

TO THE HARRISONBURG PLANNING COMMISSION

My husband and I are Fairway Hills residents and we would like to express our concerns about the proposed subdivision at the intersection of East Market St and Betts Rd.

1. If members of the commission have not already done so, we urge you to take a drive through any of the existing 3 story townhome developments. The amount of cars both in driveways and parked on the street will give you an idea of what this development will look like. The Ryan Homes development less than a mile East is a perfect example of bad traffic planning onto Rt 33
2. TRAFFIC The only entrance on Betts Rd onto East Market St is the developer's way to cut development costs. The safest and best solution would be an entrance directly onto East Market St west of Betts Road but the developers won't do this.
3. THE PROPOSED TOWNHOUSES Make no mistake, these 3 level townhomes will be priced for one thing in mind...

The ability to add a 4th Bedroom and bath to attract investors and the more renters per unit means more vehicles to park. There is nothing in writing from the developers to prevent this.

4. WHY BUY IN THE CITY WHEN THE EXACT SAME PROPERTIES ARE AVAILABLE CLOSE TO THE CITY , OFFER MORE AMENITIES AND HAVE A MUCH LOWER REAL ESTATE TAX RATE
5. There is a real SHORTAGE OF SINGLE LEVEL HOMES FOR EMPTY NESTERS, SINGLE PROFESSIONALS & RETIREES. EITHER DUPLEXES OR FOUR PLEXES. 2 or 3 Bedrooms, Single car garage. These types of units historically sell at premium prices and don't stay on the market long. This acreage would be perfect for something like this .
6. BUFFER ZONEthe affected homes on Fairway Dr. are valued between \$500,000 and \$800,000. To offer only a 20 ft setback and a 6 ft fence doesn't seem appropriate. There should be a much wider setback(50 ft) and there should be an 8ft fence constructed to help maintain the property value of these homes.

The developer has stated on at least 2 occasions that if this project doesn't move forward, we will eventually be looking at " commercial development that will bring far more noise, not to mention garbage and rats". We have more faith in our city government than this. But we hope that 3 story townhomes that will most likely be sold to investors is not what the city wants to happen next to one of the city's loveliest neighborhoods.

Thank you - Suzanne & Robert Bothamley
216 Fairway Drive

Planning Commission: 2210 E Market Street development

From Mark Damian Duda <[REDACTED]>
Date Fri 5/29/2026 5:46 PM
To CD Planning <CDPlanning@harrisonburgva.gov>

WARNING: External email. Be cautious when clicking on links or opening attachments.

Dear Esteemed Planning Commission,

I would like to file my strong objection to the proposed development at 2210 E Market Street.

As currently planned, the entrance and exit to this proposed development will enter and exit via Betts Road.

The development will cause additional strain on the entrance and exit of Betts Road and E Market where there are already dangerous traffic issues.

The proposed community should build its own road to enter/exit on to Market Street, not Betts Road.

The development should not go forward until this major community safety issue is addressed by the builder, and a separate road from the development to E Market Street is constructed.

Thank you for considering our objection and putting public safety over ill-conceived development plans.

Mark Damian Duda
Executive Director
Responsive Management
Certified Wildlife Biologist ®
PO Box 1828
Harrisonburg, VA 22801
[REDACTED]

2210 E Market Street proposed townhouses

From Barbara Anders [REDACTED]
Date Mon 6/1/2026 12:18 PM
To CD Planning <CDPlanning@harrisonburgva.gov>

WARNING: External email. Be cautious when clicking on links or opening attachments.

Good afternoon,

My name is **Barbara Anders**, I am a resident in the Fairway Hills neighborhood. I am writing in regards to the rezoning & special use permits application that was submitted for 2210 E. Market st. The development being proposed is a 49-unit 3 bedroom townhouse community with a **sole** point of entry/exit via Betts Dr. directly off Market St/US33, a major thoroughfare. As of now, the intersection of East Market St/US33 & Betts Dr./Court, restricts Left turns from either side of Betts Dr. on Market St/US33 this will be made permanent by summer 2026. Meaning you can only turn right onto US33 and must U-turn (if necessary), at the Evelyn Bird intersection. The major concern with this development will be the considerable & extensive impact on traffic and safety. As the city of Harrisonburg continues to grow I have experienced the challenges of exiting Betts Dr on US33 just in the last few years with the increase of development and traffic. Adding an additional 122-147 vehicles which would be the national average for a 49-unit 3 bedroom townhouse community would so severely bottleneck the main exit point on to US33 especially with these newly implemented turning restrictions. Another issue with this development is the lack of parking. For this many units the rule of thumb is typically 2.0 dedicated off-street parking spaces per townhouses. As the current design stands, there is only one parking bay for guests with 23 spaces at the far end of the proposed site plan, which will most definitely cause overflow parking out onto Betts Dr. causing safety issues, compromising fire lanes, emergency access and would additionally impact traffic entering/exiting Betts Dr.. As a community we have met with the developers and raised our many, many concerns. Some have been addressed but the issues I've mentioned will be the most impactful and detrimental have not been addressed. We have asked, requested and implored the developers to add an alternative entry and or exit point directly on to US33 which would mitigate some of these concerns and all have been shut down. Currently there is an existing driveway on US33 that leads directly into the land use which could and should be utilized. Another option raised in past meetings is an additional entry/exit point at the top of the property past the Evelyn Bird intersection. I understand traffic and safety must be considered and is the biggest priority, that said; if an exit point was put in beyond the Evelyn Bird light, residents would have a dedicated exit window between light changes and could use the Target/Khol's median to make any necessary U-turns. All of which is considerably safer when compared to exiting onto US33 from Betts. I urge you, those with the power, to mandate an additional entry/exit point to help mitigate the traffic impact on the primary thoroughfare. Lastly, consider the emergency vehicle access, response times, vehicle turnaround and evacuation routes. If the single access point gets blocked by a crash, a fallen tree, weather impact, even a fire hose, emergency vehicles cannot get in and residents cannot escape. I'm not aware what the codes are to force developers to build a second entry/exit but with the proposed 49 units this should be enforced. This

all will support long-term community growth and safety. I have attached for your quick reference and convenience the development rendering to look over and consider all I have mentioned.

Thank you for your attention and consideration,

Sent from my iPhone

RE: Planning Commission RE: 2210 E. Market St. Rezoning

From Michael Missy Louis <[REDACTED]>

Date Mon 6/1/2026 11:50 AM

To Laura A. Dent <Laura.Dent@harrisonburgva.gov>; richard.baugh@harrisonburgva.gov <richard.baugh@harrisonburgva.gov>; Amy E. Snider <Amy.Snider@harrisonburgva.gov>; Brian Vandenberg <Brian.Vandenberg@harrisonburgva.gov>; Ande Banks <ande.banks@harrisonburgva.gov>; CD Planning <CDPlanning@harrisonburgva.gov>; Traffic - Public Mail <Traffic@harrisonburgva.gov>; Tom Hartman <Tom.Hartman@harrisonburgva.gov>; Wayne E. Westfall <wayne.westfall@harrisonburgva.gov>; Travis Cornett <Travis.Cornett@harrisonburgva.gov>; Matthew Huston <Matthew.Huston@harrisonburgva.gov>

WARNING: External email. Be cautious when clicking on links or opening attachments.

Good afternoon,

My name is Melissa Louis; I am a resident in the Fairway Hills neighborhood. I am writing in regards to the rezoning & special use permits application that was submitted for 2210 E. Market st. The development being proposed is a 49-unit 3 bedroom townhouse community with a sole point of entry/exit via Betts Dr. directly off Market St/US33, a major thoroughfare. As of now, the intersection of East Market St/US33 & Betts Dr./Court, restricts Left turns from either side of Betts Dr. on Market St/US33 this will be made permanent in summer 2026. Meaning you can only turn right onto US33 and must U-turn (if necessary), at the Evelyn Bird intersection. The major concern with this development will be the considerable & extensive impact on traffic. As the city of Harrisonburg continues to grow I have experienced the challenges of exiting Betts Dr on US33 just in the last few years with the increase of development and traffic. Adding an additional 122-147 vehicles which would be the national average for a 49-unit 3 bedroom townhouse community would so severely bottleneck the main exit point on to US33 especially with these newly implemented turning restrictions. Another issue with this development is the lack of parking. For this many units the rule of thumb is typically 2.0 dedicated off-street parking spaces per townhouses. As the current design stands, there is only one parking bay for guests with 23 spaces at the far end of the proposed site plan, which will most definitely cause overflow parking out onto Betts Dr. causing safety issues, compromising fire lanes, emergency access and would additionally impact traffic entering/exiting Betts Dr.. As a community we have met with the developers and raised our many, many concerns. Some have been addressed but the issues I've mentioned will be the most impactful and detrimental have not been addressed. We have asked, requested and implored the developers to add an alternative entry and or exit point directly on to US33 which would mitigate some of these concerns and all have been shut down. Currently there is an existing driveway on US33 that leads directly into the land use which could and should be utilized. Another option raised in past meetings is an additional entry/exit point at the top of the property past the Evelyn Bird intersection. I understand traffic and safety must be considered and is the biggest priority, that said; if an exit point was put in beyond the Evelyn Bird light, residents would have a dedicated exit window between light changes and could use the Target/Mall median to make any necessary U-turns. All of which is considerably safer when compared to exiting onto US33 from Betts. I urge you, those with the power, to mandate an additional entry/exit point to help mitigate the traffic impact on the primary thoroughfare. Lastly, consider the emergency vehicle access, response times, vehicle turnaround and evacuation routes. If the single access point gets blocked by a crash, a fallen tree, weather impact, even a fire hose, emergency vehicles cannot get in and residents cannot escape. I'm not aware what the codes are to force developers to build a second entry/exit but with the proposed 49 units this should be enforced. This all will support long-term community growth and safety. I have attached for your quick reference and convenience the development rendering to look over and consider all I have mentioned.

Melissa Louis

NOTICE of PUBLIC HEARING - Rezoning (R-1 to R-8C) and a special use permit to allow WFS Hanson LLC (developer) to develop 8 units of attached townhouses on 2210 and 2230 East Market Street

From JODI MILLS [REDACTED]

Date Thu 6/4/2026 8:42 AM

To CD Planning <CDPlanning@harrisonburgva.gov>

 2 attachments (767 KB)

Rezoning Plat.pdf; NOTICE OF PUBLIC HEARING Google Docs.pdf;

WARNING: External email. Be cautious when clicking on links or opening attachments.

Dear Members of the Planning Commission / City Council,

My name is Jodi Mills, and my husband and I are residents of the Fairway Hills neighborhood. I am writing to express my deep concerns regarding the rezoning and special use permit application submitted for 2210 E. Market Street. While we support the long-term growth of Harrisonburg, the development as currently proposed poses severe traffic, parking, and public safety risks to our existing community. There are far better parcels for a community like this in Harrisonburg, but this one as proposed doesn't support a long-term growth plan as currently planned.

The proposal outlines a 49-unit, 3-bedroom townhouse community with a sole point of entry and exit via Betts Drive. This design is highly problematic given the upcoming permanent traffic changes. As of summer 2026, the intersection of East Market St./US 33 and Betts Drive will permanently restrict left turns from either side of Betts. All traffic exiting onto US 33 must turn right and execute a U-turn at the Evelyn Bird common intersection.

If approved, this community would add an estimated 122 to 147 vehicles and will severely bottleneck the single exit point onto an already heavily congested thoroughfare. The reality of our local real estate market indicates the actual vehicle count will be much higher. A large majority of buyers in our local townhome communities are outside investors rather than owner occupied residents. Because of this location's immediate proximity to the James Madison University campus, this development is a prime target to become an investor hub for student rentals.

When townhomes are utilized as student rentals, the standard national averages for a traditional household "two-car" equation become completely irrelevant. These dwellings routinely house multiple unrelated residents, each with their own individual vehicle. Instead of two cars per unit, we are looking at least three vehicles per household, which will utterly overwhelm the single planned guest parking bay of 23 spaces at the far end of the property. This guaranteed deficit will cause massive overflow parking out onto Betts Drive, compromising designated fire lanes, blocking emergency vehicle access, and completely choking neighborhood traffic flow.

Crucially, because this site's traffic and parking impact is heavily tied to student housing dynamics, any traffic impact study required for this development must be conducted during a timeframe when local schools and universities are fully in session. A summertime study would yield completely inaccurate,

artificially low data, as our local traffic hits its true peak when school buses, commuters, and thousands of students are on the roads.

Furthermore, this heavy traffic flow will inevitably spill deep into our established neighborhood. Fairway Drive currently has no stop signs on Fairway Drive and serves as a major cut-through between Keezeltown Road and Route 33. The volume of non-resident vehicles abusing this road as a shortcut is already alarming and downright dangerous for our neighborhood children, pedestrians, and walkers. Approving a massive influx of rental-heavy townhomes without requiring comprehensive, school-season traffic studies, additional stop signs, or speed bumps within the Fairway Hills neighborhood to mitigate this overflow is entirely unacceptable.

Our community has met with the developers to raise these concerns, but our most critical points have been dismissed. We have repeatedly implored them to utilize the existing driveway on US 33 that leads directly into the land use, or to create an alternative exit at the top of the property past the Evelyn Bird intersection. An exit point beyond that light would offer residents a dedicated, safer window to merge between light changes and utilize the Target/Mall median for U-turns—a vastly safer alternative to forcing all traffic onto Betts Drive.

For the safety, well-being, and long-term stability of Harrisonburg residents, I urge you to deny this application as currently drawn. I ask that you mandate a second entry/exit point, require a thorough traffic impact study conducted exclusively while school is in session, and condition any approval on the installation of traffic-calming measures like stop signs and speed bumps on Fairway Drive.

Thank you for your time, consideration, and dedication to protecting our community.

Sincerely,

Jodi Mills

Fairway Hills Resident

CITY OF

OF
HARRISON
BURG, VA

CITY OF HARRISONBURG **COMMUNITY DEVELOPMENT**

409 SOUTH MAIN STREET, HARRISONBURG, VA 22801 OFFICE (540)
432-7700 FAX (540) 432-7777

NOTICE OF PUBLIC HEARING TO ADJACENT PROPERTY OWNER

The Harrisonburg Planning Commission will hold a public hearing in the City Council Chambers, 409 South Main Street, Harrisonburg, VA. on **Wednesday, June 10, 2026** at 6:00 p.m., to consider the following:

Rezoning - 2210 and 2230 East Market Street (R-1 to R-8C)

A request from WFS Hanson LLC to rezone a +/- 6.6-acre property from R-1, Single-Family Residential District to R-8C, Small Lot Residential District Conditional. The property is addressed as 2210 and 2230 East Market Street and is identified as tax map parcel 74-A-1.

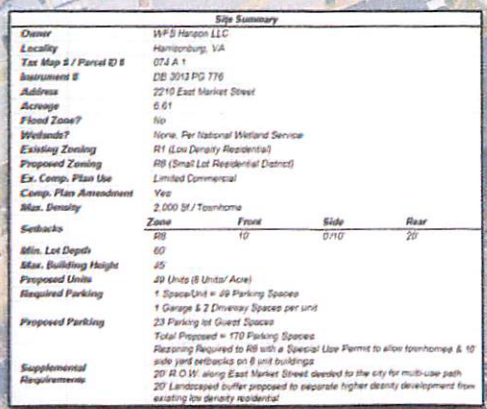
Special Use Permit – 2210 and 2230 East Market Street (To allow attached townhouses of no more than *eight* units in R-8)

A request from WFS Hanson LLC for a special use permit per Section 10-3-59.4 (1) of the Zoning Ordinance to allow attached townhouses of no more than eight units in the R-8, Small Lot Residential District. The +/- 6.6-acre property is addressed as 2210 and 2230 East Market Street and is identified as tax map parcel 74-A-1.

Applications and other information are available for review by contacting the Department of Community Development, 409 South Main Street, Monday through Friday, 8:00 a.m. to

5:00 p.m. Please call (540) 432-7700 to obtain a copy by email or by appointment. More information is available at www.harrisonburgva.gov/public-hearings. Interested parties will **be able** to attend the **meeting** and to **watch the meeting** on Public Education Government Channel 1072, and the City's website at www.harrisonburg-va.legistar.com/Calendar.aspx.

Interested parties may express their views in person or by **calling** (540) 437-2687 during public hearings and public comment or express their views **electronically** prior to the meeting by emailing [CDPlanning@Harrisonburg VA.gov](mailto:CDPlanning@HarrisonburgVA.gov). **Any individual requiring auxiliary aids**, including **signers**, in connection with the public **hearing** shall notify the Department of Community Development at 540-432-7700 **at least five (5) business days prior to the date of the meeting**.



0' 50' 100'

GRAPHIC SCALE: 1" = 50'

THIS PLAN IS CONCEPTUAL AND INTENDING TO CHANGE THE CONCEPT MAY NOT BE ABLE TO PERMIT THE PROJECT AS IT IS FULLY DEVELOPED.

APRIL 2026

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Rezoning and Special Use Permit Application submitted for 2210 E. Market Street.

From C C [REDACTED]
Date Thu 6/4/2026 9:50 AM
To CD Planning <CDPlanning@harrisonburgva.gov>

 2 attachments (304 KB)
Plat Betts Road.pdf; Planning Commision Notice.pdf;

WARNING: External email. Be cautious when clicking on links or opening attachments.

Good morning,

Our names are Terry and Connie Comer, and we are residents of the Fairway Hills neighborhood. We are writing regarding the rezoning and special use permit application submitted for 2210 E. Market Street.

The proposed development consists of a 49 unit, three bedroom townhouse community with a single point of entry and exit via Betts Drive onto East Market Street/US 33, one of Harrisonburg's major thoroughfares.

Our primary concern is the significant traffic impact this development will have on an already challenging intersection. Currently, left turns are prohibited from both sides of Betts Drive onto East Market Street/US 33, and these restrictions are scheduled to become permanent in Summer 2026. As a result, motorists can only turn right onto US 33 and must travel to the Evelyn Byrd Avenue intersection to make a U-turn when necessary.

Even without this development, we both have personally experienced increasing difficulty exiting Betts Drive due to the steady growth and rising traffic volumes along US 33. The addition of a 49 unit townhouse community could introduce an estimated 122 to 147 additional vehicles, based on national averages. Concentrating that volume of traffic through a single access point will create substantial congestion, increase delays, and further burden an intersection that is already operating under significant constraints.

A second concern is the apparent lack of adequate parking. For a development of this size, the general standard is approximately two dedicated off-street parking spaces per townhouse. Under the current site plan, there is only one guest parking area containing 23 spaces located at the far end of the property. This arrangement will likely result in overflow parking onto Betts Drive, creating safety concerns, obstructing emergency access routes, and further impacting traffic flow entering and exiting the neighborhood.

Our community has met with the developers on multiple occasions and raised numerous concerns. While some issues have been addressed, the traffic and access concerns outlined above—the issues that will have the greatest long-term impact on residents and public safety—remain unresolved. Residents have repeatedly requested that the developers provide an additional access point directly onto US 33 or another viable alternative, but these requests have been consistently rejected.

There is currently an existing driveway on US 33 that provides direct access to the property and could potentially be incorporated into the development design. Another option discussed during community meetings is adding an entrance and exit point near the upper portion of the property, beyond the Evelyn Byrd Avenue intersection. While traffic safety must remain the highest priority, an access point located beyond the traffic signal would allow residents to use natural gaps in signal timing and, when necessary, safely access the median near the Target/Mall area for U turn movements. This alternative would provide a safer and more efficient option than relying solely on Betts Drive.

We respectfully urge the City and all decision-makers involved to require an additional point of access as a condition of approval. Doing so would help mitigate traffic impacts, improve public safety, and better support the long-term growth of this area.

In closing, we ask that you carefully consider emergency vehicle access, response times, vehicle turnaround capabilities, and evacuation routes. If the sole access point becomes blocked due to an accident, fallen tree, severe weather event, utility work, or other emergency, residents could be trapped, and emergency responders could be delayed from reaching those in need. Given the size of the proposed development, a secondary access point should be strongly considered, if not required, to ensure adequate emergency access and public safety.

We believe these measures would support responsible growth while protecting both current and future residents.

For your convenience, we have attached a rendering of the proposed development for reference as you review this application and consider the concerns outlined above.

Thank you for your time, attention, and thoughtful consideration.

Sincerely,

Terry and Connie Comer

Fairway Hills Resident

CITY OF

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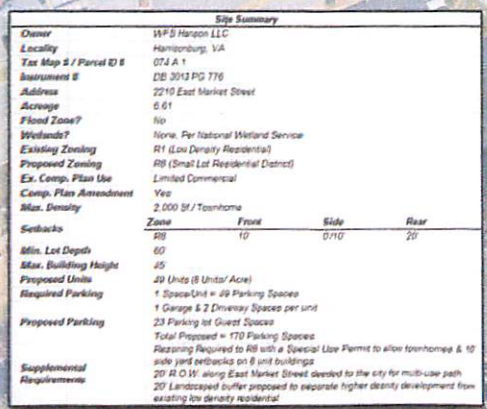
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APRIL 2026

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FAIRWAY HILLS / BETTS STREET

From John Gira [REDACTED]
Date Thu 6/4/2026 9:55 AM
To CD Planning <CDPlanning@harrisonburgva.gov>

WARNING: External email. Be cautious when clicking on links or opening attachments.

Dear Sir / Madam

Please excuse my limited understanding of city government, specifically in regards to zoning. According to Harrisonburg's zoning site, the purpose of zoning regulation: Promote health, safety, morals, general community welfare, protect and conserve the value of buildings and promote appropriate use of land. Please address the following questions at June 10th hearing:

- 1) Of the Commission's published list of purposes, which specific purposes are being served?
- 2) Is the decision for change based on the community at large, or just the financial interest of one party?
- 3) For an existing member of the community, of what value is the City's Zoning? Is to be understood they are merely suggestions, as opposed to dependable guidelines for intelligent life decisions?

To an outside observer, the very essence of zoning is degraded in this activity. To a long time resident of Fairway Hills, health and safety is a particular concern, as future emergency access (in and out) is put at risk. Daily living will be severely impacted by the choke point, recently made worse, on East Market Street, to say nothing of the traffic blockage on Betts, resulting from two years of construction site.

In closing, being a community member, tax payer, and resident of the effected area may be of no concern. The mess created by this decision will not effect anyone making the decision- which is a shame. I look forward to your responses on June 10th.

Thank you.

John Gira
144 The Green

Proposed Betts Rd/E Market St rezoning for new townhouses

From L Nagel [REDACTED]
Date Thu 6/4/2026 9:55 AM
To CD Planning <CDPlanning@harrisonburgva.gov>

WARNING: External email. Be cautious when clicking on links or opening attachments.

As property owners in Fairway Hills we are writing to express our concerns about this proposed development. 120 plus vehicles along with the housing units all packed on 6.5 acres is too much. One ingress/egress point on Betts Rd is inadequate. In the event of a fire or other emergency Betts Rd will likely get blocked with emergency vehicles, potentially causing delays in helping the injured or mitigating property damage. Thinking in terms of future liability for the city, we recommend extending Evelyn Byrd into the development both for safety reasons and to reduce traffic congestion at Betts Rd and E Market.

Lewis and Linda Nagel
210 The Green
Harrisonburg VA 22802

Comments to Planning Commission for June 10th Public Hearings

From Katie Quertermous [REDACTED]

Date Thu 6/4/2026 12:24 PM

To CD Planning <CDPlanning@harrisonburgva.gov>

WARNING: External email. Be cautious when clicking on links or opening attachments.

Below are my comments to the Planning Commission to be included in the agenda for the upcoming meeting:

Good afternoon,

I am writing as a resident of the Fairway Hills neighborhood regarding the rezoning & special use permits application submitted for 2210 E. Market St. The development being proposed is a 49-unit townhouse community with a sole entry/exit point onto Betts Road directly off East Market St/US-33. I am writing to express concerns with the proposed development relating to four issues: traffic, parking, pedestrian and bicycle safety, and utilities infrastructure. These concerns have been raised repeatedly by neighbors in community meetings with the developers. While some smaller concerns that were raised have been addressed in the plan, these most significant issues have not yet been addressed.

The intersection of East Market St/US-33 & Betts Road/Court experiences consistent traffic throughout the day from Fairway Hills and Chatham Square residents as well as cut-through traffic on the Betts Road side and businesses on the Betts Court side. At present, temporary bollards restrict left turns onto Market St/US-33 from both sides of Betts Road/Court, but Public Works has proposed making this restriction permanent with the proposal to be considered by the Transportation Safety and Advisory Commission meeting on June 10th, the morning of the planning commission meeting. The turn restrictions mean that all cars leaving Betts Road, including from the proposed development, who need to turn left onto Market St/US-33 must turn right onto US-33 and then U-turn at the Evelyn Bird intersection, yielding to the heavy traffic turning right from Evelyn Bird onto US-33 to make this U-turn. With the increasing quantity of traffic traveling into Harrisonburg on US-33 due to outlying development, a right turn onto US-33 from Betts Road often requires a long wait at the current traffic levels, and the U-turn/inner left turn lane on US-33 at the Evelyn Byrd intersection completely fills at times meaning that cars planning to U-turn sometimes cannot turn right even when a break occurs in the US-33 traffic. This situation will only get worse as outlying development continues, and adding the expected 100+ vehicles from a 49-townhouse community to this intersection will overwhelm the Betts Road/US-33 intersection and the U-turn lane at the US-33/Evelyn Byrd intersection. The difficulty of access via Betts Road will also direct some of the new traffic through Fairway Hills, where drivers already drive too fast for the safety of walkers, bikers, and children playing in yards as evidenced in the 2025 traffic-calming study in which Fairway Drive received 27 out of 30 possible points for excess speed.

The design of the development and the lack of a shoulder on Betts Road do not provide a safe location for overflow parking. While the proposed site map shows a parking area with 23 spots in addition to two driveway spots in front of each townhome, only 10 visitor parking spaces have been guaranteed in the proffers. Having lived in townhouse communities, I know from experience that 10 spots is not sufficient for a development of this size and would quickly overflow, likely every evening and weekend. The location of the proposed 23-spot visitor lot at the end of the community is highly unlikely to be used by visitors and residents in the townhomes closer to Betts Road. Again from experience, I know that people simply will not walk that far when there are other options closer, even if those options are illegal. The overflow parking will naturally end up on Betts Road, the parking spaces in the private community of Chatham Square, and on Fairway Drive. Parking along Betts Road would make vehicle traffic on Betts Road unsafe and restrict emergency vehicle access to Fairway Hills and Chatham Square. Parking in the spaces in the private community of Chatham Square would restrict resident and postal service access to neighborhood mailboxes and force this private community to incur the hassle of towing vehicles. Parking on Fairway Drive would force the large number of adults and children who walk and bike in the neighborhood further into the street, which is a serious safety threat given the speed at which vehicles travel through the neighborhood.

I also request that the Planning Commission confirm with Public Works and all relevant utility providers that the existing water, sewer, and electricity infrastructure can support a development of this size without compromising service at existing levels to surrounding neighborhoods and businesses.

Thank you for your attention and consideration,

Katie Quertermous

Rezoning and Special Use Permit hearing on Betts Rd./E. Market St. property

From Mary Williams [REDACTED]

Date Thu 6/4/2026 12:57 PM

To CD Planning <CDPlanning@harrisonburgva.gov>

WARNING: External email. Be cautious when clicking on links or opening attachments.

June 4, 2026

Good afternoon,

Our names are Jeffrey and Mary Williams. We are long-term residents of the Fairway Hills neighborhood and are writing in regard to the rezoning & special use permits application that has been submitted for 2210 E. Market St.

The development being proposed is a 49-unit 3-bedroom townhouse community with a sole point of entry/exit via Betts Rd. directly off Market St./US33, a major city thoroughfare. As of now, the intersection of East Market St./US33 & Betts Rd./Court, restricts LEFT turns from either side of Betts Rd. onto Market St./US33 (this will be made permanent in summer 2026). Meaning you can only turn right from Betts Rd. onto US33 and must U-turn (if necessary), at the Evelyn Bird intersection. The major concern with this development will be the considerable & extensive impact on traffic. As the city of Harrisonburg continues to grow, with the increase of development and traffic, we have already experienced the many daily challenges of exiting from Betts Rd. onto US33. Adding an additional 125 -150+ vehicles daily to this intersection will not only severely bottleneck the main exit point onto US33, especially with these newly implemented turning restrictions, but will also have a severe impact on the traffic through the entire Fairway Hills neighborhood. If the traffic is backed up and cannot exit onto US33, the only other option is to cut through the neighborhood to get to Keezletown Rd.

Another issue with this development is the lack of parking. For this many units, the rule of thumb is typically 2.0 dedicated off-street parking spaces per townhouses. As the current design stands, there is only one parking bay for guests with 23 spaces at the far end of the proposed site plan, which will most definitely cause overflow parking out onto Betts Rd. This will cause safety issues, compromising fire lanes, emergency access and would additionally impact traffic entering/exiting Betts Road.

As a community we have met with the developers and raised our many, many concerns. Some have been addressed but the issues we have mentioned, which will be the most impactful and detrimental, have not been addressed. We have asked, requested and implored the developers to add an alternative entry and or exit point directly on to US33 which would mitigate some of these concerns and all have been shut down.

Currently there is an existing driveway on US33 that leads directly into the land use which could and should be utilized. Another option raised in past meetings is an additional entry/exit point at the top of the property past the Evelyn Bird intersection. We understand traffic and safety must be considered and is the biggest priority, that said; if an exit point was put in beyond the Evelyn Bird light, residents would have a dedicated exit window between light changes and could use the Target/Mall median to make any necessary U-turns. All of which is considerably safer when compared to exiting onto US33 from Betts. We urge you, those with the power, to mandate an additional entry/exit point to help mitigate the traffic impact on the primary thoroughfare.

Lastly, please consider the emergency vehicle access, response times, vehicle turnaround and evacuation routes. If the single access point gets blocked by a crash, a fallen tree, weather impact or even a fire hose, emergency vehicles cannot get in and residents cannot escape. We are not aware what the codes are to force developers to build a second entry/exit but with the proposed 49 units this should be enforced. This will all support long-

term community growth and safety.

Thank you for your attention and consideration. We ask that you take our concerns seriously.

Jeffrey D. Williams

Mary S. Williams



Rezoning 2210 and 2230 East Market Street (R-1 to R-8C)

From Mike and Susan [REDACTED]
Date Thu 6/4/2026 4:20 PM
To CD Planning <CDPlanning@harrisonburgva.gov>

WARNING: External email. Be cautious when clicking on links or opening attachments.

STAFF: PLEASE REDACT OUR EMAIL ADDRESS FROM THE PUBLIC PACKET. THANK YOU.

To: Harrisonburg VA Planning Commission

From: Mike and Susan Rozmus

115 Fairway Dr.

Re: June 10th - Planning Commission Meeting Agenda Item Comment

We are writing to you to express our concerns regarding the application for rezoning and a special use permit (SUP) for a +/- 6.6-acre property addressed as 2210 and 2230 East Market Street (tax map parcel 74-A-1). Our home in the Fairway Hills neighborhood is adjacent to the land development proposed by the applicant.

The 2018 comprehensive plan shows 2210 East Market St. zoned as R-1, consistent with the adjacent neighborhoods (Fairway Hills and Chatham Square). While the Land Use plan shows this property as *Limited Commercial*. This Land Use designation as described in Chapter 6 (p. 14) states:

"These areas are suitable for commercial and professional office development but in a less intensive approach than the Commercial designation. These areas need careful controls to ensure compatibility with adjacent land uses. The maintenance of functional and aesthetic integrity should be emphasized in review of applications for development and redevelopment and should address such matters as: control of access; landscaping and buffering; parking; setback; signage; and building mass, height, and orientation."

Although the rezoning request is residential (R-8), the proposed development (49 townhomes) is not compatible with the existing single family residential aesthetics, building mass and height of the adjacent communities to this property. Seven 40' three story structures do not provide aesthetic compatibility with the existing neighborhoods.

Further, there are few designated R-8 properties in the city. Of those, none have the access issues that this property will bring. This will negatively impact traffic flow (eg., functional integrity) for the residents of this development and all residents in the adjacent neighborhoods (Fairway Hills, Chatham Square) due to:

- a) No direct access to the 2010 East Market property from East Market Street.
- b) City mandated traffic flow from Betts Road to only right turn onto East Market which requires a U-Turn at Evelyn Byrd Ave for Eastbound traffic.

The developer has been appraised of the negative impact of the traffic flow and egress, including inadequate parking which would require residents and guests of the new development to park along Betts Road. This and the access issue in general has been shrugged off by the developer as “not my problem”.

We urge the Planning Commission to consider the overall impact of the proposed R-8 rezoning of this land and the related SUP in their decision making.

Thank you for your attention.

RE: Planning Commission 2210 E. Market St.

From Michael Louis <[REDACTED]>

Date Thu 6/4/2026 4:33 PM

To Laura A. Dent <Laura.Dent@harrisonburgva.gov>; Amy E. Snider <Amy.Snider@harrisonburgva.gov>; Brian Vandenberg <Brian.Vandenberg@harrisonburgva.gov>; Ande Banks <ande.banks@harrisonburgva.gov>; CD Planning <CDPlanning@harrisonburgva.gov>; Traffic Public Mail <Traffic@harrisonburgva.gov>; Tom Hartman <Tom.Hartman@harrisonburgva.gov>; Wayne E. Westfall <wayne.westfall@harrisonburgva.gov>; Travis Cornett <Travis.Cornett@harrisonburgva.gov>; Matthew Huston <Matthew.Huston@harrisonburgva.gov>

WARNING: External email. Be cautious when clicking on links or opening attachments.

Good afternoon,

My name is Dr. Michael Louis. I am a resident in the Fairway Hills neighborhood. I am writing in regards to the rezoning & special use permits application that was submitted for 2210 E. Market st. The development being proposed is a 49-unit 3 bedroom townhouse community with a sole point of entry/exit via Betts Rd. directly off Market St/US33. There are a number of concerns related to the proposed single entrance and limited parking.

Traffic is already a significant challenge at this location, and upcoming permanent restrictions on left turns from Betts Drive will further limit access. Residents will only be able to turn right onto US 33 and will need to use the Evelyn Byrd Avenue intersection to reverse direction when necessary. Adding a development of this size could introduce well over 100 additional vehicles, placing even more strain on an already congested access point and creating substantial delays and safety concerns.

Parking is another issue. The current plan appears to provide limited guest parking for a development of this scale. Overflow parking will spill onto Betts Dr, potentially creating hazards for traffic flow, emergency vehicle access, and fire lane clearance.

Many residents have participated in meetings with the developer and have repeatedly raised these concerns. While some issues have been addressed, the most significant ones—traffic congestion, access limitations, and emergency access—remain unresolved. Residents have requested an additional entrance or exit to the development, either utilizing the existing driveway on US 33 or providing access beyond the Evelyn Byrd intersection. Both options could help distribute traffic more safely and reduce the burden on Betts Dr.

I also ask that emergency access be carefully considered. A development with only one access point creates risks if that entrance becomes blocked by an accident, severe weather, fallen trees, utility work, or other unforeseen events. In such situations, emergency responders could face delays reaching residents, while residents themselves could have limited evacuation options.

I respectfully urge the City to require a secondary access point for this development. Doing so would improve traffic flow, enhance public safety, and better support the long-term growth of the surrounding community.

Thank you,
Dr Michael Louis

