



**ROCKINGHAM COUNTY
DEPARTMENT OF COMMUNITY DEVELOPMENT**

REZONING CASE REPORT REZ20-138

Applicant	Bluestone of Harrisonburg, LLC. (JVP Development and currently referenced as Ashby Centre), c/o Michael McGinnis
Address/Location	Approximately ¼ mile south of Covenant Drive, directly west of South Main Street, and north of Pike Church Road (VA 701)
Tax Map#	123-(A)-L118, L118A, and L118B
Acreage	132.987 acres
Present Zoning	R-3C – General Residential with Conditions, and B-1C – General Business with Conditions
Proposed Zoning	R-5C – Neighborhood Residential with Amended Conditions, and B-1C – General Business with Amended Conditions
Election District	2
Comprehensive Plan	Mixed Use and Community Residential within an Urban Growth Area
Staff Recommendation	Approval, October 1, 2020
Planning Commission	Recommended Approval, October 6, 2020
Board of Supervisors	

GENERAL INFORMATION

OVERVIEW/BACKGROUND:

The applicant requests rezoning portions of the existing B-1C district and the entirety of the R-3C district on the subject parcels, with a corresponding amendment to the existing master plan and proffers to increase residential density from 384 to 728 units. The proposed R-5C area would replace all existing R-3C areas and is 110.337 acres in size, whereby a mix of housing types will be offered, while the B1-C area would be reduced to 22.65 acres. The "Ashby Centre" property was rezoned to R-3C with the Master Plan approved January 28, 2009 in Case #RZ08-10 and has since remained undeveloped.

The parcels within the City of Harrisonburg also remain undeveloped and zoned B-2, but are not subject to a rezoning application at this time. The primary entrances for the development will be served by a new street intersecting at US-11 (South Main Street) across from Reedy Circle in the City and through interconnection with Emmaus Road, extending to Pike Church Road. The amended proffered conditions also address a variety of master planning elements and transportation-related improvements, both within the County and within the City.

Primary Revisions to the Master Plan:

1. Reduction in area designated as B-1C;
2. Increase of 344 dwelling units resulting in a total of 728 units;
3. Increase includes apartments as a new housing type within the project;
4. In addition to the proposed increased density, existing woodland vegetation located along the northern ridge of the site will be preserved, as depicted in the Master Plan.
5. Change to the allocation of units per housing type, as noted in this table:

Proposed Changes in Dwelling Units per Housing Type: 2009 vs. Proposed

Unit Type	Approved	Proposed	Difference / %	% of DU
Detached Single-family	62	17	(45)/ -72.6%	2.3%
Duplexes	96	102	6/ 6%	14%
Rowhomes	226	321	95/ 42%	44.1%
Apartment Units	0	288	288/ 100%	39.6%
TOTAL	384	728	344/ 89.5%	-
Density in R-5	4.3 du/ac.	6.6 du/ac.	53.5%	Max: 8du/ac. allowed
Common Area	24.5 ac	26.6 ac	8.5%	-

Application Documents Included:

- Master Plan with Existing Conditions; and
- Plan Description; and
- Proffered Conditions; and
- Contribution & Escrow Agreement – administered by both the City and County; and
- Street Development Agreement – between the City and Applicant, referenced by the Proffered Conditions and Contribution & Escrow Agreement.

PROFFERED CONDITIONS:

As part of this rezoning and amendment to the Master Plan, the applicant has requested replacing the entirety of the approved proffered conditions governing the development of the entire “JVP Development” Master Plan. A copy of the signed statement is attached and the following is an excerpt for reference. The proposed proffer amendments address the following matters and are reviewed in their respective agency analysis sections:

1. Land Uses; and
2. Architectural standards in commercial areas; and
3. Landscaping and open space requirements; and
4. Transportation
 - a. Internal roadway network improvements
 - b. Improvements to impacted County roads maintained by VDOT,
 - c. Improvements to adjacent the adjacent City roadway network as prescribed in the project’s accepted City Traffic Impact Analysis (TIA), including contribution towards a pending City SMART Scale application for intersection improvements at the US-11 at I-81 off-ramp.
 - d. Traffic flow mitigation.
5. Universal design is certain dwelling units to enable aging-in-place; and
6. Phasing of development:
 - a. Does not apply to apartments
 - b. 60 dwelling units allowed per 12 month permitting period.
 - c. Carryover of up to 20 dwelling unit permits allowed.
 - d. Maximum of 80 permits allowed in 2 of the Phased Permitting Periods.

STAFF AND AGENCY ANALYSIS**PLANNING & ZONING****Comprehensive Plan Consistency:**

- The parcel is designated as Mixed Use Center and Community Residential within an Urban Growth Area with a combination of low-intensity commercial and medium-density residential recommended.
- Therefore, the proposed amendments would remain consistent with the R-5 and B-1 districts standards and Comprehensive Plan land use designations.

The Comprehensive Plan identifies Community Residential Areas as comprising the future urban residential neighborhoods and being concentrated around various population centers.

1. Section II--C-4: Policies for Rezoning Decisions: Residential Rezoning Requests within the Urban Growth Areas
 - e. *Interparcel Access*. The concept plan must show one or more street connections to all adjoining properties that also lie within the Urban Growth Area and are not blocked by natural barriers; these connections must be constructed by the applicant at the time such portion of the concept plan is developed.
2. Section: II-B-Goals:

Goal 6: Achieve a Balance of Compatible Land Uses and Communities in which people can live, work and play.

Goal 7: Achieve a Range of Housing Types and Values to meet the needs of all income levels.

Goal 10: Preserve and Improve Free Flow of Traffic and Improve the Safety of the Road System.

The transportation improvements proposed in the proffered conditions enhance the existing proffers and are directly correlated to the Traffic Impact Analysis (TIA) prepared by the applicant's engineer with the concurrence of staff members from the County, City, and VDOT. The rezoning request is compatible with Comprehensive Plan goals in terms of the proposed district being appropriate in this area, as well as the proposed increased density falling within the allowable maximum in the R-5 district.

Zoning Consistency:

R-5 Planned Neighborhood District would meet the needs of the proposed use and the current Master Plan meets minimum requirements for provisions of common areas and associated amenities

Sec. 17-405.01. - Planned Neighborhood district (R-5) Definition.

- The R-5 district provides opportunities for creative designs for the development of master-planned residential neighborhoods which differ from conventional suburban development.
- **The R-5 district provides a variety of housing types and affordability;** services and neighborhood-oriented businesses within neighborhood centers; parks and open space for recreation, conservation, or other common benefits; preservation of natural landscape features and amenities; transportation networks within the development that accommodate vehicles, bicycles, pedestrians, and, where appropriate, transit; and **streets, sidewalks, and paths that interconnect internally and to adjoining properties.**
- While allowing for a variety of uses, the R-5 district is **primarily residential.**

Master Plan:

- Subdivision Name: Staff notes that it will continue referencing the project as "JVP Development", although a new subdivision name shall be submitted and incorporated within all application documents prior to the Board of Supervisors public hearing.
 - Applicant's Response: The owner is working diligently to vet and decide on new subdivision name for use in formal marketing following rezoning approval. Naming will be reviewed with County staff as soon as possible to ensure no additional conflicts. Every effort shall be made to have this determination in place and incorporated into zoning documents prior to the Board of Supervisors' public hearing.
- Building Form Consistency: Building facades and roof lines will need to be varied and segmented in accordance with Section 17-701.07 "Street form" of the County Code. This will be reviewed during each site development plan phase and building permit review and in conjunction with the proffered conditions. The applicant has additionally proffered certain architectural design standards relating to facades and siding materials.
- Evaluation of Code Consistency: See table below for relevant zoning codes.

Table: Evaluation of JVP Development Master Plan Zoning Code Consistency

Element	Code Section	Code Requirement	Master Plan Submitted
R-5 Requirements	17-405.02 & .03	<ul style="list-style-type: none"> • Shall be at least 5 acres and within an Urban Growth Area • Uses must be shown on Master Plan • Mix of housing types encouraged 	<ul style="list-style-type: none"> • 133 acres within an UGA • 728 total units (344 additional) • Mix of apartment buildings, duplexes, rowhouses, and detached single-family units. • All commercial areas would retain existing B-1 district.
Water & Sewer	17-405.04	All uses requiring water and sewer shall be served by public systems. Preliminary approval required by Public Works.	<ul style="list-style-type: none"> • Public Works is implementing a 5-year capital plan for increased water production in the area. • Water would be provided primarily from the Grassy Tank. • Additional water could be provided from the Kaylor Water Tank line in addition to an extension from Emmaus Road with an upgrade. • Existing sewer main has capacity for increased density. • Sewer connection will traverse both County and City.
Common Area & Landscaping	17-405.05 & 17-700.02	<ul style="list-style-type: none"> • Common area = Minimum of 20% total project area • At least 75% shall be outdoor space 	<ul style="list-style-type: none"> • 26.6 acres reserved (20%). Meets 20% minimum. • Entirely outdoors • Stormwater pond and park • Apartment Complex: Commons, playground, and 2 greens. • 3 pocket parks, trail elsewhere • Natural vegetative buffers along project perimeter. • Forested open space on hillside.
Streets & Connectivity	17-405.09 & 17-701.03	<ul style="list-style-type: none"> • Streets to meet VDOT standards • Connectivity within development and to adjoining properties • Dead-end streets min.150/ max. 800' 	<ul style="list-style-type: none"> • Internal streets to be private for apartments; public elsewhere. • Extension of Emmaus Road; • 3 connections to Pike Church Road. • Pavement width and dead-end street length requirements to be reviewed with site plan.
Pedestrian Facilities	17-701.04 & .06	<ul style="list-style-type: none"> • Bicycle and pedestrian facilities will be required to serve the entirety of the development. • Interparcel connectivity required 	<ul style="list-style-type: none"> • Sidewalks or a shared-use path are required on at least on side of each street and should be detailed in future site plans in accord with the Typical Street Cross Sections provided in the Master Plan • Connections provided.

ENVIRONMENTAL SERVICES

County Comments

This site is primarily in the Blacks Run watershed, with small portions in the Cooks Creek watershed. The property contains an intermittent stream and a freshwater pond. There is no mapped floodplain. The site is underlain by carbonate rock material, with one known sinkhole.

Site soils are in Hydrologic Soil Group B and C. Group B soils are defined as having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission. Group C soils are defined as having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture.

City of Harrisonburg Erosion & Sediment Control/Stormwater Management Comments

Coordination of Review – Much of the property drains back into the City of Harrisonburg. Dan Rublee, City Engineer, and Lisa Perry, the County's then-Director of Environmental Services, have acknowledged that City and County staff will coordinate plan review and permitting for erosion and sediment control and stormwater management for the entire development as it includes both City and County lands. One jurisdiction may ultimately take the lead for plan review and permitting, and the second jurisdiction will be included in plan review similarly to what has been done successfully with other projects bordering the City-County line.

Land Disturbance within City limits – If the City land is to be pre-graded, it will have to be accounted for in the stormwater quality design. The developer may wish to make concessions in the overall project design to account for future development of these properties by providing surplus pollutant removals with the larger County part of the project. Discussion between the engineers, developers, and both City and County staff should occur in advance of any detailed design work.

PUBLIC WORKS

Water –

1. The applicant is proposing an increase in units from 384 units (design use of 153,600 gallons per day) to 728 units (design use of 292,000 gallons per day), a significant increase in needed water and sewer capacities.
2. Public Works has a capital plan for increased water production over the next 5 years, which would be necessary to accommodate the full build-out of the 728 units.
3. The portion of the development being shown above elevation 1,390' may have difficulty being served by public water and providing the required fire flow. This would appear to affect the single family portion of the development (17 units) at the top of the hill. Rockingham County has two separate pressure zones in this area (Kaylor Tank 1,601' elevation and Grassy Tank 1,530' elevation) and this property would generally be supplied from the Grassy Tank assuming a connection would be made to the County water line at the City/County boundary just behind Harrisonburg Truck Center.
4. Interconnections may be possible into the Kaylor zone to improve flow and a connection into Emmaus Road is shown on the master plan. However, the Emmaus Road waterline is only 6" which would not be adequate for fire flow into this area.

Applicant Response: The applicant and its engineer will continue to work closely with County staff and their consultant to determine appropriate means of service during site plan development. Note that the proposed Master Plan removes currently allowable residential development.

Sewer –

1. The property will flow to a City of Harrisonburg-owned line along US-11. City of Harrisonburg Public Utilities and County Public Works have agreed that a connection can be made into the sewer main along Main Street in this area to serve the development.
2. The portion of sewer line within the City limits will be owned/ maintained by the City or the sewer authority but the thought is the City will probably take over ownership and maintenance. Once the line extends into the County then it will become County owned and maintained.
3. The sewer main would have capacity for the proposed increase in density.

City of Harrisonburg Department of Public Utilities-

1. The City met with County Public Works and reached consensus on how to move forward. The JVP Development will be provided water and sanitary sewer by the County and details will be finalized in the future for connecting sanitary sewer from the development through land within the City to reach the shared Harrisonburg Rockingham Regional Sewer Authority (HRRSA) sewerline.
2. City Public Utilities indicated this will be included in the site plan design and will be resolved prior to or as a condition of the site plan approval.

Applicant Response: Coordination between County and City will continue as the design moves forward. The project is being phased (cap on maximum units developed per year) to help the County with expectations on demand.

VIRGINIA DEPARTMENT OF HEALTH

The Health Department has no comment on this proposal.

FIRE AND RESCUE

The request is located within the Hose Company #4 Fire Department and Harrisonburg Volunteer Rescue Squad's respective first due area. Internal road connections and dead-end streets will be reviewed further during site plan review with specific measures of the roundabout and cul-de-sacs evaluated. This project will need to meet the requirements of the Rockingham County Fire Prevention Code.

ROCKINGHAM COUNTY PUBLIC SCHOOLS (RCPS)

1. RCPS would expect the need for two additional bus routes in this area based off of the changes on top of the 4 additional routes that would be needed for what is already approved.
2. Also, please note that in developments such as JVP Development, RCPS typically does not offer door-to-door pickups. RCPS requests that the appropriate pedestrian facilities be included to accommodate group bus stops as listed in the proffered conditions.
3. This chart shows the projected impacts to each school from the current approved plan vs. the proposed changes. In general, it looks like each school would have the capacity to accommodate this development. However, the proposed changes could push Pleasant Valley Elementary School to near capacity, and over capacity upon full build-out, when accounting for the cumulative impact of known rezoning or site plan approvals in the attendance area.

Projected Additional Students Generated from JVP Development Only

	S.F.	D.P.	T.H	Apartments	Total Additional Students
Pleasant Valley ES	2	34	119	12	167
Wilbur Pence MS	1	14	32	6	53
Turner Ashby HS	2	15	55	12	84

Cumulative Impacts from other Potential or Approved Residential Developments + JVP Development*

	JVP Additional Students	Projected Total/ Capacity (%)	+ Approved Development	Cumulative Total/ Capacity (%)
Pleasant Valley ES	167	361/ 376 (96%)	37	398/ 376 (106%)
Wilbur Pence MS	53	814/ 976 (83%)	39	853/ 976 (87%)
Turner Ashby HS	84	1051/ 1262 (83%)	95	1146/ 1262 (91%)

**Note: Cumulative student projections based upon approved undeveloped residential subdivision lots (excluding infill lots) including approvals within the three Towns for Wilbur Pence Middle School & Turner Ashby High School only.*

Applicant Response: Comment noted, and coordination with both County and City School boards will continue as project moves forward. Coordination with both County and City School boards will continue as project moves forward; bus stop design will occur in coordination with school administration during site plan development.

CITY OF HARRISONBURG COMMUNITY DEVELOPMENT

1. The Master Plan layout dated June 12, 2020, and updated in September, illustrates +/- 5.5-acres of land for "Potential Residential" within the City Limits. This land is currently zoned in the City as B-2, General Business District and will require a rezoning to allow residential uses. The City has not received a rezoning application to rezone the +/- 5.5-acres. City staff has shared concerns with the applicant's representatives that the planned residential development within the City limits would not conform to the City's Comprehensive Plan's Land Use Guide, which designates this land for future Commercial uses.

2. Should the applicant move forward with a request to rezone the +/- 5.5-acres in the City, City staff continues to encourage the applicant to coordinate with both Harrisonburg City Public Schools (HCPS) and Rockingham County Public Schools (RCPS) prior to submitting a rezoning request for the land in the City to discuss which school district students living in the City would attend and the impact on school bus services if students attended HCPS given that there are no other residential neighborhoods nearby within the City. It is suggested that coordination with HCPS begin with Craig Mackail, Chief Operating Officer for HCPS.
3. The City is agreeable to the proposed transportation improvements and to the corresponding terms of funding as detailed in proffer #14.

VIRGINIA DEPARTMENT OF TRANSPORTATION

VDOT Comments:

VDOT has already concurred with the revised the traffic impact analysis (TIA) accepted by the City. In conjunction with City and County officials, VDOT Residency and District staff members have reviewed the draft “Contribution & Escrow Agreement” and “Street Development Agreement” initially transmitted July 8, 2020 and subsequently revised.

The proposed changes to the residential portion are within the thresholds of the trip generation assumptions from the TIA, as seen below. The overall trip generation limit in the proffers as well as the Phase I unit totals match the assumptions from the TIA as well.

Site Trip Generation:

Land Use	ITE Code	Unit	Qty	Weekday Trips (vpd)	
				Rate	Total
SF Detached / Duplex	210	Units	189	9.44	1784
Condo/Townhouse (80%)	VDOT rate	Units	613	8.145	4993
Townhouse (20%)	220	Units	81	7.32	593
Apartments (20%)	221	Units	72	5.44	392
General Office*	710	1000 SF	75	EQN	803
Shopping Center*	820	1000 SF	325	EQN	13400
Total				*	21965

*GLA for General Office and Shopping Center based upon FAR of 0.25, per County/VDOT general guidelines

SUMMARY OF CONSIDERATIONS

- **Density Increase** – The applicant proposes an increase of 344 dwelling units resulting in a total of 728 units. The increase includes apartments as a new housing type within the project, and the resulting density is 6.6 dwelling units per acre, which remains below the maximum of 8.0 allowed in the R-5 district. An additional 2.1 acres of common area is gained from this augmented density, and the zoning district is consistent with the Community Residential land use designation in the Comprehensive Plan.
- **Transportation Network** – Transportation-related proffer improvements are tied-into the City TIA and represent an enhancement from the existing 2009 proffers. Proposed financial contributions can be leveraged to secure additional funding from VDOT for needed upgrades at the I-81/ US-11 interchange intersection.

- **Street Connectivity** – Multiple points of access are provided to connect to Pike Church Road, US-11, and to connect to the existing Covenant Heights subdivision.
- **School Capacity** – While the proposed increase in dwelling units could overburden Pleasant Valley Elementary School's existing capacity upon full build-out. This potential impact could be minimized given the proffered phasing conditions which would preclude full project completion until at least 7 years from construction. The potential burden on capacity is calculated based upon the anticipated cumulative impact from other pending development in the attendance area.
- **Coordination with the City of Harrisonburg** – Part of the project, including the entirety of the frontage along US-11, lies within the City limits, and coordination will be necessary with Public Utilities, Environmental & Stormwater Management divisions, and potentially with the respective public schools divisions. At this time, no rezoning application has been submitted to the City, but coordination amongst the County, City, and applicant would be necessary should residential uses be added to on the City side of the parcel.
- **Water and Sewer Systems** – Capacity for both systems exists, but extensions and systems upgrades will be necessary as noted by the County Director of Public Works. The proffered phasing schedule would minimize the potential acceleration of some water line improvements, and the design and engineered solutions can be addressed during the site plan/ preliminary plat review stage.

STAFF RECOMMENDATION**Approval, October 1, 2020**

The utilization of a greater range of housing types and smaller lot sizes to increase density would more efficiently use developable land while consolidating the common areas to provide enhanced amenities. Upon review of the amendments to the Master Plan, Proffered Conditions, and Plan Description, staff finds that the amended application meets applicable zoning codes, specifically Section 17-405, and is consistent with the Comprehensive Plan. The amended plan adequately provides for future interparcel connections and the proffered conditions updated obsolete code references, and increase the efficacy of targeted transportation-related improvements predicated upon an updated TIA.

PLANNING COMMISSION RECOMMENDATION**Approval, October 6, 2020**

Concurring with staff's findings and recommendation, the Commission recommended approval of the request with the October 2, 2020 revised proffered conditions on a 5-0 vote.

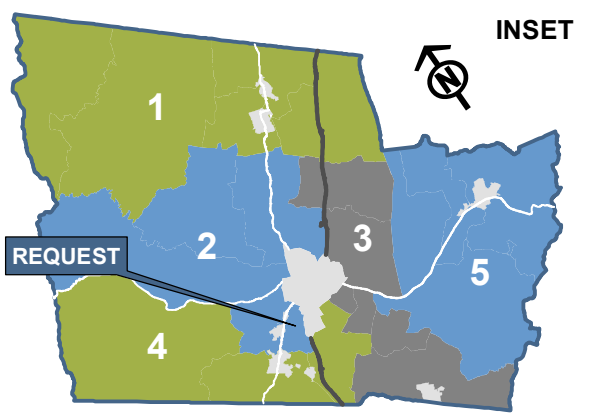


Bluestone of Harrisonburg, LLC Rezoning Request



PC Hearing Date: 9/1/2020

REZ# 20-138



BLUESTONE DEVELOPMENT (SUBJECT TO NAME CHANGE)

PLAN DESCRIPTION

TM# 123-(A)-L118, TM# 123-(A)-L118A, TM# 123-(A)-L118B

APPLICANT: BLUESTONE OF HARRISONBURG, LLC (C/O MICHAEL MCGINNIS)

Bluestone Development (subject to name change), formerly known as Ashby Centre, seeks a rezone amendment request of 132.987 acres to its current zoning classification of R-5C/B-1. The property, identified as TM # 123-(A)-L118, L118A, and L118B, adjoins City/County limits and is located on South Main Street, approximately 0.25 miles south of Covenant Drive. As part of this proposed amendment, proffers – as approved on February 2, 2009 – will be replaced in full with the 2020 Statement of Proffers as submitted as part of this Rezoning request.

The placement and designation of residential use(s) and densities of the proposed Development will follow form to the proposed roadway alignment(s) as comprehensively planned through the '*Bluestone Development Traffic Impact Analysis*'. Inclusive of this TIA is the planned primary roadway and development site entrance located at the intersection of South Main Street (Route 11) and Reedy Circle. This proposed site entrance will offer a 76' right-of-way consisting of a 5' sidewalk, 10' shared-use path, and 16' raised median, as depicted in the Master Plan. The entrance narrows and continues the public road throughout the development consisting of a 50' minimum right-of-way. Extension of Emmaus Road to Pike Church Road will create an internal intersection between the site's primary entrance roadway. Based upon preliminary analysis, this intersection is planned to be developed as a roundabout for not only functional advantages, but for overall aesthetics, creating a visual boundary between the proposed residential development and adjoining commercial uses.

Revisions proposed within this Rezoning Amendment request provides increased residential density and provision for much needed local and regional workforce housing. Twenty-four 12-unit garden style apartment buildings (288 total units) are added to the proposed housing-types of the development. Apartment buildings are currently omitted in the approved plan. In addition to the proposed Apartment Commons, Bluestone Development will increase townhouse density compared to the current approved maximum cap of 226 total units. The proposed Townhome Village will increase from 226 units to 321 total units, adding an additional 95 townhouse units to the overall development. Duplex lots will also increase from 96 lots to 102 lots (net of 6 duplex lots), while detached single-family lots decrease from 62 lots to 17 lots. In addition to the proposed increased density, existing woodland vegetation located along the northern ridge of the site will be preserved, as depicted in the Master Plan.

'Community' is at the heart of all development and design decisions, creating a master plan that satisfies the needs of a variety of users. The Apartment Commons' common area includes both passive and active recreation spaces, ranging from communal turf fields, a central playground, a 10' shared-use path, and meandering walking trails. The shared-use path links the different residential areas to a common park destination. The proposed community park will feature a wet pond which not only functions as the development's main source for stormwater management, but will also become a destination for gathering, strolling and observing native vegetation and habitat. The pond's perimeter walking trail will offer seating areas for passive recreation. Also as a part of the overall development, a safe means of access to defined bus stop areas will be provided for all residents.

In sum, the amendment proposal of Bluestone Development addresses the current needs in this area of Rockingham County which conflicts with the existing zoning. The benefits of amending the code include affordable workforce housing, increased density which discourages urban sprawl, and density-appropriate infrastructure. Provisions made within this plan of development have potential for both immediate and long-lasting positive impacts to our community and District 2 of Rockingham County.

PROFFER STATEMENT

RE: *JVP Development*

Owner: Bluestone of Harrisonburg, LLC (c/o Michael McGinnis)

Date: October 2, 2020

Rezoning Case Number: REZ20-138

Tax Map Numbers: 123-(A)-L118, L118A, L118B totaling 107.35 acres, more or less lying in Rockingham County, VA ("Property")

STATEMENT OF PROFFERS

The following Statement of Proffers are intended to fully supersede, replace and abrogate the Proffers approved on January 28, 2009 which currently govern the zoning and development of the Property. Applicant hereby proffers that the use and development of this Property shall be in strict accordance with the following conditions:

1. Development of the Property shall be designed in general conformance with the Master Plan of Development associated with this rezoning request, as prepared by Monteverde Engineering & Design Studio and dated June 12, 2020 ("Master Plan").
2. Residential development on the Property shall consist of no more than 728 total combined residential units.
3. Business / Commercial zoned acreage in the Total Development shall be limited such that the Total Development will not generate Average Daily Traffic (ADT) for any given weekday exceeding 20,720 vpd. Total Development ADT shall be calculated and submitted as part of each approved commercial site plan within the Total Development, utilizing daily traffic counts, ITE Trip Generation rates (inclusive of internal capture deductions), or any combination thereof as deemed acceptable by VDOT and County Staff at time of site plan approval. Total Development as used in this Proffer shall include all residential plus commercial development inclusive of acreage located inside City limits (totaling 132.232 acres) analyzed as part of the Traffic Impact Analysis reviewed and approved by the City and VDOT prior to the date of this rezoning.
4. The primary entrance road (to be named later) and the extension of Emmaus Road (Route 1131) shall be designed and dedicated for public ownership, use and maintenance. Such dedication shall occur following completion of construction and subsequent VDOT acceptance. All other roads on the Property may be private or public at the option of the Developer.
5. A shared-use path shall be constructed along the primary entrance road between South Main Street (U.S. Route 11) and the duplex section of the residential development, as generally depicted on the Master Plan. The shared-use path may be located on HOA or POA (non-public) property, but shall not be restricted against public usage.
6. Common areas shall be improved, concurrent with immediately adjacent units, by a combination of hardscaped pathways, landscaped areas, and other amenities as follows:
 - a. Park A, measuring at least 3.0 acres in area (inclusive of stormwater management facilities), shall include a 10'-wide, hard-surfaced trail

circumnavigating the stormwater management pond and connecting to adjacent sidewalks and/or shared-use path, a minimum of six (6) benches or comparable seating options, a minimum of three (3) picnic tables, and plantings to include a minimum of twelve (12) large deciduous shade trees and six (6) ornamental trees. Trees shall be in addition to street trees associated with Proffer #7.


- b. Pocket Parks B and C, each measuring at least 7,000 square feet in area, shall each include a 5'-wide, hard-surfaced trail connecting roadside sidewalks and/or shared-use path, a minimum of two (2) benches or comparable seating options, and plantings to include a minimum of one (1) large deciduous shade trees and three (3) ornamental trees. Trees shall be in addition to street trees associated with Proffer #7.
 - c. Park D, measuring at least 1.0 acre in area (inclusive of stormwater management facilities), shall include a 5'-wide, hard-surfaced trail connecting residential parking areas to the shared-use path, a minimum of four (4) benches or comparable seating options, and plantings to include a minimum of eight (8) large deciduous shade trees and four (4) ornamental trees. Trees shall be in addition to landscaping requirements for parking areas, as outlined in the County Zoning Ordinance.
 - d. Additional amenities located in the apartment section shall be scaled as generally shown on the Master Plan and shall include, at a minimum, two (2) multi-purposed turf lawns, a playground, and varied seating options.
 - e. Portion of property located north of the existing power line easement, labeled as "Forest / Open Space" on the Master Plan, shall be preserved as passive, non-planned open space in order to provide viewshed protection.
7. Street trees shall be provided along the primary entrance road and the extension of Emmaus Road at the minimum rate of one (1) tree per seventy-five (75) linear feet of roadway frontage, and along residential and commercial side streets at the minimum rate of one (1) tree per one hundred (100) linear feet of roadway frontage.
 8. At least ten per cent (10%) of commercial development area located within the Property shall be common area, as defined in Sec. 17-700.02 of the Rockingham County Code of Ordinances at the time of this rezoning.
 9. Commercial lots with frontage on the primary entrance road and/or the extension of Emmaus Road shall allow for no more than one (1) parking bay to be located between the building and the public roadway. Primary structures on these lots measuring greater than one hundred fifty (150) feet in length, measured horizontally along frontage, shall have facades broken into smaller planes limited to fifty (50) feet in width via incorporation of landscaping, wall plan projections or recesses, arcades, display windows, entry areas, etc. Such structures shall also incorporate varied roof lines through the use of eaves, parapets, pop-outs, entrance features, height variations, etc.
 10. Bus stops, serving both school system(s) and public transportation services, shall be placed in strategic locations throughout the Property, if/as deemed acceptable by the governing transit authority at the time of site plan approval.
 11. Up to fifty (50) linear feet of Right-of-Way (R/W) along Pike Church Road (Route 701), measured from roadway centerline, shall be dedicated to VDOT within 180 days of request. Dedication shall be conditional upon affiliated roadway widening project being

placed upon the approved VDOT 6YP and/or Rockingham County Capital Improvement Program in advance of request.

12. An initial residential portion of development of the Property ("Phase I"), containing up to 236 residential units, may be accessed exclusively onto Pike Church Road without public roadway improvements. Phase I may only be modified to add additional units above 236 residential units if an amended TIA, approved by VDOT and Rockingham County Staff, adequately shows that such modified development is reasonably accommodated by existing roadway infrastructure, or is accompanied by mitigation measures or improvements deemed necessary under the amended TIA and provided at the sole cost to the Developer. Absent an amended TIA, roadway improvements associated with Proffered Conditions #12-#14 shall be provided by the Developer in advance of the issuance of building permits for any development of the Property beyond the 236 Phase I residential units, or at such later time as dictated by the terms of each specific Proffer.
13. Prior to the opening of the Emmaus Road extension and connection to Covenant Drive as shown on the Master Plan, Covenant Drive (Route 1130) shall be re-striped to accommodate a westbound left-turn lane at its intersection with Emmaus Rd. The turn lane shall measure a minimum of 100 linear feet of storage plus 100 linear feet of taper, or as otherwise acceptable to VDOT and Rockingham County Staff at time of site plan approval for Emmaus Road extension construction.
14. A right-turn lane, conforming to VDOT minimum standards or as otherwise deemed acceptable by VDOT and Rockingham County Staff at time of site plan approval, shall be provided to serve the eastbound West Mosby Road approach to its intersection with Pike Church Road.
15. The Developer shall contribute \$700,000.00 towards improvements to the intersection of South Main Street and the I-81 Exit 243 Ramps, or to the Exit 243 Interchange, or any combination thereof ("Interchange Improvements"). The Developer contribution shall be made in the amount of \$3,000 at the time of the sale or issuance of a building permit for any residential lot within the Property until an aggregate amount of \$700,000 is contributed by Developer as provided in this Proffer. An equivalent Developer contribution based upon relative traffic counts shall be placed into escrow in the event any commercial lots are sold or building permits issued for commercial lots on the Property up to the \$700,000 aggregate Interchange Improvements contribution amount. The Developer contributions shall be placed and held in a non-interest bearing escrow account under joint control of the City and Developer until such time that City is able to utilize the funds for the stated Interchange Improvements purpose. If engineering or construction on the aforementioned Interchange Improvements has not commenced within twelve (12) years of deposit, the contribution shall be released and returned to the Developer in full. Treatment of escrow is further described in the associated "Exit 243 Interchange Cost Contribution and Escrow Agreement" dated September 30, 2020.
16. In order to accommodate aging in place, a minimum of twenty percent (20%) of all single-family attached / duplex units, to be designated and enumerated on associated site plans, shall incorporate the following accessibility design principles:
 - a. At least one (1) no-step path to a no-step entry to the main level of domicile (<1/2" thresholds shall not be considered "steps"). If ramps are to be used, a landing area in front of doorway shall meet minimum ADA requirements for maneuvering clearance.

- b. All doorways providing entry/egress and/or room-to-room access measuring at least 36".
 - c. All hallways providing at least 42" of clear passage.
 - d. Clear floor space measuring at least 30" x 48" in front of all appliances, fixtures, and cabinetry.
 - e. At least one bedroom on main level.
 - f. At least one bathroom on main level with a walk-in shower or tub.
17. The applicant will place phasing restrictions on the Phase I and future single family attached and detached development of the Property at no more than sixty (60) townhome, duplex or single family residential structure building permits to be issued for construction on the property during any twelve (12) month period commencing on the date the first building permit(s) for such residential structures are issued for the project. Each consecutive twelve (12) month period starting with the date of the issuance of the first building permits for the project shall be called a "Phased Permitting Period." This phasing restriction will be subject to the two following exceptions:
- a. In any two (2) of the consecutive Phased Permitting Periods during the phased build-out of the project, the applicant shall have the option to increase the number of issued permits by twenty (20) for a total of eighty (80) in two of the Phased Permitting Periods during project development.
 - b. In any of the Phased Permitting Periods where there are less than sixty (60) building permits issued for residential structures on the property, applicant or its successors may carry forward a maximum of twenty (20) unissued permits from the previous Phased Permitting Period to the next permitting period for a maximum of up to eighty (80) permits issued in the Phased Permitting Period for which the unissued permit allocations are carried forward.
 - c. Applicant shall not carry forward unused permit allocations in any Phased Permitting Period as provided in section "b" in which it elects to utilize its increased allocation under section "a" above.

The phasing and permit restrictions provided in this Proffer specifically exclude permits for any apartments developed on the Property, in that area of the Master Plan designated for apartments lying east of the future extension of Emmaus Road.



Applicant/Owner Signature



Printed Name

EXIT 243 INTERCHANGE COST CONTRIBUTION AND ESCROW AGREEMENT

This Contribution and Escrow Agreement is entered into on this 30th day of September, 2020 by and between, BLUESTONE OF HARRISONBURG, LLC (“Owner/Developer”), the CITY OF HARRISONBURG, VIRGINIA (“City”), and ROCKINGHAM COUNTY, VIRGINIA (“County”). The Owner/Developer, City, and County agree to the following terms and conditions regarding Owner/Developer’s future financial contribution to the design and construction costs of a VDOT Smart Scale or similar project related to the upgrade and improvement to the Interstate 81 Exit 243 and intersection of the ingress and egress ramps thereto with U.S. Route 11 in the City of Harrisonburg (“Exit 243 Project”).

RECITALS

1. Owner/Developer is the owner of and plans to develop Rockingham County Tax Map Parcels 123-(A)-L118, L118A, L118B totaling 107.35 acres, and City Tax Map Parcel 108 B 1, 108 B 2, and 108 B 6 containing 26 acres, more or less (collectively the “JVP Development”), which Tax Map Parcels have a primary planned entrance onto U.S. Route 11 (South Main Street) in the City lying just south of the Exit 243 Interchange.
 2. The Owner/Developer has filed a rezoning application with Rockingham County (REZ20-138) seeking to amend the currently approved R-5 Master Plan and amend the existing County Proffers for the 107.35 acres of the JVP Development lying within the County.
 3. Traffic studies and analysis provided by the Owner/Developer and accepted by the City and VDOT indicate that conditions currently warrant, and the future development of the JVP Development will increase the need for, the Exit 243 Project.
 4. Owner/Developer has reached an agreement with the City and County to contribute and escrow certain funds toward the Exit 243 Project, subject to the terms, conditions and limitations set forth herein, contingent upon the City being approved for a funding grant for the Exit 243 Project, or otherwise undertaking and securing funding for a local Exit 243 interchange upgrade project, and expending actual design or construction funds for the Exit 243 Project within a specified timeframe.
-

AGREEMENT

It is therefore agreed between the parties as follows:

1. In the event that (a) the JVP Development is rezoned by Rockingham County pursuant to the updated Master Plan and Amended Proffers under County rezoning application REZ20-138, and (b) building permits are issued for residences located in the County portion of Phase I of the JVP Development as provided in Amended Proffer 11 (or any substituted proffer), then in order to fulfill its obligations as provided in Amended Proffer 14 (or any substituted proffer), the Owner/Developer agrees to pay into a cash escrow account established pursuant to the terms of this Agreement the amount of Three Thousand Dollars (\$3,000.00) per Phase I residential building permit issued, such payment to be made within two business days of the date the building permit is issued. Rockingham County shall notify the City on at least a monthly basis of residential building permits issued for Phase I of the JVP Development. For purposes of this Agreement, each single-family detached residence and each individual townhome unit will count as one residential unit, duplexes will count as two residential units (one per each side), and each individual apartment unit will count as one residential unit.
2. The City will actively pursue grant funding application for the Exit 243 Project and is permitted to utilize the funds committed under the terms of this Agreement in connection with that Smart Scale application.
3. The Owner/Developer's total financial contribution required under this Agreement shall be capped at Seven Hundred Thousand Dollars (\$700,000.00), and once funded to this aggregate limit all financial obligations of the Owner/Developer under this Agreement shall be deemed fully satisfied. Any and all funds placed into escrow pursuant to this Agreement are referred to herein as "Escrow Funds". The Escrow Funds shall be held in an escrow account established by the Owner/Developer and under two signature control for disbursement by the Owner/Developer and the City, with the Owner/Developer and City Manager (or his designee) being the initial parties to the Escrow Funds account.
4. In the event that a grant or similar funding is awarded, obtained or locally budgeted and expended for the Exit 243 Project, then the City shall be entitled to access the Escrow Funds for payment of design or construction costs directly related to the Exit 243 Project. In the event the City is authorized to access the Escrow Funds prior to Owner/Developer's full funding as provided in this Agreement, the City may access any partial Escrow Fund balances in the escrow account, with the Owner/Developer being provided credit for any Escrow Funds disbursed for payment of Exit 243 Project costs. In the event the City expends in excess of the \$700,000 Owner/Developer contribution limit for the Exit 243 Project prior to full funding of the Escrow Funds aggregate by the

Developer, the City shall be entitled to reimbursement of Exit 243 Project costs from the Escrow Funds from time-to-time as Escrow Funds are deposited by the Owner/Developer for issued building permits as provided herein.

5. In the event the City or VDOT does not begin the Exit 243 Project within 12 years from the latter of the date of the issuance of the first residential building permit for Phase I of the JVP Development or the date of the corresponding deposit of funds into the cash escrow account, all Escrow Funds shall be released and returned to the Owner/Developer and the Owner/Developer shall have no further obligations under this Agreement.
 6. It shall constitute an Event of Default under this Agreement should Owner/Developer fail to pay any required Escrow Funds contribution under this Agreement as and when the same is due and payable, or to authorize payment to the City of any existing Escrow Funds upon City's requests, and such failure shall continue uncured for 30 days after Owner/Developer receives from the City or County written notice of such failure. to make required Escrow Fund contributions.
 7. Upon occurrence of an Event of Default, after the conditions contained in section 11 below have been satisfied, the City or County may institute legal action against the Owner/Developer in a court of competent jurisdiction identified in section 10 below, to enforce the terms of this Agreement and seek collection of any funding obligation failures. Furthermore, upon occurrence of an Event of Default, The City and the County shall have the right to withhold the issuance of additional building permits for the JVP Development until such default is cured.
 8. This Agreement may be modified or amended, and the provisions of this Agreement may be waived, only by a writing executed by all parties.
 9. This Agreement is contingent upon rezoning and Master Plan and Proffer amendment approval of County rezoning application/file REZ20-138 by the Rockingham County Board of Supervisors, as currently proposed or with any changes requested or agreed to by the Owner/Developer. If REZ20-138 is not approved by the Rockingham County Board of Supervisors by December 31, 2020, this Agreement is void.
 10. If any provision of this Agreement is determined by a court having competent jurisdiction to be unenforceable to any extent, the provision determined to be unenforceable shall be deemed stricken and the remaining provisions of the Agreement shall remain valid and enforceable.
 11. This Agreement is to be governed by and construed in accordance with the laws of the Commonwealth of Virginia. Venue for any litigation arising out of our involving this Agreement shall lie solely in the Circuit Court of Rockingham County, Virginia.
 12. If there is a dispute of any kind between any parties arising under this Agreement, upon the written request of a party, then each party shall engage in the dispute resolution process as set forth below:
-


- (a) Designation of a Senior Representative; Negotiation. Each of the parties to whom the dispute pertains will designate one or more senior representative to negotiate with the other parties' senior representative in good faith and as necessary to attempt to resolve the dispute without any formal proceedings.
- (b) Corrective Action. If the negotiated resolution of the dispute requires any party to take, cause to be taken, or cease taking some action or practice, that party shall do so within a reasonable period of time, not to exceed 30 days.
- (c) Dispute Resolution Process a Prerequisite to Starting Court Proceedings. No party may initiate court proceedings by filing an action in a court of competent jurisdiction to resolve a dispute until the earlier of: (i) a good faith mutual conclusion by the senior representatives that amicable resolution through continued negotiation of the dispute does not appear likely; or (ii) 30 days after the initial request to negotiate the dispute. After either condition has occurred, a party may file an action in the jurisdiction and venue provided in this Agreement and may pursue any other remedy available at law or in equity. Each party shall pay its own attorney's fees.
- (d) When the Dispute Resolution Process is Not Required. Nothing in this Section 11 will, however, prevent or delay a Party from instituting court proceedings to: (i) avoid the expiration of any applicable limitations period; or (ii) seek declaratory and injunctive relief.


13. This Agreement shall be binding upon the Owner/Developer its successors and/or assigns and shall inure to the benefit of the City of Harrisonburg and Rockingham County. The City shall have the right to record this Agreement or a memorandum thereof and Owner/Developer agrees to sign the memorandum at the request of the City.

City of Harrisonburg, VA

By: 
Eric D. Campbell
City Manager

Bluestone of Harrisonburg, LLC

By: 
Michael McGinnis, Manager





Attest

Attest

County of Rockingham, VA

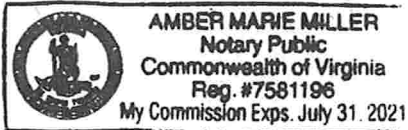
By: _____

County Administrator

Attest

STATE OF VIRGINIA,
COMMONWEALTH AT LARGE,
COUNTY/CITY OF Augusta, to-wit:

The foregoing instrument was acknowledged before me in the aforesaid jurisdiction
this 30th day of September, 2020, by Michael McGinnis.
My commission expires: 07/31/2021
Notary Registration No.: 7581194



Amber Marie Miller
Notary Public

STATE OF VIRGINIA,
COMMONWEALTH AT LARGE,
COUNTY/CITY OF Harrisonburg, to-wit:

The foregoing instrument was acknowledged before me in the aforesaid jurisdiction
this 30 day of September, 2020, by Eric D. Campbell.
My commission expires:
Notary Registration No.: 336202



Pamela Ulmer
Notary Public

STATE OF VIRGINIA,
COMMONWEALTH AT LARGE,
COUNTY/CITY OF _____, to-wit:

The foregoing instrument was acknowledged before me in the aforesaid jurisdiction
this ___ day of _____, 2020, by Stephen King.

My commission expires:

Notary Registration No.: _____.

Notary Public

STREET IMPROVEMENT AGREEMENT

This Street Improvement Agreement (“Agreement”) is entered into on this 30th day of September, 2020 by and between BLUESTONE OF HARRISONBURG, LLC (“Owner/Developer”) and the CITY OF HARRISONBURG, VIRGINIA, (“City”) to memorialize the rights and obligations of the parties related to certain street and other transportation facilities improvements necessitated by the Owner/Developer’s planned development of Rockingham County tax map parcels 123-(A)-L118, L118A, L118B totaling 107.35 acres, and City tax map parcel 108 B 1 containing 13.32 acres, owned by the Owner/Developer (collectively the “JVP Development”).

RECITALS

1. The Owner/Developer has filed a rezoning application with Rockingham County (REZ20-138) seeking to amend the currently approved R-5 Master Plan and amend the existing County Proffers for the 107.35 acres of the JVP Development lying within the County.
2. A traffic impact analysis (“TIA”) provided by the Owner/Developer and accepted by the City in June 2020 indicates future traffic conditions directly related to the JVP Development warrant improvement of certain streets, widening of certain rights of way, and the establishment of certain other transportation facilities, all within the City.
3. The street and related transportation improvements necessitated by the JVP Development fall into two categories: Upgrade and improvements to the Interstate 81 Exit 243 (“the Exit 243 Improvements”) and constructed improvements or design criteria to South Main Street in the City near and including its intersection with Reedy Circle (“the South Main/Reedy Improvements”).
4. The Owner/Developer has submitted certain amended Proffers in County REZ20-138 which would reallocate certain funds in order to provide for the South Main/Reedy Improvements as described below and has negotiated with the City an Exit 243 Interchange Cost Contribution and Escrow Agreement relating to the Exit 243 Improvements.
5. The Owner/Developer contemplates a future rezoning application to rezone a portion of the JVP Development in the City from commercial to multi-family residential, which will contribute to the need for and will benefit from the street and related improvements described in this Agreement.

AGREEMENT

It is agreed between the parties as follows:

1. The Owner/Developer and City agree to the Exit 243 Interchange Cost Contribution and Escrow Agreement of even date herewith (the “Exit 243 Agreement”), a copy of which is attached hereto as Attachment A, and which the parties agree to sign contemporaneously with this Agreement.
-

2. Owner/Developer agrees that at such time that the JVP Development exceeds the limits of Phase I (as defined in County REZ20-138) , and in any event before any residential units of the JVP Development access South Main Street directly, Owner/Developer shall be subject to certain design and construction criteria, including where required, constructing designated improvements at its own expense, to the South Main/ Reedy Circle corridor:
 - a) All parcels with S Main St (US Route 11) frontage located north of the Reedy Circle intersection shall be improved with a continuous right turn lane, which shall tie into the existing right turn lane serving TM Parcel 108-B-4. Right turn lane may be constructed in sections, concurrently with development of individual lots.
 - b) No S Main St entrance shall be located closer than 200 linear feet to Reedy Cir, measured centerline to centerline.
 - c) S Main St entrances generating more than 1,000 vehicle trips per day (vpd) shall not be located closer than 300 linear feet to Reedy Cir, measured centerline to centerline.
 - d) S Main St entrances north of Reedy Cir shall restrict left-turn movements.
 - e) S Main St entrances south of Reedy Cir shall restrict left-turn movements if located within 460 linear feet of Reedy Cir, measured centerline to centerline.
 - f) Additional right-of-way along entire frontage of S Main St shall be preserved to accommodate future widening of S Main St to a four-lane-divided section. Such additional right-of-way shall be limited in depth to 14.5 feet north of Reedy Circle (inclusive of right-turn lane described in Item 2a. above), and 4.5 feet south of Reedy Circle.
 - g) Prior to opening the primary entrance on S Main St to traffic, Developer shall enter into a Signal Agreement with the City of Harrisonburg, with signal to be installed at time of warrant. Signal warrant analysis shall be prepared in accordance with the Manual of Uniform Traffic Control Devices by a licensed engineer within 90 days of request by City Director of Public Works. Signal warrant analysis requests shall only be prompted by reasonable justification, such as witnessable increases in traffic, frequent traffic-related incidents in direct proximity of the intersection, etc. The City of Harrisonburg may request multiple signal warrant analyses until either a traffic signal is warranted, or the development was completed and fully occupied, but shall not request more than one such analysis within a twelve-month period. Signal design and construction shall include accommodations for future eastbound dual left-turn configuration. Cost of signal design and construction shall be the sole responsibility of the Developer.
 - h) At time of signal construction, westbound Reedy Circle shall be striped to accommodate a dedicated left-turn lane and a shared right-through lane. Striping shall extend a minimum of 100' beyond existing stop bar.
 - i) Design and construction of the primary entrance roadway and right-of-way shall include a median measuring at least 16 linear feet in width, for the purpose of accommodating the future construction of an additional left-turn lane.
-

3. Owner/Developer agrees that if it files an application with the City to rezone any portion of the JVP Development located in the City to residential within the next three (3) years ("Agreement Period"), that the Owner/Developer will submit a set of proffers in substantial conformity with Section 2.above. For purposes of understanding and clarity, the Owner/Developer has attached as Exhibit A an illustrative schematic of a cross section of traffic infrastructure improvements along the South Main frontage of the JVP Development lying in the City and the future anticipated main access street into the JVP Development from South Main.
4. This Agreement may be modified or amended, and the provisions of this Agreement may be waived, only by a writing executed by both parties.
5. This Agreement is contingent upon rezoning and Master Plan and Proffer amendment approval of County rezoning application/file REZ20-138 by the Rockingham County Board of Supervisors. If REZ20-138 is not approved by the County Board of Supervisors by December 31, 2020, this Agreement is void.
6. This Agreement shall be binding upon the Owner/Developer its successors and/or assigns and shall inure to the benefit of the City of Harrisonburg.

City of Harrisonburg, VA

By: 

City Manager

Bluestone of Harrisonburg, LLC

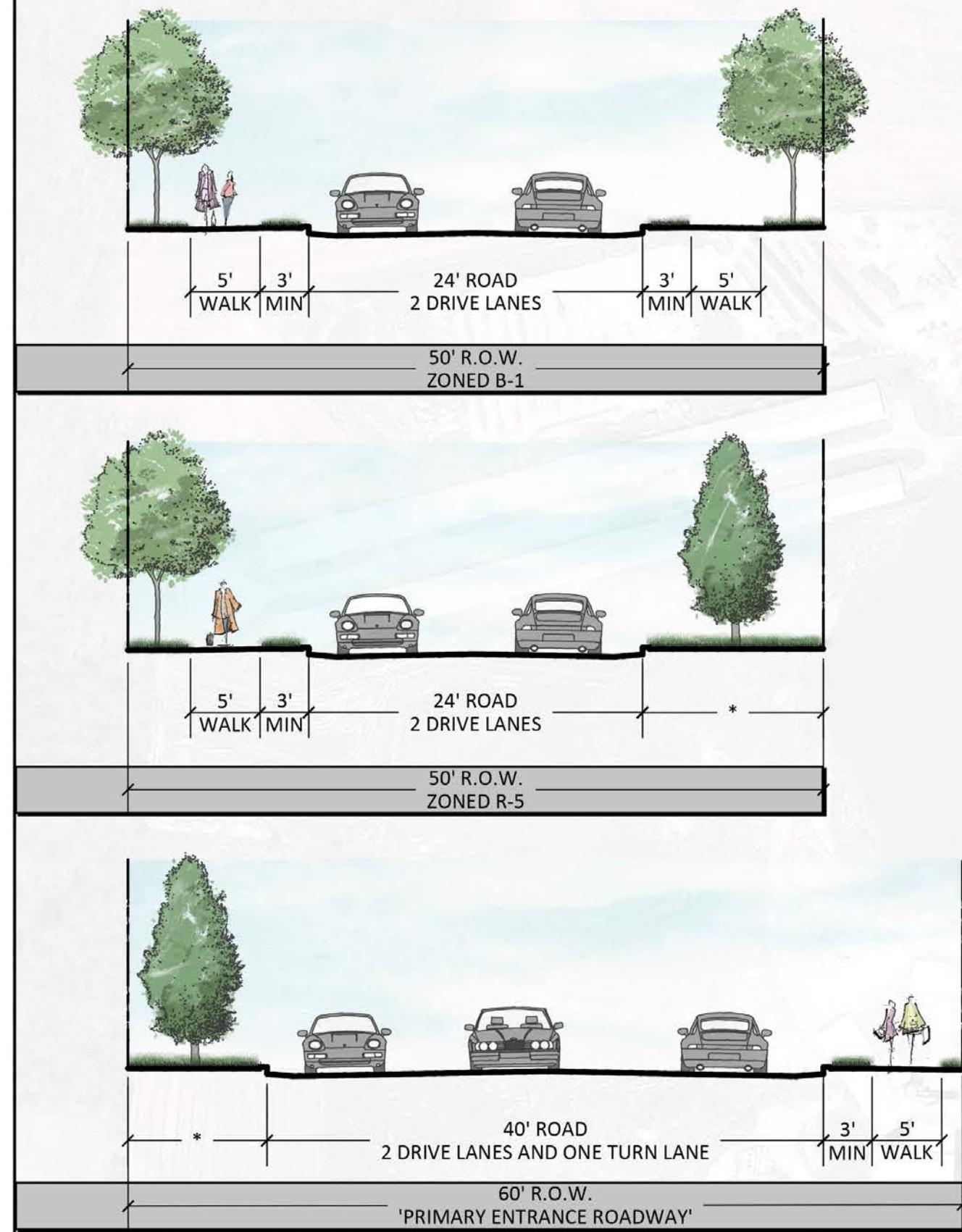
By: 

Michael McGinnis, Manager


Attest


Attest

TYPICAL STREET CROSS SECTIONS



*SHARED-USE PATH PROPOSED ALONG THIS SECTION OF ROADWAY. PATH MAY OR MAY NOT ENCR OACH WITHIN RIGHT-OF-WAY LIMITS.



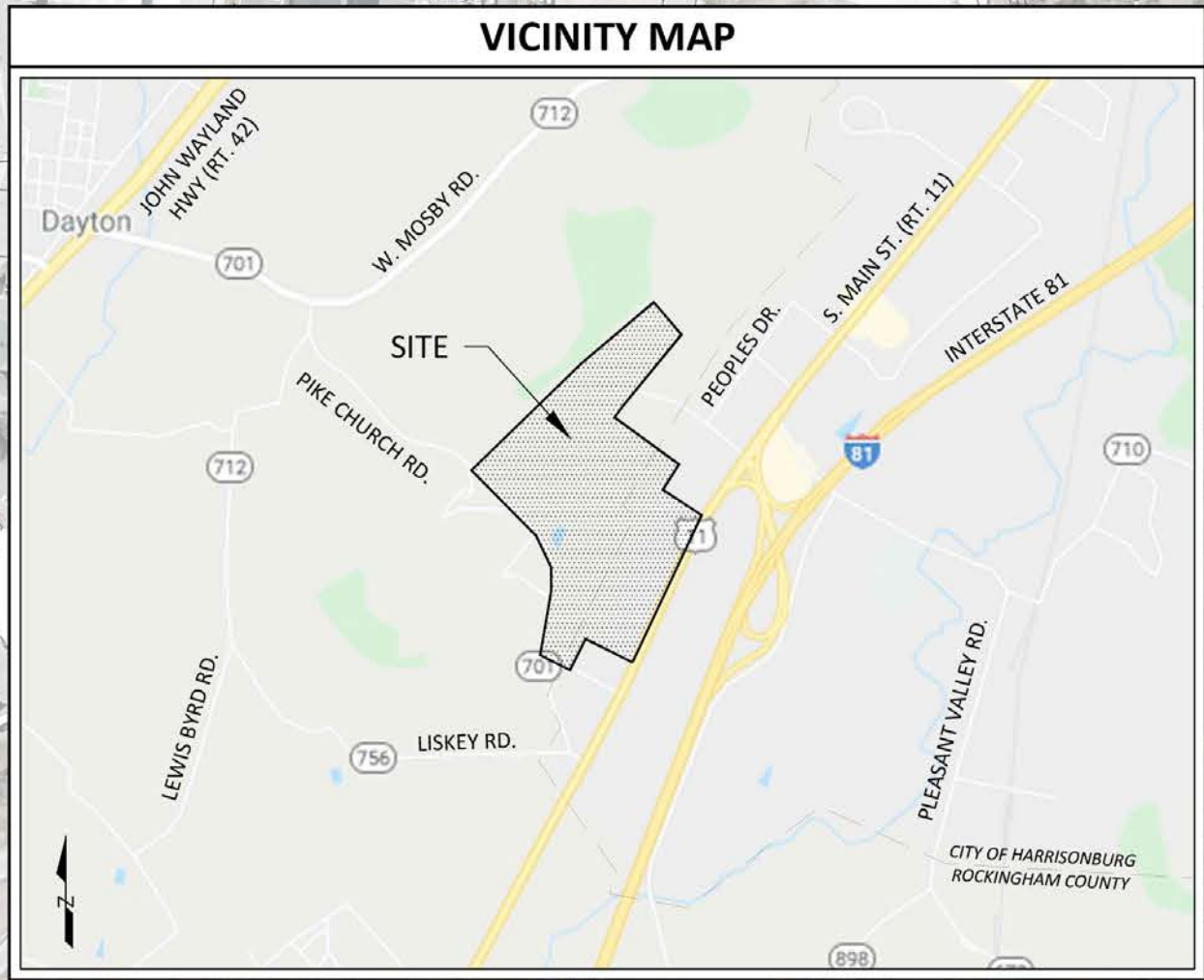
SITE DATA

COMMERCIAL ACREAGE: 22.65 AC
RESIDENTIAL ACREAGE: 110.337 AC

RESIDENTIAL BREAKDOWN:
 APARTMENTS: 288 UNITS
 ATTACHED, TOWNHOMES: 321 UNITS
 ATTACHED, DUPLEXES: 102 UNITS
 DETACHED, SINGLE-FAMILY: 17 LOTS

RESIDENTIAL TOTAL*:
 *PROPOSED DENSITY: 6.60 UNITS/AC
 *COMMON AREA: 26.60 AC, MINIMUM

*NOTE: ONE UNIT TYPE MAY BE SUBSTITUTED FOR ANOTHER WITHIN THE PLAN OF DEVELOPMENT, AS DEPICTED ON THE MASTER PLAN, SO LONG AS THE TOTAL MAXIMUM DENSITY SPECIFIED IS NOT EXCEEDED.



SITE INFORMATION:

TAX MAP #	123-A-1118, 123-A-118A, 123-A-118B
DEEDBOOK/PAGE	3924/162
ACREAGE (COUNTY)	132.987 AC
PROPOSED ZONING	R-5 (PLANNED NEIGHBORHOOD DISTRICT)
REZONING ACREAGE	132.987 AC
2020 COMP. PLAN	COMMUNITY RESIDENTIAL
911 ADDRESS	3489 S. MAIN ST. HARRISBURG, VA 22801
OWNER:	
LANDOWNER	BLUESTONE OF HARRISBURG, LLC
ADDRESS	PO BOX 300 LYNDHURST, VA 22952

ADJACENT LANDOWNER TABLE

INDEX CODE	OWNER	ZONING	LAND USE CODE	TAX ID
O-1	LINDA M. FRAZIER	R3	21	124D-1-L-9B
O-2	MICHELLE RIGGLEMAN	R3	21	124D-1-L-10A
O-3	NANCY ST. JOHN	R3	21	124D-1-L-10B
O-4	TEDDY & CAROLINE BERWIN	R3	21	124D-2-L-1A
O-5	PATRICIA GECHEL	R3	21	124D-2-L-1B
O-6	JANET & MIKAYLA COFFEY	R3	21	142D-2-L-2A
O-7	JOAN CARTER	R3	21	124D-2-L-2B
O-8	RUTH ANN DINGES	R3	21	124D-2-L-3A
O-9	LORI PETTIT	R3	21	124D-2-L-3B
O-10	RACHEL MARKLEY	R3	21	124D-2-L-4A
O-11	RONALD SIMMONS	R3	21	124D-2-L-4B
O-12	LAURA AND STEVEN HAGER	R3	21	124D-2-L-5A
O-13	IDALMA JUAREZ	R3	21	124D-2-L-5B
O-14	ASHLEY SONFRANK	R3	21	124D-2-L-6A
O-15	ERIC LAYMAN	R3	21	124D-2-L-6B
O-16	FORREST HARLOW	R3	21	124D-2-L-7A
O-17	DALE GRAY	R3	21	124D-2-L-7B
O-18	LINDA BYERS	R3	21	124D-2-L-8A
O-19	RONALD & CHERYL HAVES	R3	21	124D-2-L-9A
O-20	ARBOGAST RENTAL LLC	R3	31	124D-2-L-9B
O-21	DOROTHY DOVE	R3	31	124D-2-L-10A
O-22	GINA GAINES	R3	31	124D-2-L-10B
O-23	FLORENCE SCHIBALDI	R3	21	124D-2-L-10B
O-24	DAVID & DEBORAH PRATT	R3	21	124D-2-L-11A
O-25	SOUTHSIDE HEIGHTS TOWNHOMES INC	R3	24	124D-4-L-A
O-26	ANTONIO PEREZ	R3	21	124D-8-L-360
O-27	JAVIER ELIAS	R3	21	124D-8-L-349
O-28	DANILO MOREL	R3	21	124D-8-L-348
O-29	CESARINA JIMENEZ	R3	21	124D-8-L-347
O-30	RANDY & LEIDY PARRA	R3	21	124D-8-L-346
O-31	PEDRO & IDALIA ARRIOLA	R3	21	124D-8-L-345
O-32	MARTA GONZALEZ	R3	21	124D-8-L-344
O-33	ABRI & OLGA BALTAZAR	R3	21	124D-8-L-343
O-34	MARILYN & YOSMAR MASTRAPRA	R3	21	124D-8-L-342
O-35	ISABELLA MORALES	R3	21	124D-8-L-341
O-36	LIDA GORDON	R3	21	124D-8-L-340
O-37	ROSE GRECO	R3	21	124D-8-L-339
O-38	DANA & GONA AZIZ	R3	21	124D-8-L-338
O-39	DASTAN & CHNAR KHATEEL	R3	21	124D-8-L-337
O-40	AYOUB & ABULLA	R3	21	124D-8-L-336
O-41	CRISTINA RODRIGUEZ	R3	21	124D-8-L-335
O-42	SIBON & CAROLINE OTONG	R3	21	124D-8-L-334
O-43	CARLOS DE LA CRUZ & EDITH OBERGH	R3	21	124D-8-L-333
O-44	GENARO & MELINA BRAVO	R3	21	124D-8-L-332
O-45	JOSEPH & ANA RIVERA	R3	21	124D-8-L-331
O-46	HOPE COMMUNITY BUILDERS	R3	21	124D-8-L-330
O-47	HOPE COMMUNITY BUILDERS	R3	21	124D-8-L-329
O-48	HOPE COMMUNITY BUILDERS	R3	21	124D-8-L-328
O-49	HOPE COMMUNITY BUILDERS	R3	21	124D-8-L-327
O-50	HOPE COMMUNITY BUILDERS	R3	21	124D-8-L-326
O-51	HOPE COMMUNITY BUILDERS	R3	21	124D-8-L-325
O-52	HOPE COMMUNITY BUILDERS	R3	21	124D-8-L-324

MASTER PLAN
JVP DEVELOPMENT
 3489 S. MAIN STREET
 ROCKINGHAM COUNTY, VA 22801

Revisions:

No.	Description	Date

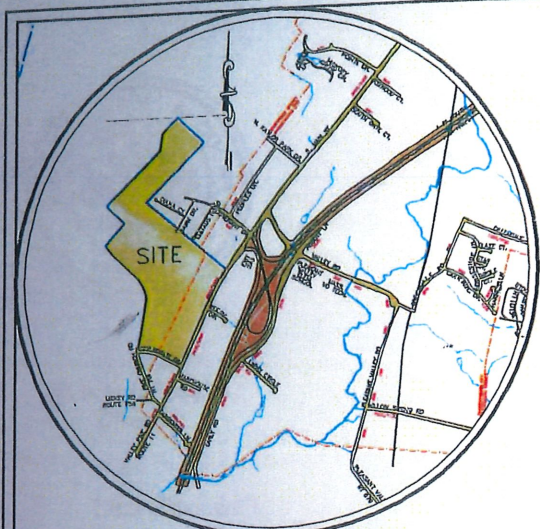
PRELIMINARY ISSUE
 NOT FOR CONSTRUCTION

MASTER PLAN

Project number: 18030C
 Date: October 2, 2020
 Drawn by: JK
 Checked by: CE

2 OF 2

Scale: 1" = 200'



VICINITY MAP
SCALE: 1" = 2000'

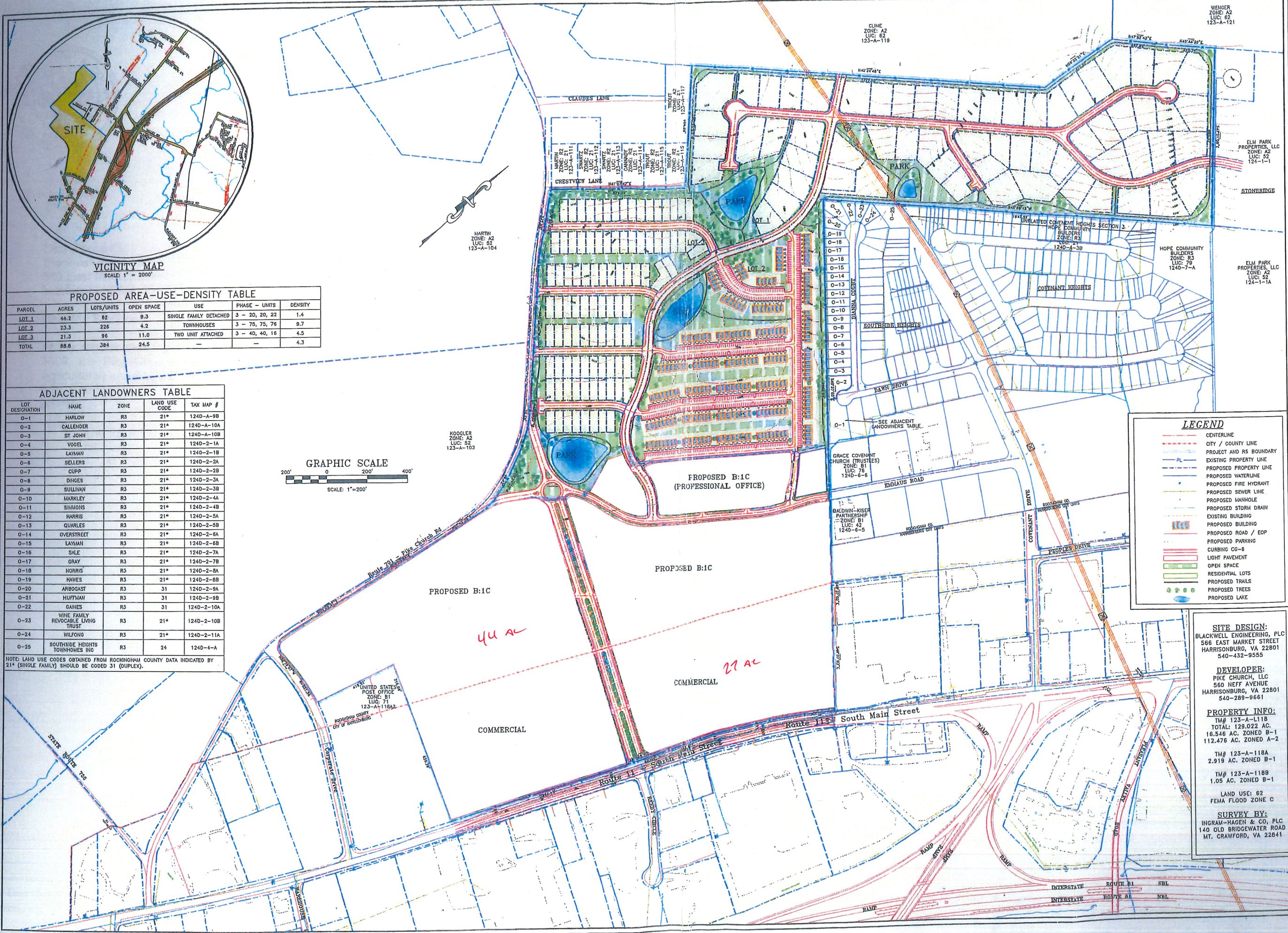
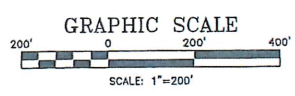
PROPOSED AREA-USE-DENSITY TABLE

PARCEL	ACRES	LOTS/UNITS	OPEN SPACE	USE	PHASE - UNITS	DENSITY
LOT 1	44.2	82	9.3	SINGLE FAMILY DETACHED	3 - 20, 20, 22	1.4
LOT 2	23.3	226	4.2	TOWNHOUSES	3 - 75, 75, 76	9.7
LOT 3	21.3	96	11.0	TWO UNIT ATTACHED	3 - 40, 40, 16	4.5
TOTAL	88.8	384	24.5			4.3

ADJACENT LANDOWNERS TABLE

LOT DESIGNATION	NAME	ZONE	LAND USE CODE	TAX MAP #
0-1	HARLOW	R3	21*	124D-A-9B
0-2	CALLENDER	R3	21*	124D-A-10A
0-3	ST JOHN	R3	21*	124D-A-10B
0-4	VOGEL	R3	21*	124D-2-1A
0-5	LAYMAN	R3	21*	124D-2-1B
0-6	SELLERS	R3	21*	124D-2-2A
0-7	CIPP	R3	21*	124D-2-2B
0-8	DINGES	R3	21*	124D-2-3A
0-9	SULLIVAN	R3	21*	124D-2-3B
0-10	MARKLEY	R3	21*	124D-2-4A
0-11	SIMMONS	R3	21*	124D-2-4B
0-12	HARRIS	R3	21*	124D-2-5A
0-13	QUARLES	R3	21*	124D-2-5B
0-14	OVERSTREET	R3	21*	124D-2-6A
0-15	LAYMAN	R3	21*	124D-2-6B
0-16	SALE	R3	21*	124D-2-7A
0-17	GRAY	R3	21*	124D-2-7B
0-18	NORRIS	R3	21*	124D-2-8A
0-19	HAWES	R3	21*	124D-2-8B
0-20	ARBOGAST	R3	31	124D-2-9A
0-21	HUFFMAN	R3	31	124D-2-9B
0-22	GAINES	R3	31	124D-2-10A
0-23	WINE FAMILY REVOCABLE LIVING TRUST	R3	21*	124D-2-10B
0-24	WILFONG	R3	21*	124D-2-11A
0-25	SOUTHSIDE HEIGHTS TOWNHOMES INC	R3	24	124D-4-A

NOTE: LAND USE CODES OBTAINED FROM ROCKINGHAM COUNTY DATA INDICATED BY 21* (SINGLE FAMILY) SHOULD BE CODED 31 (DUPLX).



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- PROPOSED PROPERTY LINE
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- PROPOSED FIRE HYDRANT
- PROPOSED SEWER LINE
- PROPOSED MANHOLE
- PROPOSED STORM DRAIN
- EXISTING BUILDING
- PROPOSED BUILDING
- PROPOSED ROAD / EOP
- PROPOSED PARKING
- CURBING CG-8
- LIGHT PAVEMENT
- OPEN SPACE
- RESIDENTIAL LOTS
- PROPOSED TRAILS
- PROPOSED TREES
- PROPOSED LAKE

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

DEVELOPER:
PIKE CHURCH, LLC
560 NEFF AVENUE
HARRISONBURG, VA 22801
540-289-9661

PROPERTY INFO:
TM# 123-A-118
TOTAL: 129.022 AC.
16.546 AC. ZONED B-1
112.476 AC. ZONED A-2

TM# 123-A-118A
2.919 AC. ZONED B-1

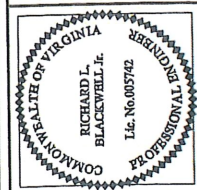
TM# 123-A-118B
1.05 AC. ZONED B-1

LAND USE: 62
FEMA FLOOD ZONE C

SURVEY BY:
INGRAM-HAGEN & CO, PLC
140 OLD BRIDGEWATER ROAD
MT. CRAWFORD, VA 22841

Date: AUG. 25, 2008
Scale: 1" = 200'
Designed by: RLBJR
Drawn by: MMS/TBF
Checked by: RLBJR

BLACKWELL ENGINEERING, PLC
566 East Market Street
Harrisonburg, Virginia 22801
PHONE: (540)432-9555 FAX: (540)544-7664
E-Mail: info@blackwellengineering.com



Revision Dates

OCTOBER 3, 2008
OCTOBER 22, 2008
10/29/08 PER COUNTY
NOVEMBER 5, 2008

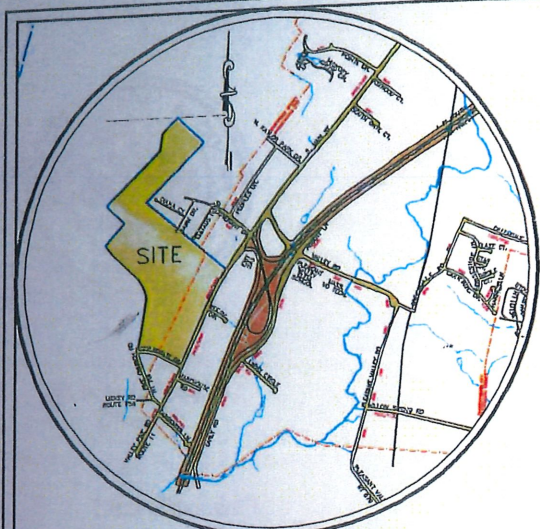
MASTER PLAN - R5 REZONING ONLY

ASHBY CENTRE
PIKE CHURCH, LLC
560 NEFF AVENUE
HARRISONBURG, VA. 22801

Drawing No.
1
of 1 Sheets

Job No. 1876

APPROVED 1-28-09 1000108



VICINITY MAP
SCALE: 1" = 2000'

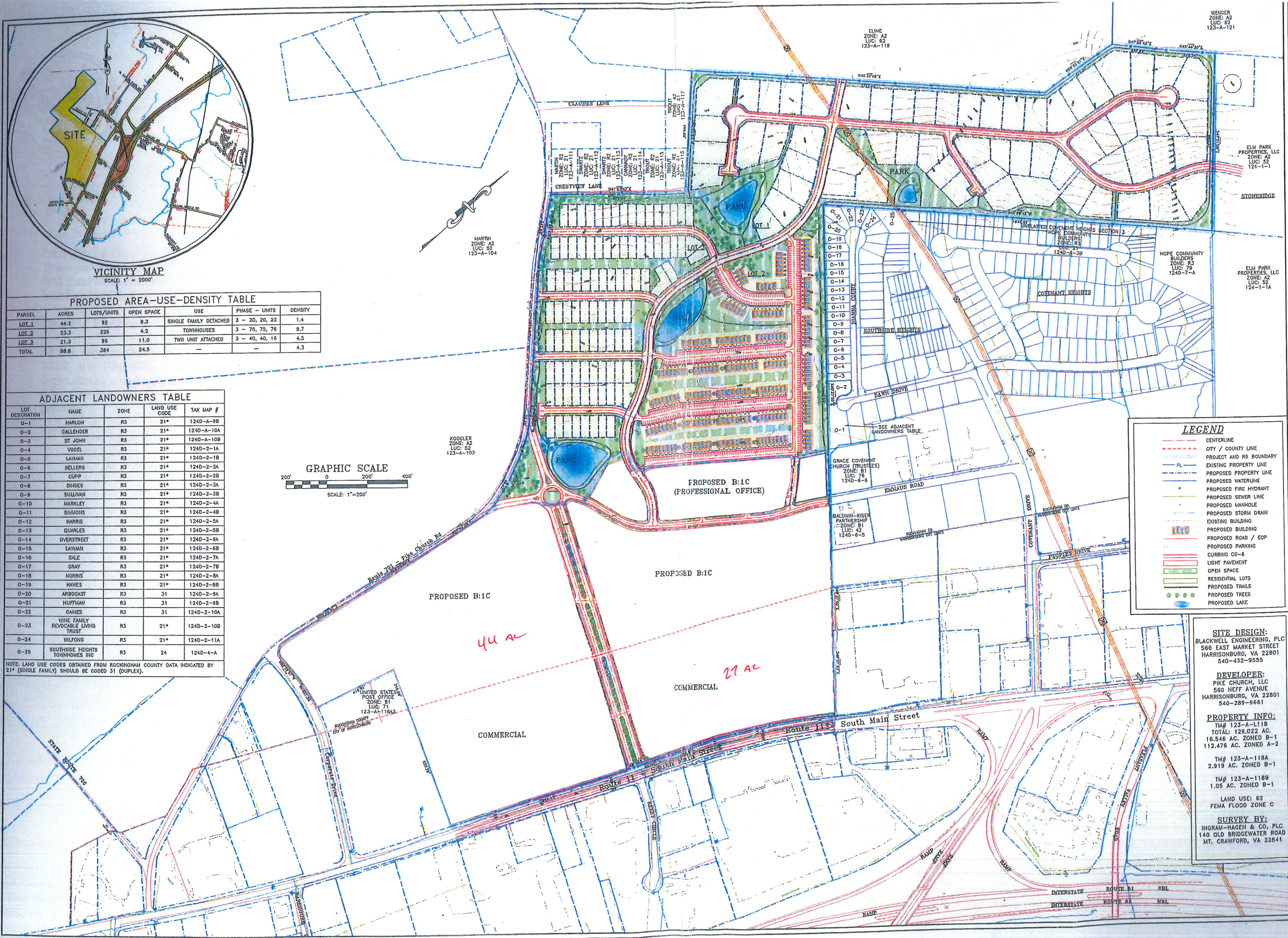
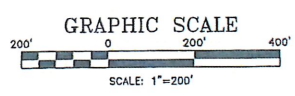
PROPOSED AREA-USE-DENSITY TABLE

PARCEL	ACRES	LOTS/UNITS	OPEN SPACE	USE	PHASE - UNITS	DENSITY
LOT 1	44.2	82	9.3	SINGLE FAMILY DETACHED	3 - 20, 20, 22	1.4
LOT 2	23.3	226	4.2	TOWNHOUSES	3 - 75, 75, 76	9.7
LOT 3	21.3	96	11.0	TWO UNIT ATTACHED	3 - 40, 40, 16	4.5
TOTAL	88.8	384	24.5			4.3

ADJACENT LANDOWNERS TABLE

LOT DESIGNATION	NAME	ZONE	LAND USE CODE	TAX MAP #
0-1	HARLOW	R3	21*	124D-A-9B
0-2	CALLENDER	R3	21*	124D-A-10A
0-3	ST JOHN	R3	21*	124D-A-10B
0-4	VOGEL	R3	21*	124D-2-1A
0-5	LAYMAN	R3	21*	124D-2-1B
0-6	SELLERS	R3	21*	124D-2-2A
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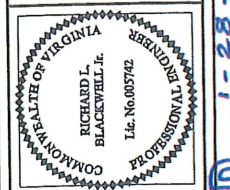
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