



City of Harrisonburg, Virginia

Planning Commission Meeting

April 8, 2015

7:00 p.m.

Regular Meeting
409 South Main Street

1) Call to order, roll call, determination of quorum, and review/approval of minutes from the March 11, 2015 Special Meeting to review the CIP and the March 11, 2015 regular meeting.

2) New Business

Rezoning – 1320 Port Republic Road (B-2C Proffer Amendment)

Public hearing to consider a request from Alan E. Strawderman to rezone a 0.45-acre parcel zoned B-2C, General Business District Conditional by amending existing proffers that were approved when the property was rezoned in 2009. The property is located at 1320 Port Republic Road and is identified as tax map parcel 88-C-6.

15.2-2232 Review – Proposed Harrisonburg City Public Schools New Elementary School

Public hearing to consider a request to review the proposed Harrisonburg City Public Schools new elementary school per City Code Section 10-1-6 to determine if the public facility is in substantial accord with the Comprehensive Plan as provided by the Code of Virginia Section 15.2-2232. The proposed elementary school site is located at 720, 776, and 810 Garbers Church Road, is zoned R-1, Single Family Residential District, includes 10.8 acres and is identified as tax map parcels 117-D-1, 2, & 6.

3) Unfinished Business

None.

4) Public Input

5) Report of secretary and committees

Proactive Zoning

6) Other Matters

None.

7) Adjournment

Staff will be available Tuesday May 12, 2015 at 4:30 p.m. for those interested in going on a field trip to view the sites for the May 13, 2015 agenda.

MINUTES OF HARRISONBURG PLANNING COMMISSION
MARCH 11, 2015

The Harrisonburg Planning Commission held a special meeting to review the Capital Improvement Program (CIP) on Wednesday, March 11, 2015 at 6:30 p.m. in the City Council Chambers, 409 South Main Street.

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

Members absent: Judith Dilts.

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

Chair Fitzgerald called the meeting to order and determined there was a quorum with six members in attendance. She then said Planning Commissioners did not have any questions for City Department Heads regarding the CIP; however, there are several questions for Harrisonburg City Public Schools and asked their representative to come forward to speak.

Craig Mackail, Executive Director of Operations and School Safety for Harrisonburg City Public Schools, said he is here tonight to answer questions along with Dr. Kizner, Superintendent of Schools. This is the first year we have incorporated our CIP into the City CIP and we decided to do so about eight months ago; this will make it easier for the City and Schools to be on the same page. Our CIP was a bit different from this CIP; therefore, we are about a year behind. Previously the school system would do a separate CIP that was approved by the School Board and then we would just send a one page copy of our CIP to Mrs. Turner to include in the City's CIP.

This CIP is rather typical, other than the new school construction and some of the land acquisition. As you are probably aware school enrollment is growing at about four percent a year, so you will also see that within the CIP. Along with that you will see the general maintenance type items, such as air handler replacements and some chiller replacements. This is for facilities that are just due for maintenance, they are still operating; but they are reaching their lifespan.

What you have before you is basically a phased plan that the School Board adopted for school construction over the next few years based on our enrollment growth. I will be happy to answer your questions if you have any about specific projects or other items. I will tell you that we met today, Dr. Kizner and the planning group, with the architect. We are at the initial planning phases for the new elementary school on Garbers Church Road and the pre-K center.

Chair Fitzgerald said given that the school system is working on the next CIP now, is there anything here that really is out-of-date at this time? I have a concern of going forward and approving something that we know is going to be substantively changed.

Mr. Mackail replied no, this is the most up-to-date CIP. We will start again on this process in the next several months. As a matter of fact, I am presenting to the School Board next week in order to start that process and get those dates.

Chair Fitzgerald said part of the confusion I had with this was aligning of some projects with some of the things I had been reading in the press. For example, the idea that we were going to build one larger pre-K facility and, as we now know, two are still planned for projected growth.

Chair Fitzgerald asked if there were questions for Mr. Mackail.

Mr. Da'Mes asked at what stage are you at – you have received the go ahead for the pre-K and the elementary school at Garbers Church Road.

Mr. Mackail replied that is correct.

Mr. Da'Mes said perhaps you can clarify another thing that has been in the news lately – how does the school system establish the dollar amount of expenditures that you are anticipating. We heard that it is not based on square footage of a building. What is it based on; perhaps there are architectural renderings?

Mr. Mackail said we are not at the point of renderings; however, we know what is appropriate for a certain capacity school by square footage. An architect who builds schools all the time uses the current value for square footage based on the number of children in the school and what is needed within the school. Then, they are able to provide us with a figure based on that.

What I will say is that you do not know exactly what the school is going to be priced at until it is put out to bid. Sometimes you may come in lower, other times that cost may be higher. These figures are more than just estimates; but you will never know until you bid the project.

Mr. Colman said what is the school systems current schedule for the different schools that will be built? I see here there are at least three schools planned.

Mr. Mackail said right now we are focusing on the initial project that the City Council has approved – the elementary school on Garbers Church Road. We are still vetting the location for the pre-K location between Thomas Harrison Middle School and Skyline/Smithland Schools; the School Board still needs to have some conversation regarding that. Those are the two projects we are focusing on currently, to get them opened in 2017.

Mr. Colman said you have listed Objective 5.2 from the Comprehensive Plan and I was thinking Objective 5.3 may need to be listed. This project will be coming back to Planning Commission for review and we would be looking at both objectives.

Chair Fitzgerald said Mr. Colman is referring to the 2232 review and hearing before Planning Commission.

Mr. Mackail said we are in the process of getting information to Planning staff regarding that so you will also have that information soon.

Chair Fitzgerald asked if there were any further questions. Hearing none, she thanked Mr. Mackail for his attendance.

Mrs. Turner thanked Mr. Mackail and Dr. Kizner for working so diligently to get the information into the City's CIP format.

Dr. Kizner said we appreciate what this will do for us, and moving forward we will do a much better job. You are right, we are in the process of building projects – the new elementary school, set to open in 2017, and the pre-K center, which we initially wanted for 350 students, is now set for 175. Starting next month the School Board will go back and do the Capital Improvement Plan over again knowing that phase one of both projects is already established and we will update our CIP as such. Next year when you get this you will get a real concrete plan based on actions that were taken by City Council and the School Board a month ago. I am not saying that this information is inaccurate, but it is not as updated as we can make it now that we know what plans have been approved by the School Board and City Council.

Chair Fitzgerald said in next years' CIP all the alignment and timing of all the other departments will be matched with the schools.

Dr. Kizner said that is correct.

Chair Fitzgerald asked if there were any other comments or questions. The steam plant section is out of the CIP this year and stormwater management section is in. The school section has grown by about 25 pages from last year. Are there any comments?

Mrs. Turner said if you will notice on page 21, regarding the regional jail expansion or alternative project, we are anticipating that further information concerning the jail matters will be on City Council's agenda soon.

Kurt Hodgen, City Manager, said I am expecting that it will be the first meeting in April.

Mrs. Turner said should Planning Commission see fit to take some action on the CIP, if you could, include in the motion that the regional jail expansion or alternative project be updated in the CIP, if the CIP is approved prior to or after the City Council action on the jail matter.

Chair Fitzgerald said there is also an email from George Pace that went to Planning members about some issues, along with a letter staff received. Would staff like to speak regarding that?

Mr. Fletcher said Mr. Pace's email was referring to a letter he had provided to me the day before, which will go into your packet for the 2232 hearing for the actual school site itself. In the email from Mr. Pace he had CIP comments referring to the need for additional buses, I believe. In his letter he is referring to more site specific things associated to the Garbers Church Road site itself; such as stormwater management, water pressure, along with the need for additional buses. They are really two totally separate comments, but he refers to the letter which none of you have seen at this point.

Chair Fitzgerald said the point being that it is less applicable to this and more applicable to the 2232 hearing in April.

Mr. Fletcher said yes.

Chair Fitzgerald asked if there were any further questions. Hearing none, she asked if there was a motion to forward to City Council.

Mr. Colman moved to approve the CIP as presented with the future changes to be done to page 21, regarding the regional jail expansion or alternatives.

Mr. Heatwole seconded the motion.

Chair Fitzgerald said we have a motion and a second; she then called for a voice vote.

All voted in favor (6-0) of the motion to recommend approval of the CIP as presented with the future changes regarding the regional jail.

Chair Fitzgerald said this will move forward to City Council on April 14th. She then closed the CIP special meeting at 6:45 p.m.

MINUTES OF HARRISONBURG PLANNING COMMISSION
MARCH 11, 2015

The Harrisonburg Planning Commission held its regular meeting on Wednesday, March 11, 2015 at 7:00 p.m. in the City Council Chambers, 409 South Main Street.

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

Members absent: Judith Dilts.

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

Chair Fitzgerald called the meeting to order and determined there was a quorum with six members in attendance. She then asked if there were any corrections, comments or a motion regarding the minutes from the February 11, 2015 Planning Commission meeting.

Mr. Way moved to approve the minutes as presented.

Mr. Colman seconded the motion.

Mr. Heatwole abstained from voting because he was not in attendance at February's meeting.

All members voted in favor of approving the February 2015 minutes as presented (5-0).

New Business

Special Use Permit – 15 Southgate Court (10-3-91 (8) Reduction in Required Parking)

Chair Fitzgerald read the request and asked staff for a review.

Mrs. Banks said the Comprehensive Plan designates this area as Commercial. This designation states that these areas include uses for retail, office, wholesale, or service functions. These areas are generally found along the City's major travel corridors and in the Central Business District of the City.

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

Site: Office building, zoned B-2

North: Across Southgate Court, car dealership, zoned B-2

East: Office building, zoned B-2

South: Commercial uses, zoned B-2

West: Photography studio, zoned B-2

The applicants are requesting a special use permit (SUP) per section 10-3-91 (8) to allow fewer than the required number of parking spaces. A requirement of the SUP obligates the property owner to provide open space equal to the area that would have been used for the required number of parking spaces in the event that more parking spaces are needed in the future. If approved, the applicant must record this requirement of the permit as part of the deed to the property.

The subject property was annexed into the City in 1983 as a single-family home and given a B-2, General Business District zoning classification. In 1985, a building permit was approved

converting the single-family dwelling to a business; however, the only parking provided was the one space within the driveway.

If approved, Bridgewater Montessori School desires to relocate their facility to the 14,810 square foot parcel located at 15 Southgate Court. The facility currently operates from the Bridgewater Brethren Church and has an enrollment of ten students. The applicants state that moving the school to the Southgate Court location would provide a more convenient location for their students and would allow the program to increase their enrollment total to 25 or 30. Enrolled children would range in age between 2½ years to kindergarten age – all being served by a total of three employees.

Pre-school services offered to children ages 2½ to 4 years are generally considered child day care centers rather than a school; thus, required off-street parking is calculated at one parking space for every 200 square feet of gross floor area, which is the same as for a retail business and similar mercantile establishments. A total of eleven parking spaces would be required for the 2,200 square foot building.

As shown on the submitted layouts, they are requesting a reduction in the required eleven spaces to a total of five. They have provided two scenarios of parking arrangements for the property; each reflecting a total of five parking spaces. One illustration includes an off-street drop-off area for children, while the second illustrates a sidewalk leading to the public street. Also, as required, a site plan showing the total eleven spaces and how they could fit on the property is provided.

The applicants state that students arrive at the facility via parent drop off and a staff member meets them at “curb side”. Drop-off is scheduled between 7:30 am and 8:30 am with three different pick-up times: 1:00 pm, 3:30 pm, and 5:30 pm. Potential traffic congestion is reduced due to the varied drop-off/pick-up times, and the applicants note there are several sibling groups and carpool arrangements, which may help to reduce vehicular traffic.

Additionally, in addition to the five on-site spaces, the applicants have stated they have an agreement with Steven Toyota, a business located directly across Southgate Court, to utilize five of the car dealership’s parking spaces. At this time, the applicants state their three employees would utilize three of the five spaces. Staff is not comfortable with such an arrangement and would rather they try to utilize the flexibility offered by Section 10-3-26, which allows shared parking agreements or reductions in required parking for two or more uses based upon hours of operation. Staff understands, however, the applicants have been unsuccessful in trying to utilize the accommodations offered by this section.

As noted above, the parking requirement is calculated the same as a retail business; because there is not a separate parking regulation within the Zoning Ordinance for child day care facilities. The applicants have researched and provided information on pre-school and day care facilities from neighboring towns and cities and believe their proposal of five on-site parking spaces is adequate given other localities’ regulations.

Generally at such facilities, parents park and come in to the school—whether it is to drop-off or pick-up children, to volunteer for the day or to attend a school program—and therefore, staff believes the proposed reduction is inadequate.

Staff has had conversations in the past regarding parking for child day care centers and whether the retail calculation is too strict. The concept of perhaps changing the requirement to a percentage of the allowed occupancy of the building, plus one space per employee, rather than the square footage of the overall building has been considered. However, in most cases, staff finds that with such a

scenario the required parking still falls within one or two spaces of what a retail parking calculation requires.

As noted, staff is uncomfortable with the arrangement with Steven Toyota and believes that five on-site parking spaces are insufficient to cover the needs of the child day care facility. Staff appreciates the work the applicants have put into the application; however, we recommend denial of the special use permit request.

If desired for approval however, staff recommends the following condition:

- The SUP shall be applicable only for child day care centers, which operate substantially the same as the proposed use.

Chair Fitzgerald asked if there were any questions at this point.

Mr. Way said can you explain why staff is not comfortable with the arrangement with Steven Toyota for parking across the street.

Mrs. Banks said the agreement does not satisfy off-street parking regulations. Staff is not in favor of parents and children walking across the street. This is a verbal arrangement between the two parties which concerns staff – is it a long term arrangement; what happens if the agreement does not work out; what happens if a parcel changes hands. There are too many concerns and it is not something staff is comfortable with.

Mr. Colman asked if there was a lot of traffic on Southgate Court when Planning Commission did the tour on Tuesday.

Mrs. Banks said there was a considerable number cars driving along the street.

Mr. Fletcher said traffic was steady. We were there around 5:00 p.m. and it was the end of the workday for some of the businesses and offices on the street, so traffic was steady.

Mr. Heatwole said how many businesses are there in the cul-de-sac beyond the location in question – maybe five or six.

Mrs. Banks said I do not know for certain, but those buildings are condominiums and there are probably four businesses in each; so 20 plus businesses.

Mr. Way asked whether the property was zoned residential at the end of the cul-de-sac.

Mr. Fletcher replied the property was never residential. It was annexed in 1983 and given the B-2, General Business District zoning classification.

Mr. Way said when did the buildings in the cul-de-sac get constructed?

Mrs. Banks said they were constructed after annexation into the City.

Mr. Da'Mes asked if there is an occupancy limit to the subject building. What is that occupancy limit? Is it equivalent to occupancy for a retail establishment?

Mrs. Banks said there will be an occupancy limit established. The applicant's architect will need to work with the Building Code official and several factors will be considered – square footage, numbers of students and teachers.

Mr. Da'Mes asked will it be the same occupancy number as what a retail establishment would be.

Mrs. Turner said it would be difficult to put a number on that. It is going to be dependent on things like number of restrooms, egress from the building, and other issues. It is not something you can tell just by looking at the footprint of the building.

Mr. Colman said in terms of the traffic – here in the City people park all over the place to access different businesses or whatever is going on throughout the City. If we think it is too much of a risk to have people park across the street for this location, how does it compare to the parking across the street from the Children’s Museum?

Mrs. Turner said that is a good question and the only difference I can think of are sidewalks and crosswalks downtown on Main Street and no sidewalks or crosswalks on Southgate Court.

Mr. Colman said as far as the agreement, I believe it needs to be something more solid; such as availability and time a commitment.

Mr. Heatwole asked for clarification of the request. The application proposes eight parking spaces for staff, family, and visitors; plus three parking spaces designated, with a handicap space, as well as five spaces across the street.

Mrs. Banks said instead of providing the required eleven parking spaces on-site, the applicants would like to provide five on-site spaces with a reduction of six parking spaces. We cannot factor in the five across the street because it does not meet the provisions of the ordinance.

Mr. Way asked what is the problem here that we are trying to address in terms of requiring a letter from the property owner. What is the problem with having fewer than eleven parking spaces on site? Is it a neighborhood concern like traffic congestion on the street?

Mr. Fletcher said anytime you are not providing the minimum number of spaces it means you are pushing it off somewhere else, whether it is out onto the street or onto someone else’s property. In this particular case we believe that eleven is the sufficient amount needed; we do not believe that five on-site spaces are enough. Staff feels there are no problems with the way we approach our parking requirement for this type of facility. The applicants did research other localities in the area, which they have provided in the packet, and staff believes that those localities’ requirements are too low. Our requirement of one space per 200 square feet of gross floor area seems to be working for our locality. When we look at other daycare facilities throughout the City in B-2 zoned areas the requirement is met.

Mrs. Banks said many daycare facilities are located within churches and have plenty of parking. However, we have had concerns with some facilities in B-2, where parents have had to park across the street because the parking lot is full.

Mr. Way said so the problem is pushing the parking elsewhere and potential safety issues.

Mr. Colman said this is not just incidental to the zoning district.

Mrs. Banks replied no, the requirement is for the use of the building, not the zoning district.

Mr. Colman asked if you were downtown in B-1 you would not be required to have any off-street parking.

Mr. Fletcher said the theory there being that you rely on public parking facilities and as mentioned earlier, you have infrastructure in place for safe crossing of streets.

Mr. Colman said I am just trying to see what would be required if the daycare were in a different setting.

Mr. Fletcher said in a different setting, or a perfect world, they would have a larger piece of property where they could install all of the required parking and green space that they need.

Mr. Heatwole said if we allowed parking across the street – have we looked at a specific location where people would cross the street.

Mr. Fletcher said we have not discussed with the applicants how they would get from one location to the other. This was always just a verbal agreement, there is nothing to solidify this arrangement, there is no time frame, and staff did not like the general idea of this arrangement; therefore, we did not give it much consideration. We tried to work with the applicant to get as many parking spaces on site as possible; and there are still many other different designs for parking that could be done on this property, what you see before you is not the only way to achieve parking. The applicants originally started out providing only three on-site parking spaces and staff informed them that it was too few. They are showing five now, but this is not the only way to make parking work on this parcel. As for the parking across the street, staff never really took it as a good answer.

Mr. Colman said if approved, would they need to build the five spaces and reserve the other six as green area?

Mr. Fletcher said it is required as part of the special use permit.

Mr. Colman said that means that they do not have to have all eleven spaces constructed right now, just the five?

Mr. Fletcher said that is the permission you are offering right now, if you approve this special use request. They are required to have space on-site for eleven and they have proven they can do so. If Planning Commission and Council are good with just five and approve the request, and then later there are problems with the arrangement, the day care would have to install the additional spaces that were reserved as green space.

Mr. Way said on a related technical point in terms of attaching conditions to this SUP, do we want to have the condition that the SUP will be revisited if there are complaints or concerns. The standard language we attach with many of the special uses.

Mr. Fletcher said we can certainly add that, it is somewhat redundant because it is already in the code for this SUP. If Planning Commission feels most comfortable adding that condition, then you should most definitely do so.

Mr. Colman said I believe condition-wise, I would most definitely say that if we were going to allow them to have off-site parking, then having a firm commitment in writing is important; something that is tied to the SUP.

Chair Fitzgerald asked what language would you include in a firm commitment.

Mr. Colman said for me it needs to have some type of letter stating where the spaces are located, for what extent of time the agreement was for, and whatever other items we may think are necessary.

Mr. Heatwole said I thought possibly we could ask for a defined area where they would cross the street. Perhaps a crosswalk installed or something.

Mr. Fletcher said that is typically not a thing that Public Works likes to do in a mid-block situation such as this. All of the entrances that you see along Southgate Court are private entrances and crosswalks usually go at public intersections.

Mrs. Turner said in Public Works' comments back to us regarding this request they said they were concerned with this and not in favor of it.

Mr. Fletcher replied that is absolutely correct. They also stated to me that the applicant should be de-emphasizing the fact that they were reserving the five parking spaces across the street; because Public Works felt that meant that they do indeed need the parking, they just did not want to put it on their site.

Chair Fitzgerald asked if there were any further questions. Hearing none, she opened the public hearing and asked if the applicant or the applicant's representative would like to come forward to speak.

Mr. Dave Jahne introduced his wife Danielle and said they reside in Bridgewater. First we would like to thank Mr. Fletcher and Mrs. Banks for their support and for fielding so many repeat questions from us as we went through this process. We want to give you a bit of background and history of the school and we have a brief presentation describing our plans for this facility.

Danielle Jahne said we have been in operation for three years and have leased from the church for the last two years. There is another pre-school program operating from Bridgewater Brethren Church and the church basically leased to us to spring board our program. We were originally only leasing for one year; however, after not being able to find a property after the first year, the church allowed us to lease for a second. The church now needs their space back and they let us know early on so that we could begin our search. We had been looking at properties for quite some time and when we found this property we were really excited because it is convenient to our Bridgewater and Harrisonburg families as well as not being much different for our Staunton families. The green space around this property was also a big draw for us. With other properties we looked at, there was not much in the way of green space – so this was a big plus for this property.

Right now we have ten children between the ages of two and a half to six years; and we would like to expand our program. With an expansion of the program we would be looking at 25 students. We have had a lot of interest from Harrisonburg families about our program and we are getting close to that 25 number. We will work closely with licensing and numbers as far as ages go; we like to have a balanced classroom. Because we are an existing program, many of our students are at the kindergarten year, which is a bit different from the actual day care. We estimate that there will be three staff members. Our drop-off is scheduled from 7:30 a.m. to 8:30 a.m. Currently we have a good balance with that scheduled drop-off; everyone does not come at the same time.

As far as the curb side drop-off model that you have in your packet, I really like this model. When my daughter was in Montessori school, this is the model they used; I had an infant and I did not have to get out of the car. My daughter was picked-up from the car and they put my daughter in the car at the end of the day, all while my infant was sleeping, and we left. This is a practice we currently do at the church location. It is very quick and efficient – we take the children out to the car, hold their hand, put them in the vehicle and seatbelts, and their parents are on their way.

Mr. Jahne said there is also an element of increased safety with this method, because the children do not have to walk across the parking lot, even with a parent, to get to the vehicle. If you have ever had to deal with multiple children and an infant in a car seat it can become quite a challenge.

Mrs. Jahne said our next slide is our timeline for the facility. We started our feasibility study in mid-January, and we have asked for an extension because we are coming up on the end of the study. This is the last piece of the feasibility study. There are other things that once we close on the property we will need time to take care of. We would like to close on the property in May, that would give us June and July to prepare the property – renovations to the building; we would like to get an “E” use for licensing; install the parking; and install the outdoor spaces. We need to be in a facility that we can open for business on August 25, because that is what our parents are counting on.

Mr. Jahne said to go back to the question of the occupancy number for the building – much of that is going to be driven by the building code and the “E” use group that is required by the Department of Social Services licensing. I think that ratio is one child for every 35 square feet of indoor space; that is where we come up with the 30 total, it will depend on floor space once we put in the additional bathroom and other facilities needed to meet licensing. The “E” use group will also bring in the ADA aspects. Of course all of this needs to be done before the property can be licensed by the Department of Social Services.

Also, in our conversations with staff, they did recommend that we provide something in writing from Steven Toyota. We do have Ryan Sodikoff from Steven Toyota here with us this evening and he has drafted a letter for us and we would like to share that with you tonight if appropriate.

Ryan Sodikoff, General Manager and Co-owner of Steven Toyota, said he would like to read over the letter he just provided to all the Planning Commissioners. The letter stated: *“As the General Manager and Co-owner of Steven Toyota we are aware of Bridgewater Montessori’s intent to purchase 15 Southgate Court and relocate their program to that facility. In discussions with the owner, Danielle Jahne, we have offered the staff and visitors the ability to utilize parking in our lot directly across the street from 15 Southgate Court. The parking area will consist of five parking spaces, as highlighted in the attached aerial photograph. It is our understanding that the school staff would utilize these spaces first, leaving open their proposed on-site parking for family and visitors. We have also offered our back parking lot for when the school has large events and is in need of additional parking. We are looking forward to the addition of the business in our neighborhood, and adding a Montessori school to Harrisonburg. I appreciate your consideration of this.”*

The reality is, I am a business owner close to their facility, but I am also a father; I have two daughters. I am very comfortable walking my daughters across any street. My one daughter, Sophia, has one more year left in Montessori school before she moves on and my second daughter Bryne will then begin her two year program at Montessori school. My family is ultimately happy to be partnered with Montessori of Harrisonburg for the next three years, and any way we can help we are willing to do so. We have ample parking spaces available and would be happy to do whatever is necessary. I did not know what type of formal avenue would be best for this agreement, so we drafted the letter.

Mr. Way asked Mr. Sodikoff if there was a time frame for this arrangement.

Mr. Sodikoff said the good news is we have been at our location for 23 years and we plan on being there for another 50, so as long as it is required or needed the parking is there.

Chair Fitzgerald asked would you be willing to amend the letter to add the language that you just stated.

Mr. Sodikoff replied sure.

Mr. Way said my question is once your children are out of school is that parking agreement still going to be in place?

Mr. Sodikoff said I look at it as getting customers on my lot; I benefit when customers are on my lot, so I am fine with the arrangement. One of the bigger road blocks that I would think is this crosswalk discussion. I do have a five to seven foot median of grass between the parking lot and the public street; it is easy to stroll through the area, if that is acceptable. However, if it necessary for me to spend money to redo the curb and add a sidewalk and cross walk, then I would not be very motivated for this to happen.

Mr. Way asked what is your sense of how busy the traffic is along Southgate Court.

Mr. Sodikoff said for me that is not a main access point, my main access to my facility is South Main Street.

Mr. Way asked do you have larger delivery trucks that use that street.

Mr. Sodikoff said I do have automobile carriers that utilize that street in the wee hours of the morning to deliver vehicles. But not to shy away from the earlier question, there are a lot of businesses in the cul-de-sac of Southgate Court and it generates a lot of coming and going traffic.

Mr. Jahne said our plan for the Montessori school was to have our staff utilize the parking across the street first, so it would leave all on-site parking spaces available for anyone who wishes to park with a child. That will help minimize the need for families to cross the street.

Mr. Colman asked how often does the school have special events.

Mrs. Jahne said we do not have a lot of special events. For the past three years we have done a Christmas concert and a Spring tea, when the parents actually come to enjoy. We would not do those events at the school because there would not be enough space there; we would find another facility to do those events that would better suit the events and the families. I do not foresee that we would have a lot of parents coming at one time. Sometimes I do some training and the parents will come into the classroom; but, generally those are smaller group kind of events.

Mr. Way asked in your experience at the Bridgewater location, on a typical day, how many spaces are needed for visitors.

Mrs. Jahne replied none. Every once in a while there will be someone who wants to come and check out the program. That would be one car, sometimes two if parents drive separately. Every once and awhile we have someone come in and do something with the students, yoga or art, and they would need one parking space. As far as people coming on a daily basis, it just does not happen. Also, all the parents utilize the drop-off line, so there is really no one parking to walk in.

Mr. Way said with your experience operating at Bridgewater, there is not a high demand for on-site parking on a day-to-day basis.

Mr. Baugh said it sounds like you have three employees and just one or two people from time to time.

Mrs. Jahne said exactly.

Mr. Colman asked with the maximum number of employees being three, do you see it increasing with enrollment.

Mrs. Jahne said for licensing the ratio is one to ten, so if we have around 30 students, it would work out to three employees. The numbers are a bit different because some of our students are kindergarten year.

Mr. Heatwole asked if the plan is for employees to park across the street.

Mrs. Jahne said yes. And we would encourage families to use the drop-off if we are able to do that type of scenario; unless they are coming to school right at 7:30 a.m. and need to park and bring the children in. Our parents like to use the drop-off and rarely, maybe once in awhile, park and walk in.

Mr. Jahne said I would like to just touch on a couple more things before closing. If this were to be approved with the shown parking and the agreement with Steven Toyota, we would certainly be open to the fact that should that agreement ever expire, we would revisit putting in the parking or requesting another SUP. That could even be a condition of the SUP.

Mr. Colman said what are the plans for the rear of that property?

Mrs. Jahne replied for licensing purposes you have to have a certain amount of indoor space per child as well as outside area per child. Of course this is something we want anyway because we want an area for outside play. In the outside rear area we would like to do a natural play-scape area. The natural play-scape is different from the traditional play ground; it will not be a permanent structure or a giant jungle gym. They do a lot more with landscaping such as a boulder area or a tree limb area; so it could be something we could remove and repurpose if we need to.

Mr. Colman asked how it would impact the Montessori school if the play area were removed.

Mr. Jahne explained if we were required to remove and pave the rear area, we would probably begin looking for a new facility. This property makes sense if the SUP is approved; however, if we were required to put in the eleven spaces it would change our use of the property.

Another thing I want to point out – if you notice along Southgate Court there are “No Parking” signs along one side (north) of Southgate Court. There could potentially be on street parking available there. I spoke with Brad Reed, Transportation Planner at Public Works, and he asked around to find out why there was no parking along that side of the street – he thought it might be because at one time there were cars that were associated with the car dealership parked along the street. However, this changed when Steven Toyota added additional parking and installed curb and gutter; and it is just a matter of revisiting the sign issue. It would be nice to have parking along that side of the street and I do realize it would not count towards our off-street parking requirement. It might be nice to have additional parking for businesses in the area and for the public.

I also got the chance to review the Comprehensive Plan and there were a couple of things that jumped out at me. One of which was the objective of trying to preserve and expand green spaces and trees within the City. As well as the chapter on stormwater runoff and impermeable spaces; which this parking would be about 3,500 to 3,700 square feet of impervious space if we have to add it in. It also requires the removal of existing trees and landscaping. While working with our engineer on the parking we learned that there is a setback requirement from the street for our parking spaces; therefore, the paved area will be all the way up to the building foundation. Perhaps there is a relief in the requirements for that setback, which would definitely help in alleviating some of the impervious area. I do not know if that is an option here.

Mr. Jahne then thanked Planning Commission for the opportunity to speak and asked if they had any questions for him or Mrs. Jahne.

Mr. Way said one of the critical issues is this drop-off and pick-up area; that seems important for a lessening on the demand for parking spaces. Can you give guarantees that this form of pick-up and drop-off will always be in use?

Mrs. Jahne said yes, that is a necessary aspect of our business. It is valuable for the parent, but it is also valuable for us as staff. We know that the child is safely in their car, who picked them up and what time.

Mr. Way asked whether you ever get situations where you get multiple cars backed up. Could we have a situation of vehicles parked along Southgate Court, blocking other entrances, while waiting to get in for pick-up?

Mr. Jahne explained with the staggered pick-up it alleviates much of the congestion. As well, there are sibling groups being picked-up.

Mr. Colman said in terms of conditions on the SUP, perhaps this is something we can condition on the permit.

Chair Fitzgerald asked if there were any further questions. Hearing none, she asked if there was anyone else wishing to speak in favor of the request.

Mr. Poti Giannakouros of 98 Emery Street, said as a disinterested member of the community who just happened to be here this evening, I must say what I have heard is a very forward looking proposal that has enduring benefits for a very nice business, counter-posed against some theoretical possibilities of occasional inconvenience. I have been persuaded by what I have heard and am interested in seeing how you all decide to vote.

Chair Fitzgerald asked if there was anyone else wishing to speak in favor or in opposition of the request. Hearing none, she closed the public hearing and asked for discussion, comments, or a motion.

Mr. Way said I would like to put a motion out there for discussion. I am convinced, based on the experience that the Jahnes have had regarding the operation of their school in Bridgewater that this is not going to cause problems if we approve it with the five on-site parking spaces; especially with a slightly more solid agreement from Steven Toyota. Therefore, I move to recommend approval of the special use permit with the following conditions: 1. The SUP shall be applicable only for child day care centers, which operate substantially the same as the proposed use; 2. If in the opinion of Planning Commission, the parking for the child day care 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.

I understand staff's concerns, but it does not strike me that eleven spaces are needed for the particular model that the applicants have. I appreciate the applicants' review of the Comprehensive Plan to see objectives that may be relevant to this. I do not see too much public judgment of what is going on with this site. I understand the rationale of not wanting to push parking to other properties or the public street; however, I do not see that becoming an issue here.

Chair Fitzgerald asked do we need to consider adding something with regard to firming up the letter regarding the parking arrangement with Steven Toyota and perhaps add a time frame.

Mr. Way said I am happy to add that as a third condition to the motion if Mr. Sodikoff is willing to add to the letter.

Mr. Heatwole seconded the motion.

Chair Fitzgerald called for discussion on the motion.

Mr. Da'Mes said I would like to commend the applicants on their presentation and research for this request. However, I will not be supporting the motion that has been made for the following reasons. When I look at SUP I look at what makes this particular property or situation unique to the City's codes and regulations. What makes this special? What I am hearing tonight is not that this is special, but that our current (parking) regulations are not suitable for day care centers. We have to work on what we have before us and that is a requirement for eleven parking spaces. If we pass this SUP, what are we creating by approving it; an opportunity for the next business to have the same? I do not have concerns about safety or traffic. My concerns are more about things such as the pick-up times, they work now, but will they work later with more students. The agreement with the adjoining business is today, will it be there tomorrow? I do not believe there is a really good reason provided for approving the SUP and for that reason I am not going to support it.

Mr. Colman said I understand where the parking requirement comes from and why it is necessary; but, as a special use, if we allow this, we can place conditions on it.

Mr. Baugh said have we agreed, conceptually, that we want a firm time commitment from Steven Toyota regarding the parking arrangement, without actually saying what that time commitment is.

Chair Fitzgerald said we have not said what we would like that commitment to be.

Mr. Baugh said is this something we want.

Chair Fitzgerald said correct me if I have interpreted what you said incorrectly, but I thought it was said that they can park on the Steven Toyota property as long as they needed to.

Mr. Sodikoff replied correct.

Mr. Baugh said let me clarify my point. I am not concerned about Mr. Sodikoff's representation of the length of time as forever, however...

Mr. Sodikoff then interrupted and said I do not want to do a ten year commitment if they only stay there for two years.

Mr. Baugh said you could limit your commitment to the applicants only. The flip side is we have no way of knowing who will be owners of what property in the future and we need to make that sufficiently bonding if something should happen.

Mr. Jahne said to be perfectly clear, the agreement would be linked to our program and operation at the school. Not to any future tenant. That should alleviate any of Mr. Sodikoff's concerns.

Mr. Baugh said I am still thinking that if you go down this path, that there is still some specific time in the letter just in case there is any change in ownership. That way we will know that the owner of the property is bound to provide those spaces.

Mr. Fletcher said what I am thinking is that it is more or less deeded in the Steven Toyota property that five spaces will be reserved to the Montessori school.

Mr. Baugh said I do not believe Steven Toyota is going to want to do that. The point is that as long as the Montessori school has some type of contractual obligation that assures us that they have the extra spaces, somewhere.

Mrs. Turner said you are thinking more of a contract between the Montessori school and Steven Toyota, rather than a deeded easement.

Mr. Baugh said yes, I was thinking of keeping it simple. Make it a condition of the SUP that puts the requirement on the school. The letter may say the time limit is five years for the agreement and after five years there needs to be a new agreement with Steven Toyota or another business that is able to provide the parking spaces, or the school installs the parking.

Mr. Sodikoff said I am willing to make a firm commitment to these applicants only.

Mr. Colman said then our SUP condition is saying that the Montessori school or tenant of the same is allowed to seek off-site parking to meet the parking requirement.

Mrs. Turner said I do not know how a condition that Planning Commission would attach to this SUP would convey to another property owner or even to Steven Toyota. How are you thinking this would be worded?

Mr. Baugh said I am just putting this out. Mr. Sodikoff's letter addresses the space, and makes a reference to a specific part in the diagram; so we know where the parking spaces are and how many there are. The other key variable that has been mentioned by us is some sort of minimum time commitment that the SUP is tied to. Mr. Sodikoff has made the representation that he is willing to make a ten year commitment and we do not have to burden his real estate, we will put the burden back on the applicant. If the circumstances change, it will be up to the applicant to reapply or make the SUP valid.

Mrs. Banks said staff has a question. The condition that staff has proposed says "the SUP shall be applicable only for child day care centers, which operate substantially the same as the proposed use." If this center after two years moves out, or sells the business, and new owners and a new facility starts up, operating the same way, but Mr. Sodikoff does not want to deal with the new owners – where does that leave us?

Mr. Colman said I agree.

Mr. Baugh said we could make it conditional to this applicant.

Mr. Fletcher said we have stayed away from that type of recommendation just because it is somewhat discriminatory.

Chair Fitzgerald said is this something complex enough that we should pause and revisit it next month; figure out language that does not burden Steven Toyota and allows the applicants and staff to move forward.

Mr. Da'Mes said I am a bit concerned about the timeline for the applicants.

Mr. Fletcher said that would put them at City Council on May 12th.

Mr. Jahne said that would add another 30 to 40 days on our closing to mid or late June to start renovations. That would be pushing it.

Mrs. Turner said I have some language that I can propose to you; but, I have to tell you I am basically not in favor of it and do not know if it will accomplish what you are trying to do. Remember this is off the cuff, and Planning Commission seems inclined to approve this tonight, so I will propose the following: *Provided the applicant or a subsequent pre-school tenant operating in*

the same manner maintains an agreement with an adjacent or directly across the street property owner for the use of a minimum of five parking spaces.

Mr. Way said the language you have proposed there sounds pretty straight forward. I think what I like about the language is it disassociates it with specifically Steven Toyota and makes it incumbent upon the applicant or the subsequent operator to find the five extra parking spaces. It just happens in this case that they have a relatively firm agreement with Steven Toyota; but it does put the obligation on the applicants or future owners. I like what Mrs. Turner has suggested.

Mr. Fletcher said we just need to ensure that it is enforceable. Anytime conditions are placed on these they are always vetted to know that we can enforce it.

Mrs. Turner said I am offering it, but I do not especially like it. What would make me more comfortable would be an actual deeded easement. I do not know if it is possible to do a deeded easement that says as long as the Montessori school continues to operate from here they can use these five spaces; this is a recorded document that is an easement with the applicants. If someone else wanted to come in and change that easement they would have to work with Steven Toyota. That is what would make staff comfortable – it is guaranteed to be there.

Mr. Baugh said if you go that route you can make it specific to the parties here – the Bridgewater Montessori School and Steven Toyota.

Mr. Sodikoff said how much of this will trigger having to reference Toyota involvement?

Mr. Baugh said yes, that would be a problem. The easement language would create a problem when using the business or property for collateral.

Mr. Sodikoff said I am willing to do this from a friendly standpoint, the more I have to drag Toyota into the picture, the less motivated I am.

Chair Fitzgerald said that brings us back to the condition Mrs. Turner suggested.

Mr. Way said I am very comfortable with that condition.

Mr. Baugh said again the drawback is the enforceability of the condition.

Mrs. Turner said should we think about limiting this to the applicant only. This is the down side of trying to get this done tonight it does not give us the opportunity to think about it ourselves or to gather feedback. We will have a letter from Steven Toyota that is particular to this applicant only; then maybe that makes a bit more sense to condition it to the applicant.

Mr. Da'Mes said the letter clearly states that the parking is offered to this particular Montessori school and these particular owners. I feel the letter covers that aspect.

Chair Fitzgerald said we have a motion and a second, is there anything further.

Mr. Heatwole asked Mr. Way if he was willing to change his motion to include Mrs. Turner's condition.

Mr. Way said yes he would amend his motion as such.

Mr. Fletcher said please add some leeway for staff to review the condition and make certain it is the language we can enforce.

Mr. Heatwole said I am still good with my second.

Mr. Baugh said I am going to keep an open mind about this. I think I know where this is going and my vote here may not necessarily be what it is at City Council. I am ultimately persuaded that Mr. Da'Mes has the better analysis regarding this request. We have spent a lot of time here tonight working out a solution for something that the applicant actually could make work. Has the case really been made that this is where we grant the exception. I would also much prefer, as the Chair suggested, tabling until next month.

Mr. Jahne asked if he could speak to Planning Commission again. To the point of this being different enough from the requirement – I think it comes back to our business operation and the model that we have. It is not a facility where people come to park, there is the drop-off of the child and then the vehicle exits. For us that is what distinguished the need for having all the parking spaces and volume of the spaces.

Mr. Way said to politely dissent from my colleagues here, it is a judgment call and this is a gray area. I am not convinced by the argument that they could run this school with the eleven parking spaces on the property. I also think that the one space per 200 square feet of gross floor area is an arbitrary and abstract kind of thing and how does it connect to a day care. I do not think this is a typical B-2 scenario.

Mr. Baugh said I agree with that and if anything my point of emphasis is probably more the issue of is it really our responsibility to go that far proactively to fix this. For me it ultimately hinges on the lack of staff being able to review and vet the condition. It is a close call or a judgment call.

Mr. Way said I hope that the staff review will happen in the next month before City Council. I also believe we have gone through a lot of effort to help something out with this, but for me the Planning Commission has dual roles. It is trying to identify what is going on in a particular situation and it is also trying to look at what is going on in the bigger picture for Harrisonburg.

Chair Fitzgerald called for a roll call vote on the matter.

Commissioner Da'Mes – No

Commissioner Colman – Yes

Commissioner Heatwole – Yes

Commissioner Way – Yes

Commissioner Baugh – No

Chair Fitzgerald – Yes

Chair Fitzgerald said the motion passes (4-2) and this will move forward to City Council with a favorable recommendation on April 14th.

Rezoning – Westport Village Proffer Amendment (811 Port Republic Road)

Chair Fitzgerald read the request and asked staff for a review.

Mr. Fletcher said the Comprehensive Plan designates this area as High Density Residential. This designation states that these areas are intended for high density residential use, mostly apartment buildings at densities ranging from 12 to 24 dwelling units per acre.

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

Site: Westport Village student housing development, zoned R-3C

- North: Hunters Ridge Townhomes, zoned R-3
- East: Across Port Republic Road, Campus Corner commercial center, B-2C
- South: Devonshire Village townhomes, R-3
- West: Devonshire Village townhomes and Hunters Ridge townhomes, R-3

The property owner is requesting to rezone their R-3C, Multiple Dwelling Residential District Conditional property by amending one of the six proffers approved in 1999. If approved, the property owner would be required to install and maintain a fence or shrubs along the eastern property line to provide both a visual and physical barrier to discourage pedestrian access across the same parcel line rather than the existing proffered requirement of only providing trees or shrubs to accomplish the same purpose. The property is known as Westport Village and is located along the southwestern side of Port Republic Road near the intersection of Devon Lane.

In 1999 the subject property was rezoned from R-1, Single Family Residential District to R-3C, Multiple Dwelling Residential District Conditional to allow for a 12-unit student housing complex. The approved and existing proffers include the following:

1. A strip of land along the northeast boundary (the Port Republic Road frontage), up to 25 feet average width shall be reserved for dedication as additional right-of-way for the improvement of Port Republic Road. All building setbacks and development of the property shall be established in conformance with the proposed new right-of-way line as defined by the City Engineering Department.
2. In conjunction with development of the property, the existing structures and other unsightly conditions shall be removed. The property is intended to be developed in an attractive, comprehensive manner.
3. Any building(s) containing residential units shall be constructed on the eastern one-half of the subject property.
4. There shall be no parking areas constructed between residential buildings and the eastern property line.
5. There shall be no entrances or decks situated on the eastern side of residential building(s).
6. Holly or evergreen trees and/or shrubs shall be planted along the eastern property line to provide a visual buffer and to discourage pedestrian access across the eastern property line, to the extent that will not affect the overhead power lines. Existing trees and plants will be left in place wherever possible and practical to accomplish the intent of the buffer. Maximum spacing between new or existing plants comprising the buffer shall be 12 feet.

In December 2014, staff received a complaint regarding a dilapidated fence between the units of Westport Village and the townhouse development to the east known as Devonshire Village. While investigating the issue, staff discovered the subject property was not complying with the sixth proffer as described above. (Staff also learned that the fence was positioned on the Westport Village property and the townhome parcels of Devonshire Village as the fence crisscrossed the dividing line between the two developments). Staff provided notice to the Westport Village property owner to bring their property into zoning compliance by fulfilling their proffered obligation. (All other proffers have been fulfilled or are being maintained.)

Once notified, the applicant's representative informed staff of the difficulty they have had with citizens destroying parts of the existing fence, which they did not wholly own. To rectify the issue, rather than trying to reestablish holly or evergreen trees and/or shrubs across the eastern property line as the proffer requires, the property owner decided to amend the sixth proffer to give them the ability to install *only* a privacy fence.

The following is to replace the existing sixth proffer:

- A privacy fence and/or evergreen shrubs or trees shall be provided along the eastern property line to provide a visual and physical barrier to discourage pedestrian access across the property line. Installed fences shall be six feet in height and maintained. Installed vegetation intended to achieve the purposes as described herein shall, at the time of planting, be at least six feet in height and planted a minimum of five feet on center so as to form a dense screen. Such vegetation shall be maintained and replaced when necessary.

If approved, to fulfill the proffer as written, the property owner intends to install only a privacy fence at this time.

Staff recommends in favor of approving the proposed amendment. Whether the property owner decides to install only a fence or chooses to establish an evergreen buffer or a combination of both, the amended proffer would satisfy the original intent of trying to provide a visual buffer and to discourage pedestrian access across the property line. Furthermore, if the property owner chooses to establish an evergreen visual and physical barrier, the amended proffer is stricter with five-foot on center plantings and six-foot in height minimum requirements as opposed to the existing proffer that only requires plantings every 12 feet and no minimum height stipulations.

Chair Fitzgerald asked if there were any questions for staff.

Mr. Colman said are the applicants intending to tear down the old fence or work with the old fence.

Mr. Fletcher said I will let the applicant respond to that question.

Chair Fitzgerald said I will open the public hearing and ask the applicant to speak.

Mr. William Riner, Managing Broker with Riner Rentals, said he has managed this property since it went through foreclosure. The applicants that rezoned this property and offered the proffers for the site are no longer in the picture. The current owner who took over in 2001 never realized the proffers and I understand that is no excuse. The reason we never planted evergreens there is because the previous owners had plants and trees already planted; but they grew quickly and then broke off or died. The fence was already installed and we thought that was all that needed to be done. Then staff came to us and pointed out that the proffers were not met. After working with staff, we applied for the rezoning and reworded the proffers regarding the fence and plantings. We have no problem with the new proffer. We did construct a fence along the back side of the lot, next to the dumpster. This is the type fence we are proposing; we plan to just extend this fence. That fence was built two years ago, basically to keep the students along Devon Lane from coming over and using our dumpster. There was a lot of destruction done to that fence in the first year it was constructed; a gate was even installed in it. Nothing has been done to it recently. Students from Devon Lane still walk around the fence to access the Westport property or to cut through.

I appreciate all the hard work staff did on this request and would be happy to answer any questions.

Mr. Colman said are you going to tear down the old fence and extend a new fence all along the property line out to Port Republic Road?

Mr. Riner said we are going to tear down the old fencing and install all new fence out to Port Republic Road. The existing fence is a very cheaply built fence that has rotted and is falling down.

Chair Fitzgerald asked if there was anyone wishing to speak in favor of the request.

Doug Jones said he is a property owner and Board Member for Devonshire Village and would like to say that Devonshire Village is in favor of this request. The one thing I would like clarification on is the wording for the proposed proffer. We received an early draft of the language and it is a bit different than what is provided here tonight. Some of the Board Members have a concern with the language about maintaining the fence. The proffers we received said Westport would maintain the fence in perpetuity, whereas it does not say that now. In the past there have been problems with maintenance, and we just want to ensure they will maintain the fence. If there is a problem with the fence can Devonshire Village just come to the City and say there is a problem with the fence?

Chair Fitzgerald said that is correct.

Mr. Jones said thank you for clarifying and we are satisfied with the proposed new fence.

Chair Fitzgerald asked if there was anyone else wishing to speak in favor or in opposition of the request. Hearing none, she closed the public hearing and asked for discussion or a motion.

Mr. Colman moved to recommend approval of the rezoning to amend the proffer as presented by staff.

Mr. Da'Mes seconded the motion.

Chair Fitzgerald called for a voice vote on the matter.

All voted in favor of the motion to recommend approval (6-0).

Chair Fitzgerald said the motion passes and will be heard at the April 14th City Council meeting.

Zoning Ordinance Amendment – Parking Lot Landscaping Modifications 10-3-30.1 (2) & (6)

Chair Fitzgerald read the request and asked staff for a summary.

Mr. Fletcher said after almost two and half years of implementing the new Parking Lot Landscaping regulations Section 10-3-30.1 of the Zoning Ordinance, which were put into practice on September 1, 2012, staff is proposing minor modifications to improve and clarify its application and to provide flexibility for meeting side and rear lot line separation requirements for parking lots adjacent to existing buildings on adjoining lots having established zero lot line setbacks.

Perhaps the most questioned interpretation of applying the Parking Lot Landscaping regulations has been when parcels are being redeveloped or are making some kind of change to the existing use or parking lot. To help clarify the intent of the regulations, we are proposing to modify the opening paragraph of the section along with amending subsection (16) by adding the following text (additions are underlined):

Opening paragraph:

This section is applicable to all uses, and to all parking lots, both required and not required, except single family detached and duplex dwelling units. All developing and redeveloping properties shall conform to all regulations of this section. Reference the Design and

Construction Standards manual Example Parking Lot Landscaping drawings 2.6.8 Examples A and B for visual aids of the applied regulations.

Subsection (16):

Nonconforming Landscaping: An existing building/use that has parking lot landscaping that is nonconforming as to the minimum landscaping requirements of this section may be enlarged; however, required landscaping shall be provided at least proportionate to any enlargement of the parking lot. Any enlargement of a parking lot on any property having an existing landscaping border separating parking spaces from public street right-of-way lines, which is five (5) feet or larger, shall provide trees within the border as required by subsection 10-3-30.1 (4). (Note: Repaving, regravelling, redesigning, or restriping a parking lot or increasing the number of parking spaces without increasing the net square footage of a parking lot does not constitute an enlargement.)

In addition to the above described amendments, staff is proposing to alleviate separation requirements for parking lots adjacent to lots having existing buildings with zero setbacks. Currently, subsection (2) requires parking lots to be separated from all side and rear property lines by a landscaping border not less than 10 feet in width or by a wall or fence of at least three feet in height, except along adjoining lot lines which lie within a shared parking agreement. Staff continues to believe this is a sound regulation, but would like to offer flexibility for property owners who wish to construct parking lots up to side or rear property lines and not have to erect a wall or fence when the parking lot is adjacent to existing buildings on adjoining lots having zero lot line setbacks. Although this situation has not yet been presented to staff as a hardship for property owners, staff believes applying this rule in such a scenario is unnecessary as property owners would simply be erecting a wall or fence adjacent to the wall of an existing building to satisfy the landscaping requirement. This situation is most likely to occur for properties in the B-1 district, adjacent to the B-1 district, adjacent to parcels which received a special use permit to allow zero lot line setbacks, or adjacent to parcels with existing buildings that are nonconforming to setback regulations because the building is located on the shared property line and next to the parking lot.

To offer this flexibility, staff is proposing to add the following text within subsection (2) (additions are underlined):

- (2) Parking lots shall be separated from all side and rear property lines by a landscaping border not less than ten (10) feet in width or by a wall or fence of at least three (3) feet in height, except along adjoining lot lines which lie within a shared parking arrangement- or where existing buildings on adjoining lots are located on shared property lines.

Staff recommends approving the proposed amendments.

Chair Fitzgerald asked if there were any questions for staff.

Mr. Colman said you refer to repaving or regravelling, what if someone wants to pave a gravel parking lot?

Mr. Fletcher said that is fine, as long as the square footage is not increased.

Mr. Way said with regard to the first amendment change, is that language correct – “all developing properties or redeveloping properties.” Should it be “properties under development or properties

under redevelopment?" I do not think properties can be developing; it is the people who do the developing.

Mr. Fletcher said we can reword it to state "all properties being developed or redeveloped."

Mr. Way said that sounds better.

Chair Fitzgerald opened the public hearing and asked if there was anyone wishing to speak in favor of the amendments. Hearing none, she asked if there was anyone wishing to speak in opposition of the amendments. Hearing none, she closed the public hearing and asked for discussion or a motion.

Mr. Way moved to recommend approval of the Zoning Ordinance amendments to the Parking Lot Landscaping with the suggested change.

Mr. Da'Mes seconded the motion.

Chair Fitzgerald called for a voice vote on the motion.

All voted in favor of the motion to recommend approval (6-0).

Unfinished Business

None.

Public Input

None.

Report of secretary and committees

Mrs. Banks said proactive enforcement visited two areas again this month – the Wyndham Woods area and the North Field Estates area. There were no violations found in the Wyndham Woods area and 19 violations consisting of inoperable vehicles and signs in the North Field area. Next month we hope to pick-up two more areas – Purcell Park and Park View.

Mr. Da'Mes asked about the previous month's signs in the Valley Mall Bluestone Hills area; have all those violations been rectified?

Mrs. Banks said I would have to check with the Zoning Inspectors to see if all violations have been rectified; but if they have not, they will be eventually.

Mr. Fletcher said remember these things pop-up all the time.

Chair Fitzgerald asked if there was any report from City Council.

Mr. Baugh said there was nothing on the agenda from this body; although we did approve street closings for EMU graduation and the Rocktown Beer and Music Festival.

Other Matters

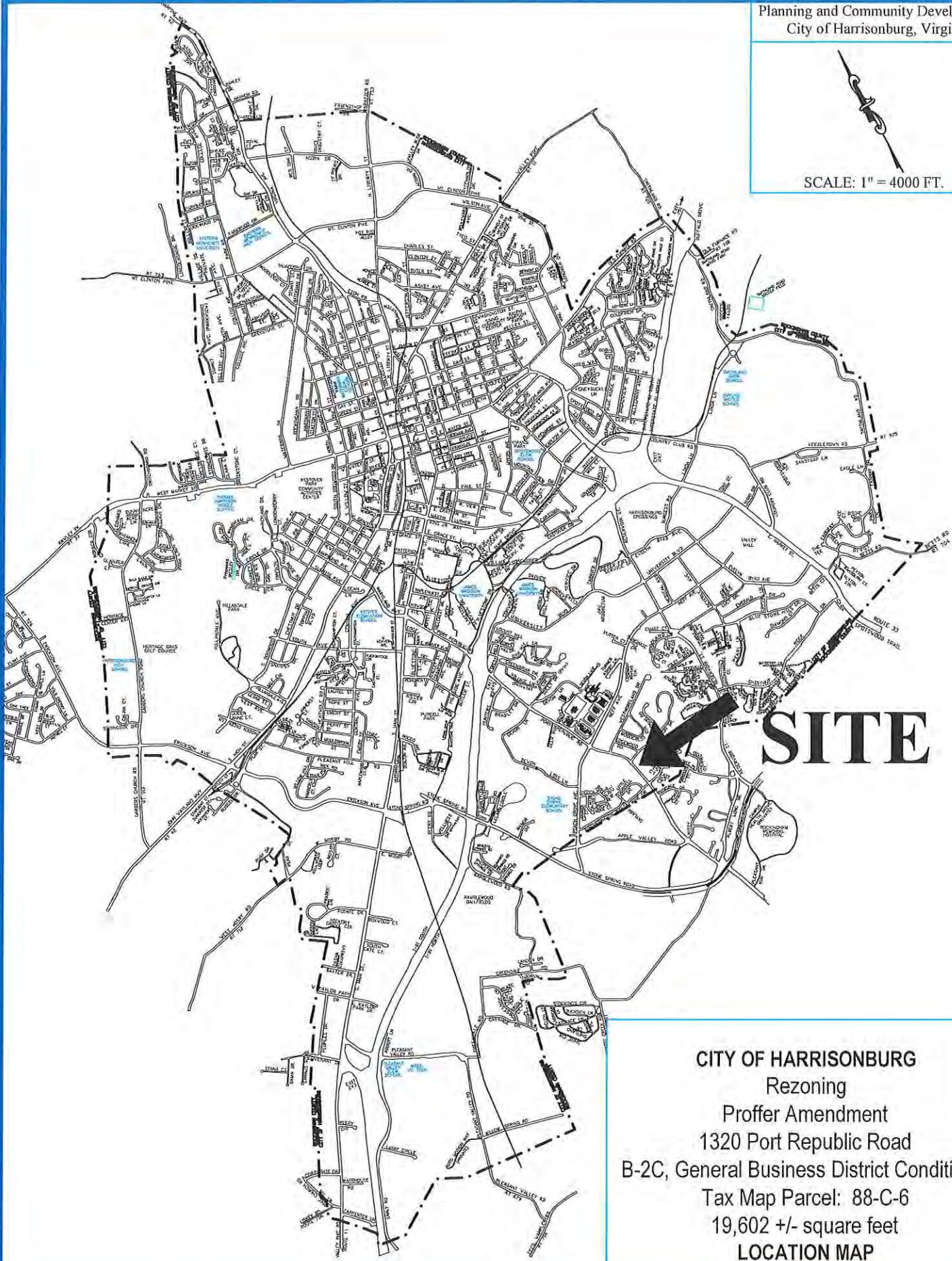
Mr. Fletcher said there are two items for next month. One is a rezoning proffer amendment for 1320 Port Republic Road, way back in the day it was a convenience store, a child day care and VIP Scooters. Now they want to go back to a convenience store. The second item is the 15.2-2232 review of the elementary school site on Garbers Church Road.

Adjournment

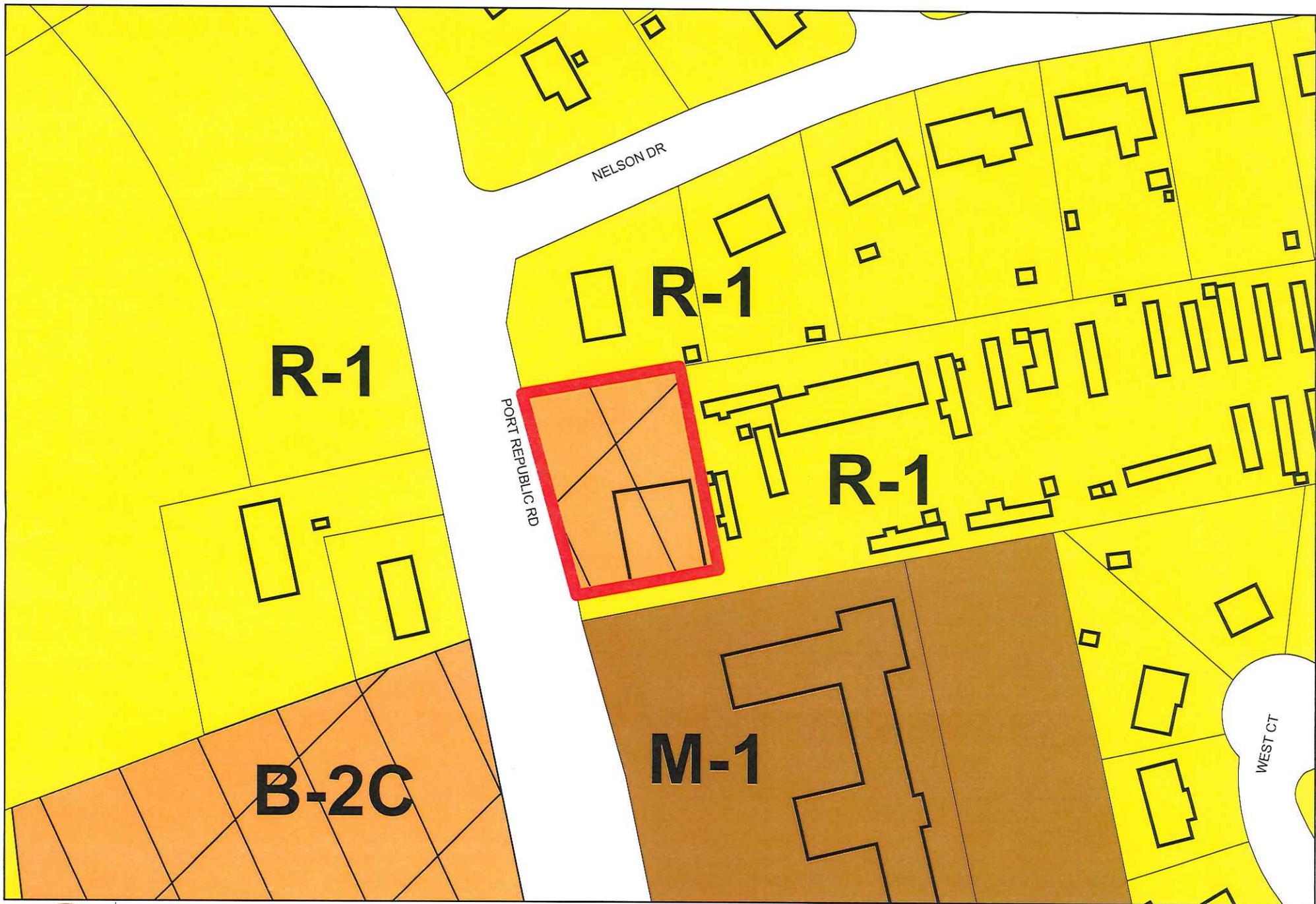
Planning Commission adjourned at 9:10 p.m.



SCALE: 1" = 4000 FT.



CITY OF HARRISONBURG
Rezoning
Proffer Amendment
1320 Port Republic Road
B-2C, General Business District Conditional
Tax Map Parcel: 88-C-6
19,602 +/- square feet
LOCATION MAP



Rezoning - B-2C Proffer Amendment 1320 Port Republic Road



City of Harrisonburg, Virginia

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

STAFF REPORT

April 8, 2015

REZONING – 1320 PORT REPUBLIC ROAD (B-2C PROFFER AMENDMENT)

GENERAL INFORMATION

Applicant: Alan E. “Butch” Strawderman

Tax Map: 88-C-6

Acreage: 19,602 +/- square feet

Location: 1320 Port Republic Road

Request: Public hearing to consider rezoning a parcel zoned B-2C, General Business District Conditional by amending existing proffers.

LAND USE, ZONING, AND SITE CHARACTERISTICS

The Comprehensive Plan designates this area as Low Density Residential. This designation states that these areas consist of single family detached dwellings with a maximum density of 1 to 4 units per acre. Low density sections are found mainly in and around well established neighborhoods and are designed to maintain the existing character of neighborhoods and to provide traditional areas for home ownership.

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

Site: A 4,555 sq. ft. commercial building and parking lot, zoned B-2C

North: Single family home at the intersection of Port Republic Road and Nelson Drive, zoned R-1

East: Non-conforming mobile home park, zoned R-1

South: Portion of mobile home park parcel, zoned R-1 and further south, Comsonics, zoned M-1

West: Across Port Republic Road, single family homes, zoned R-1

EVALUATION

The applicant is requesting to rezone a 19,602 +/- square foot parcel zoned B-2C, General Business District Conditional by amending existing proffers that were approved when the property was rezoned in 2009. If approved, at this time, the property owner’s plan is to lease the 4,555 square foot building for a convenience store. The property is located at 1320 Port Republic Road, less than 900 feet from the City limits, between Nelson Drive and Portland Drive on the northeastern side of the street.

Before getting into the details of the proposed request, some of the history of this property should be known and one must understand how the unusual circumstances involving the

property's 2009-approved applications for a rezoning and a special use permit (SUP), together, strictly control how the property can currently be used.

The subject parcel was annexed into the City in 1983 and had a convenience store operating on-site, which staff believes began during the 1960s. Upon annexation, the property was given an R-1, Single Family Residential District zoning classification; therefore, the use of the property was immediately a non-conforming use. The site was also non-conforming to minimum parking requirements and the building was non-conforming to setback regulations. The building was (and remains) 5.7 feet from the eastern property line and, on average, 2.3 feet from the southern property line.

In 2004, the previous property owner (Ellen Desarno) received approval of a SUP per Section 10-3-34 (1) to operate a daycare within the R-1 zoning district with the condition that the hours of operation be limited from 6:00 a.m. to 9:00 p.m. Because daycare facilities and retail operations have their minimum required parking spaces calculated under the same requirement, at 1 space per 200 square feet of gross floor area for buildings 10,000 square feet or less, the operators of the daycare facility were not required to increase the number of parking spaces as they could take advantage of the non-conforming parking situation.

In November 2008, Ms. Desarno requested to rezone the property from R-1 to B-2C, General Business District Conditional with six proffers. Because the daycare operated on-site for more than 24 consecutive months, the site lost its non-conforming retail status. Staff recommended denial of that rezoning stating that: the proposal was not in conformance with the Comprehensive Plan, there were other properties already located along Port Republic Road zoned for the proposed use, and we believed it would have set a precedent for other property owners requesting a commercial zoning classification—a trend we did not want to see occur since there was (and remains) large tracts of undeveloped properties zoned and planned for single family home neighborhoods. We noted that if the property were rezoned to the B-2 district, the building would be further from conforming to setback regulations because B-2 properties have increased yard requirements when abutting residential districts. We further noted that if the property had merit for rezoning, we did not believe it should be allowed for commercial uses. This was recognized because the lower portion of Ashby Meadows, the development across Port Republic Road from the site, had already been successfully rezoned to R-3C, which among other proffers, only allowed medical and professional office uses. Planning Commission unanimously (6-0 with one recusal/abstention) recommended denial of the Desarno rezoning; however, City Council voted (4-0 with one abstention) in December 2008 to approve the request. (The rezoning did not become official until the consent agenda approval in January 2009.)

During the Planning Commission review of the 2008 rezoning request, staff noted that if approval of the rezoning was desired, “[we] suggest[ed] tabling the application for a month to allow the applicant’s representative to compose a more comprehensible proffer statement. Although staff [understood] the letters objective, we [had] concern that in the future it could cause inconsistent interpretation of the statement’s intent.” The applicant amended proffers between the Planning Commission and City Council public hearings; those proffers are what govern the property today. Unfortunately, the proffer statement was approved with one strangely crafted statement that oddly connects the conditional zoning to a subsequently approved conditioned SUP, which in the end complicates how the property can be used.

The existing proffers along with the approved conditioned SUP strictly regulate the uses of the property. The existing proffers include the following (written verbatim):

1. The “by right” use of the property is limited to mercantile establishments and accessory uses, including those which promote the show, sale and rental of goods or equipment for impaired, handicapped or disabled persons, inclusive of goods or equipment for their medical treatment or rehabilitation or mobility or transportation, under Section 10-3-90 (1) and (15) of the Code of the City of Harrisonburg.
2. The existing playground area will be maintained in its present state and will not be paved, except as provided for the purposes of the special use permit for the property.
3. If in the future exterior lighting is regulated by a City ordinance applicable to the B-2, General Business zone, then the property will comply with the regulations at that time.
4. The building will not be open later than 9:00 o’clock p.m.
5. No drive-thru, restaurant or shopping center uses will be allowed.
6. Any freestanding sign on the property will be restricted to 24 square feet and 6 feet in height.

While the rezoning with the above proffers was being reviewed (and ultimately approved), Ms. Desarno had already submitted a SUP application requesting for the reduction in required parking per Section 10-3-91 (8). Twenty-three parking spaces were required and the applicant requested to maintain the existing 17 spaces—a reduction of six spaces. As required by the SUP, “...an amount of open space equal to the amount of space that would have been used for the required number of parking spaces [must be] left available for parking in the event that it is needed at some time in the future.” The SUP was approved, and along with the requirement as stated, the condition was added that it be applicable only for the business of VIP Scooters.

Although proffer #1 above states that all uses permitted by 10-3-90 (1) and (15), (exclusive of drive-thrus, restaurants, and shopping centers, and personal service establishments—a use that was not listed as being permissible) shall be permitted, proffer #2 oddly connects the conditioned SUP to the proffers and effectively limits the uses that can operate on the site. This is because, unless a use substantially the same as VIP Scooters operates on site or the building is reduced in size or a smaller building is constructed in turn reducing parking requirements, the existing building’s size requires 23 parking spaces for retail uses and it appears those spaces cannot physically fit on the property without utilizing the playground area, which is proffered to be “maintained in its present state” and “not be paved.” The clause the applicant provided within proffer #2, which states: “except as provided for the purposes of the special use permit for the property” was meant to allow parking to be added within the existing playground area if so ordered later by the City because more parking was deemed necessary.

Because of the existing strict limitations, the current property owner (Alan E. “Butch” Strawderman) is requesting to rezone the property by amending the existing proffers. The applicant has submitted the following new proffers (written verbatim):

1. Use Restrictions: All uses delineated in Harrisonburg's Zoning Ordinance, Article Q. B-2 General Business District, § 10-3-90 (1) and (15) shall be permitted on the Property. Except that no drive-thru, restaurant or shopping centers will be allowed.
2. Sign restrictions:
 - a. The total square footage of all freestanding signs will not exceed 24 sf (each side).
 - b. The freestanding sign height will be limited to 6 feet.
 - c. No electronic message boards or flashing signs shall be permitted on site.
3. The building will not be open later than 11:00 o'clock p.m. and not open before 6:00 o'clock a.m.
4. A six-foot opaque privacy fence shall be installed adjacent to any new parking lot area along the northern and eastern property lines. In addition, an evergreen vegetated screen shall be installed along the same boundaries. At the time of planting, such plantings shall be at least six feet in height and planted a minimum of seven feet on center so as to form a dense screen. Such vegetation shall be maintained and replaced when necessary.

In addition to the proffers, the applicant supplied a planned layout of the site. Note that this layout is not proffered, but rather illustrates how the site could accommodate the required 23 parking spaces as well as demonstrating the general appearance and location of the proffered fencing and evergreen plantings as specified in proffer #4.

If the request is approved, the differences between the currently permitted uses and what the proposed proffers would allow includes the following: 1) personal service establishments would be added as an allowable use along with the previously permitted mercantile establishments, which promote the show, sale and rental of goods—the site would no longer be required to permit only a use substantially the same as VIP Scooters, or for the building to be renovated and reduced in size or a new smaller building constructed in its place so that minimum parking requirements could be met; 2) the open space area north of the building could be fully utilized for any of the allowed uses including it being a parking area for those uses; 3) the site could operate until 11:00 p.m. rather than being limited to 9:00 p.m.; 4) no electronic message boards or flashing signs would be permitted along with the current sign restrictions; and 5) the site would be required to screen any new parking lot area along the northern and eastern property lines with a six-foot privacy fence and a dense evergreen screen.

Although some may believe there are few differences, staff believes those differences are quite impactful and is recommending denial of the request.

First, the Comprehensive Plan's Land Use Guide designation for this property is Low Density Residential; thus, the existing zoning and the proposed zoning does not conform to the Land Use Guide. Those who participated in the 2011 Comprehensive Plan update should remember that we focused on this corridor and analyzed whether the land use designations should be changed. As a result of that analysis, it was recommended, and approved, for the properties fronting Port Republic Road on the southwestern side of the street, between the CVS property at the intersection of Peach Grove Avenue and the City limits, to have the Professional land use designation. No changes were recommended on the opposite side of Port Republic Road.

Second, the lessening of the proffered conditions would make this site more attractive to retail uses having a greater traffic impact. Although the intended use met the threshold for potentially being required to perform a traffic impact analysis (TIA), the Department of Public Works chose

not to require the TIA. Included within the packet is the “Determination of Need for a Traffic Impact Analysis” form, which includes the Department of Public Works’ comment that “Port Republic Road was recently reconstructed to a 5-lane facility and provides a center turn lane that can be used to access this site. It is the opinion of Public Works staff that additional turning lanes and/or traffic control devices will not be needed to support the traffic generated by the proposed development.” Regardless, no one should draw the conclusion that rezoning this property would not have significant impact on traffic in this area. Increasing the hours of operation and increasing the number of parking spaces makes this site more suitable to the intended convenience store use, which will certainly generate more traffic than the previous retail use. The traffic that can be expected is quick in and out type traffic, which staff believes does not mix well with the shared entrance for the mobile home park or the nearby Nelson Drive intersection.

In addition to vehicular traffic, a convenience store (likely selling beer and wine) at this location would generate considerable pedestrian traffic mainly due to the student housing complex (Aspen Heights) located nearby in the County. There is no designated street crossing located near this site, and thus no opportunity for a cross walk to increase safety. Pedestrians trying to cross Port Republic Road, a five lane facility, mid-block and likely during evening and nighttime hours are not desirable situations.

An additional complicated variable regarding the concerns with increased traffic is the fact that there are five separate public school buses that stop in front of this property along Port Republic Road to serve the students that live in this area. The school bus stops include: one for Harrisonburg High School, one for Skyline Middle School, one for Stone Spring Elementary School, one special education bus for Stone Spring Elementary School, and one for Skyline Middle School serving a student in a wheelchair. After bringing this particular matter to the attention of the applicant, as is stated on the same letter as their proffers, it is their “intent to work with the adjoining mobile home park property owner and the City to provide a safe area for students to wait for the bus.”

Although the site is already zoned B-2C and school bus services have to deal with a very busy site today, further utilizing the site and increasing traffic is not desirable. During the review, staff suggested the applicant consider providing better controlled entrances to the property and that some effort should be made to limit the access to the convenience store to the northern-most entrance, especially since the additional parking will be added directly behind that entrance. We further recommended that the applicant consider ways to limit backing from parking spaces into the shared driveway that serves the residents in the mobile home park. In an effort to reduce the conflicts of customers backing into the drive aisle that serves the mobile home park, the submitted layout demonstrates a proposed landscaping island intended to place parked vehicles further from the drive aisle.

Increasing the hours of operation from 9:00 p.m. to 11:00 p.m. may seem minor; it is an incremental increase; nevertheless, that additional two hours could have big implications to surrounding residential uses. The current 9:00 p.m. time limit already has impacts on the adjacent residential uses along Nelson Drive and the mobile home park, yet these impacts from this timeframe are more compatible for the adjacent residential uses than would be an 11:00 p.m. time limit. Staff further believes approving an incremental adjustment now would ultimately be used to request approval beyond 11:00 p.m. in the future.

As was pointed out during the 2008 rezoning request, there is ample area for intense retail uses to locate in this corridor further northwest along Port Republic Road. Moving these uses further south on Port Republic Road is not compatible with the continued Low Density Residential development desired by the Comprehensive Plan. Although some may see the property at 1380 Little Sorrell Drive, the Harrisonburg Community Health Center and WilliamsonHughes Pharmacy location that was rezoned to B-2C in 2010, as a precedent setting case, staff, however, does not. That rezoning was heavily proffered, which among many other details, included a proffered site layout with no entrances on Port Republic Road, specifics regarding the appearance of the building, and every B-2 commercial use was eliminated except pharmacy related retail uses while maintaining the previously permitted professional, governmental, and business office uses that were permitted when that property was zoned R-3C.

If the subject site should be approved for more intense commercial uses, staff believes it should only be done with a redeveloped site. Along with other matters that would need to be considered, the entrances/driveways for the mobile home park and the proposed business should be kept separate to limit conflicts and possible on-site safety issues.

Staff recommends denial of the rezoning/proffer amendment.

Existing Proffers

ELLEN E. DESARNO PROFFERS
1320 PORT REPUBLIC ROAD
DECEMBER 9, 2008

1. The "by right" use of the property is limited to mercantile establishments and accessory uses, including those which promote the show, sale and rental of goods or equipment for impaired, handicapped or disabled persons, inclusive of goods or equipment for their medical treatment or rehabilitation or mobility or transportation, under Section 10-3-90 (1) and (15) of the Code of the City of Harrisonburg.
2. The existing playground area will be maintained in its present state and will not be paved, except as provided for the purposes of the special use permit for the property.
3. If in the future exterior lighting is regulated by a City ordinance applicable to the B-2, General Business zone, then the property will comply with the regulations at that time.
4. The building will not be open later than 9:00 o'clock p.m.
5. No drive-thru, restaurant or shopping center uses will be allowed.
6. Any freestanding sign on the property will be restricted to 24 square feet and 6 feet in height.

City of Harrisonburg Community Development
Senior Planner
Adam Fletcher
409 South Main Street
Harrisonburg, VA 22801

April 3, 2015

Subject: Rezoning of T.M. Parcel 88-C-6

BE: 2472

Dear Mr. Fletcher:

As a condition of rezoning, the Owners (the "Owners") hereby proffer that the development of the subject property (the "Property") on this application shall be in accordance with §15.2-2298 of the Code of Virginia and the Zoning Ordinance of the City of Harrisonburg and for the conditions set forth in this submission, if and only if, the zoning request for B-2C, General Business District, is granted. In the event that the request for rezoning is denied or approved with conditions not agreed to by the Owners, the proffers and conditions shall immediately be null and void and of no further force or effect. If the rezoning request is granted, these proffers and conditions will supersede all proffers and conditions that may now exist on the Property.

This application contains one exhibit described as follows:

Exhibit A –Conceptual Site Plan prepared by Blackwell Engineering, PLC and dated March 31, 2015.

The following is proffered:

1. Use Restrictions. All uses as delineated in Harrisonburg's Zoning Ordinance, Article Q. B-2 General Business District, § 10-3-90 (1) and (15) shall be permitted on the Property. Except that no drive-thru, restaurant or shopping centers will be allowed.
2. Sign restrictions:
 - a. The total square footage of all free standing signs will not exceed 24 sf (each side).
 - b. The free standing sign height will be limited to 6 feet.
 - c. No electronic message boards or flashing signs shall be permitted on site.
3. The building will not be open later than 11:00 o'clock p.m. and not open before 6:00 o'clock a.m.
4. A six foot opaque privacy fence shall be installed adjacent to any new parking lot area along the northern and eastern property lines. In addition, an evergreen vegetated screen shall be installed along the same boundaries. At the time of planting, such plantings shall be at least six feet in height and planted a minimum of seven feet on center so as to form a dense screen. Such vegetation shall be maintained and replaced when necessary.

It is also our intent to work with the adjoining mobile home park property owner and the City to provide a safe area for students to wait for the bus.



Butch Strawderman

Date Application Received: _____

Total Paid: 405.⁰⁰ AF

Application for Change of Zoning District City of Harrisonburg, Virginia

Section 1: Property Owner's Information

Name: Alan E. Strawderman
Street Address: 4010 Traveler Road Email: butch.strawderman@cottonwood.com
City/State/Zip: Harrisonburg, VA 22801
Telephone (work): 540-437-3542 (home or cellular): 540-246-5959 (fax): 540-437-0105

Section 2: Owner's Representative Information

Name: Nitin Avaiya
Street Address: 121 Broadview Avenue Email: avaiyan@gmail.com
City/State/Zip: Warrenton, VA 20186
Telephone (work): _____ (home or cellular): 540-270-0136 (fax): _____

Section 3: Description of Property

Location (street address): 1320 Port Republic Road
Tax Map Number: Sheet: 88 Block: C Lot: 6 Total Land Area (acres or square feet): 0.45 acres
Existing Zoning District: B-2C Proposed Zoning District * : B-2C
Existing Comprehensive Plan Designation: Low Density 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.

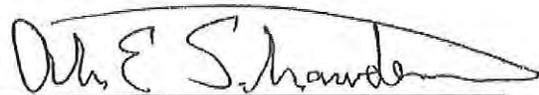
PLEASE NOTE – If a TIA is required, this application shall not be considered accepted until the TIA has been reviewed.

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

North: Ramirez Adolfo Maria, 1310 Port Republic Road
East: Universal of Harrisonburg, 1330 Port Republic Road
South: Comsonics Inc, 1350 Port Republic Road
West: Harrisonburg Community Health Center, 1335 Port Republic Road

Section 6: Certification

I certify that the information contained herein is true and accurate. Signature: _____


Property Owner

See Back for Items Required for Submission

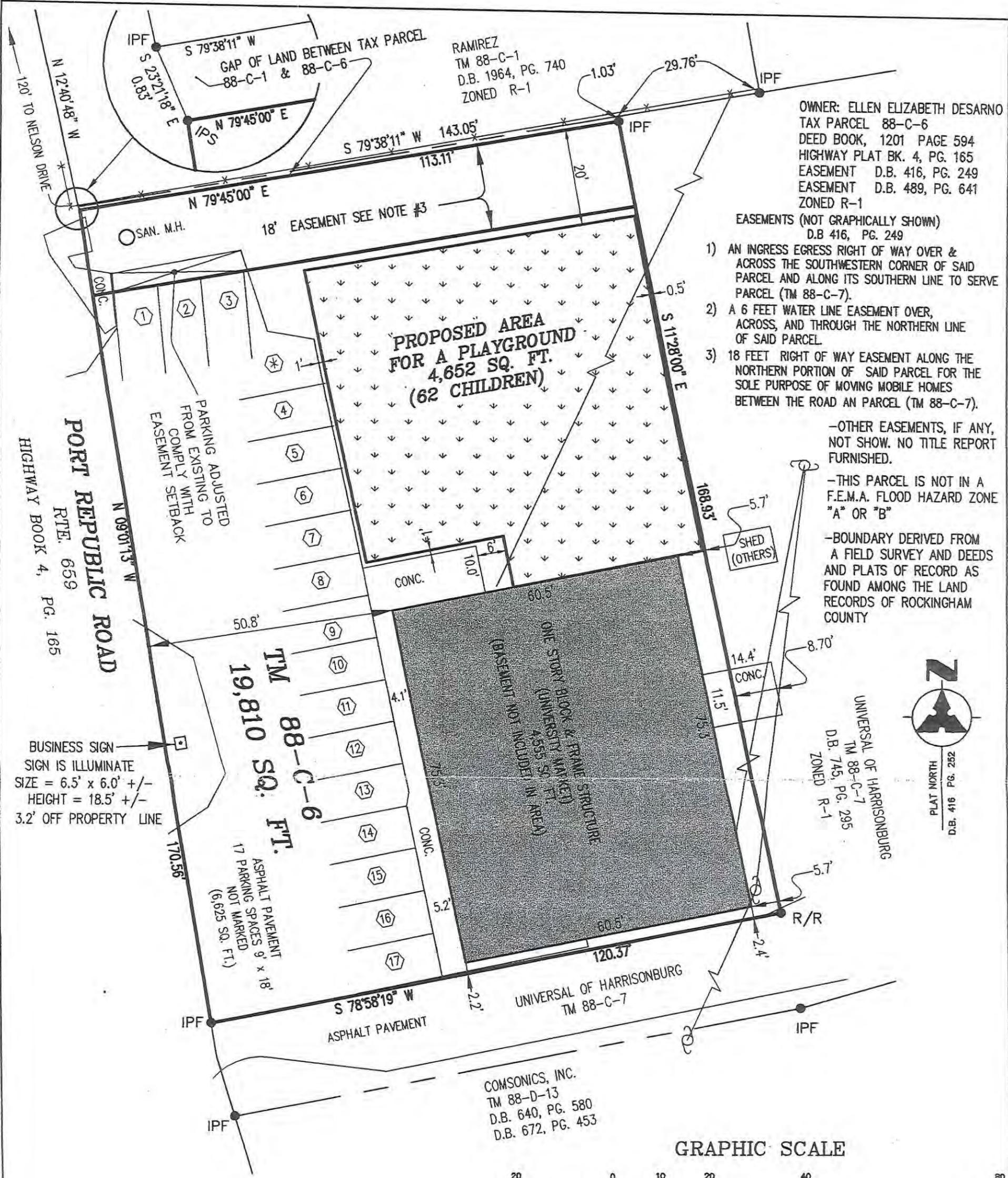
ITEMS REQUIRED FOR SUBMISSION

- | | |
|---|--|
| <input checked="" type="checkbox"/> Completed Application | <input checked="" type="checkbox"/> Fees Paid |
| <input checked="" type="checkbox"/> Survey of Property | <input checked="" type="checkbox"/> Source Deed |
| <input checked="" type="checkbox"/> Description of Proposed Use | <input checked="" type="checkbox"/> Proffers (if applicable) |
| <input checked="" type="checkbox"/> Adjacent Property Owners | <input type="checkbox"/> _____ |

Additional Property Owners

West: Gibson Kenneth W, 1317 Port Republic Road, Harrisonburg, VA 22801

West: Heatwole Linda Allison, 169 Pleasant Hill Road, Harrisonburg, VA 22801



OWNER: ELLEN ELIZABETH DESARNO
 TAX PARCEL 88-C-6
 DEED BOOK, 1201 PAGE 594
 HIGHWAY PLAT BK. 4, PG. 165
 EASEMENT D.B. 416, PG. 249
 EASEMENT D.B. 489, PG. 641
 ZONED R-1

- EASEMENTS (NOT GRAPHICALLY SHOWN)
 D.B. 416, PG. 249
- 1) AN INGRESS EGRESS RIGHT OF WAY OVER & ACROSS THE SOUTHWESTERN CORNER OF SAID PARCEL AND ALONG ITS SOUTHERN LINE TO SERVE PARCEL (TM 88-C-7).
 - 2) A 6 FEET WATER LINE EASEMENT OVER, ACROSS, AND THROUGH THE NORTHERN LINE OF SAID PARCEL.
 - 3) 18 FEET RIGHT OF WAY EASEMENT ALONG THE NORTHERN PORTION OF SAID PARCEL FOR THE SOLE PURPOSE OF MOVING MOBILE HOMES BETWEEN THE ROAD AND PARCEL (TM 88-C-7).

-OTHER EASEMENTS, IF ANY, NOT SHOW. NO TITLE REPORT FURNISHED.
 -THIS PARCEL IS NOT IN A F.E.M.A. FLOOD HAZARD ZONE "A" OR "B"
 -BOUNDARY DERIVED FROM A FIELD SURVEY AND DEEDS AND PLATS OF RECORD AS FOUND AMONG THE LAND RECORDS OF ROCKINGHAM COUNTY



UNIVERSAL OF HARRISONBURG
 TM 88-C-7
 D.B. 745, PG. 295
 ZONED R-1

COMSONICS, INC.
 TM 88-D-13
 D.B. 640, PG. 580
 D.B. 672, PG. 453

GRAPHIC SCALE



(IN FEET)
 1 inch = 20 ft.

- IPF - IRON PIN FOUND
- IPS - IRON PIN SET
- R/R - RAILROAD SPIKE FOUND
- — UTILITY POLE AND OVERHEAD WIRES
- * — CHAIN LINK FENCE

* AREA NOT SUITABLE FOR PARKING

- R-1 SETBACKS
- WIDTH 80 FEET
 - DEPTH 100 FEET
 - FRONT YARD 30 FEET
 - SIDE YARD 10 FEET
 - REAR YARD 25 FEET

EXHIBIT 1

17 PARKING SPACES ADJUSTED FROM THE EXISTING PARKING TO COMPLY WITH EASEMENT SETBACK PLAYGROUND (62 CHILDREN)

EXISTING SITE PLAN

FOR A
SPECIAL USE PERMIT
 ON THE LAND OF
ELLEN ELIZABETH DESARNO
 CITY OF HARRISONBURG
 ROCKINGHAM COUNTY, VIRGINIA

SCALE: 1" = 20' DATE: MARCH 3, 2004

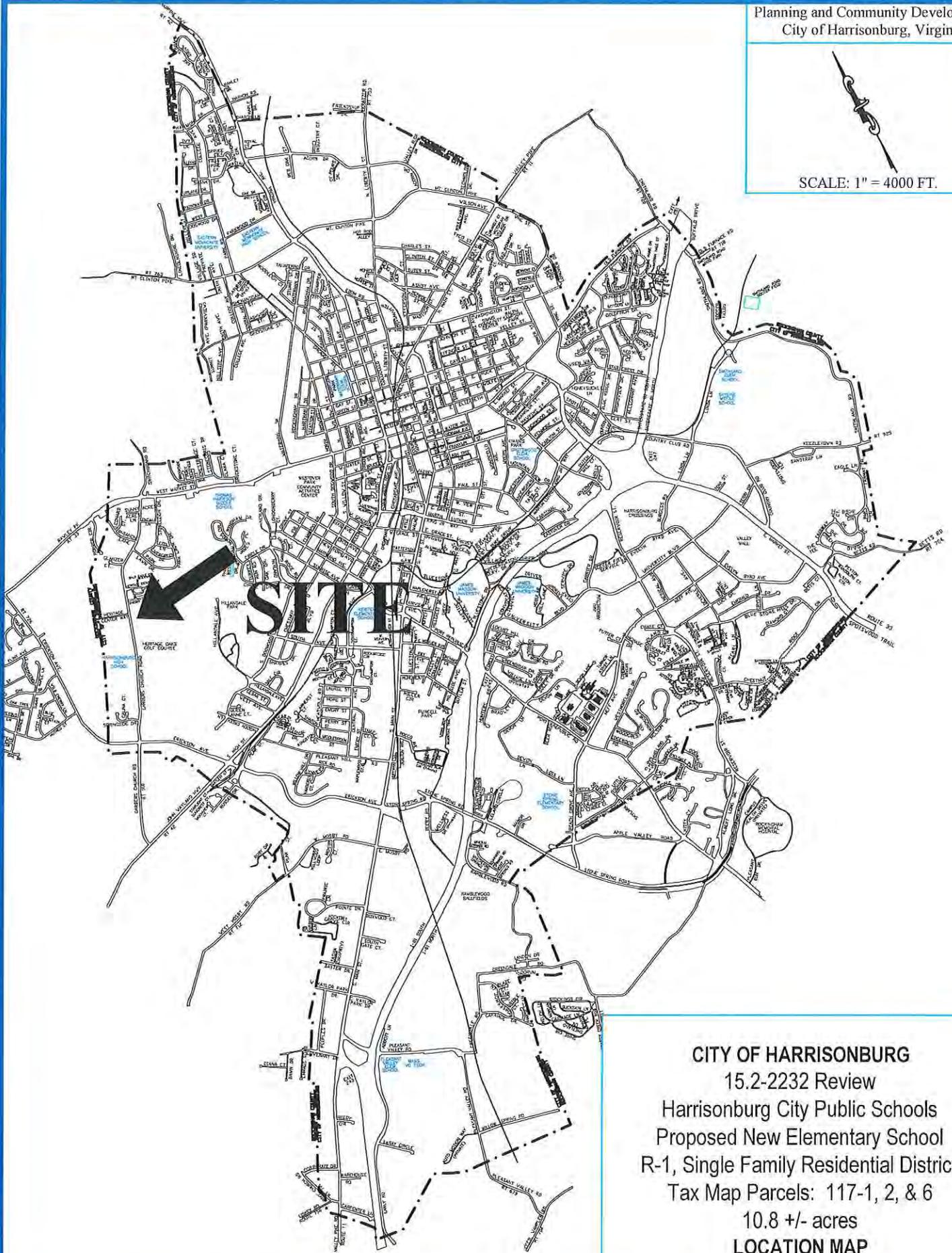
Patton Harris Rust & Associates, pc
 Engineers. Surveyors. Planners.
 Landscape Architects.

116 North Main Street,
 PO Box 46
 Bridgewater, VA. 22812
 T 540.828.2616
 F 540.828.6437

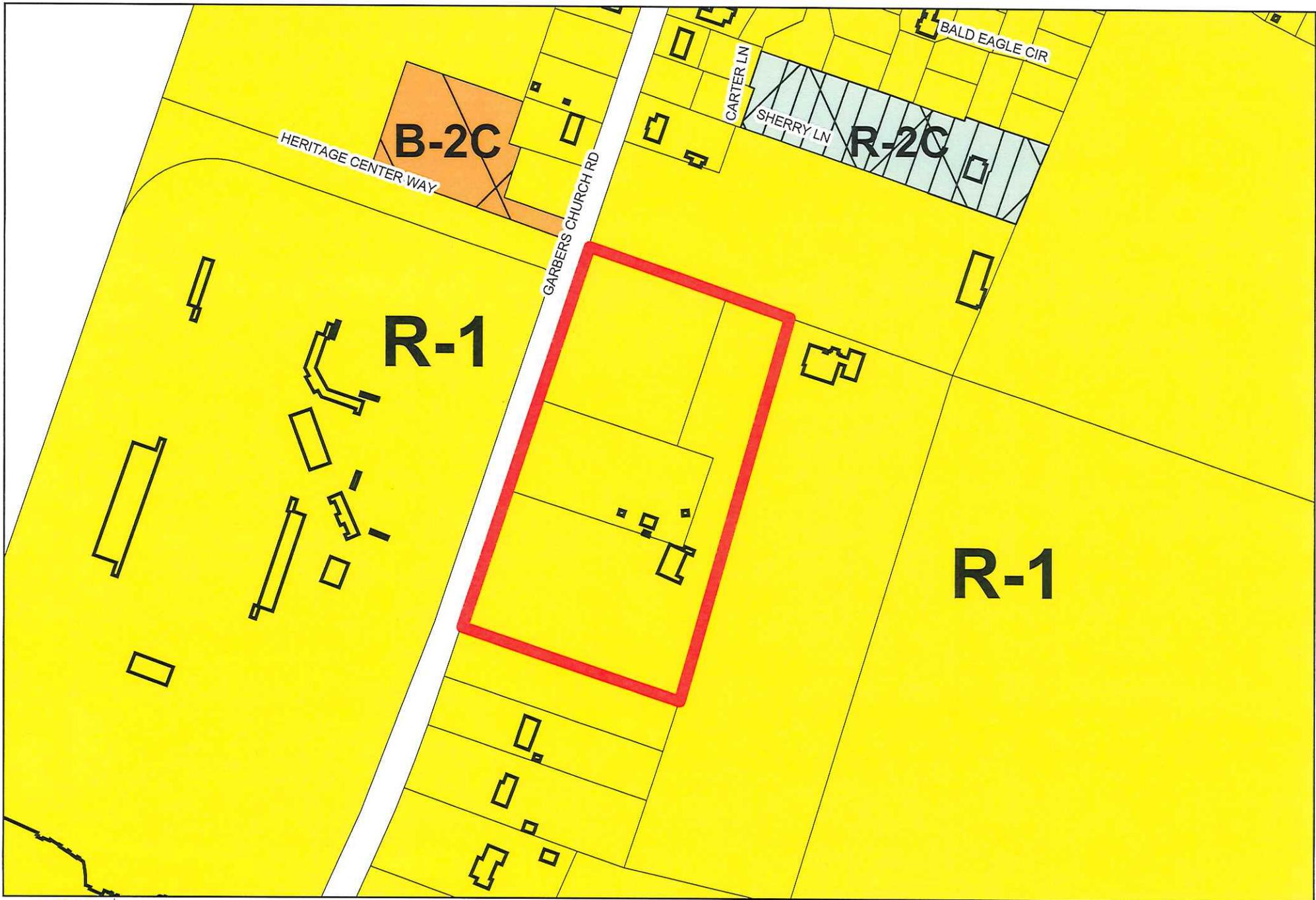




SCALE: 1" = 4000 FT.



CITY OF HARRISONBURG
15.2-2232 Review
Harrisonburg City Public Schools
Proposed New Elementary School
R-1, Single Family Residential District
Tax Map Parcels: 117-1, 2, & 6
10.8 +/- acres
LOCATION MAP



B-2C

R-2C

R-1

R-1



**15.2-2232 Review - Proposed New Elementary School
Garbers Church Road (2015)**



City of Harrisonburg, Virginia

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

STAFF REPORT

April 8, 2015

15.2-2232 REVIEW – HCPS PROPOSED NEW ELEMENTARY SCHOOL (GARBERS CHURCH ROAD)

GENERAL INFORMATION

Applicant: Harrisonburg City Public Schools

Tax Map: 117-D-1, 2, & 6

Acreage: 10.8 +/- acres

Location: 720, 776, and 810 Garbers Church Road

Request: Public hearing to consider a request to review the proposed Harrisonburg City Public Schools new elementary school site per City Code Section 10-1-6 to determine if the public facility is in substantial accord with the Comprehensive Plan as provided by the Code of Virginia Section 15.2-2232.

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/vacant property, zoned R-1

North: Heritage Oaks Golf Course Clubhouse and parking lot, zoned R-1

East: First Tee of Harrisonburg, zoned R-1

South: Single family detached homes, zoned R-1

West: Across Garbers Church Road, Harrisonburg High School, zoned R-1

EVALUATION

Last summer the Harrisonburg City School Board unanimously voted to build a new elementary school on 10.8 +/- acres of City owned property along Garbers Church Road across the street

from the athletic facilities at Harrisonburg High School. With the hope of having the elementary school open by fall 2017, Harrisonburg City Public Schools (HCPS) continues to work with engineers and architects regarding the engineered layout and the design of the new building. As part of the vetting process for this new public facility, the site is under review per City Code Section 10-1-6, which stipulates that “if a public facility subject to Section 15.2-2232 of the Code of Virginia is not already shown on the comprehensive plan, the planning commission shall determine whether the location, character and extent of such public facility is in substantial accord with the comprehensive plan as provided by Section 15.2-2232 of the Code of Virginia and the terms and conditions set forth therein, as may be amended from time to time.”

As a reminder, the Code of Virginia Section 15.2-2232, among other things, states that when a locality has adopted a comprehensive plan, “it shall control the general or approximate location, character and extent of each feature shown on the plan.” Public buildings or public structures, among others, are listed by the Code as features that unless already shown on the plan “shall not be constructed, established, or authorized, unless and until the general location or approximate location, character, and extent thereof has been submitted to and approved by the commission as being substantially in accord with the adopted comprehensive plan or part thereof.”

After review, City staff finds the proposed new elementary school site is in substantial accord with the Comprehensive Plan. First, from a long term land use perspective, although the property is zoned R-1, Single Family Residential District, the Comprehensive Plan designates this property as Low Density Mixed Residential—a designation it has had since the Plan’s 2004 update. (Previous Comprehensive Plans, the 1991 and 1998 updates, had this area designated Low Density Residential.) The current Low Density Mixed Residential designation is often associated with the promotion of clustered development allowed by R-6 and, depending upon the actual proposed development, R-7 zoned communities. It is also possible for R-2 and R-3 residential densities to work in such planned areas, if, for example, the development utilized smaller lot areas and dimensions for detached single family homes. As is typical in many cities, Harrisonburg’s public schools have a history of being compatible with and desirable in neighborhoods. Although there is not an existing neighborhood surrounding this location, Garbers Church Road is accessible to several neighborhoods and, as described above, has been planned for single family neighborhood development for quite some time.

From a zoning perspective, the existing zoning and all of the districts mentioned above, permit public schools as a by right use.

Goal 10 of the Comprehensive Plan is “to develop and maintain a safe and convenient transportation system serving all modes of travel, such as automobile, pedestrian, and bicycle and mass transit;” and in working toward this goal, the site is suited well. Garbers Church Road is designated as a collector street with four travel lanes and sidewalk on the western side of the street. Garbers Church Road is served by an arterial street to the north (West Market Street) and a collector street to the south (Erickson Avenue), both providing access to and from the site and offering good bus routing options to different areas of the City. Although improvements will likely be needed, Garbers Church Road should be able to better handle the traffic generated by a school of this size than if the school were built interior to an existing neighborhood, where such traffic could be viewed by some as a nuisance while also being a more confined and difficult location to provide needed improvements. The vision expressed by the Comprehensive Plan in promoting neighborhood schools (Objective 5.3) is also consistent with the idea that areas for

new school locations that are most compatible with our Comprehensive Plan would be those within or directly adjacent to residential areas, but yet accessible to collector and arterial streets.

The site location is positioned well for working toward Objective 10.2, which along with trying to “develop strategies that reduce motorized traffic demand on City streets” is “to promote alternative modes of transportation.” Several multi-use paths are planned in this western section of the City to connect Westover Park, Thomas Harrison Middle School, Hillandale Park, Harrisonburg High School, and now, potentially, the proposed elementary school. The multi-use paths are generally shown as several different connections in the 2010 Bicycle and Pedestrian Plan, which is a component of the Master Transportation Plan in Chapter 11 of the Comprehensive Plan. As illustrated in the Bicycle and Pedestrian Plan, the westernmost multi-use path connection of the above described system is planned to intersect Garbers Church Road in front of Harrisonburg High School, which is only about ¼-mile from the proposed elementary school site. Efforts should be made to connect into this planned multi-use path during the design and construction of the elementary school.

Although outside the scope of staff’s review for the site’s conformance with the Comprehensive Plan, staff took the opportunity to offer comments to HCPS regarding site design matters. Issues brought to their attention included that the project will be required to meet the site design requirements of the City’s Design and Construction Standards Manual including erosion and sediment control and stormwater management regulations. We also noted there could be transportation improvements associated with the site—as there would be for any public school at any site in the City—to support safe and efficient multi-modal access. The Department of Public Works noted that some type of transportation study might be needed to determine what impacts could be generated and to outline any appropriate solutions. HCPS and their design team should work closely with the Department of Public Works to determine what kind of analysis might be needed.

The Department of Public Utilities noted the water and sewer facilities in Garbers Church Road are very likely adequate for the proposed school. The 16-inch waterline is a major transmission main for the City and is expected to be capable to deliver both the domestic and required fire flows to the site. Water pressure is likely adequate, but must be validated as the engineer provides more detailed design. The sanitary sewer in Garbers Church Road is an 8-inch main and should also be capable to meet the domestic demands of the school. Further verification of both water and sewer demands and capacities will be required during the preliminary engineering report, which is a pre-requisite for comprehensive site plan submission.

The Harrisonburg Department of Public Transportation (HDPT) would like the design of the site to ensure buses are not mixed with parents dropping-off and picking-up students. At this time, they believe a separate bus lane and potentially a traffic signal may be needed to allow buses to exit the property in an efficient and safe manner.

Finally, staff reminded HCPS that Planning Commission must review and approve the number of off-street parking spaces desired for the site. Per Section 10-3-25 (12) of the Zoning Ordinance, “proposed off-street parking spaces [for elementary schools] shall be programmed by the applicable school authorities as necessary to meet state standards for use and consideration of site locations, then submitted to the planning commission for comprehensive site plan review.”

As explained above, staff believes the proposed elementary school site is in substantial accord with the Comprehensive Plan and recommends the Commission communicate the same findings to City Council.



**15.2-2232 Review - Proposed New Elementary School
Garbers Church Road (2015)**

March 10, 2015

Kurt Hodgen, City Manager
City of Harrisonburg
345 S. Main Street
Harrisonburg, VA 22801

Dear Kurt,

The Harrisonburg City School Board on June 3, 2014, unanimously voted to build an elementary school on the 10.8 acres of land located at 776 Garbers Church Road in Harrisonburg. We look forward to working with the City and to having a new school opened by Fall 2017.

If any other information is needed, please don't hesitate to let me know.

Sincerely,



Scott R. Kizner, Ph.D.
Superintendent of Schools

SRK/II

GARBERS CHURCH ROAD SITE: NEW ELEMENTARY SCHOOL

EXISTING SITE CONDITIONS

The site is a 10.8 acre, rectangular tract of land lying lengthwise along Garbers Church Road. The site is currently undeveloped – having only a single driveway, a couple of large garden plots, and a handful of trees; the majority of the site is simply a grassy lawn. The City’s Heritage Oaks Golf Course neighbors the property to the north and east – with a portion of the paved driveway to the driving range actually cutting across the NE corner of the parcel. Across Garbers Church Road, to the west, are the athletic facilities of Harrisonburg High School. The site lays like a rolling ridge-top, draining to the west out to Garbers Church Rd or to the east out to the driving range; in both cases, the runoff eventually then moves southward after leaving the site.

SITE LAYOUT

The goal of this project is to develop an elementary school to serve 750 students. The proposed site concept plan is only in its beginning stages of development – with no conceptual plan yet in place. The following are elements that are known at this time. The plan will arrange its key elements along the north-south face of the property fronted by Garbers Church Road. The school building will be fairly central to the site, with a multi-purpose athletic field(s) and parking to the north and/or south. The bus loop will mostly likely be stretched along the front of the school parallel to Garber Church Rd. Along the rear of the building and site – away from the busyness of the road frontage – is the most likely home for the outdoor program elements, including lawn space, paved play, recreational playground facilities, outdoor learning areas, and a interconnecting walkways.

RECREATION

The proposed site concept plan once developed will likely provide a rectangular multi-use play field that may even serve dual purpose for diamond-sports. The focus of the concept plan will be the recreational needs of elementary school children during the typical school days – for physical education and for recess needs – rather than the more structured recreational needs of the City’s recreation department. Additionally, the plan will likely provide for hard-surface play areas suitable to basketball, four-square, etc. Numerous other outdoor spaces that are less structured and less purpose-built are desired for the site plan to supplement outdoor recreation and education.

TRANSPORTATION

Garbers Church Road is classified by VDOT as an Urban Collector Road; and it is this road that provides the only public-road frontage for the site. There is also the driveway into the Heritage Oaks Golf Course immediately to the north of the site; this could possibly provide some additional / alternative access into the site. The concept plan will likely seek two access points along Garbers Church Road – a primary vehicular entrance for both cars and buses and a secondary access point to serves as the bus exit and the entrance/exit for service vehicles. This type of arrangement is an attempt to separate – the greatest extent possible – the various types of traffic (cars, buses, service trucks) while having to still comply with VDOT’s Access Management Regulations that dictate the spacing of entrances along a roadway based upon the roadway classification.

UTILITIES

All of the necessary utilities for serving the new elementary school are readily available along Garbers Church Road. There is a 16" water line with ample pressure and flow. There is an 8" sanitary sewer line running southward along the western side of the road and having a couple of cross-street lines extended over to serve the school site. Additionally, there are power and communication utilities running overhead along the road as well. Finally there is already storm drainage infrastructure along Garbers Church Road as well – draining across (under) the road to the western side where it flows southward with ditches and storm drain piping.

STORMWATER MANAGEMENT

The site plan, when developed, will need to address where and in what manner the stormwater management will be provided. Ultimately, however, it must address the regulations pertaining to (1) quantity, (2) quality, and (3) where we discharge the drainage. There is already storm drainage infrastructure (ditches and pipes) along Garbers Church Road heading to the south; this may be utilized for discharge of the drainage after the onsite stormwater management goals have been achieved. Additionally, since the City owns the golf course property on the eastern side of the parcel, there may be opportunities for coordinating storm drainage solutions into the golf course property. None of these options have yet to be explored, but they do provide a level of confidence that the site development can address the drainage and SWM needs of the project.

Dear Planning Commissioners and City Planning Staff.

The purpose of my letter is to share my concerns regarding the site that has been chosen by the School Board for the city's elementary school. I believe there will likely be significant second order costs the city will incur in the areas of transportation, highway construction, storm water management and water and sewage.

A thousand children will have to be transported daily to the new school by bus or their parent's vehicle. If we assume a third of the children are taken to school by their parents, we will need to purchase 15-20 new school buses at a cost of over one million dollars, plus the ongoing annual fleet expenses for their operation.

15-20 school buses and over 300 cars approaching the new school in the morning and afternoon will create major queuing issues as this traffic attempts to turn left from 33 on to Garbers Church Road and then, turn left again as they enter the school off of Garbers Church Road. My guess is this will become so problematical for the busses that they will be rerouted by way of Erickson so they can eliminate the left turn off of Garbers Church Road. That said, I think you will need to plan on extending the existing turn lane on 33 to accommodate the parents and school staff vehicles and adding a new turn lane on Garbers Church Road for the buses. I also believe there will need to be law enforcement personnel available at the 33/Garbers Church Road stop light in the morning and afternoon to direct traffic, because the traffic congestion to and from the school will be overwhelming due to the proximity of the high school to the elementary school.

Regarding storm water management, this property will have limited landscaping because the available space will be needed for the building, roads entering and exiting the facility, adequate parking for teachers, staff and visitors and space for foodservice delivery trucks and garbage trucks. In addition, the turning radius engineered will need to address school buses, fire trucks, rescue vehicles, foodservice delivery trucks and garbage trucks. Bottom line, there will be a significant amount of space devoted to hard surfaces and, it will be important to

understand the implications this will have on storm water management and what will be the cost to engineer a solution.

Finally, I would encourage you to have staff determine if there will be sufficient water pressure available to meet the needs of 1000 children, teachers and staff and meet the regulations for fire suppression in a multi-story building. It would not surprise me if you learn that a pump station will need to be built to address the additional demands of this new facility.

Thank you for allowing me the opportunity to share my concerns.

Best regards,

George Pace

503 Fairway Drive

Harrisonburg, VA 22802

GARBERS CHURCH ROAD PROPOSED ELEMENTARY SCHOOL SITE OF 10 ACRES HAS MANY SERIOUS PROBLEMS

THIS SITE WAS SELECTED BY THE SCHOOL BOARD WITHOUT INPUT FROM OTHER CITY DEPARTMENTS AND OTHER INTERESTED PARTIES AND WITHOUT PROPERLY STUDYING OTHER AVAILABLE SITES.

INITIALLY THE SCHOOL BOARD WAS UNDER THE UNDERSTANDING (ERRONEOUSLY) THAT CITY COUNCIL WAS REQUIRING THAT ANY NEW SCHOOL HAD TO BE BUILT ON ALREADY OWNED CITY LAND.

AN URGENCY TO BUILD A NEW ELEMENTARY SCHOOL EXISTS BECAUSE THE CITY ELEMENTARY SCHOOLS ARE ALREADY USING 15 CLASSROOMS TO PROVIDE FREE PRE-K SERVICES TO OVER 250 CHILDREN.

A “RUSHED” DECISION TO SELECT A SCHOOL SITE WITH ONLY 10 ACRES (LESS THAN 8 ACRES OF USABLE AREA) HAS RESULTED IN A CHOICE THAT RAISES VERY SERIOUS CONCERNS!

URGENCY TO FIND A SITE WOULD NOT EXIST IF OTHER OPTIONS WOULD BE EXPLORED, INCLUDING USE OF THE LUCY SIMMS SCHOOL BUILDING AND A NUMBER OF LOCAL CHURCHES WHICH HAVE AVAILABLE SPACE AND ARE CONVENIENTLY LOCATED NEAR THE PUBLIC LIBRARY, EXPLORER MUSEUM, DOWNTOWN THEATER, COMMUNITY ACTIVITY CENTER, AND THE NEIGHBORHOODS WHERE NEEDY PRE-K STUDENTS LIVE

PLEASE ATTEND THE PLANNING COMMISSION MEETING TO BE HELD ON WEDNESDAY, APRIL 8, 2015, 7:00 P.M., AT THE CITY MUNICIPAL BUILDING TO EXPRESS YOUR CONCERNS

STATE GUIDELINES FOR THE SIZE OF AN ELEMENTARY SCHOOL SITE:

Per the latest (September, 2013) Virginia Department of Education - Guidelines for School Facilities in Virginia Public Schools (Section 3.2 - Size of New School):

Minimum school size is Basic Acres of 4 + 1 Acre per 100 Pupils in ultimate enrollment. Therefore, minimum usable site for a school to house 750 students would be $4 + (1 * 7.5) = 11.5$ Acres “Usable site” means that portion of the site that can be developed without excessive cost for school use and may be used for future additions, outdoor instruction, physical education, outdoor circulation, parking, bus loading, and where necessary, sewage disposal or treatment plants. *The site on Garbers Church Road does meet the minimum standards.*

Other noted considerations in the Guidelines under Section 3.2 that the site on Garbers Church Road would not clearly meet are:

- Adequate site acreage to meet needs of outdoor physical education programs.
- Additional considerations would be the shape of the site, topography, and soil conditions.
- Where possible, locate new schools in attendance areas that will promote students to walk or ride bicycles safely to school.
- When developing a new school site or altering an existing site, the design should include features that encourage pedestrian or bicycle access to and from the school site.
- While planning a new school, it is recommended that consideration be given to provide for future expansion and modifications.

Comment:

While the propose site is 10 acres, because of the 25' elevation change from front to back of the parcel, **the actual usable space will be less than 8 acres. THIS SITE IS JUST NOT ACCEPTABLE.**

PARENTS BEWARE:

- School redistricting will require many students living close to Keister and/or Waterman to relocate to the Garber’s Church Road school.
- The number of students riding a bus to school will increase and the distance students will travel on the bus will increase.
- Traffic backup at corner of West Market Street wanting to turn left onto Garbers Church Road in the morning will be frustrating. Likewise, turning left from Garbers Church Road into the school site would be difficult.
- Unlike Keister, Waterman, and Stone Springs, this site does not fit the “model” of being a neighborhood school. Thereby promoting walking and biking.
- The only appropriately sized activity fields will be on the high school fields across the highly traveled Garbers Church Road and this raises serious safety concerns.
- Traffic safety concerns also exist due to over 1600 students going to high school and 750 students going to “new site”, along with teachers and staff (in addition to golfers and staff going into Heritage Oaks Golf Course) within a very short distance of each other.
- Even heavier traffic volume on Garbers Church Road is expected in the future if the County’s planned upgrades to Switchboard Road (Garbers Church Road turns into Switchboard Road at Market Street) are made for a connector to Route 42N.

BIKERS & WALKERS BEWARE:

- Unlike other available sites, this “new site” will not encourage biking and/or walking to/from school. Other available sites tie directly into existing or planned biking trails.

TAXPAYERS BEWARE:

- Due to 25+ foot elevation changes on the site and very rocky conditions of the “new site”, excavation costs are likely to be as high as \$3,000,000.
- Costs to get students safely across Garbers Church Road to access outdoor recreational space may even include building a very expensive tunnel or elevated crosswalk.
- Site requires a 2 or 3 story school, which is more expensive to build than a single story school building.
- Cost of installing a very expensive at least 14 story high (150’) safety net required next to driving range. Concrete poles must be sunk at least 30’ into the ground in order to support the net.
- Costs of busing elementary students to the western edge of the City (every added bus costs \$200,000, plus operating costs)
- Adverse impact on City Bond Rating due to additional costs, which will increase all future borrowing costs.
- A traffic impact study has yet to be done. Expanding the turn lane at corner of West Market St. and Garbers Church Road to accommodate heavy traffic will be expensive. Additional traffic lights are likely to be necessary.
- \$48,000,000 of proposed immediate school construction costs has been requested (\$33,000,000 for elementary and \$10,000 for Pre-K) with other schools soon to follow.
- Cost of active duty police officer to direct traffic at West Market St and Garbers Church Road due to number of students, teachers, and staff trying to get to both the high school and elementary school at same time work traffic is heading into town.
- Using site for school will permanently prevent future redesign of the driving range. A redesign is needed in the future to increase range revenues at Heritage Oaks.
- Unlike planning that allowed later expansion of Keister and Waterman (and other City schools), the small size of the site prevents any future expansion of any school built on the site.
- Real estate taxes are likely to increase by 15% due to unnecessary school construction costs that are a result of the rushed decision.

FIRST TEE PARTICIPANTS (AGES 5-18) BEWARE:

- Many in the community donated cash, construction materials and services, totaling close to \$500,000 in order to design, build, and equip The First Tee of Harrisonburg/Rotary Learning Center (which was given to the City debt free). Taking away the only adjacent land that can be used for expanded First Tee activities is a slap in the face to this outstanding effort.
- First Tee representatives initiated the idea to acquire the 10 acres next to the driving range in order for the City to avoid having to install a very tall and expensive safety net and to provide for the future expansion of The First Tee Learning Center and related programs. In fact, First Tee representatives negotiated options with two different owners to acquire the property that was turned over to the City. *Note:* Negotiations included convincing a homeowner to move his house (which he had recently renovated) from his land so that only the land would be purchased, and also convincing an investor (who had just bought the remaining 3 of the 10 acres on which to build townhouses) to sell to us for only his investment cost, plus out-of-pocket expenses.
- Donors supporting Heritage Oaks and The First Tee gave \$43,000 to the City to provide “seed” money to buy this site.
- Number of youth able to benefit from the First Tee program will be curtailed without this land.
- First Tee has had plans for at least 10 years to access this land for future expansion of The First Tee Program.
- First Tee has already made contact to obtain free design work, as well as grant funds, to develop the land as a low budget a short-game golf area similar to the very popular “Sandy Bottoms” course in Bridgewater for use by: (i) First Tee participants, (ii) elderly golfers, and (iii) beginning golfers.
- First Tee representatives have already met with Jamie Turner of Forecast Golf, a nationally-known driving range consultant, and obtained suggested plans that would improve driving range access for golfers and First Tee participants alike, which in turn (based on studies by Forecast Golf) would significantly improve the profits of the driving range.
- Representatives of The First Tee have met personally with PGA professional Jack Nicklaus and Jack Nicklaus, Jr., concerning development of the 10 acre site and received an offer from the Nicklaus’ design company to donate design services.

HERITAGE OAKS BEWARE:

- The inability to redesign the driving range and to create a beginning golfer short-game area by retaining the use of the 10 acre parcel will take away the potential to increase the number of local residents who will play golf at Heritage Oaks.
- With 750 elementary-aged youth next door, safety issues will arise with respect to children crossing the golf course.

FINALLY, WE ENCOURAGE OUR CITY REPRESENTATIVES TO INVOLVE ALL INTERESTED PARTIES TO HAVE "A SEAT AT THE TABLE" IN DISCUSSING WHERE SCHOOLS WILL BE LOCATED. IN THE FUTURE, THIS SHOULD HAPPEN BEFORE THE SCHOOL BOARD HAS INVESTED A LARGE AMOUNT OF TIME AND MONEY IN THE MATTER, AND BEFORE THE SCHOOL BOARD BECOMES RESISTANT TO CONSIDER OTHER OPTIONS.

THE INPUT OF THE CITY PLANNING STAFF, THE DEPARTMENT OF PARKS AND RECREATION, CITY TRANSPORTATION DEPARTMENT, AND CITY POLICE DEPARTMENT, ETC., SHOULD BE OBTAINED AT THE OUTSET OF ANY DISCUSSIONS.

IN ADDITION, ANY ORGANIZATIONS SUCH AS BIG BROTHERS/BIG SISTERS, BOYS & GIRLS CLUB, THE FIRST TEE PROGRAM, EXPLORE MORE DISCOVERY MUSEUM, MASSANUTTEN REGIONAL PUBLIC LIBRARY, ETC., SHOULD BE ENCOURAGED TO HAVE REPRESENTATIVES TO HAVE "A SEAT AT THE TABLE", ESPECIALLY IF THEIR CURRENT PROGRAMS OR FUTURE PLANS ARE POTENTIALLY IMPACTED BY ANY DECISIONS MADE BY THE SCHOOL BOARD.

FINALLY, PARENTS, PTAS, TEACHERS, COACHES, AND PAST SCHOOL BOARD MEMBERS WITH EXPERIENCE IN SITE SELECTION, SCHOOL CONSTRUCTION, AND SCHOOL REDISTRICTING SHOULD BE INVOLVED EARLY ON WITH RESPECT TO ANY DISCUSSIONS SO THAT THEIR VIEWS CAN BE HEARD BEFORE THEIR VIEWS POSSIBLY "BECOME" CONTRARY TO THE OFFICIAL POSITION OF THE SCHOOL BOARD.

IN THE PAST, CURRENT CITY COUNCIL MEMBER, KAI DEGNER, HAS SPEARHEADED A NUMBER OF COMMUNITY MEETINGS TO DISCUSS VARIOUS COMMUNITY ISSUES, THIS SAME TYPE OF FORMAT WOULD BE VERY BENEFICIAL TO ALL.

BETTER ALTERNATIVE SITES AVAILABLE

A SITE RANGING FROM 10 TO 20 ACRES (OR MORE) IS AVAILABLE FOR THE CITY TO PURCHASE FOR ABOUT \$50,000 AN ACRE, AND WOULD ADD ONLY \$500,000 TO \$1,000,000 TO A \$35-\$40 MILLION DOLLAR PROJECT. THIS SITE IS ADJACENT TO THE WESTERN EDGE OF HILLANDALE PARK; THEREFORE, IT TIES IMMEDIATELY INTO THE BIKING AND WALKING TRAILS THAT BEGIN AT WESTOVER PARK. THIS SITE PROVIDES MULTIPLE STREET ACCESS POINTS, IS FLATTER, CAN TAKE ADVANTAGE OF HILLANDALE PARK FOR SCHOOL RECREATIONAL ACTIVITIES, AND PROVIDES THE IMPORTANT OPPORTUNITY FOR FUTURE EXPANSION AND PREVENTS HAVING TO BUILD A 3-STORY SCHOOL.

THERE IS ALSO LAND THAT IS ALREADY OWNED BY THE CITY CONTAINING OVER 100 ACRES AT RAMBLEWOOD PROPERTY ON THE SOUTHERN END OF THE CITY THAT CAN BE REACHED BY OFFROAD BIKING AND WALKING TRAILS. THIS SITE PROVIDES A LOCATION WHICH IS NEAR THE GROWTH AREAS OF THE CITY.

FINALLY, LUCY SIMMS IS LOCATED IN THE AREA NEAR WHERE MANY OF THE CHILDREN LIVE THAT ATTEND THE PRE-K PROGRAM. INSTEAD OF SPENDING \$35-\$40 MILLION DOLLARS NOW ON A NEW ELEMENTARY SCHOOL, LUCY SIMMS CAN BE REDESIGNED AT A MUCH LOWER COST TO ACCOMMODATE ALL OF THE EXISTING PRE-K CHILDREN. THIS LOCATION WOULD ALSO ELIMINATE THE LONG BUS RIDES FOR MANY OF THE CHILDREN.

Compiled from information provided by five (5) former School Board Members, former Planning Commission Members, local builders, former City Council Members, local engineers, former Director of Parks and Recreation Department, and meetings with various City Officials.

Respectfully, Michael L. Layman
Past Member of the Department of Parks and Recreation Commission, Chairman for 8 years
Past Member of the Heritage Oaks Advisory Board, Chairman for 3 years
Past Member of The First Tee Board, Chairman for 10 years
Past Member of the Harrisonburg Educational Foundation
Resident of the City of Harrisonburg for over 60 years



April 3, 2015

To: The First Tee of Harrisonburg

Subject: Issues related to adjacent development

Pursuant to a recent conversation with Mr. Mike Layman regarding proposed development on property adjacent to the right side of the existing driving range and First Tee facility, there are several issues that should be considered in making a decision. The issues basically fall into two categories: Safety and Expense/Cost. The issues are discussed below.

Safety

One of the primary concerns of all golf range operators is ball containment. The obvious interest in ball containment is to prevent injury and damage along the adjacent property, and thus reduce potential liability associated with errant golf balls leaving the property. A secondary interest is reducing ball loss and reducing operating expenses. When sufficient land is unavailable along the boundaries of the property to provide a safe buffer, then barrier netting is the common solution.

Generally, the right side of a driving range is most susceptible to balls leaving the property. This is because most golfers are right-handed and the most common golf swing flaw results in a "slice," a ball flight that moves from left to right. In addition, the slice also puts spin on the ball resulting in it flying higher, as opposed to a "hook" (right to left ball flight) with a lower ball flight due to some topspin. Consequently, it is common to see taller barrier netting along the right side of a driving range than the netting along the left side.

One of the first questions golf range developers ask is: "How high does my netting need to be?" Unfortunately, there is no simple answer. The netting heights that most range developers have installed represents a compromise of installation expense and their assumption of risk exposure/liability.

When ball containment for safety reasons (as opposed to the objective of reducing ball loss and ease of ball picking) is the issue, barrier netting typically goes as high as 100'-

Forecast Golf Group, Inc.

*PO Box 3106 • Glen Allen, Virginia 23058 • PH: (804) 363-5660
Website: www.forecastgolf.com • Email: jamie@forecastgolf.com*

125'. I have personal experience with netting at 125' (above ground height). We found that even at that height the netting did not stop 100% of the balls from leaving the property. Some players are capable of hitting well above that height. And, we found that some recreational customers (usually younger males) would actually aim to try and clear the fencing, a challenge of sorts like hitting a home run. This required vigilant policing of the tee line by the range staff.

Installing netting above 125' is quite uncommon. I have observed two netting installations that needed to move to an extreme netting solution. One was in an urban setting (downtown San Diego), and the other at a community college which experienced a liability problem due to balls leaving the property. These facilities actually installed a netting top, resulting in a fully enclosed driving range. This is an expensive solution, and still it cannot guarantee no balls will leave the property. Balls can still escape through holes in the netting the system that will eventually, naturally occur.

Netting is a fabric, usually artificial fibers like nylon and polypropylene. They are exposed to the elements 365 days of the year. Therefore, they deteriorate due to exposure to sun, wind, and ice, and snow. Depending on the severity of weather conditions, the netting will eventually need to be replaced (Life span approx. 7-12 years depending on quality and conditions), as well as repaired when tears occur in the interim.

Therefore, netting suppliers/installers do not guarantee that balls will never leave the property. All range developers assume a certain level of risk or exposure and try to minimize the risk while balancing that risk with expense.

Expense/Cost

There are many variables that drive the cost of barrier netting. The most common heights range between 35'-75'. At these heights, wooden poles (like telephone poles) can be used and are economical. When installations go above 75' the cost tends to increase exponentially, as a higher grade of equipment (cranes and lifts) are required and it takes more time. In addition, above 75' metal poles are typically used in order to endure the strains of the winds at 75'+ above the ground; this adds to the expense.

Another unpredictable cost factor related to netting installation is that of pole depth, below ground. That taller the netting, the deeper the holes must be drilled to support the height. Generally, the depth of the holes can vary from 25%-35% of the above ground height. So, for example, an above ground height of 120' might require holes to be drilled 30'- 42' deep. Final pole heights and on-site soil conditions will determine hole depths.

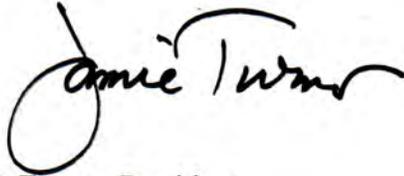
Further adding to the unpredictability of final installation costs is the soil condition. Issues such as water tables, rock, sand, organic waste, etc. can impact the final depth or use of alternative solutions (e.g., metal sleeves, concrete) to deal with the unknowns of drilling below ground.

As mentioned previously, the netting material will tear due to the weather conditions. Large events, such as hurricanes and ice storms, can cause significant damage.

Depending on insurance coverage, repairs may be covered. However, as the netting ages and deteriorates, smaller isolated tears will occur and must be repaired as quickly as possible to prevent balls from escaping. The cost of netting maintenance should be budgeted in annual expense projections/plans. Eventually, the entire netting fabric (not the poles or support wires) will need to be replaced. Again, typical life expectancy for the fabric can be approximately 7-12 years depending on weather conditions and the quality of the fabric.

The issues of Safety and Expense/Cost discussed above are generalizations based upon my observations and experience of being the golf range business since 1993. Although, I do have some familiarity with the First Tee site in Harrisonburg. All sites are unique and need to be evaluated accordingly before proceeding, keeping in mind the potential issues presented above. If you have any questions, feel free to contact me, by phone (cell: 804-363-5660) or email (jamie@forecastgolf.com).

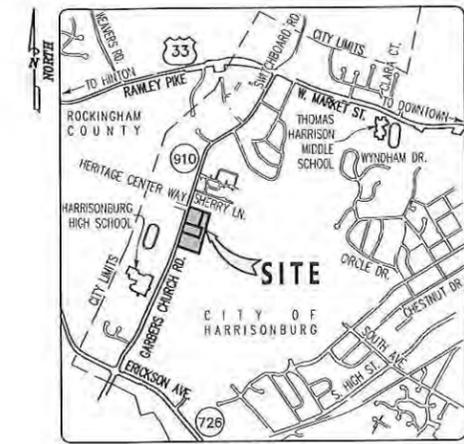
Regards.

A handwritten signature in black ink that reads "James E. Turner". The signature is written in a cursive style with a large, looping initial "J".

James E. Turner, President

TOPOGRAPHIC SURVEY OF TAX PARCELS 117-D-1, 117-D-2 & 117-D-6

SITUATED ALONG GARBERS CHURCH ROAD, ROUTE 910 CITY OF HARRISONBURG, VIRGINIA



VICINITY MAP:
SCALE: 1"=±2000'



Email: info@gayandneel.com
Web: www.gayandneel.com

GAY AND NEEL, INC.
ENGINEERING ♦ LANDSCAPE ARCHITECTURE ♦ SURVEYING

1250 Radford Street
Christiansburg, Virginia 24073

Phone: (540) 381-6011
Fax: (540) 381-2773

NOTES:

- THIS SURVEY WAS PREPARED FOR: VMDO ARCHITECTS
- CURRENT OWNERS & LEGAL REFERENCES:
CITY OF HARRISONBURG
D.B. 2078 PG. 738; PLAT IN D.B. 1588 PG. 190; TAX PARCEL NO. 117-D-1
INST. NO. 2007-00010672; TAX PARCEL NO. 117-D-2
CITY OF HARRISONBURG, VIRGINIA
D.B. 2078 PG. 755 W/PLAT AT PG. 753; TAX PARCEL NO. 117-D-6
- THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT AND THEREFORE MAY NOT INDICATE ALL ENCUMBRANCES AND EASEMENTS THAT MAY AFFECT THE SUBJECT PROPERTY.
- THE TOPOGRAPHY, AS DEPICTED HEREON, IS THE RESULT OF AN ACTUAL FIELD SURVEY CONDUCTED BY GAY AND NEEL, INC. AND INCORPORATED WITH AERIAL MAPPING PROVIDED BY VIRGINIA RESOURCE MAPPING (VRM), PURCELLVILLE, VA, VRM JOB NO. V14-0084, WHICH WAS BASED ON IMAGERY OBTAINED ON OCTOBER 9, 2014.
- THIS TOPOGRAPHIC SURVEY WAS COMPLETED UNDER THE DIRECT AND RESPONSIBLE CHARGE OF RALPH O. CLEMENTS, L.S. LIC. #1864, FROM AN ACTUAL GROUND SURVEY MADE UNDER MY SUPERVISION, AND FROM PHOTOGRAMMETRIC MAPPING PREPARED UNDER DIRECT AND RESPONSIBLE CHARGE OF JOSEPH M. KOVACH, VIRGINIA SURVEYOR PHOTOGRAMMETRIST LIC. NO. 56. THE IMAGERY AND ORIGINAL FIELD DATA WAS OBTAINED DURING OCTOBER, 2014; THIS PLAT, MAP OR DIGITAL GEOSPATIAL DATA USING METADATA MEETS MINIMUM ACCURACY STANDARDS UNLESS OTHERWISE NOTED.
- ELEVATIONS AS SHOWN HEREON, ARE BASED ON NAVD 88 VERTICAL DATUM. HORIZONTAL DATUM, AS SHOWN HEREON, IS BASED ON GRID NORTH, VIRGINIA STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NAD83.
- CONTOUR INTERVAL=1 FT.
- PROPERTY LINES, AS SHOWN HEREON, ARE BASED ON RECORD INFORMATION AND ARE FOR INFORMATIONAL PURPOSES ONLY. NO BOUNDARY SURVEY HAS BEEN PERFORMED AS A PART OF THIS PROJECT.
- THE SUBJECT PROPERTY DOES NOT LIE WITHIN A F.E.M.A. DESIGNATED 100-YEAR FLOOD HAZARD ZONE. THE SUBJECT PROPERTY LIES WITHIN "UNSHADDED ZONE X - OTHER AREAS", AS DEFINED BY F.E.M.A. & AS SHOWN ON F.I.R.M. MAP NO'S. 51165003830 & 51165003840, EFFECTIVE DATE OF FEBRUARY 6, 2008. THIS DETERMINATION HAS BEEN MADE BY GRAPHIC METHODS ONLY. NO ELEVATION STUDY HAS BEEN PERFORMED AS A PART OF THIS PROJECT.
- SUBJECT PROPERTY IS SERVED BY PUBLIC WATER, SEWER AND PUBLIC STREETS/ROADS.
- NOTES REGARDING UTILITIES:

GAY AND NEEL, INC. AND THE LAND SURVEYOR WHOSE NAME AND SEAL IS AFFIXED HERETO, ASSUMES NO LIABILITY FOR THE LOCATION, INCLUSION, OMISSION, EXISTENCE, OPERATIONS OF, INTERRUPTIONS OF OPERATIONS OR REPAIRS TO ANY UTILITY STRUCTURE OR FACILITY, ABOVE, OR BELOW GROUND, EITHER SHOWN OR NOT SHOWN ON THESE DRAWINGS. GAY AND NEEL, INC. CONTACTED MISS UTILITY'S "POSITIVE RESPONSE SYSTEM" ON 10/08/14, WAS ISSUED TICKET NO. OF B428101278-008, AND WAS GIVEN THE FOLLOWING RESULTS OF THE UTILITY MARKINGS:

TICKET #B428101278-008
COMCAST - NO CONFLICT; UTILITY IS OUTSIDE OF STATED WORK AREA
HARRISONBURG ELECTRIC - NO CONFLICT; UTILITY IS OUTSIDE OF STATED WORK AREA
HARRISONBURG CITY WATER & SEWER - INSTALLATION RECORDS, MAPS OR OTHER DOCUMENTS HAVE BEEN PROVIDED
HARRISONBURG CITY UTILITIES - NO CONFLICT; UTILITY IS OUTSIDE OF STATED WORK AREA
VERIZON - MARKED

LOCATIONS OF UNDERGROUND UTILITIES AS SHOWN HEREON ARE APPROXIMATE, BASED ON AVAILABLE SURFACE STRUCTURES, SUCH AS VALVES, MANHOLES, ETC. AND RECORD INFORMATION. VISIBLE UTILITY STRUCTURES WERE LOCATED IN ACCORDANCE WITH CI/ASCE 38-02 (CONSTRUCTION INSTITUTE OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS) QUALITY LEVEL 'C', WHICH IS DEFINED IN CI/ASCE 38-02 AS FOLLOWS:

UTILITY QUALITY LEVEL 'C': INFORMATION OBTAINED BY SURVEYING AND PLOTTING VISIBLE ABOVE-GROUND UTILITY FEATURES AND BY USING PROFESSIONAL JUDGMENT IN CORRELATING THIS INFORMATION TO QUALITY LEVEL 'D' INFORMATION.

ADDITIONAL UNDERGROUND UTILITY FEATURES DEPICTED HEREON MAY BE BASED ON SURFACE EVIDENCE AND/OR CI/ASCE STD. 38-02 QUALITY LEVEL 'D', DEFINED THEREIN AS FOLLOWS:

UTILITY QUALITY LEVEL 'D': INFORMATION DERIVED FROM EXISTING RECORDS OR ORAL RECOLLECTIONS.

SURFACE MARKINGS PROVIDED BY MISS UTILITY RESPONDERS MAY NOT CORRELATE TO CI/ASCE STD. 38-02 DEFINITIONS AND QUALITY LEVEL INDICATORS FOR THOSE MARKS ARE NOT SHOWN HEREON.

48 HOURS PRIOR TO ANY EXCAVATION BEING CONDUCTED AS A PART OF THIS PROJECT, "MISS UTILITY" MUST BE NOTIFIED BY PHONE AT 1-800-552-7001, OR BY DIALING 811 IN VIRGINIA.

INVERT ELEVATIONS, AS SHOWN HEREON, ARE LISTED IN A CLOCKWISE DIRECTION FROM THE OUTLET PIPE.

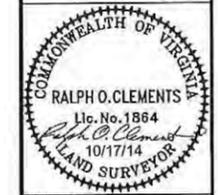
ABBREVIATIONS:

- AVE.=AVENUE
- BLDG.=BUILDING
- C&G=CURB AND GUTTER
- CI=CONSTRUCTION INSTITUTE
- CONC.=CONCRETE
- CO=SEWER CLEAN OUT
- CT=COURT
- D.B.=DEED BOOK
- DR.=DRIVE
- DWLG.=DWELLING
- ELEV.=ELEVATION
- EQI=END OF INFORMATION
- EP=EDGE OF PAVEMENT
- F.E.M.A.=FEDERAL EMERGENCY MANAGEMENT AGENCY
- F.E.S.=FLARED END SECTION
- FH=HYDRANT
- F.I.R.M.=FLOOD INSURANCE RATE MAP
- F/L=FLOWLINE
- FT.=FOOT/FEET
- GNI=GAY AND NEEL, INC.
- INC.=INCORPORATED
- INST.=INSTRUMENT
- INVERT=INVERT IN
- INVERT=INVERT OUT
- LN=LANE
- LIC.=LICENSE
- L.L.C.=LIMITED LIABILITY COMPANY/CORPORATION
- LP=LIGHT POLE / LAMP POST
- L.S.=LAND SURVEYOR
- L.S.A.=LANDSCAPED AREA
- MH=MANHOLE
- MI=MILE(S)
- M.P.H.=MILES PER HOUR
- NAD=NORTH AMERICAN DATUM
- NAVOD=NORTH AMERICAN VERTICAL DATUM
- NO./#=NUMBER
- N/F=NOW OR FORMERLY
- OHU=OVERHEAD UTILITY LINE
- PEL.=PEDESTAL
- PG./PGS.=PAGE/PAGES
- PVC=POLYVINYLCHLORIDE PIPE
- QL=QUALITY LEVEL
- RCF=REINFORCED CONCRETE PIPE
- RD.=ROAD
- R/W=RIGHT-OF-WAY
- S.=SOUTH
- ST.=STREET
- STY.=STORY
- U.P.=UTILITY POLE
- UTI.=UTILITY
- W.=WITH
- WM=WATER METER
- WV=WATER VALVE
- ±=PLUS OR MINUS

LEGEND:

- P — PROPERTY LINE
- A — ADJOINING PROPERTY LINE
- S — SOIL ROAD
- C&G — EXISTING CURB & GUTTER
- E — EXISTING EDGE OF PAVEMENT
- OHU — OVERHEAD UTILITY LINE
- 15'S — EXISTING SANITARY SEWER
- 18' CMP — EXISTING STORM SEWER
- X — EXISTING FENCE LINE
- B — EXISTING BUILDING
- C — CONCRETE AREA
- T — UNDERGROUND COMMUNICATION LINE
- W — EXISTING WATER LINE
- 2100 — MAJOR CONTOUR LINE
- 2102 — MINOR CONTOUR LINE
- D — DEPRESSED CONTOUR
- S — PAINTED/PARKING STRIPE
- + — EXISTING SIGN
- O — PROPERTY CORNER
- L.P. — LIGHT POLE
- U.P. — UTILITY POLE
- W.V. — WATER VALVE
- F.H. — FIRE HYDRANT
- M.H. — MANHOLE
- G.W. — GUY WIRE
- C.O. — SEWER CLEAN OUT
- W.M. — WATER METER
- U.P. — UTILITY PEDESTAL
- B.M. — BENCH MARK
- S.E. — SPOT ELEVATION
- P.P. — POLE/POST
- S.K. — SKIRUB
- T. — TREE

**TOPOGRAPHIC SURVEY OF
TAX PARCELS 117-D-1,
117-D-2 & 117-D-6
SITUATED ALONG GARBERS CHURCH ROAD, ROUTE 910
CITY OF HARRISONBURG, VIRGINIA**



REVISIONS	
PROJECT TEAM	
PM	ROC
TECH	MTM
CREW	
DWS, SCL	
GNI JOB NO. / ISSUE DATE	
2563.00	10/17/14
SHEET NUMBER	

GRID NORTH
 VIRGINIA STATE PLANE COORDINATE SYSTEM
 (NORTH ZONE NAD 83 (NA2011) EPOCH 2010.00)

HERITAGE OAKS GOLF COURSE

TAX PARCEL
 117-F-4
 CITY OF HARRISONBURG
 D.B. 1605 PG. 181

TAX PARCEL 117-D-3
 N/F WILLOW LAKE II, L.L.C.
 D.B. 2078 PG. 750
 W/ PLAT

TAX PARCEL
 117-F-4
 CITY OF HARRISONBURG
 D.B. 1605 PG. 181

TAX PARCEL 117-D-4
 N/F SHAWN A. TYSINGER &
 RACHEL C. TYSINGER
 INST. NO. 2014-00008619
 PLAT IN D.B. 507 PG. 766

BENCH MARK=
 CHISELED SQUARE ON SOUTHEAST
 CORNER OF CURB INLET
 ELEV.=1351.47 (NAVD 88)

GAY AND NEEL, INC.
 ENGINEERING ♦ LANDSCAPE ARCHITECTURE ♦ SURVEYING
 1260 Radford Street
 Christiansburg, Virginia 24073
 Phone: (540) 381-6011
 Fax: (540) 381-2773
 Email: info@gayandneel.com
 Web: www.gayandneel.com

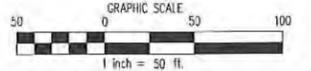
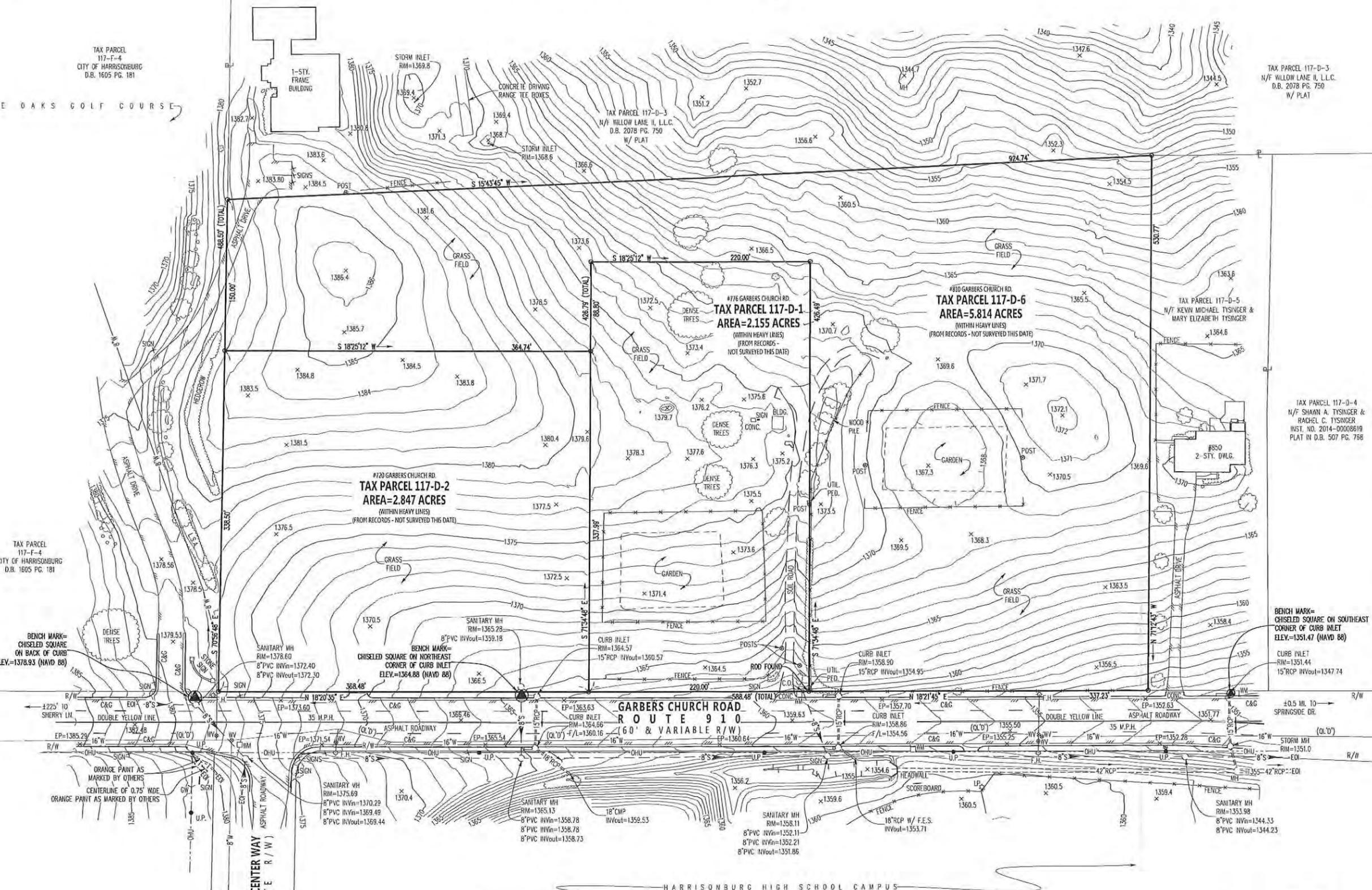
**TOPOGRAPHIC SURVEY OF
 TAX PARCELS 117-D-1,
 117-D-2 & 117-D-6
 SITUATED ALONG GARBERS CHURCH ROAD, ROUTE 910
 CITY OF HARRISONBURG, VIRGINIA**

COMMONWEALTH OF VIRGINIA
RALPH O. CLEMENTS
 Lic. No. 1864
Ralph O. Clements
 10/17/14
 LAND SURVEYOR

REVISIONS

PROJECT TEAM

PM	ROC
TECH	MTM
CREW	DWS, SCL
GNI JOB NO.	ISSUE DATE
2563.00	10/17/14
SHEET NUMBER	2 OF 2



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