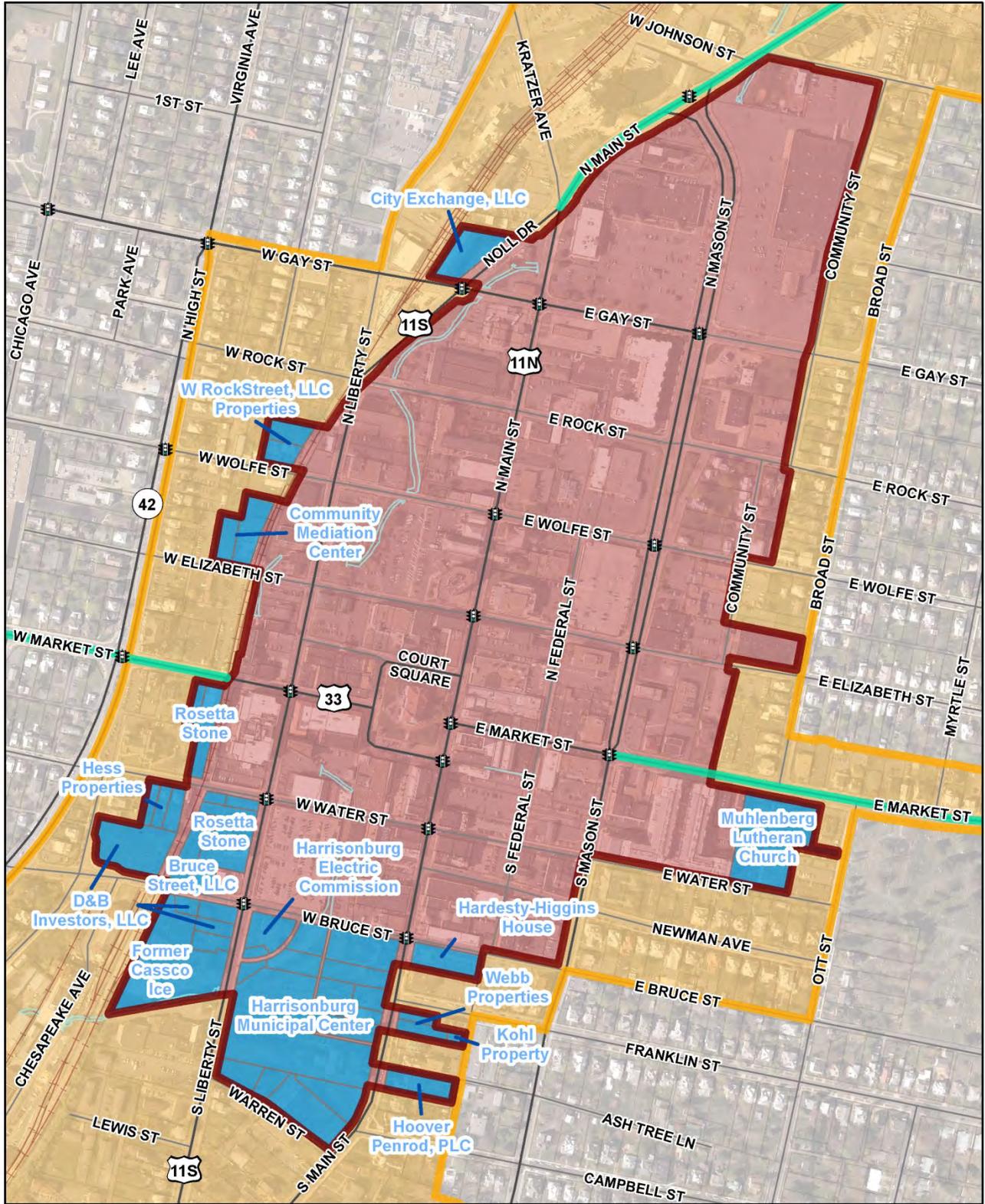
Existing Land Use
Downtown Streetscape Plan





2011 Comprehensive Plan Land Use Guide
 Downtown Streetscape Plan

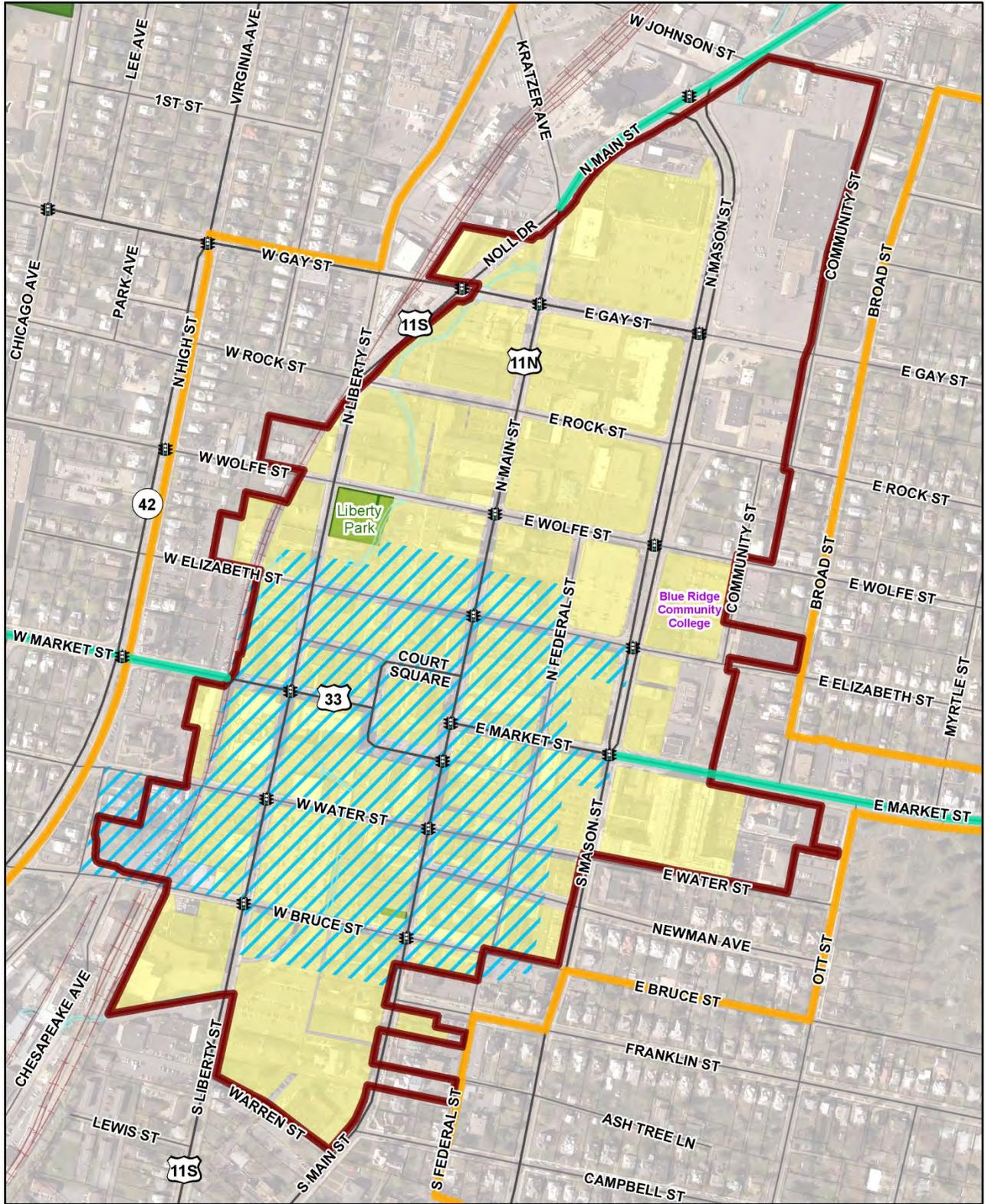




Properties Rezoned to B-1 or B-1C (2001 - 2013)
Downtown Streetscape Plan

■ Rezoned to B-1 or B-1C (2001-2013)
■ Core
■ Transition Area
■ Gateway

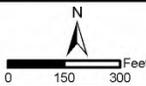
0 150 300 Feet



- | | |
|-----------------------------------|--------------------|
| Economic Development Zones | Study Areas |
| Economic Revitalization Zone | Core |
| Downtown Technology Zone | Transition Area |
| Gateway | |

Economic Development Zones

Downtown Streetscape Plan



V. IMPLEMENTATION STRATEGIES

Goal 1: Develop a comprehensive vision for the public right-of-way within the study area to define public and private expectation for project elements.

- a. Use cross sections for streets to provide specific recommendations for improvements.
- b. When properties are redeveloped or rezoned, consider sidewalk replacement and other utility replacement to be compatible with downtown design elements.

Goal 2: Provide a plan for safe and efficient pedestrian and bicycle accommodations.

- a. Use cross sections for specific improvement recommendations on each street.
- b. Design downtown streets using “complete streets” principles where possible.
- c. Encourage routing and complete necessary intersection improvements to relegate trucks to more appropriate streets outside the downtown core.

Goal 3: Provide sufficient parking to support future downtown business, residential housing, and visitor needs.

- a. Expand on-street parking where space exists or can be created through street redesign.
- b. Encourage greater utilization of parking lots on the fringe of the downtown core, such as the Municipal Parking Lot, with walkway and wayfinding improvements.
- c. Expand bicycle parking facilities to encourage and accommodate bicycling downtown.
- d. Evaluate existing parking facilities to ensure they are easily accessible and attractive to downtown visitors to encourage their full usage.

Goal 4: Enhance public transportation facilities to accommodate citizens and visitors.

- a. Integrate public transit accommodations and facilities to serve residents of downtown, as well as providing transit accommodations that make downtown a destination for visitors and community residents.
- b. Install bus shelters at high volume stops.
- c. Encourage public transportation accommodations as a component of public and private development projects.

Goal 5: Develop a plan for public services in the downtown area that addresses the changing needs of businesses.

- a. Continue work to develop a solution for providing trash pickup on weekends.
- b. Evaluate the use of larger trash receptacles to prevent the storage of trash on sidewalks while awaiting pick-up.
- c. Promote the use of public recycling service for businesses that are currently choosing not to recycle.
- d. Evaluate the concept of requiring downtown development and redevelopment projects to accommodate trash storage for up to three days.
- e. Consider the use of a downtown service tax district to help fund additional services provided for the downtown area, such as more frequent refuse collection, maintenance of public parking facilities, and maintenance of landscaping.

Goal 6: Plan for necessary improvements to public and private utility infrastructure.

- a. Complement known and needed upgrades with utility upgrades and new service expansion. Retrofits should be sensitive to any existing or planned streetscape improvements.
- b. Create a special review process through the Public Access Permit process to be used when utility companies prepare for upgrades or replacements.
- c. Consider the elimination of overhead utility lines where feasible.
- d. Considering utilizing green infrastructure practices whenever feasible.

Goal 7: Partner with property owners and community stakeholders to provide opportunities for development or redevelopment of public and private downtown properties.

- a. Work with James Madison University (JMU) to better connect the main campus with downtown. As JMU redevelops the Grace Street corridor, the Chesapeake Avenue corridor should be considered for redevelopment in partnership with private property owners as a connection between JMU and downtown.
- b. Partner with JMU to extend the South Main Street median, which would contribute to developing an attractive gateway linking the university campus to downtown.
- c. Partner with technology developers, an attractive industry sector desired to populate downtown as evidence by the City's Downtown Technology Zone and applicable incentives, to maintain their presence in the downtown area, and provide a "campus-like" atmosphere that integrates ideals and principles of the company.
- d. Continue partnerships with developers to revitalize vacant properties.
- e. Work with downtown organizations to further common goals that protect property values, further economic development interests and minimize impacts to public resources.

Goal 8: Consider expansion of recreational and open space opportunities in the downtown core.

- a. Consider developing a plan for a recreational, shared use path using the Federal Street corridor to tie into greenway concepts to the north and south of downtown.
- b. Consider developing a plan for a recreational, shared use path between the Harrisonburg Municipal Center and West Bruce Street, and a pedestrian path between West Bruce Street and Liberty Park.

Goal 9: Enhance the visual character of the downtown streetscape.

- a. Integrate design elements of downtown features into maintenance projects as per streetscape standards.
- b. Consider the development of a landscaping plan for downtown, to include landscaping requirements for developing and redeveloping B-1 properties and recommendations for public spaces.

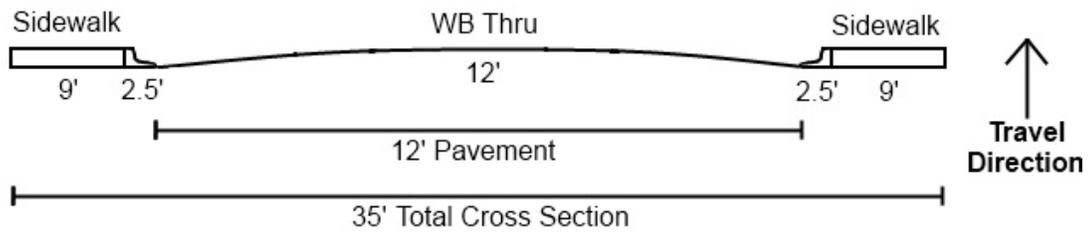
VI. APPENDICES

APPENDIX A: STREET SPECIFIC RECOMMENDATIONS

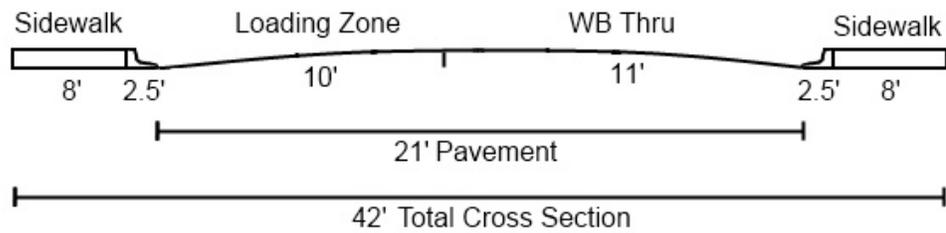
More detailed cross-sections have been created for streets with specific redesign goals addressed in this plan. For streets without specific recommendations, the typical cross sections should be consulted. Corridor specific recommendations are as follows:

- Water Street – A popular commercial corridor, Water Street serves as a link between the most heavily utilized public parking resource and the majority of attractions found in the downtown core. Being a one-way street with few driveways, vehicle capacity is well accommodated by a single lane. Opportunities for the widening of sidewalks to enhance pedestrian travel and the accommodation of delivery vehicles should be sought as priorities for this corridor.

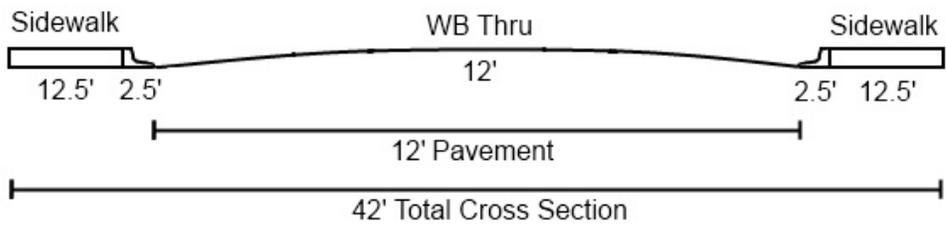
S Main St - Bank of America Alley



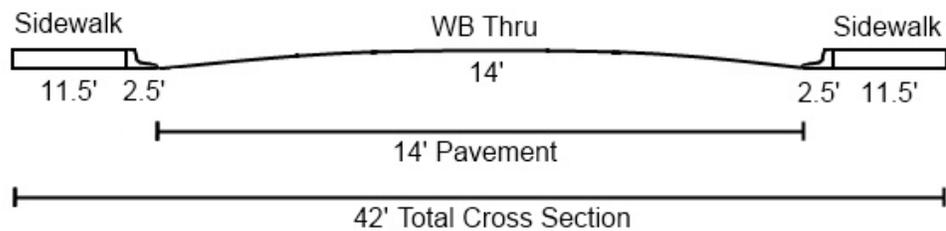
Loading Zone (In Vicinity of Free Clinic)



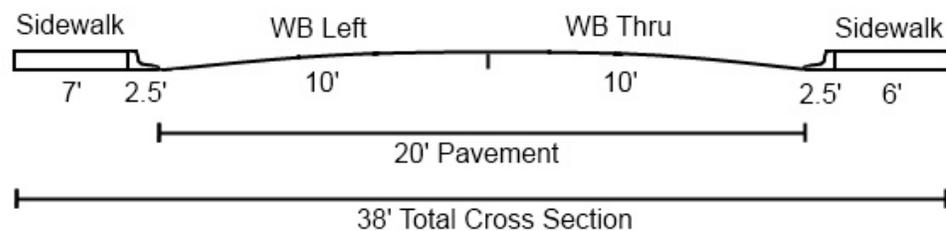
Bank of America Alley - East End of Parking Deck



East End - West End of Parking Deck



West End of Parking Deck - S Liberty St



Not to Scale

West Water Street cross sections (South Main Street to South Federal Street)



West Water Street before improvements (looking west from South Main Street)



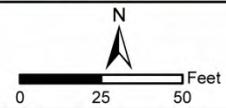
West Water Street after improvements (looking west from South Main Street)



- New Curb Alignment
- Sidewalk Expansion
- Delivery Zone

West Water Street Realignment

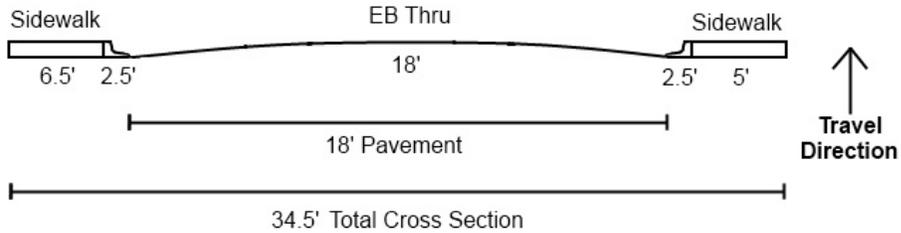
Downtown Streetscape Plan



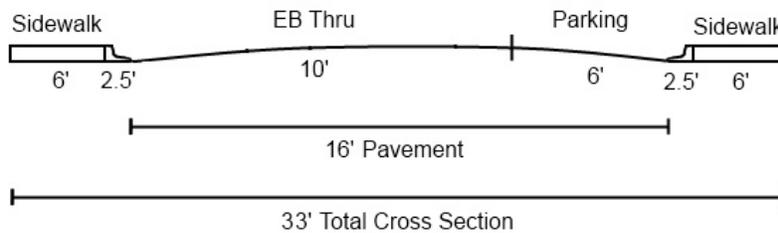
- **Bruce Street** – Serving primarily as an access street to the Water Street parking deck and the Municipal Parking Lot and a connection to South Mason Street from the west with few destinations, the Bruce Street corridor’s role leans heavily towards vehicular access. While pedestrian accommodations should be enhanced in areas, the greatest opportunity for redesign would be the addition of on-street parking west of South Main Street.

Bruce Street Cross Sections (S Liberty St - S Mason St)

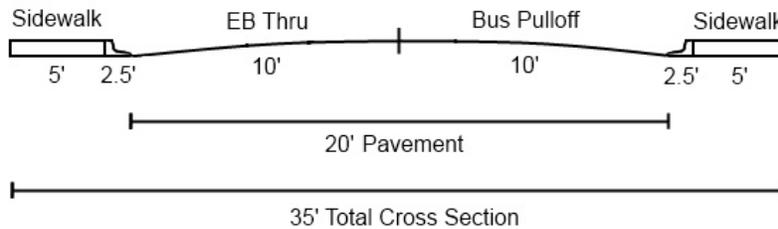
S Liberty St - West side of Blacks Run bridge



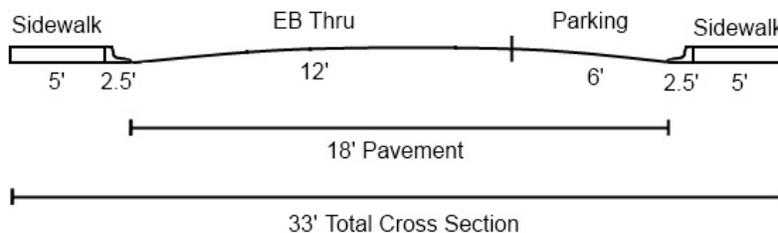
West side of Blacks Run bridge - S Main St



S Main St - East end of Hardesty-Higgins lot



East end of Hardesty-Higgins lot - S Mason St



Not to Scale

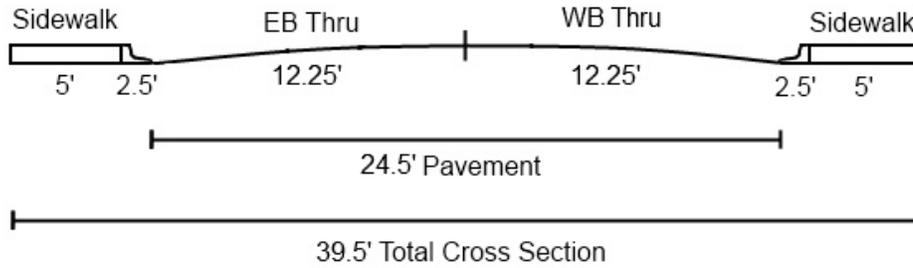
East Bruce Street cross sections

- Gay Street – A two-way east-west arterial, Gay Street provides a high capacity connection between South High Street (U.S. Route 42) and North Mason Street and is a primary connection to downtown by those living in the Northeast Neighborhood (framed by North Mason Street, North Main Street, East Washington Street, and East Market Street).

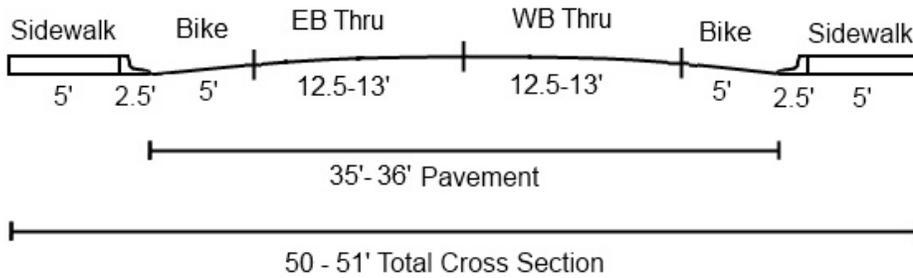
While more than a single queuing lane is needed at major intersections, the wide, 4-lane midblock sections of Gay Street are overbuilt for the volume of traffic they carry and offer an opportunity for adding bike lanes and shared lane markings (“sharrows”). This plan differs from the plan shown in the City’s 2010 Bicycle & Pedestrian Plan (amended 2011). The Bicycle & Pedestrian Plan shows Wolfe Street as the east to west connector and proposed installing sharrows. This plan suggests the use of bike lanes and sharrows on Gay Street instead of Wolfe Street as the east-west connector. Gay Street will provide bicyclists with a route on slightly wider streets, which will help bicyclists avoid the “door zone” of cars parked on-street; and will provide bicyclists with a route with significantly fewer stop signs so they may conserve energy that would have been used to stop at every intersection on Gay Street. The Bicycle & Pedestrian Plan will be revised to reflect this change during its 2015 update.

The opportunity for constructing a westbound right turn lane at North Main Street should be explored to avoid the need for a sharp lane transition.

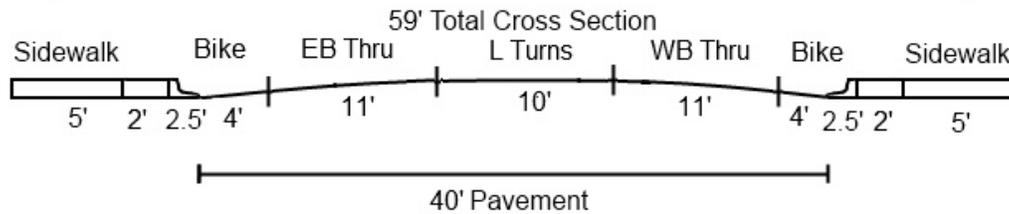
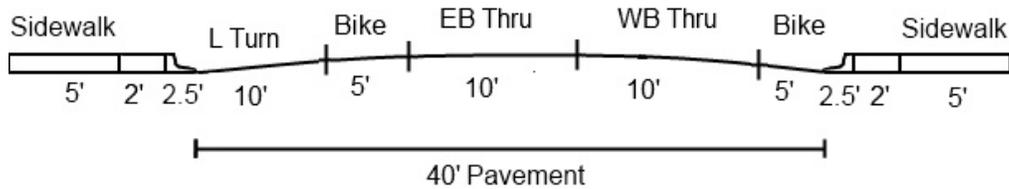
N High St - N Liberty St



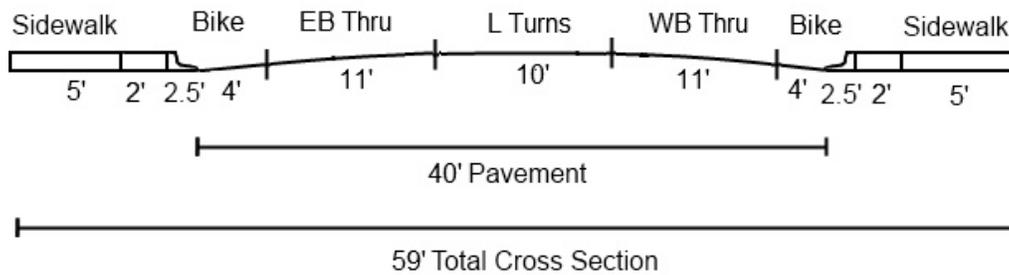
N Liberty St - N Main St



N Main St - N Mason St



N Mason St - Broad St



Not to Scale

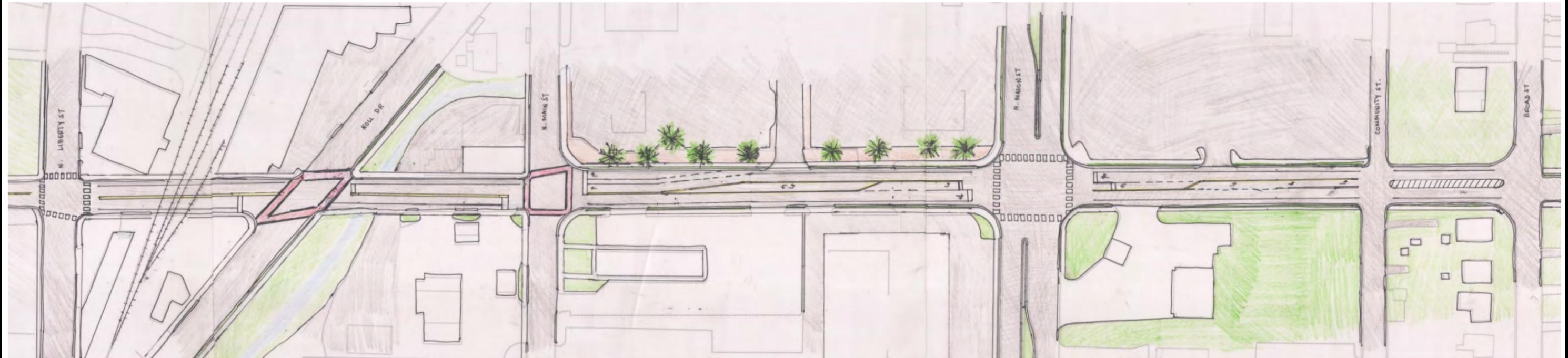
Gay Street cross sections



East Gay Street before improvements (looking west from North Mason Street)



East Gay Street after improvements (looking west from North Mason Street)



Conceptual drawing of Gay Street improvements between North Liberty Street (on left) and Broad Street (on right)

- South Main Street – South Main Street is the primary entrance to the downtown and provides two travel lanes, on-street parking in sections, and shared lane markings for bicyclists. South of Campbell Street, the street widens and provides unmarked, two-sided on-street parking. Due to this expanded width, this section experiences higher than desired travel speeds and longer pedestrian crossing distances. To meet the goal of fostering a pedestrian-scale atmosphere on this street, it is recommended that curb extensions be installed at the intersections of Grattan Street, Paul Street, Campbell Street, and Franklin Street.

Curb extensions have the following features:

- They narrow the street, contributing to the calming of vehicular traffic.
- They shorten the distance that a pedestrian must travel to cross a street. Pedestrians will feel safer.
- They increase the sight distance between the motorist and pedestrians crossing the street.
- They improve sight lines for vehicles on side streets.
- They create additional pedestrian space that can be used for streetscape elements.

Appropriate accommodations must be made for drainage facilities when installing these features. Planters may be an attractive addition within the extended sidewalk area provided they do not block sight lines for vehicles on the side streets. To assist with visually narrowing the street, on-street parking spaces should be marked on South Main Street between East Grattan Street and the existing parking stall markings to the north.



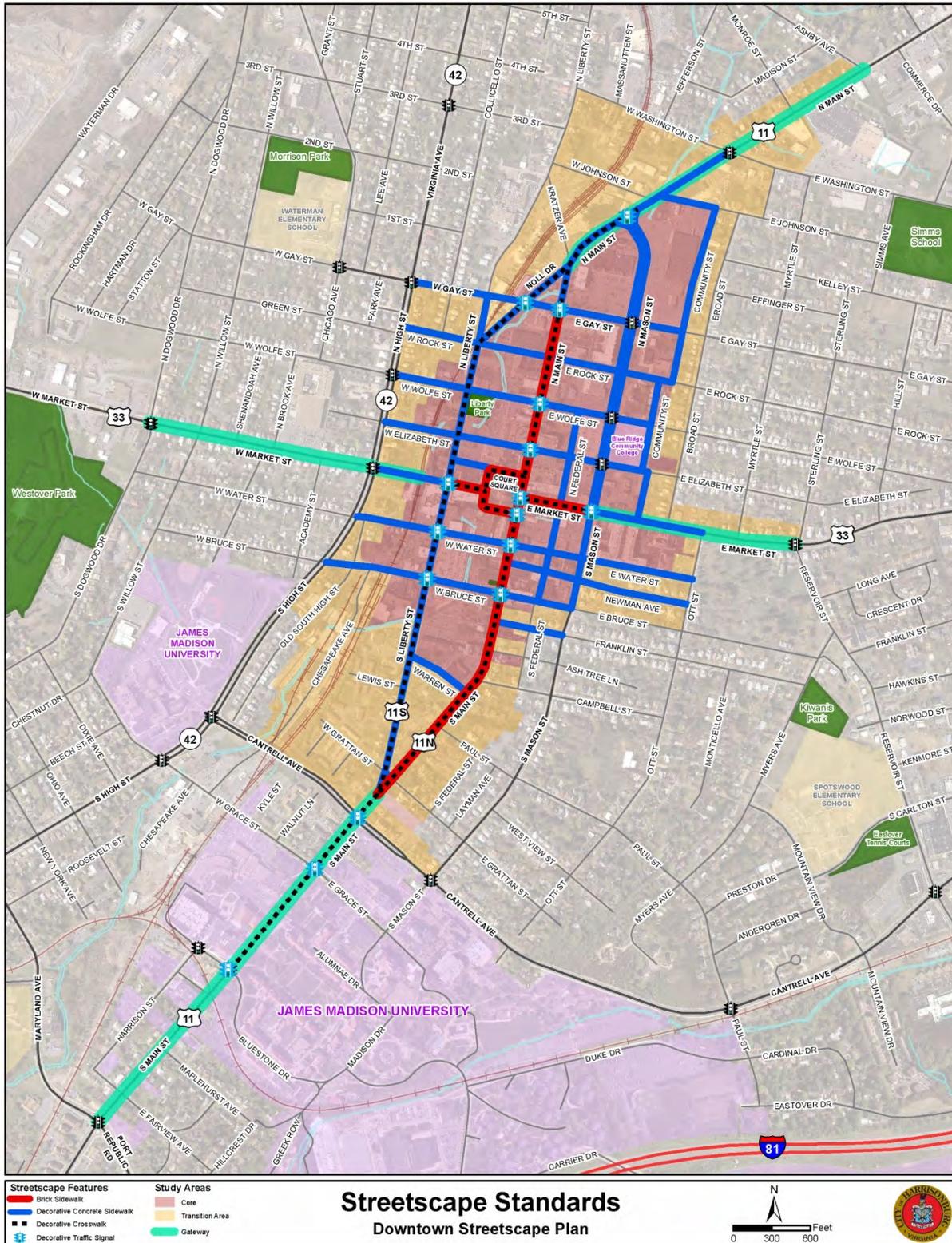
South Main Street before curb improvements (looking north at Campbell Street)



South Main Street after curb improvements (looking north at Campbell Street)

APPENDIX B: STREETSCAPE STANDARDS

The following map shows general guidelines for designs at locations downtown.



DESIGN STANDARDS & DESCRIPTIONS

Below are standards and details for the downtown streetscape. Additional details may also be available from previously completed downtown streetscape engineering plans. Previous engineering plans should be reviewed to ensure consistency between existing and planned facilities. Locations for certain features are defined in the Streetscape Standards map.

Additionally, given that this Plan is conceptual, further coordination with adjacent property owners and emergency responders will be done during further planning and design engineering.

Sidewalks	
<p>Brick Sidewalk</p> 	<p>Sidewalk Brick Pavers will use the Pine Hall Standard 2 ¼" X 4" X 8" square edge paving brick. Mix Pine Hall Pathway Full Range Bricks with Pine Hall Rosewood Full Range Bricks in a ratio of 3 pathway to 1 rosewood. Avoid setting more than 2 rosewood style bricks together.</p>
<p>Decorative Concrete Sidewalk</p> 	<p>Standard A-3 or A-4 with "Old Virginia Shale" color tint from Superior Concrete (540) 434-0346 or equivalent from other supplier. Other suppliers may name this shade differently and the tint may be different depending on the supplier.</p> <p>Contractor to coordinate border width for rectangular print with Public Works prior to beginning work.</p> <p>*Note: To accommodate Fire Department ladder trucks, where pavement widths are less than 20-feet, then adjacent sidewalks must be a minimum of 7-inches thick, and total street and sidewalk width must be 20-feet wide and unobstructed.</p>
<p>Standard Concrete Sidewalk</p>	<p>Design as per the City's Design & Construction Standards Manual.</p> <p>*Note: To accommodate Fire Department ladder trucks, where pavement widths are less than 20-feet, then adjacent sidewalks must be a minimum of 7-inches thick, and total street and sidewalk width must be 20-feet wide and unobstructed.</p>

Curbs & Curb Ramps

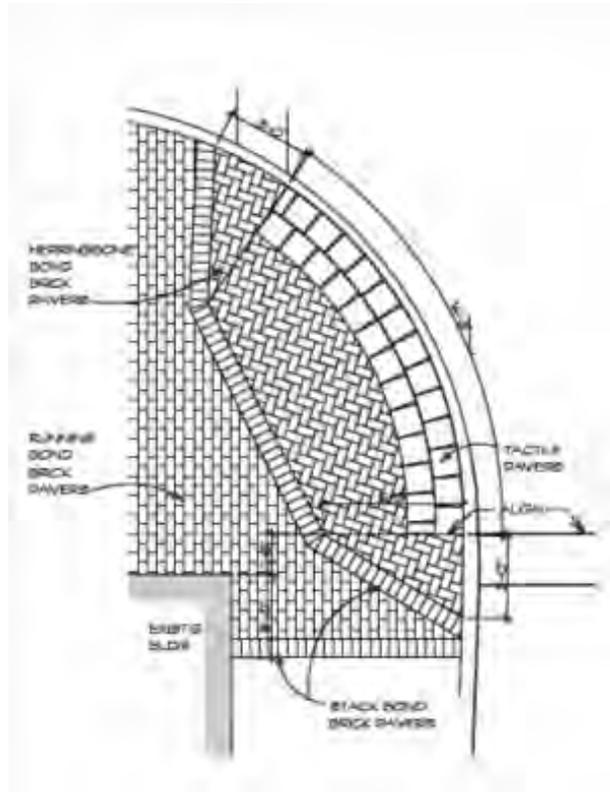
Curb

Pebble dyed concrete from Superior Concrete (540) 434-0346 or equivalent from other supplier. Other suppliers may name this shade differently and the tint may be different depending on the supplier.

Brick Corner Curb Ramp



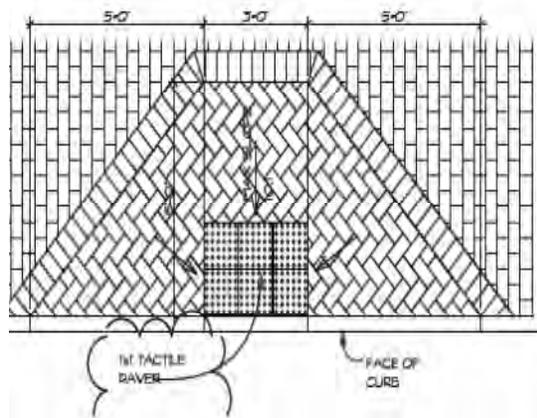
To be utilized where Brick Sidewalk is used.



Brick Curb Ramp



To be utilized where Brick Sidewalk is utilized.



<p>Brick Tactile Pavers</p> 	<p>To be utilized where Brick Sidewalk is utilized. Hanover Detectable Warning Paver 11 3/4" X 11 3/4", Red 15.</p>
<p>Decorative Corner Curb Ramp</p> 	<p>Design as per the City's Design & Construction Standards Manual and VDOT Road & Bridge Standards with decorative concrete mix. As of 2009 edition, DCSM required CG-12A, B, or C as appropriate.</p>
<p>Decorative Typical Curb Ramp</p>	<p>Design as per the City's Design & Construction Standards Manual and VDOT Road & Bridge Standards with decorative concrete mix. As of 2009 edition, DCSM required CG-12A, B, or C as appropriate.</p>
<p>Decorative Tactile Pavers</p> 	<p>ADA Solutions (800) 372-0519 model 24 RAD REP (radial) or ID PAV 2 (24 X 48 insert) or equivalent.</p>
<p>Standard Corner Curb Ramp</p>	<p>Design as per the City's Design & Construction Standards Manual and VDOT Road & Bridge Standards with standard concrete mix. As of 2009 edition, DCSM required CG-12A, B, or C as appropriate.</p>
<p>Standard Typical Curb Ramp</p>	<p>Design as per the City's Design & Construction Standards Manual and VDOT Road & Bridge Standards with standard concrete mix. As of 2009 edition, DCSM required CG-12A, B, or C as appropriate.</p>
<p>Standard Tactile Pavers</p>	<p>ADA Solutions (800) 372-0519 model 24 RAD REP (radial) or ID PAV 2 (24 X 48 insert) or equivalent.</p>

Crosswalks	
<p>Decorative Crosswalk</p> 	<p>TrafficPatternsXD (stamped asphalt, previously called StreetPrintXD) or equivalent from other supplier. – Pattern: diagonal herringbone. Color: Colonial Brick. Border: 12-inch wide white thermoplastic.</p>
<p>Standard Crosswalk</p>	<p>To be utilized where Decorative Crosswalk is not used and shall be a “Continental-Style” thermoplastic crosswalk.</p>
<p>Federal Street Path</p>	<p>Surface shall be red-dyed concrete.</p> <p>Utilize the Manual on Uniform Traffic Control Devices (MUTCD) and Virginia Supplement to the MUTCD.</p> <p>*Note: Where adjacent to roadway and to accommodate Fire Department ladder trucks, where pavement widths are less than 20-feet, then adjacent sidewalks must be a minimum of 7-inches thick, and total street and sidewalk width must be 20-feet wide and unobstructed.</p>
<p>Bicycle Facilities</p>	<p>Utilize the Manual on Uniform Traffic Control Devices (MUTCD) and Virginia Supplement to the MUTCD.</p>
<p>Street Paving</p>	<p>Standard asphalt to be used on all streets.</p>

Street Lighting



To be installed within the Downtown Core, Transition Area, and along Gateways.

Holophane Memphis Style Luminaire, Boston Harbour, Columbia 20, with banner bracket where appropriate. Color: Bronze. Include weatherproof receptacle at midpoint between banner brackets and photo eye on each pole.

Traffic Signals

Decorative Traffic Signal

See Streetscape Standards map for locations.

Design is dependent upon location. Generally, black powder coated control cabinet, poles, arms, and signal heads.

See City's "Specifications & Guidelines for Traffic Signal Projects" for more details.

Standard Traffic Signal

To be installed at signalized locations where the Decorative Traffic Signal is not used.

Galvanized steel mast arms and poles. See City's "Specifications & Guidelines for Traffic Signal Projects" for more details.

Bus Shelters/ Stops

Locations and design to be coordinated with Harrisonburg Department of Public Transportation.

Generally requires a minimum shelter pad of 9' X 15' with additional bus stop pad 8' deep for loading and unloading area.

Bicycle Racks



Inverted U steel tubing bike rack. May be connected in series or mounted as a single bike rack. Black powder-coat. May be in ground or surface mounted. Installation shall follow the “Bicycle Parking Guidelines: A set of recommendations from the Association of Pedestrian and Bicycle Professionals”

Signage

Blue Downtown Badge Street Name Sign



To be installed within Downtown Core and Transition Area.

LED Green Street Name Sign



To be installed at traffic signals along Gateways.
See City’s “Specifications & Guidelines for Traffic Signal Projects”.

Standard Green Street Name Sign

To be installed along non-signalized intersections along Gateways and fringes of the Transition Area.

Decorative Regulatory Street Sign Post



Generally, black powder-coated 2 in. x 2 in. square channel steel post without holes. Post topped with silver pyramidal cap (2x2 cast aluminum rain cap. Korman Item # HCC22 or equivalent).

Standard Regulatory Street Sign Post

Generally, galvanized square channel steel post with holes.

Wayfinding Sign Program



Design dependent upon location. Generally, NW Sign Industries, Trailblazer "B" style sign. Contact City of Harrisonburg Public Works Department, (540) 434-5928, for specifications.

Landscaping



See Appendix C for further description of landscaping opportunities for downtown.

Use of in ground planters and free standing planter will be determined on a site by site basis.

At the time of this writing, free standing planters purchased for use on Main Street and around Court Square have been the Cast Stone Galveston Planter made by Dura Art Stone. Various shapes and sizes have been utilized.

Trash & Recycling Receptacles



Trash and recycling receptacles to be utilized in Downtown Core and Transition Area.

Scarborough Litter Receptacle. Style: side opening, 30 gallon capacity. Side panel: vertical strap. Color: Stormcloud Powdercoat. Liner: Default color, 30 gallon polyethylene liner. Standard features: free standing/ surface mountable.

Note: Image shown of sample recycling receptacle in silver color. Color will be: Stormcloud Powdercoat.

Benches

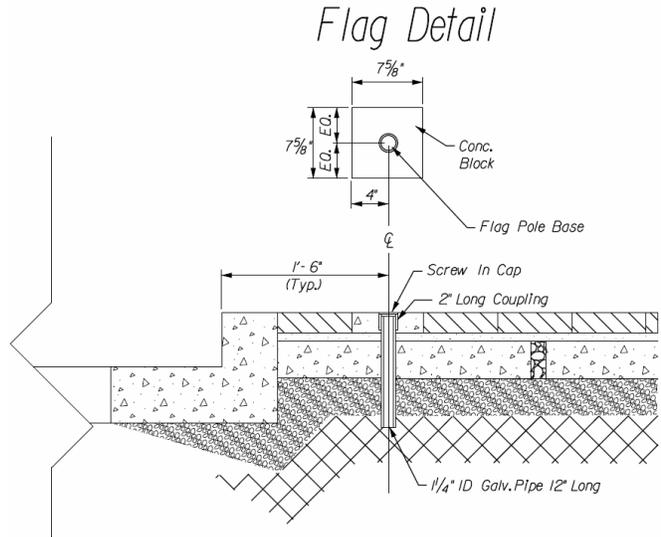


To be utilized in Downtown Core and Transition Area.

Landscape Forms Scarborough, backed, 72" length, horizontal strap seat with center arm (not pictured), Stormcloud Powdercoat Finish. (Other lengths available)

Flag Supports

Flag supports are provided for installing flags along Main Street for special events. The detail below shall be used for their installation, with the following design exception: the Stream Walk Medallion should be excluded and the concrete block should be brought in on the right side of this detail.



Banners



Banners are to be installed on all light poles on Main Street, Market Street, and Court Square within the Downtown Core and Transition Area. Banner design should match the specifications on the following page. Consult with the Public Works Department prior to installation for details on banner selection and location.



Banner Size: 30"x60"



Banner Size: 30"x 84"



Banner Size: 30"x60"



Banner Size: 30"x 84"



Banner Size: 30"x 84"



FRAZIER ASSOCIATES

ARCHITECTURE & PLANNING

219 NORTH AUGUSTA STREET, STAUNTON, VA 24401
PHONE 540.886.8230 FAX 540.886.8629
www.frazierassociates.com

Harrisonburg Downtown Schematic Sign Design

Harrisonburg, Virginia

Job Number: 2003.104

Date: February 8, 2005

Sheet 1 of 1

APPENDIX C: LANDSCAPING

Trees and landscaping are highly visible elements within the streetscape. They provide spring bloom, summer shade, fall foliage color, and winter branching. Landscaping softens the otherwise hard urban environment, provides a defense against the “urban heat island effect” and can help with stormwater management.

At the time of this writing, maintenance of trees and in ground planters within the downtown streetscape is being performed by the City Department of Parks & Recreation. However, maintenance is minimal and opportunities to add more plantings are not available due to limitations on budgets and available space. Maintenance of free standing planter boxes and containers along the streetscape has been organized by Harrisonburg Downtown Renaissance and is being provided by businesses downtown that have volunteered to hand water and maintain the planters.

Maintenance must be considered in the choice of plant materials, and maintenance concerns must be addressed early in the streetscape and landscaping design process, along with property access and access for emergency responders. Although no landscaping will be successful without some degree of maintenance, some plants require less attention than others. Landscaping, both in ground planters and free standing planters, will be determined on a site by site basis. Some considerations may include width of sidewalk, whether there is on street parking adjacent to the area, availability of light onto the site, etc.

Lack of proper growing space is one of the primary causes of premature death of urban trees. Where sidewalks are less than 9’ wide, street trees are not recommended. In these situations, plantings may be added to the streetscape by alternative means such as:

- Hanging baskets on light poles (this feature may require additional engineering review to determine the suitability of installation on the standard light pole called for in the Design Standards & Descriptions section).
- Private planter boxes along buildings or hanging from adjacent buildings.



Example of privately maintained planter boxes at Hawthorne Hotel in Salem, MA

- Side street curb extensions at intersections with large planters.
- Free standing planter boxes outside of the pedestrian pathway.

Where more sidewalk space is available, but space is still limited (sidewalks 9'-12' wide), trees in tree grates, 4'x6' or 5'x5' in size, or the use of silva cells may be considered.

It is recommended that different variety of trees should be used throughout downtown. However, each street or section of street should have a consistent look with the same variety of trees spaced along the street.

APPENDIX D: SHARED USE PATHS AND PEDESTRIAN PATHS

This Plan seeks to formalize the alignments for two shared use paths and walkway facilities in the downtown area. These facilities will connect with the larger development of the Northend Greenway, the Bluestone Trail, and trail facilities outside of the downtown area that are included in the City's 2010 Bicycle & Pedestrian Plan (amended 2011).

It should be noted that the following concepts for the Federal Street shared use path and Pedestrian Path (Municipal Lot to Liberty Park) were not considered during the development of the 2010 Bicycle & Pedestrian Plan. Should City Council approve these concepts, it is intended that the Bicycle & Pedestrian Plan will be updated to reflect these additions.

FEDERAL STREET SHARED USE PATH

Federal Street is a quiet street in the heart of the downtown core. This low volume street is a narrow alleyway south of East Water Street and a two-lane street north of East Water Street. It is primarily used for deliveries, making short trips between businesses and parking lots and serving as the ingress/egress point for the top of the Elizabeth Street parking deck. Its low traffic and potential for conversion to one-way motor vehicle traffic flow northbound north of East Market Street and one-way motor vehicle traffic flow southbound south of East Market Street, makes this street an excellent location for creating a recreational path in parallel with the street, including attractive landscaping and public art.

The following renderings show a shared use path corridor, generally 10-feet wide for bicyclists and pedestrians, stretching between the Turner Pavilion to the southern terminus of the Northend Greenway. The heart of the corridor will be Federal Street between East Wolfe Street to Franklin Street.

Due to unknown development specifics and challenges with existing conditions, three alignment options are provided north of East Wolfe Street:

- Option A is the preferred alignment as it is a straight continuation of Federal Street, but Option A has challenges such as going through an area behind the Friendly City Food Co-op, Family Dollar, and the U.S. Post Office that is heavily utilized for deliveries and refuse service, and in close proximity to parking spaces adjacent to Kline's Dairy Bar. Between East Elizabeth Street and East Gay Street, the Collonade had dedicated half the width needed for a pedestrian easement to the City of Harrisonburg, but additional easements from adjacent property owners are still needed.
- Options B and C are alternative alignments that may be considered depending upon how the area redevelops and the willingness of private property owners to dedicate land for this path.

From where Federal Street meets Franklin Street, two options are shown for connecting to the Turner Pavilion:

- Option D would utilize Federal Street between Franklin Street and Campbell Street, which is a narrow 19-foot wide alley that serves adjacent parking lots. Like the block between Bruce Street to Franklin Street, bicyclists, pedestrians, and motorists would have to share this space, as there is not enough room to provide separation between bicyclists and pedestrians from motor vehicles. Option D also requires the relocation or burying of utility

lines on the north side of Campbell Street in order to accommodate a 10-foot wide shared use path and buffer area. This would require that Campbell Street serve only one lane of one-way traffic. Crossing South Main Street would become easier as the proposed bump outs at this intersection will reduce the crossing distance.

- Option E would have a shared use path constructed on the north side of Franklin Street, and the path would cross South Main Street. Along South Main Street, the sidewalk in front of the Virginia Quilt Museum would be widened, and the path is proposed to turn into the drive way between the Quilt Museum and the Smith House, and connect with the shared use path/pedestrian walkway that will lead to the Turner Pavilion.



South Federal Street before improvements (looking north from East Water Street)



South Federal Street after improvements (looking north from East Water Street)

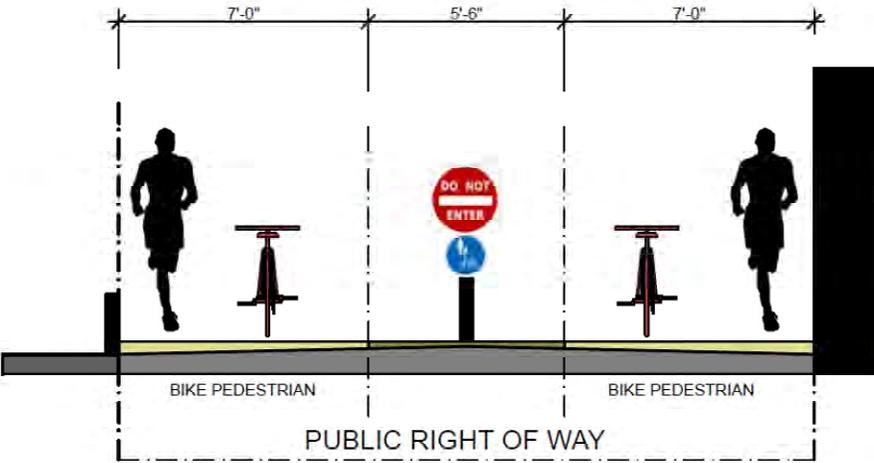
DOWNTOWN FEDERAL STREET CORRIDOR

NORTHEND GREENWAY

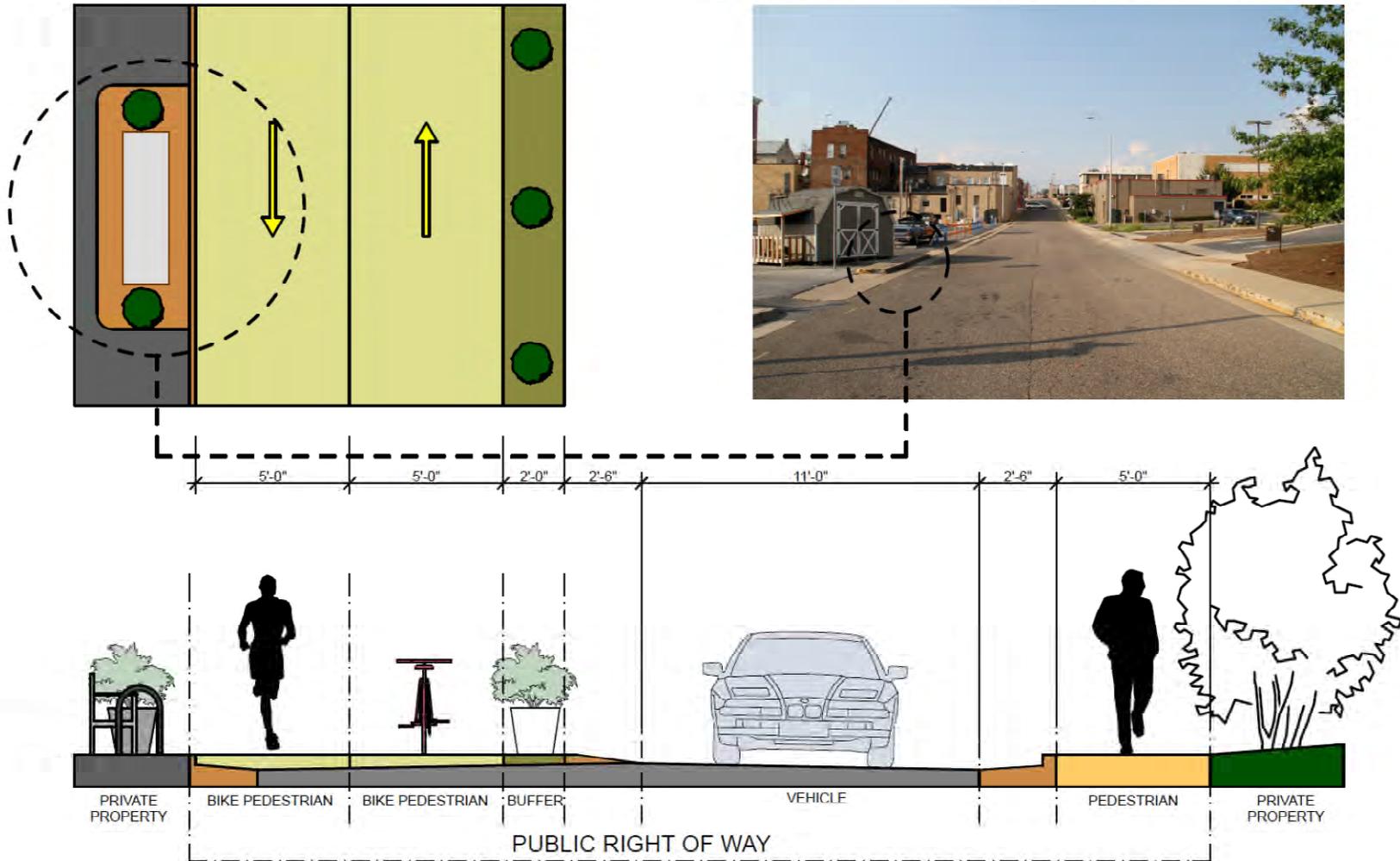


FARMERS MARKET

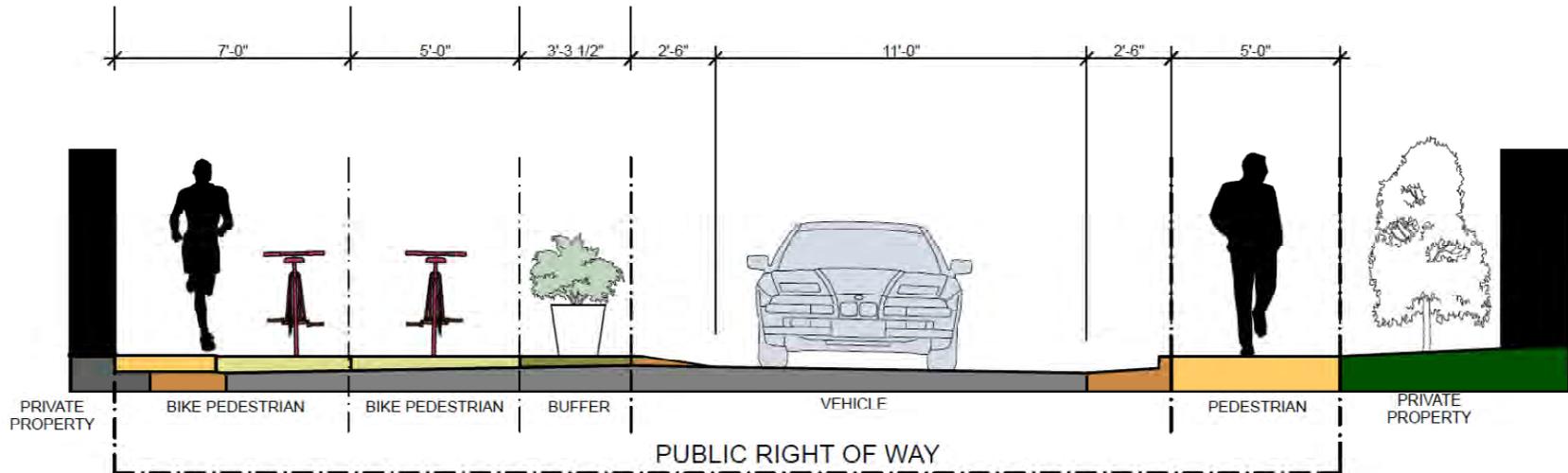
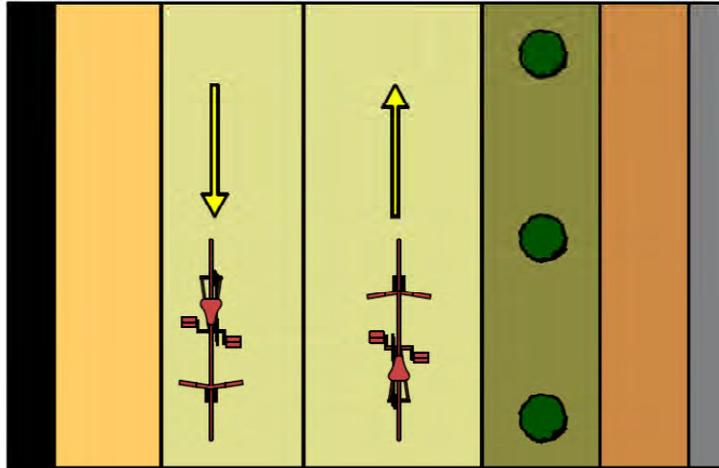
1. Newman Avenue to East Water Street



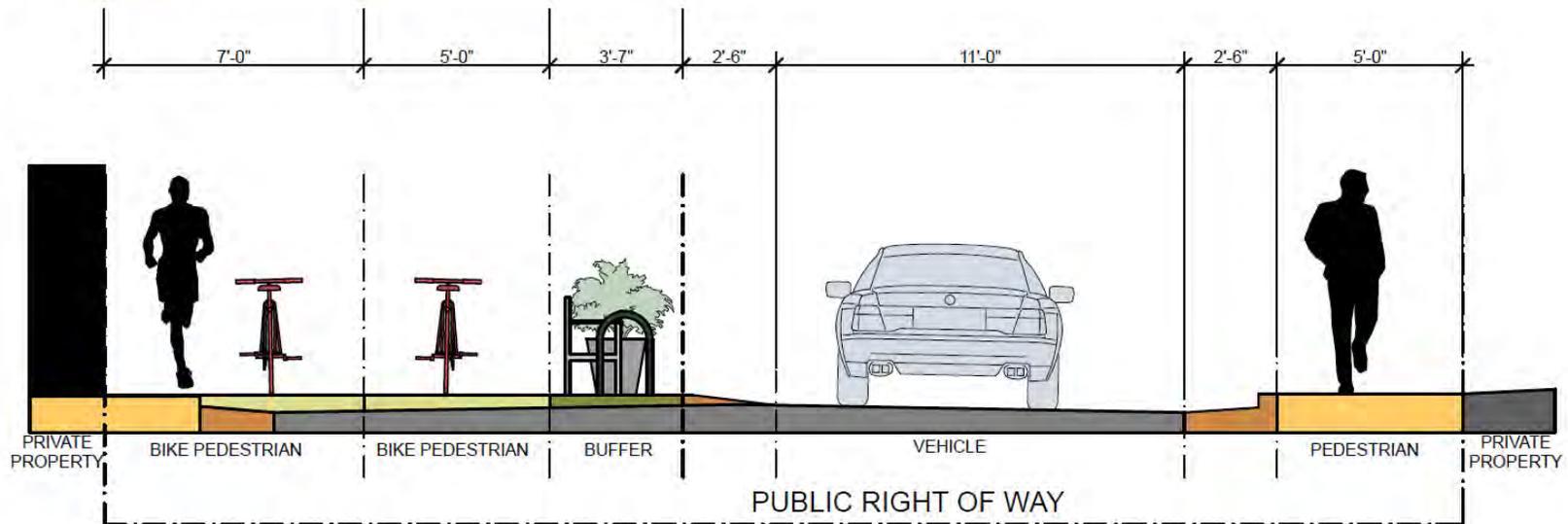
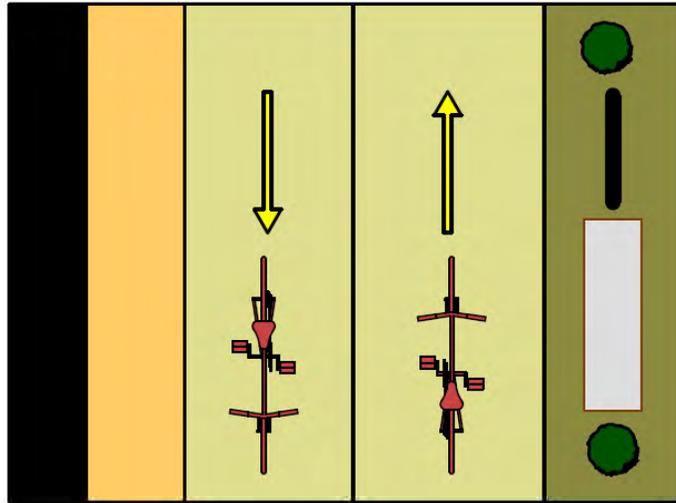
2. East Water Street to East Market Street (Southern Segment)



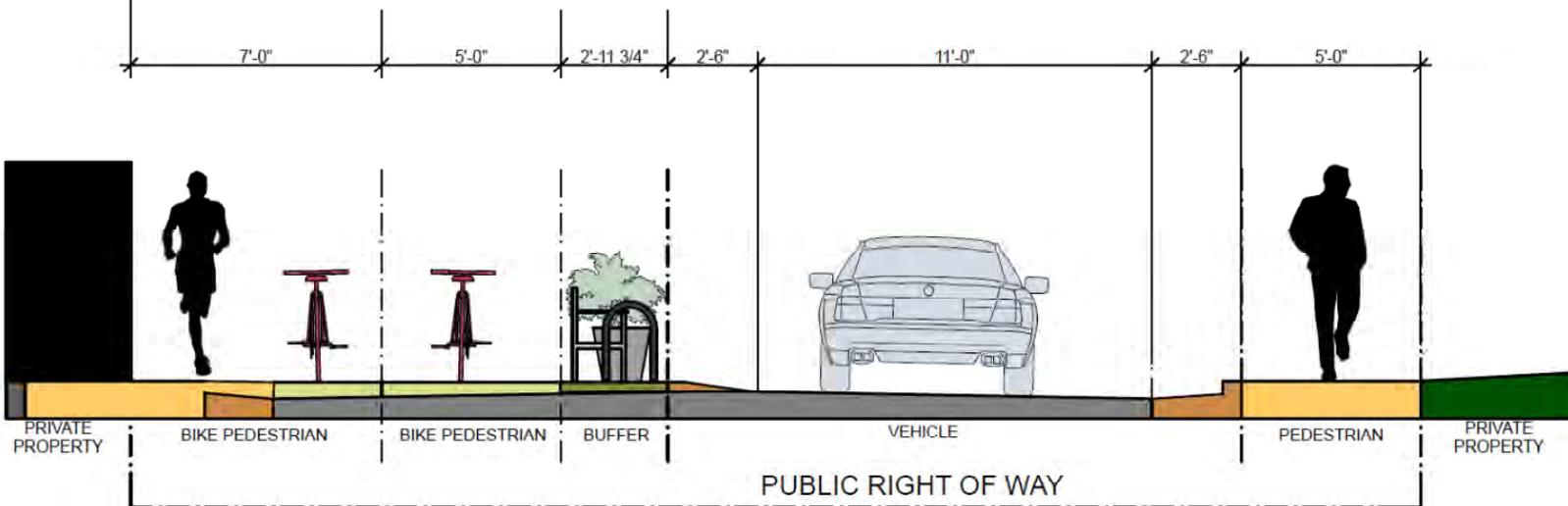
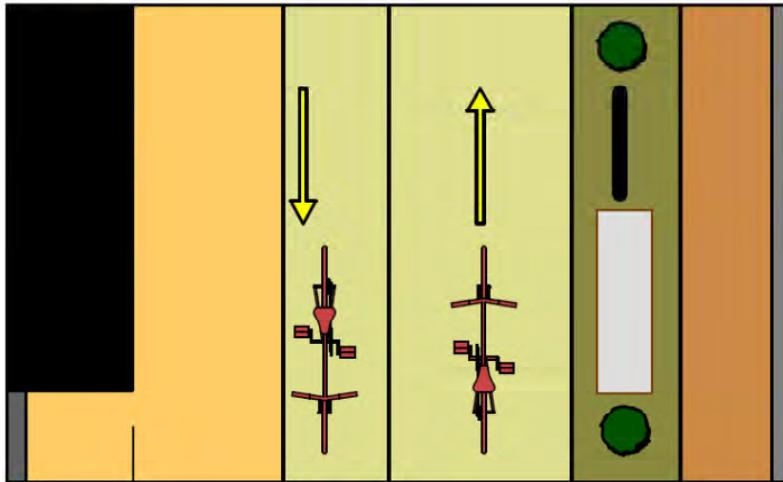
3. East Water Street to East Market Street (Northern Segment)



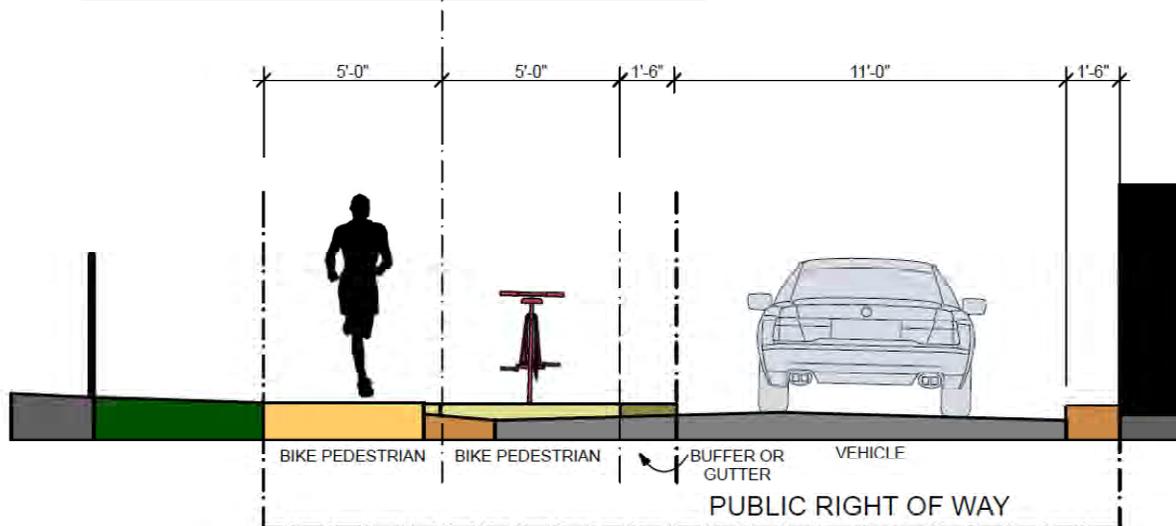
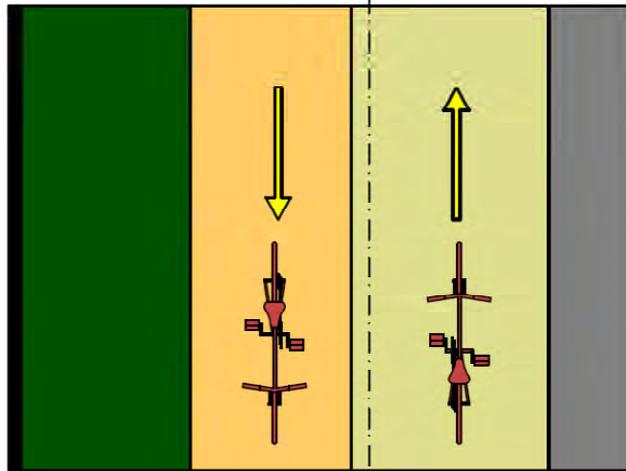
4. East Market Street to East Elizabeth Street (Southern Segment)



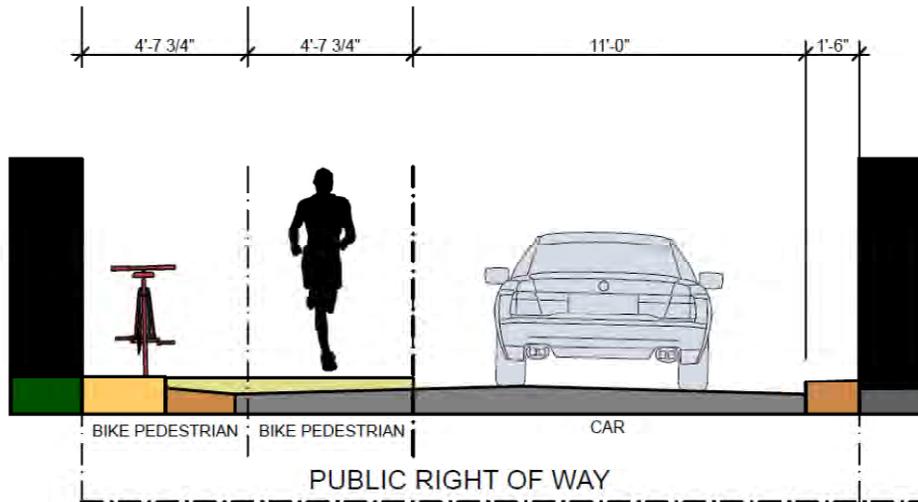
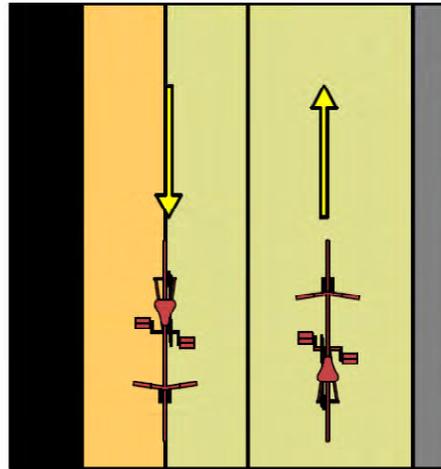
5. East Market Street to East Elizabeth Street (Northern Segment)



6. East Elizabeth Street to Blessed Sacrament Catholic Church



7. Blessed Sacrament Catholic Church to East Wolfe Street



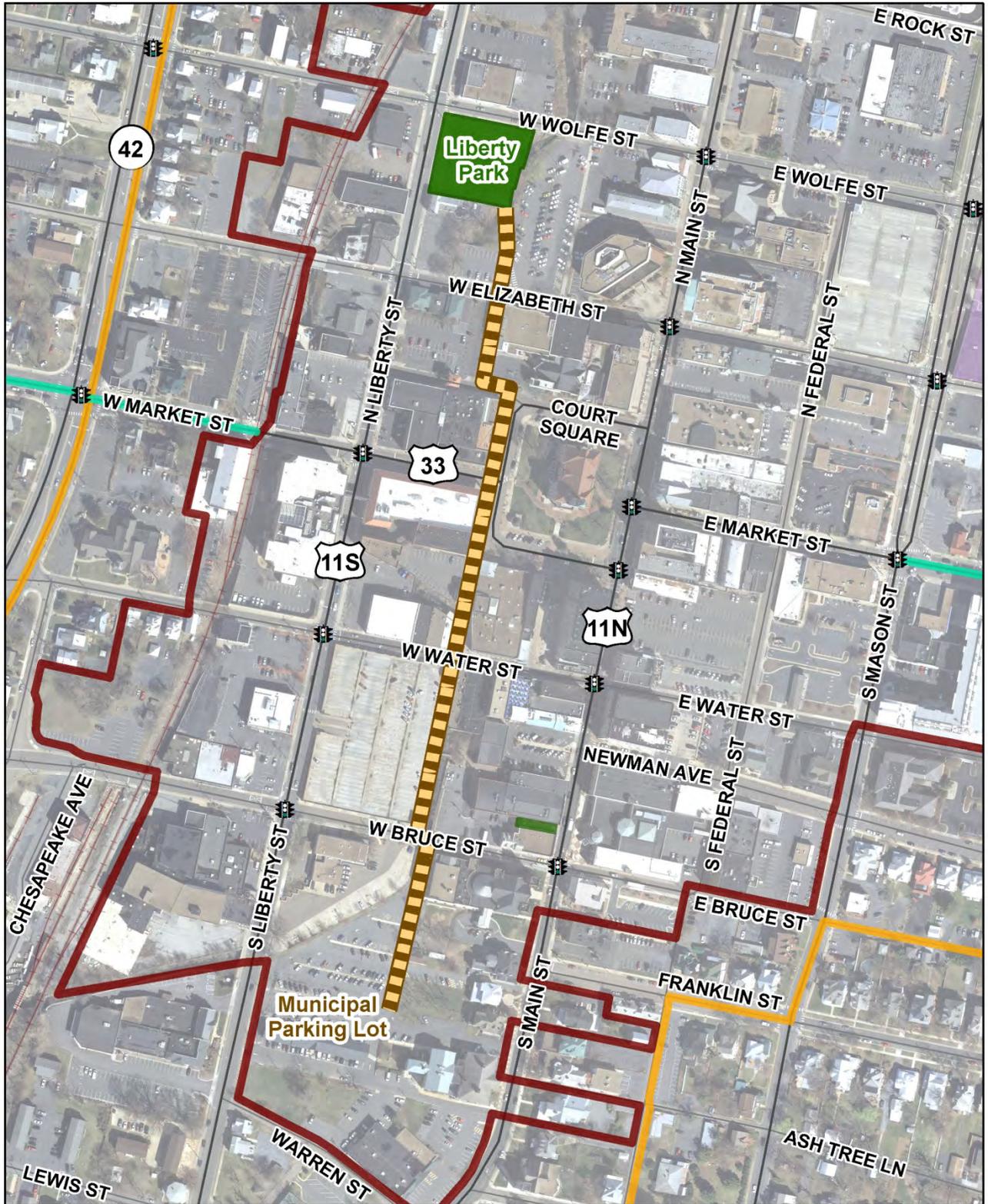
PEDESTRIAN PATH (MUNICIPAL LOT TO LIBERTY PARK)

It is recommended that City Council consider enhancing the pedestrian path between the municipal parking lot to Court Square to Liberty Park with benches, trees and green space.

Between the Municipal Parking Lot and Court Square, this path would be a 10- to 20- foot wide corridor. This concept would redevelop an existing corridor from a vague pathway that is generally obscure to Harrisonburg's visitors and plain to its residents into a pedestrian pathway of greater vitality, connecting what are becoming the two cores of downtown social and economic development, Turner Pavilion and Court Square. Central to the theme of this proposal is the historic nature of the City. The proposed path travels through the heart of the original boundaries of Harrisonburg and passes adjacent to the stone house of the founder of the City, Thomas Harrison, whose original land grant of the early 18th century incorporates the lands contained within the course of the walkway.

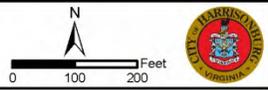
Two of the more technically challenging aspects of this pathway's design is its integration with the Municipal Parking Lot and the existing bridge over Blacks Run on West Bruce Street, which obscures vehicle sight lines. To help mitigate these issues, it is recommended that the concept of closing the West Bruce Street exit from the municipal lot be explored as a means of limiting pedestrian conflicts with motor vehicles.

This route would also provide an improved pedestrian route for those using the Water Street parking deck. From Court Square, the path would travel north towards Liberty Park along the alignment shown in the Pedestrian Path map.



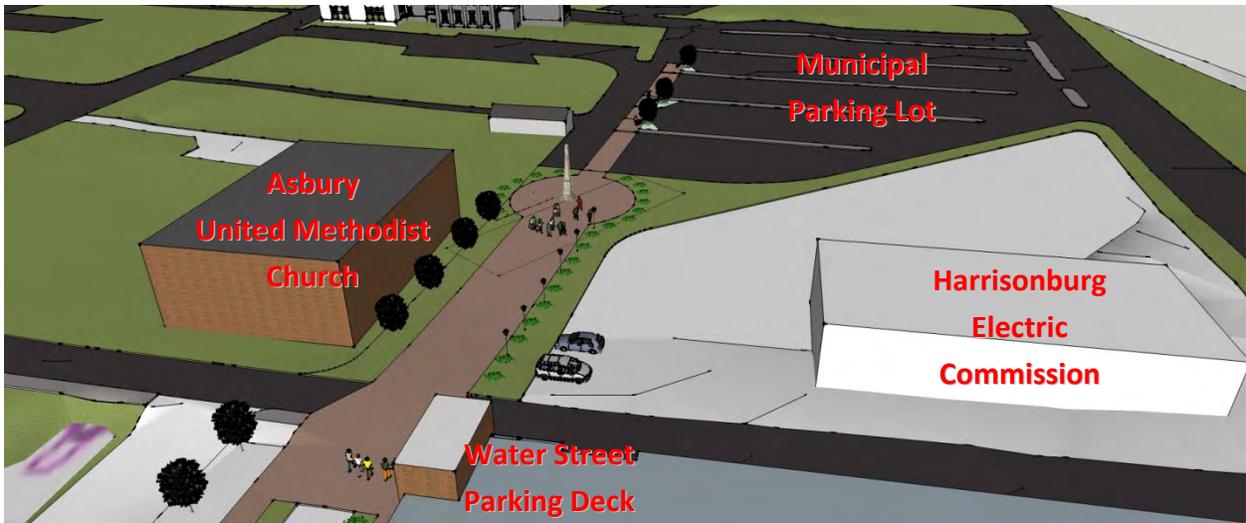
- Study Areas**
- Core
 - Transition Area
 - Gateway
 - Pedestrian Path

Pedestrian Path
Downtown Streetscape Plan





Pedestrian Path (concept for connection from Municipal Parking Lot to Water Street Parking Deck)

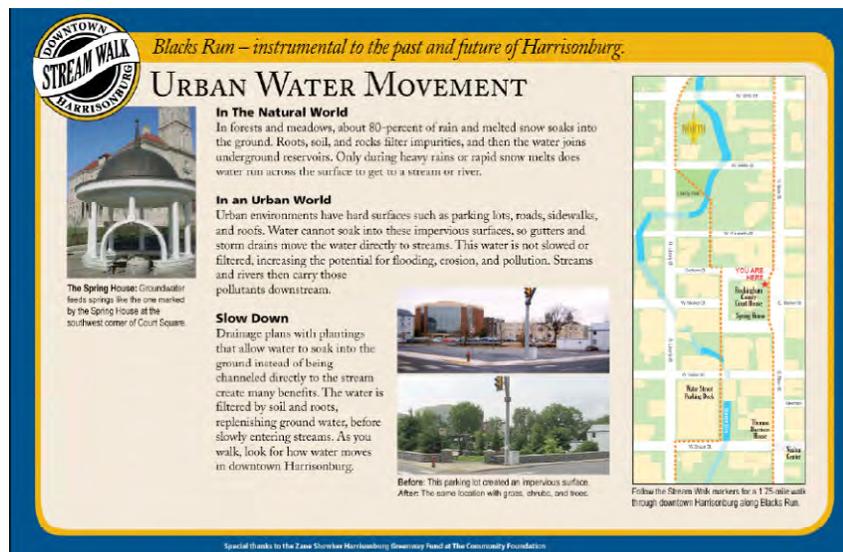


Pedestrian Path (concept for connection from Municipal Parking Lot to Water Street Parking Deck)

DOWNTOWN STREAM WALK

In 2008, the Friends of Blacks Run Greenway, with financial support from The Community Foundation, received approval from City Council to delineate a 1.75 mile Downtown Stream Walk that followed Main Street and Liberty Street between the World War II Memorial to the south and the intersection of North Main Street and Noll Drive to the north. The walk's objective was to create a pedestrian path for exercise, encouraging healthy enjoyment of businesses, restaurants, pocket parks, and green spaces in downtown.

The project included the installation of four educational, interpretive signs that highlighted Blacks Run and its history and role in the past and future of Harrisonburg. The signs are titled and reflect the topics of: "Growing on Blacks Run", "Blacks Run Wildlife", "Landscaping for Stream Health", and "Urban Water Movement". The walking route was delineated with 93, 3-inch diameter bronze medallions embedded into existing sidewalks along the walking route. However, over the years, the medallions have badly tarnished, making them difficult to see in the sidewalks, and some have also become loose from the sidewalk and have gone missing.



One of four signs installed for the Downtown Stream Walk

Although there is desire to support the concept and vision of the Downtown Stream Walk, at the time of this writing, city staff has decided not to reinstall the Downtown Stream Walk medallions until a new medallion design is developed (that are more visible and better affixed into the sidewalk), and until pathways are delineated as part of this plan. It would be a positive opportunity to combine the objectives of the Downtown Stream Walk with the Pedestrian Path between the Municipal Lot and Liberty Street, and the Federal Street Shared Use Path.

APPENDIX E: HISTORICAL CONTEXT

WHY STREETScape?

For urban planners and city officials, the word “streetscape” has become synonymous with downtown redevelopment programs. These programs can encapsulate enhancement grants and private sector development plans and often herald the rebirth of defunct urban cores. Streetscape programs, plans and policies are an important tool in place-making, regardless of geography.

A streetscape plan or program alone does not make a place. The streetscape itself is intended to be a tie that binds the built community together. It draws people to an area and tells them they have arrived; and the building environment should mimic that notion. A streetscape plan that only seeks to reconstruct sidewalks and plant trees misses the mark; these plans can and should be a tool for making choices about infrastructure replacement and management decisions. More importantly, an effective streetscape plan creates a common theme throughout that enables a community to celebrate and reflect upon its heritage.

One of the unique aspects of Harrisonburg’s ongoing downtown development is the decision to preserve the rights of property owners, even as many other downtown communities have feared losing those rights and that control. This plan is consistent with this philosophy, and is not intended to establish an architectural review board or to set forth design standards that property owners are beholden to. This is a plan for an investment in downtown. It sets forth a clear vision so that public infrastructure dollars can be prioritized in future years and it offers a plan to guide property owner and developer interests.

Those communities that venture down the path of streetscape renewal make statements that tell residents and visitors “we are unique” and “you have arrived.” If the building fabric that supports a streetscape program ceases to exist, then the streetscape is merely fancy sidewalks. We should remember the reason why we are unique and where we have arrived.

THE HERITAGE



Downtown Harrisonburg in 1885. Notice that Market Street transverses Court Square and Mason Street does not extend south of Market Street. There are still traces of the downtown from 1885, most notably is the Public School on the south end of Main Street (which currently serves as the western wing of the Municipal Building)

Market Street originally ran through Court Square and was not obstructed until 1836 by order of the court. However, the 1885 Atlas of Rockingham County still reflects the internal street configuration of Court Square. A sum of \$320 was provided by the court to defray the cost to the Town Trustees for the materials and labor. Early photographs show what appears to be a narrow alleyway through the middle of Court Square leading to the front steps of the earlier court house.



Also notable is the original spring that runs under the west side of Court Square and meets with Blacks Run alongside the pedestrian bridge that exists today.

Bruce Street was originally the entryway into Harrisonburg from the Warm Springs Turnpike, which explains the large radius curve at the intersection of Bruce Street and Old South High Street. Missing from the 1885 map and yet to reach Harrisonburg is the Chesapeake & Western Railway, which constructed an elaborate train station at the intersection of Chesapeake Avenue and Bruce Street in 1913. Today it sits abandoned and serves as a storage warehouse.

Despite the many changes that have occurred as downtown has grown and evolved, what we consider today's downtown still coincides with the town limits as they appeared in 1797; bounded by Bruce Street to the south; Gay Street to the north; Federal Street to the east; and High Street to the west.

The changes that have occurred throughout downtown have symbolized the changing philosophy of what the Central Business District should be and how the district can adapt to meet current needs, regardless of the era. Until the 1930s, most of downtown remained unchanged, with the exception of fires that ravaged the town from time to time, most notably the Christmas Day Fire of 1870. While not necessarily the most architecturally elaborate, but representative of most city streets, the west side of Court Square evolved from the classic Virginia architecture at the turn of the 20th century and by mid-century had become unrecognizable.

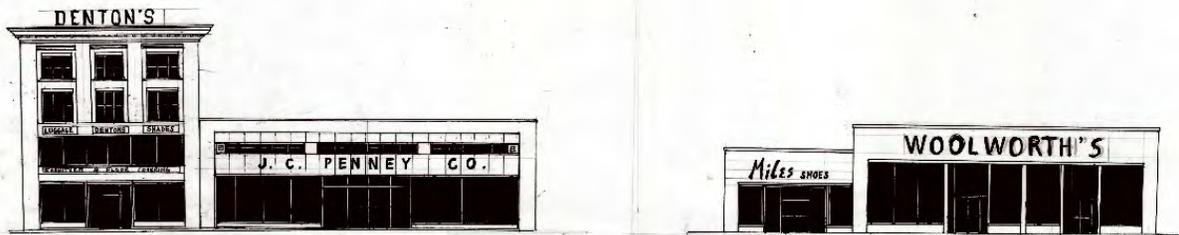
The following two elevation renderings depict how West Court Square appeared circa 1900 and circa 1960 respectively.



Judge Kenney House

Sites House

Market Street



Market Street

Denton's Furniture

J.C. Penney & Co.

Miles Shoes

Woolworth's

While the City has lost a significant portion of its architectural heritage through many iterations of demolition and replacement (for example, the J.C. Penney Co. Building has been demolished and now houses the Lower Courts Building), there are many opportunities to celebrate the architectural heritage of the City through infill redevelopment opportunities. Where possible, infill development should be encouraged to replicate original and historic buildings. For example, one of the largest vacant lots in the Central Business District is Gus' Parking Lot, the former site of the historic Virginia Theater and before that The Spotswood Building.

It is recommended that redevelopment possibilities on this site consider incorporating original architecture elements that would be compatible with historic buildings that formerly existed on the same site. While Harrisonburg does not have the opportunity to restore its entire historic fabric, it has an opportunity to recreate much of the heritage that has disappeared over the last generation.

In looking at today's streets and their configuration, it is helpful to look back through history to understand why certain streets have taken the form and identity they have. Like many older towns and cities throughout the Commonwealth, Harrisonburg's central core has particularly narrow streets, which pose challenges for modern, multi-modal transportation needs.

Harrisonburg was founded alongside the spring feeding into Blacks Run by Thomas Harrison's deed of August 5, 1779, granting two acres of land for a public courthouse. This was late in Thomas Harrison's life, with the stone house that he built on Bruce Street (still standing) constructed about 1750. It is uncertain whether an original plat of the town exists and if the streets and alleys were named at first. Prevailing evidence suggests that Market Street and Liberty Street (originally known as German Street) were the original "main" streets.



Thomas Harrison House

Main Street was originally known as Irish Street and its extension to the southwest was referred to as Staunton Road. It was named such primarily due to the divide between German settlers on German Street and Irish settlers on Irish Street. Main Street was officially named Irish Street in 1797 by the Town's trustees and it was known by this name until at least the Civil War. The original stage road to the Town of New Market, constructed about 1825, turned off Irish Street (Main) onto Elizabeth Street before reconnecting with what is now the Valley Pike (U.S. Route 11).

December 2013 Proactive-Zoning Report

For the month of December 2013 the proactive-zoning program inspected the **Stone Sunset Heights** section of the city. During the proactive inspections two violations were found. The violations consisted of inoperable vehicle violations.

MONTH	SECTOR	4 th CYCLE VIOLATIONS	CORRECTED	1 st CYCLE	2 nd CYCLE	3 rd CYCLE
December 2011	Wyndham Woods	2	2	2	0	4
January 2012	Northfield	13	13	21	6	19
February 2012	Purcell Park	8	8	7	6	5
March 2012	Parkview	5	5	19	7	16
April 2012	Ind./Tech Park	0	0	0	1	0
May 2012	Northeast	29	29	80	45	63
June 2012	Exit 243	1	1	10	0	1
July 2012	Fairway Hills	2	2	1	0	0
August 2012	Smithland Rd.	2	2	0	4	0
September 2012	N. Main St.	10	10	13	4	4
October 2012	Liberty St.	11	11	6	4	18
November 2012	Westover	13	13	18	8	17
December 2012	Garbers Church	9	9	1	2	1
January 2013	Spotswood Acres	8	8	6	4	1
February 2013	Jefferson St.	21	21	26	22	35
March 2013	Forest Hills/JMU	1	1	6	1	1
April 2013	S. Main St.	5	5	1	0	2
May 2013	Hillandale	11	11	7	5	17
June 2013	Maplehurst/JMU	0	0	6	5	2
July 2013	Long Ave/Norwood	11	11	12	28	17
August 2013	Greystone	9	9	13	10	13
September 2013	Greendale/SE	1	1	3	2	5
October 2013	Ramblewood	11	11	4	8	1
November 2013	Stone Spring Village/JMU	2	2	2	10	0
December 2013	Sunset Heights	2	2	7	29	10
January 2014	Reherd Acres			10	12	9
February 2014	RT 33 West			0	16	6
March 2014	Chicago Ave			16	22	29
April 2014	Pleasant Hill			4	13	17
May 2014	Avalon Woods			7	26	11
June 2014	Waterman Elementary			6	61	18
July 2014	Keister Elem			6	5	8
August 2014	500-600 S. Main			7	30	16
September 2014	Court Square			0	3	2
October 2014	Bluestone Hills & Valley Mall			3	33	31
November 2014	Preston Heights			8	3	1

The proactive-zoning program for January 2014 will be directed towards the enforcement of the Zoning Ordinance in the **Reherd Acres** section of the City.

Harrisonburg Planning Commission



2013 Annual Report

Harrisonburg Planning Commission

2013 Annual Report

Table of Contents

Members3

Rezoning.....4

Special Use Permits.....5

Street/Alley Closings.....6

Ordinance Amendments.....6

Preliminary Plats7

Meetings and Worksessions7

Harrisonburg Planning Commission

2013 Annual Report

Planning Commission Membership

Deb Fitzgerald

Chair

MuAwia Da'Mes

Vice Chairman

Board of Zoning Appeals Member

Richard Baugh

Council Member

Gil Colman

Judith Dilts

Jefferson Heatwole

Henry Way

Harrisonburg Planning Commission

2013 Annual Report

Rezoning

Request	Planning Commission Action	Date	City Council Action
1310 Garbers Church Road R-1 to B-2 115 00D 003 001 012	Recommended for approval (7-0)	01-09-13	Approved
126 & 128 West Bruce St M-1 to B-1 025 00C 006 001 013	Recommended for approval (7-0)	02-13-13	Approved
Cassco Ice Rezoning B-1C & M-1 to B-1 (Joint Public Hearing with City Council) 025 00F 009 002 013	Recommended for approval (7-0)	03-12-13	Approved
Whitesel Brothers, Inc. R-1 to B-2 114 00B 001 001 013	Recommended for approval (7-0)	05-08-13	Approved
HRHA Commerce Village R-3C and B-2C to R-3 041 00Q 006 003 013	Recommended for approval (7-0)	05-08-13	Tabled by Council (June 2013) Approved (July 2013)
D&B Investors, LLC and Hess & Allen Prop. LLC M-1 & B-1C to B-1 025 00C 014 003 013	Recommended for approval (5-1)	06-12-13	Approved
Collicello North R-7 Development 040 00H 001 002 013	Recommended for approval (6-0)	06-12-13	Approved
803, 813, & 833 Chicago Avenue (Family Dollar) M-1 to B2C 039 00F 001 001 013	Recommended for denial (6-0)	07-10-13	Postponed by Applicant (August 2013) Approved (September 2013)

Harrisonburg Planning Commission

2013 Annual Report

Special Use Permits

Request	Planning Commission Action	Date	City Council Action
Maryland Avenue (J.D. Land, LLC) Occupancy up to four persons 10-3-40 (7) 018 00F 002 001 013	Recommended for approval (7-0)	05-08-13	Approved
HRHA Commerce Village Multi-Family Dwellings 10-3-48.4 (6) 041 00Q 006 005 013	Recommended for approval (7-0)	05-08-13	Tabled by Council (June 2013) Approved (July 2013)
HRHA Commerce Village Reduced Park. 10-3-48.4(3) 041 00Q 006 004 013	Recommended for approval (7-0)	05-08-13	Tabled by Council (June 2013) Approved (July 2013)
960 Acorn Dr – Recreation Activity in Industrial 10-3-97 (10) 05600B 007 002 013	Recommended for approval (6-0)	06-12-13	Approved
632 East Market Street Occupancy up to four persons 10-3-40 (7) 033 00V 005 001 013	Recommended for denial (6-0)	06-12-13	Denied
The Commons Fence Height 10-3-46 (7) 092 00F 008 001 013	Recommended for approval (6-0)	06-12-13	Approved
D&B Invest, LLC; Hess & Allen Prop, LLC; and Stephen Hess for parking lot/garage B-1 10-3-85 (8) 025 00C 014 004 013	Recommended for approval (6-0)	06-12-13	Approved for parking lot only (July 9, 2013) Approved for parking garage (July 23, 2013)
118 Broad Street Occupancy up to four persons 10-3-40 (7) 034 0RR 002 002 013	Recommended for denial (7-0)	11-13-13	Denied

Harrisonburg Planning Commission

2013 Annual Report

Street and Alley Closings

Request	Planning Commission Action	Date	City Council Action
Kin Group, LLC (North Collicello Street Project) (undeveloped portions of streets and alleys)	Recommended for closing (7-0)	02-13-13	Approved
Ridgeway Mennonite Church (Adjacent to 27-L-8, 8A and 16 through 20)	Recommended for closing (7-0)	05-08-13	Approved
D&B Investors, LLC (Adjacent to 25-C-10, 11, 13, & 14)	Recommend for closing (6-0)	06-12-13	Approved
Kin Group LLC 1,557 SF portion of undeveloped Collicello Street	Recommended for closing (7-0)	08-14-13	Approved
Undeveloped Oak Drive (Between 22-E-9 and F-8)	Recommended for closing (7-0)	08-14-13	Approved
Adjacent to 18-L-1, 2, & 3 and 18-V-7 Catholic Campus Ministry	Recommended for closing (7-0)	11-13-13	Approved

Ordinance/Comprehensive Plan Amendments

Request	Planning Commission Action	Date	City Council Action
Ordinance Amendment for Business Garden Proposal	Recommended for approval (7-0)	02-13-13	Approved
Ordinance Amendment 10-3-85 & 91 for B-1 & B-2 Manufacturing by SUP (Joint Public Hearing)	Recommended for approval (7-0)	03-12-13	Approved
Section 10-3-114 (d) Accessory Structures on Through Lots	Recommended for approval (5-0) (Commissioner Way Abstained)	07-10-13	Approved

Harrisonburg Planning Commission

2013 Annual Report

Zoning Ordinance Amendments for Screening Requirements, Refuse Facility Location and Accessory Buildings in B-1	Recommended for approval (7-0)	11-13-13	Approved
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Preliminary Plats

Request	Planning Commission Action	Date	City Council Action
The Village at Forest Hills 012 00L 014 001 013	Recommended for approval (7-0)	05-08-13	Approved
Daly Sub Ramblewood Rd 097 00A 007 002 013	Recommended for approval (6-0)	07-10-13	Approved
Collicello North R-7 040 00H 001 003 013	Recommended for approval (7-0)	11-13-13	Approved

MEETINGS AND WORKSESSIONS

 **Total Number of Regular Meetings: 9**

Meeting Dates:

January 9, 2013

February 13, 2013

March 13, 2013

(Joint Public Hearing with City Council)

April 10, 2013 - Meeting Canceled

May 8, 2013

June 12, 2013

July 10, 2013

August 14, 2013

September 11, 2013

October 9, 2013 – Meeting Canceled

November 13, 2013

December 11, 2013 – Meeting Canceled

Planning Commission held a worksession on December 11, 2013 to discuss the Capital Improvement Program

Department of Planning and Community Development

Report of Annual Activity

Planning and Zoning Division

2013



CITY OF HARRISONBURG, VIRGINIA



ZONING ACTIVITIES

Inspection of Zoning Requirements	319
Proactive Zoning Violations	84
Home Occupations Permits Issued	123
Comprehensive Site Plans Reviewed	41
Sign Permits Issued	81
Building Permits Reviewed	596

SUMMARY OF THE BOARD OF ZONING APPEALS (BZA) ACTIVITY

Address	Case Number	Appeal or Variance	Tax Map	Date	BZA Action
250 Hartman Drive	1301	Variance	34/K/3,3A	06/3/13	Approved
118 Broad Street	1302	Appeal	34/RR/2	11/4/13	Approved
1349 Valley Street	1303	Appeal	11/E/29	10/16/13	Withdrawn

PROACTIVE ZONING ENFORCEMENT

Sector	Date	Violations Cited
Spotswood Acres	January 2013	8
Jefferson Street	February 2013	21
Forest Hills/JMU	March 2013	1
South Main Street	April 2013	5
Hillandale	May 2013	11
Maplehurst/JMU	June 2013	0
Long Avenue/Norwood	July 2013	11
Greystone	August 2013	9
Greendale/SE	September 2013	1

Ramblewood	October 2013	11
Stone Spring Village/JMU	November 2013	2
Sunset Heights	December 2013	2

MINOR SUBDIVISIONS

Request	Case Number	Staff Action	Date	Deed Book/Page
PLA of Lots 2A & 2B Deyerle Sub. Sec. 44	079 00C 012 001 012	Approved	03-28-13	4234/146
ROW Dedications for Boxwood Court	002 00D 006 001 012	Approved	10-22-13	4328/754
Prop. Line Vac. Block Four Boxwood Acres	001 00E 001 001 012	Approved	10-22-13	4328/764
Sub. Of 794 N. Main St. (Bell Investments, LLC)	041 00N 015 001 013	Approved	02-04-13	4190/724
Rediv. of Twyla A. Heatwole Prop. (W. Market St.)	037 00B 001 001 013	Approved	02-28-13	4207/782
Redivision Lots 9&10, Blk 7, Sunset Heights Addition	023 00E 023 001 013	Approved	02-15-13	4191/498
PLV Lots 1—8 Blk. 10 Sunset Heights	023 00H 003 002 013	Approved	03-07-13	4202/605
Salvation Army Lot Line Vac. (Deed Composite Plat)	041 00J 001 002 013	Approved	04-11-13	4221/452
HRHA Commerce Village (Property Consolidation)	041 00Q 006 006 013	Approved	05-01-13	4232/524
Lots 30-33, BLK 15 Sunset Hts., Prop. Line Vacation	023 00L 030 001 013	Approved	05-07-13	4236/505
1420 VA Ave. Lot Line Vac. (Schrock)	052 00B 004 001 013	Approved	06-24-13	4269/397
Resub. Of Lots 56 & 57 – Fairway Hills Sec. II	069 00A 056 001 013	Approved	07-18-13	4277/720

PLV Lots 12—16 & 18 west side of Kratzer Ave.	034 00D 012 001 013	Approved	08-05-13	4288/56
909 Smithland Road – Sandra L. Perry	065 00A 005 001 013	Approved	08-13-13	4292/621
Lot Line Vacations 28—32 Fir St. (Stoll)	023 00H 028 003 013	Approved	10-02-13	4319/377
Oak Drive Vacation (Antonnicola & Gibson)	022 00F 008 001 013	Approved	10-03-13	4326/33
Land Conveyed to Orebaugh and Cline from City	008 00C 003 001 013	Approved	10-08-13	4323/10
Monument Ave. Minor Sub. (White)	011 00N 020 001 013	Approved	11-07-13	4335/503
Revised Open Space Townes at Bluestone	080 00H 00O 001 013	Approved	12-30-13	4359/382

FINAL PLATS

Request	Case Number	Staff Action	Date	Deed Book/Page
The Angle Plat Variance (Velocity Prop. Group)	084 00B 020 001 013	Approved	06-18-13	4264/549
Dedication of Leland Circle	093 00A 01A 001 013	Approved	07-10-13	4274/41
Daly Subdivision Ramblewood Road	097 00A 007 002 013	Approved	10-28-13	4349/564
Freeman Station (Cosner Development LC)	009 00E 001 001 013	Approved	11-07-13	4334/276