

CITY OF HARRISONBURG  
**COMMUNITY  
DEVELOPMENT**

**Change of Zoning District  
(Rezoning) Application**  
[www.harrisonburgva.gov/zoning](http://www.harrisonburgva.gov/zoning)

**PROPERTY INFORMATION**

473 South Main Street, Harrisonburg, VA 22801  
Property Address  
025 J 2,3,4,5,6,7,15,16,17,18  
Tax Map Parcel/ID  
Total Land Area (acres or sq.ft. (circle))  
Existing Zoning District: R-3  
Proposed Zoning District: B-1C  
Existing Comprehensive Plan Designation: Mixed Use

**PROPERTY OWNER INFORMATION**

Trenton, Inc. & Bernard, LC (c/o Dr. William Lindsey)  
Property Owner Name  
473 S. Main Street  
Telephone  
drwlindsey@gmail.com  
Street Address  
Harrisonburg VA 22801  
City State Zip  
E-Mail

**OWNER'S REPRESENTATIVE INFORMATION**

Todd Rhea  
Owner's Representative  
92 North Liberty Street  
Telephone  
torhea@clark-bradshaw.com  
Street Address  
Harrisonburg VA 22802  
City State Zip  
E-Mail

**CERTIFICATION**

I certify that the information supplied on this application and on the attachments provided (maps and other information) is accurate and true to the best of my knowledge. In addition, I hereby grant permission to the agents and employees of the City of Harrisonburg to enter the above property for the purposes of processing and reviewing this application. I also understand that, when required, public notice signs will be posted by the City on any property.

Dr. William Lindsey  
6/5/2025  
PROPERTY OWNER DATE

**REQUIRED ATTACHMENTS**

- ☒ Letter explaining proposed use & reasons for seeking change in zoning.
- ☒ Statement on proffers, if applying for conditional rezoning.
- ☒ Survey of property or site map.
- ☒ Traffic Impact Analysis (TIA) Determination Form OR Traffic Impact Analysis (TIA) Acceptance Letter signed by Public Works Department. Applicant is responsible for coordinating with Public Works prior to submitting this application. For more information, visit [www.harrisonburgva.gov/traffic-impact-analysis](http://www.harrisonburgva.gov/traffic-impact-analysis).

**TO BE COMPLETED BY PLANNING & ZONING DIVISION**

6/5/25  
Date Application and Fee Received  
Total Fees Due: \$ 640 Paid  
Application Fee: \$550.00 + \$30.00 per acre  
Received By

# CLARK & BRADSHAW, P.C.

ATTORNEYS AND COUNSELORS AT LAW

TODD C. RHEA  
MATTHEW C. SUNDERLIN  
BRADLEY J. MOYERS  
QUINTON B. CALLAHAN  
KAREN L. ROWELL  
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AMY L. RUSH, C.P.A.  
NOT AN ATTORNEY

July 1, 2025

**Via U.S. Mail**

City of Harrisonburg  
Community Development  
Attn: Adam Fletcher, Director  
409 South Main St.  
Harrisonburg, VA 22801

**Re: Change of Zoning District (Rezoning) Application**  
**City Tax Map Parcels: 025 J 2, 3, 4, 5, 6, 7, 15, 16, 17, 18**  
**Owners: Bernard, LC and Trenton, Inc.**  
**Developer: TCP Link Harrisonburg, LLC**  
**Project Address: 473 S. Main Street, Harrisonburg, VA 22801**

Dear Mr. Fletcher,

On behalf of the property Owners and Developer (referred to jointly herein as "Applicant"), enclosed please find for submittal a Change of Zoning District ("Rezoning") Application, Statement of Proffers, survey, Concept Plan, and application fee. This application requests a Change of Zoning District ("Rezoning") from R-3 (Medium Density Residential District) to B-1C (Central Business District with proffered conditions) to allow for the development of a primarily residential mixed-use project with structured parking on the approximately 2.75 acre site comprised of ten tax parcels located at 473 S. Main Street, Harrisonburg, VA 22801, bearing City Tax Map numbers 025 J 2, 3, 4, 5, 6, 7, 15, 16, 17, 18 ("Subject Property"). The development will provide up to 265 apartment style residential units for rent and approximately 2,000 square feet of first floor commercial space with integrated indoor and outdoor amenity areas for residents.

The nine (9) parcels making up the Subject Property total 2.758 acres, all currently zoned R3, with eight parcels owned by Trenton, Inc. and one parcel (025 J 3 & 4, 0.69 acres) owned by Bernard, L.C. The current use of the Subject Property includes vacant land and surface parking, a funeral home business, garages, and a vacant single-family structure. A current survey of the Subject Property prepared by Balzar and Associates has been submitted along with the rezoning application.

The requested Rezoning of the Subject Property from R-3 to B-1C is in accord with the current Mixed Use designation for the Subject Property found in the City Land Use Guide Map found in the Comprehensive Plan and the goals and objectives found in the Downtown 2040 Plan

adopted by City Council in 2021. The Rezoning represents a logical extension of the downtown B-1 Central Business District to encompass the Subject Parcels immediately contiguous to the southern end of the B-1 Central Business District between South Main and South Liberty Streets. This Rezoning requires neither a Comprehensive Plan Map Amendment nor Special Use Permit request. Additionally, proffers have been submitted which demonstrate commitments by the applicant to transportation, design, parking and other features which were identified as City and community stakeholder priorities during the collaborative pre-application review process.

This Subject Property was highlighted in the Downtown 2040 Plan both in concept and stated goals on the excerpted and attached pages 16, 59 and 60 of the Plan (Exhibits 1, 2 and 3) under “Downtown Needs More Residents”, “Potential Residential Development” and “South Downtown” Plan goals and directives. The Subject Property was also highlighted by HDR and City Economic Development for potential redevelopment, consistent with the Downtown 2040 Plan in a 2024 VEDA Community Economic Development Award presentation (see excerpted slide from the VEDA presentation attached as Exhibit 4).

The property has frontage on both South Main Street and South Liberty Street, with existing infrastructure including water, sanitary, and storm utilities available. An illustrative Concept Plan with certain committed elements as defined in the proffers has been prepared by Monteverde Engineering & Design Studio and submitted along with the Rezoning application for reference. It is referenced herein as a guide to certain elements of the planned project.

The development will be known as “The Link” or “The Link Apartments”. The designation of The Link is meant to highlight the role of the proposed development in linking South Downtown more meaningfully to the northern end of the James Madison University campus in the Hotel Madison area, in linking South Main and South Liberty Streets with a highly valuable new east-west public street connection, and linking the City Hall, Build Our Park Phase I and Turner Pavilion with a vibrant and modern residential structure filling in a current economic and civic/public activity “dead zone” at the gateway to South Downtown.

Key benefits of approving the B-1C Rezoning proposal include:

**Transportation Improvements:** The development solves a significant downtown east/west transportation circulation issue by proffering to install a new public street extension of Paul Street to provide a connection between South Main and South Liberty Streets. This new public street would allow the City to replace or repurpose the current substandard Warren and Grattan east-west public street connections. The Paul Street connection also provides an option for the neighboring Church parking lot to improve two-way functionality and add spaces by entering off the new Paul Street extension. Connecting Paul Street would also allow the elimination of several existing entrances on S Main St and Liberty St thus reducing vehicular conflict points on the two most-prominent thoroughfares of the City’s Downtown district. The Rezoning and redevelopment of the Subject Property also aligns with the timeline of the Liberty Street cycle track project and integrates with it via location of on-site interior bike storage and direct bike path connection from the building to South Liberty Street. Design and construction of the Paul Street extension is anticipated to require two design variances, one for reduced curb radii to allow for the road’s alignment to avoid conflicts with the neighboring property, and another for reduced entrance spacing to allow for the church’s entrances to be relocated off of S Main St and Liberty St; both anticipated variances are itemized on the Concept Plan for clarity of intent.

**Parking Solutions:** The project addresses City municipal parking resource needs, particularly important as the development of Phase I of the Build our Park initiative will result in the loss of over thirty existing parking spaces in close proximity to City Hall. The Applicant has proffered below market parking for up to 65 spaces at ground level for municipal/public use with the further opportunity of that ground level parking to be used for night and weekend public parking. The Subject Property is designed to meet all of its resident parking needs on-site and the Developer plans to charge market rates separately for parking to encourage residents to consider walk/bike/transit or car light options. The project would construct structured parking over what is today largely surface parking, greatly increasing the efficiency of that space in line with the Downtown 2040 Plan. The structured parking facility will also offer a minimum of 8 proffered Level 2 EV charging stations for resident and City use in line with City project EV standards.

**Fiscal Benefits:** The project will be highly fiscally accretive to the City, with anticipated resident demographics that will generate few public school students, while adding over 500 new residents to the downtown area in direct accord with the Downtown 2040 Plan “Downtown Needs More Residents” directive. A preliminary analysis of R-3 zoned properties proximate to the Subject Property along South Main and South Liberty streets indicates current average improved assessed values in the \$1.5-2 million dollars per acre range. A Rezoning of the Subject Property and redevelopment as a B-1 property consistent with the Concept Plan would yield in excess of \$15 million dollars per acre in assessed value (and also likely catalyze nearby property values and encourage redevelopment; ultimately resulting in higher fiscal revenues to fund City priorities).

**Community Cohesion:** The project ties JMU to Downtown both as a visual waypoint and through stronger pedestrian connections between the campus and downtown communities. The redevelopment would also bring a large cohort of residents as potential retail workers and retail customers within easy walking distance of downtown retail and restaurant establishments (without the need to drive and park to work or shop downtown). The productive redevelopment of the subject site also serves to reduce a significant south downtown economic activity “dead zone” identified in the Downtown 2040 Plan. The property would contain a student component which is easily walkable, bikeable and transit convenient to the JMU campus (less than 0.5 miles to most of the main campus). This would reverse the trend of locating student housing remotely on the Port Road and Reservoir Street corridors and out into Rockingham County where walking and biking over 2-3 miles of congested and auto-centric roadways are not realistic options.

**Open Space Synergy:** The redevelopment concept has been integrated with the Build Our Park, Phase I design (endorsed by the City in 2024) as a complementary use, connecting a vibrant public commons to an urban residential backdrop. The Project provides multiple points of pedestrian connection to the Park, as well as back-of-house vehicular access to the Park’s proposed sound stage. Additionally, the Developer is committed to collaborating on murals, green wall screening, creative lighting and other art installations on its planned parking structure to create supportive visual integration with both the adjacent Park and neighboring City Hall.

The vision for this project stems from Timberwolf Capital Partners' proven track record of creating sustainable, community-focused developments across the Mid-Atlantic region. With over 125 years of collective experience in planning and development, Timberwolf has assembled a team uniquely qualified to transform the Subject Property into a vibrant mixed-use destination that will serve as a catalyst for continued investment and revitalization in Downtown Harrisonburg.



Timberwolf has most recently completed and opened similar projects in Williamsburg, VA (Midtown Row, 2022) and Syracuse, NY (CODA, 2024). Exhibits 5 & 6 enclosed.

The building height aligns with existing downtown signature structures, including Hotel Madison, the Student Success Center (former RMH), two bank buildings on Court Square, Urban Exchange, and the Public Safety Building. The site has natural separation and buffering from bordering both Main and Liberty Streets, the large existing parking lots at City Hall and the Baptist Church parking lot and new Paul Street. The Applicant has also elicited and integrated community stakeholder and City input into its exterior design to provide vertical and horizontal dimensions and materials and coloring to lighten the structure and pay respect to the greystone materials used traditionally in the community. These features are demonstrated on the attached elevations (3 pages) prepared by QPK Design. Exhibits 7, 8 & 9.

A Concept Plan has been provided to demonstrate the feasibility of developing the intended uses on the property. The plan incorporates sustainable design principles, including energy-efficient building systems, LED lighting, enhanced sound separation between units, stormwater management features, and pedestrian-friendly spaces that will reduce vehicle dependency and promote a healthier urban environment. The project will offer access and climate-controlled bike storage at LEED recommended levels with direct access to the new Liberty Street bike lane. The project location also provides an opportunity for e-bike and similar sharing programs to facilitate non-vehicular transit between downtown and the JMU campus. There are also existing HDPT transit stops on both S. Main and S. Liberty streets in close proximity to the site.

This Rezoning represents a significant opportunity to transform an underutilized property into a valuable community asset that aligns with the City's long-term planning goals. It is the first large new-build residential structure in the Downtown area since the 2009 completion of Urban Exchange, and likely represents the largest single investment in Downtown in current dollars. The project will create jobs during construction and operation phases, significantly increase Downtown housing supply, tie the JMU and downtown communities together visually to enhance Downtown economic activity, and generate substantial tax revenue that will benefit the City for decades to come. The zoning request itself to B-1C aligns with any logical extension of the existing B-1 District filling the full width between Main and Liberty Streets in the downtown core.

Thank you for your assistance and cooperation. If you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Todd C. Rhea', with a stylized, flowing script.

Todd C. Rhea, Esq.



## Downtown needs more residents.

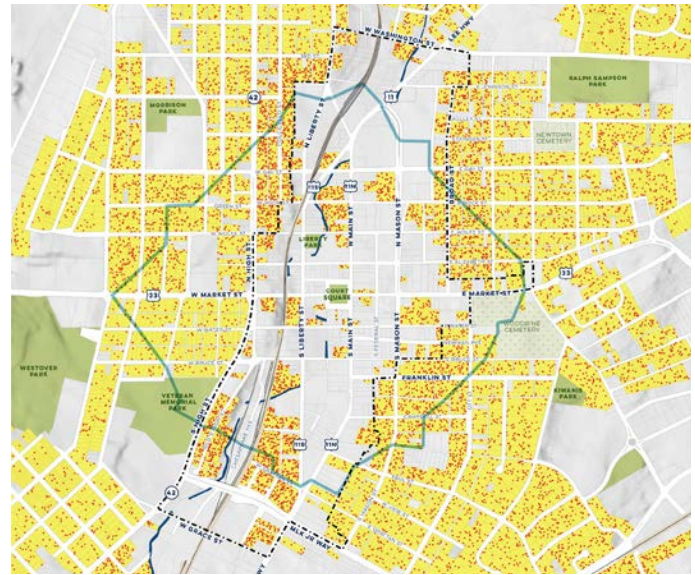
Much of Downtown's residential growth has been accommodated through the conversion of older buildings into residential lofts. However, Downtown is running out of old buildings to reuse, and new approaches are needed to create more housing Downtown. Today, there are almost 2,600 housing units in Downtown. 3,400 people (6% of the City's population) live within a 10-minute walk of Court Square, though much of Downtown's housing is scattered in specific buildings. More residential density is needed to help Downtown feel more like a neighborhood and to support local businesses.

Catering primarily to younger and relatively more affluent residents, the availability of housing and the range of housing types in Downtown are severely limited. Many of the units are loft-style apartments available at higher price points than can be found in other sections of the City. At the same time, Downtown has the largest concentration of low-income housing in Harrisonburg, with 181 units (21% of the City's subsidized units) within a one-block radius.<sup>7</sup> The Downtown real estate market has one of the highest rates of housing purchased as investment properties, and research confirms that buyers with more income are looking for housing, not finding options on the upper end of their budgets, and effectively squeezing the housing options for lower-income residents. In addition, the student market and higher rents they can pay puts further pressure on existing housing when the rental vacancy rate citywide is already low - below 3.5%.<sup>8</sup>

<sup>7</sup> City of Harrisonburg Housing Assessment & Market Study, 2021

<sup>8</sup> City of Harrisonburg Housing Assessment & Market Study, 2021

### DOWNTOWN POPULATION



--- STUDY AREA  
1 DOT = 5 PEOPLE  
RESIDENTIAL, MIXED USE, AND GROUP QUARTERS  
10-MINUTE WALKING RADIUS FROM COURT SQUARE

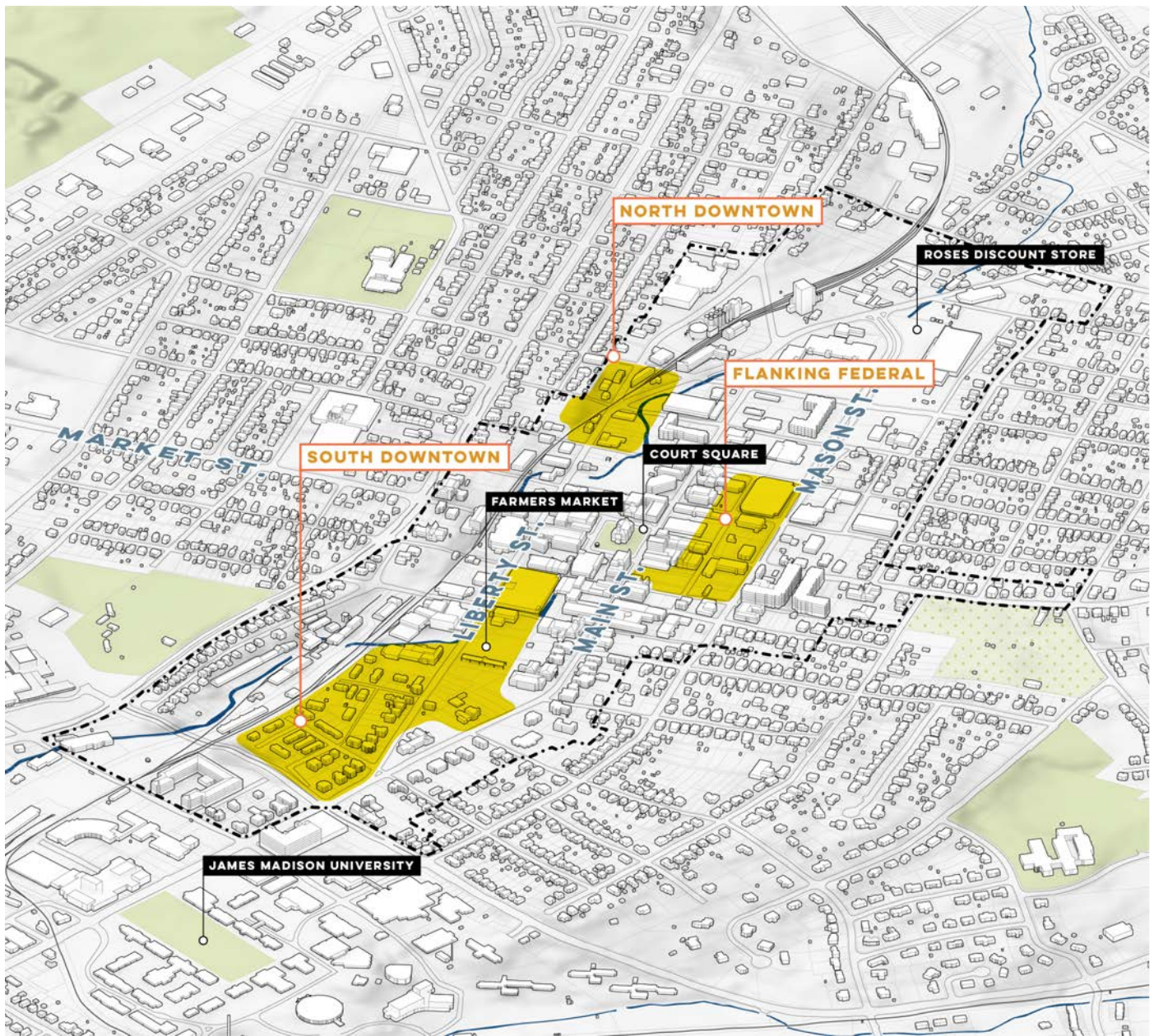
Sources: City of Harrisonburg, ESRI

**Roughly 3,400 people - 6% of the total City population, live within a 10-minute walk of Court Square**

## EXHIBIT 1



## POTENTIAL RESIDENTIAL DEVELOPMENT



16

Encourage mixed-use and residential development in key clusters of currently underutilized space

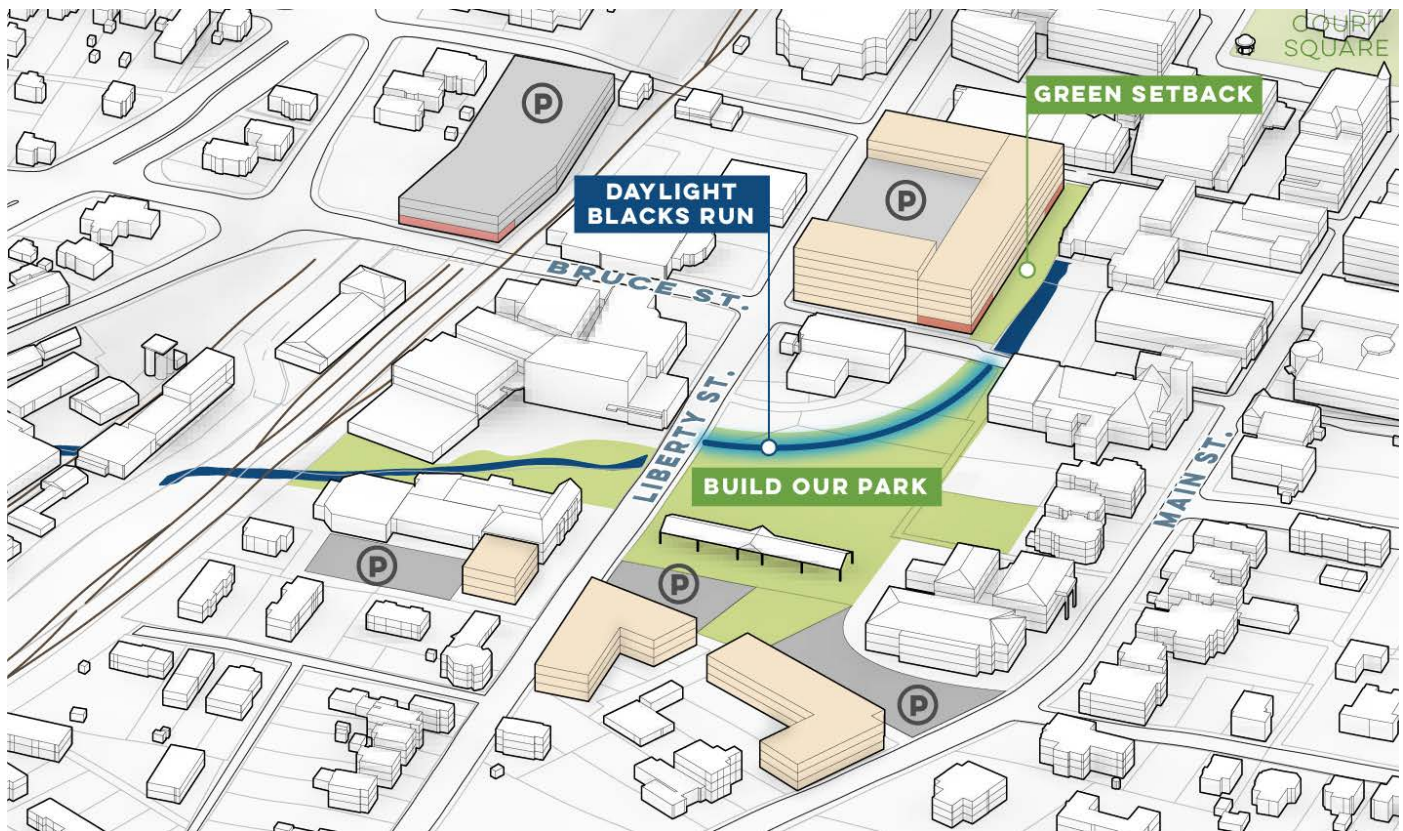
While there are potential opportunities to develop housing across Downtown, there are two areas where there are clusters of underutilized property ripe for reinvestment. Both of these areas are around the existing City-controlled parking decks that are in need of redevelopment. Redevelopment in these two pockets of Downtown alone could bring 580 new homes to Downtown, 50,000 square feet of new commercial space and an additional 300 parking spaces.

## EXHIBIT 2



## SOUTH DOWNTOWN

residential commercial parking open space



### A

Create more activity south of Water Street - The Ice House has brought new life in Downtown south of the concentration of restaurants along Water and Main Streets. Currently, the Farmers Market anchors what is now a large surface parking lot. The recent parking study indicates the Water Street parking deck should be redeveloped given its age and condition. Redevelop the deck as a new mixed-use structure with housing wrapping a new parking deck. Activate Water Street and Blacks Run with new space for commercial uses. Step the new

building back from Blacks Run as well to create a linear park along the creek to help connect this area south toward the Farmers Market and the proposed park. Integrate new housing close to City Hall to activate the south side of the Farmers Market, encouraging green building solutions, such as solar energy and recycled or sustainable materials. Coordinate with nearby private property owners about the possibility of creating new parking just to the west of Liberty Street intended to serve a range of developments and businesses.

#### New Parking:

1,040 spaces

#### Net New Parking:

270 spaces

#### New Residential:

270 units

#### New Commercial:

13,000 square feet

#### New Park Space:

2 acres

## EXHIBIT 3



# Lindsey Redevelopment Site







# Midtown Row

## Williamsburg, Virginia

With the development team winning the 2022 Best Multi-Family/Commercial Housing Project Award of Excellence, Bonstra Haresign Architects provided architectural, geotechnical and structural engineering, landscape and interior design services for Midtown Row and Current Midtown Apartments, a project consisting of four modern five-story mixed-use residential building of approximately 340,000 residential GSF and 56k GSF retail/office. Located at the corner “Main and Main” of Williamsburg, VA (Monticello Avenue & Richmond Road), current Midtown has 240 residential units with a mix of studio 1-, 2-, 3-, and 4-bedroom apartments.

Current Midtown offers its residents a variety of amenities including group and private study areas, private video gaming rooms, two-story sports bar, coffee bar, co-working areas, numerous study hubs, fitness facilities and yoga studio, tiered theater room, and a year-round heated pool with two adjacent hot tubs. Also, there is a two-story structured parking garage for both residents and retail guests.



TIMBERWOLF CAPITAL PROPERTIES, LLC

# CODA Residential Building



## LOCATION

Syracuse, NY

## COMPLETION

2023

## SIZE

300,000 sf

## COST

Withheld

## PROJECT TYPE

New Construction

## SUMMARY

QPK Design provided architectural, geotechnical and structural engineering, landscape and interior design services for CODA, a modern six-story mixed-use residential development project of approximately 300,000 SF situated in the greater university area located at the corner of East Genesee Street and South Crouse Avenue providing 282 residential units with a mix of studio 1-, 2-, and 3-bedroom apartments. The project also includes the renovation and reuse of an historically designed Ward Wellington Ward structure located on site.

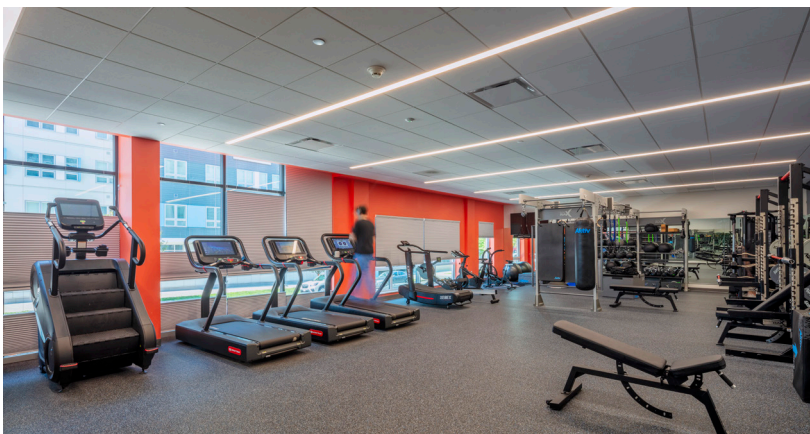
CODA offers its residents a variety of amenities including group and private work hubs, fitness facilities, yoga studio, gaming and TV viewing rooms, indoor cafe, and a podcast/media room. A year-round heated pool with hot tub and cabana facilities, an outdoor cooking area, and recreational courtyard with fire-pit locations are also provided.

## REFERENCE

Timberwolf Capital Properties, LLC



## CODA Residential Building (continued)







PROPOSED HOUSING DEVELOPMENT PROJECT | 473 S. MAIN STREET | HARRISONBURG VA  
BIRDSEYE VIEW OF PROPOSED PAUL STREET EXTENSION

05 | 30 | 2025

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EXHIBIT 7







PROPOSED HOUSING DEVELOPMENT PROJECT | 473 S. MAIN STREET | HARRISONBURG VA  
INTERSECTION OF S. MAIN STREET & PROPOSED PAUL STREET EXTENSION

05 | 30 | 2025

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EXHIBIT 8







PROPOSED HOUSING DEVELOPMENT PROJECT | 473 S. MAIN STREET | HARRISONBURG VA

NW BIRDSEYE VIEW

05 | 30 | 2025

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EXHIBIT 9





## REZONING REQUEST PROFFER STATEMENT (Conditions for this Rezoning Request)

Applicant/Developer:  
TCP Link Harrisonburg LLC  
2400 Liberty Street, Suite 300  
Harrisonburg, VA 22801

Owners:  
Bernard, LC  
Tax Map Parcel: 025 J 3 & 4  
0.69 acres  
473 S. Main Street  
Harrisonburg, VA 22801

Trenton, Inc.  
Tax Map Parcels: 025 J 2, 5, 6, 7, 15, 16, 17, 18  
2.01 acres  
473 S. Main Street  
Harrisonburg, VA 22801

Total Acreage: 2.75 +/-

Dated: June 4, 2025; Revised July 1, 2025

TO THE MEMBERS OF THE COUNCIL OF THE CITY OF HARRISONBURG

### **Property Information**

The Applicant (also referred to herein as “Developer”) and the Owners of the above-described parcels, containing approximately 2.75 acres +/- of land (the “Property”), have petitioned the City of Harrisonburg, Virginia (the “Council”) for a Change of Zoning District (“Rezoning”) from R-3 (Medium Density Residential District) to B-1C (Central Business District with proffered conditions) to allow for the development of a primarily residential mixed-use project as shown on the Concept Plan prepared by Monteverde Engineering dated May 29, 2025 (“Concept Plan” or “CP”) which depicts the Property delineated in the Rezoning application filed with the City.

### **Proffers**

In furtherance of the requested Rezoning, the Applicant/Owner hereby proffers that in the event the Council approves the Rezoning of the Property from R-3 (Medium Density Residential District) to B-1C (Central Business District with proffered conditions), then the development on the Property shall be done in conformity with the terms and conditions as set forth herein, except to the extent that such terms and conditions may be subsequently amended or revised by the Applicant/Owner and such be approved by the Council in accordance with Virginia law. In the

event that such Rezoning is not granted, then these Proffers shall be deemed withdrawn and have no effect whatsoever. These Proffers shall be binding upon Applicant/Owner, and their legal successors or assigns. The Applicant/Owner hereby agrees that the proposed Rezoning itself gives rise to the need for these Proffers, that the Proffers have a reasonable relation to the proposed Rezoning, and that all conditions are in substantial conformity with the City's Comprehensive Plan.

The Applicant, who is acting on behalf of the Owners of the Property, hereby voluntarily proffers that, if the Council approves the rezoning, the Applicant and the Owners, or their successors and assigns, will provide the following:

**I. Development Standards:**

a. The development of the Property in terms of primary building structure location, parking garage location, and public street access points shall be in substantial conformance with the Concept Plan. The Concept Plan may be modified during site plan review as needed to meet applicable local, state, and federal requirements and otherwise deemed necessary/beneficial during the Comprehensive Engineered Site Plan ("Site Plan") approval process with approval by the Department of Community Development.

b. The maximum number of residential dwelling units on the Property shall not exceed 265 units.

c. A minimum of 25% of all dwelling units will consist of studio or one-bedroom apartments.

d. A maximum of 40% of all dwelling units will consist of four (4) bedroom apartments.

e. A minimum of 2,000 square feet of commercial space shall be completed on the southwest corner of the first floor of the primary structure.

f. The project shall be designed to include many architectural features intended to scale down the massing of the building by incorporating materials of various styles and elevations and by articulating the façade both vertically and horizontally with elements such as fluctuating parapet heights and depths, and containing multiple building projections including unit balconies, cornices, trim, sun shades in general conformance with the building elevations titled "Proposed Housing Development Project – 473 South Main Street, Harrisonburg, VA" (3 pages), dated May 30, 2025 and filed with these Proffers. Final colors, finishes, materials and exact exterior specifications shall be subject to final construction documents, site plan approval, and material availability.

g. The parking garage's north facing wall will contain at least one of the following exterior screening/décor features: a green wall (living plants), screening trees, mural art, sculptural screens, installed landscaping, lighting and other screening and exterior décor features, with final design and components other than minimum coverage area to be at the

discretion of the Applicant, but in consultation with the City and local stakeholders. The gross coverage area of the north facing garage wall will be at a minimum of 60% surface coverage. For any tree plantings or living wall installations being counted as part of the minimum screening coverage ratio, detailed planting types and screening dimensions at levels of maturity will be submitted for review and approval by the Zoning Administrator as a supplement to the Site Plan.

h. The primary structure will include design elements and rough-in measures to allow for future installation of solar panels on a portion of the roof of the main building structure. Such measures include structural support considerations, electrical conduits, and placement of rooftop HVAC units.

## **II. Transportation Improvements:**

a. The Applicant/Owner shall design and construct a public street extension of Paul Street as generally shown on the Concept Plan with sidewalks on both sides and designed to accommodate 2-way traffic. Final width and configuration of this public street connection will be reviewed and approved by Public Works during Site Plan approval.

b. The new Paul Street public street will be dedicated to the neighboring property line of Harrisonburg Baptist Church (“HBC”). The street will be designed and installed to accommodate entrances from the existing HBC parking lot onto the public street extension with locations shown on the Concept Plan and to be reviewed and approved by City Public Works during Site Plan approval, and with the approval of HBC. The new Paul Street extension will have installed sidewalks on both sides of the street as generally depicted on the Concept Plan. Street bump-outs will be designed and installed as approved by Public Works during Site Plan approval in the locations as generally depicted on the Concept Plan.

c. At a minimum, sidewalks shall be constructed to conform with City standards along all public street frontages of the Property. The South Main Street and Liberty Street sidewalks along the length of the subject property shall be designed and constructed to match the width, material, and appearance of the sidewalk fronting the adjacent City Hall and Build Our Park properties, respectively, to be reviewed and approved by Public Works during the Site Plan approval process. Where new sidewalk width exceeds existing rights-of-way, public pedestrian access easements shall be granted to the City.

d. A minimum of two sidewalk connections will be made from the north property line of the Property connecting to adjacent City-owned parcels with a minimum of one sidewalk connection to the planned park parcel and a minimum of one sidewalk connection to the City Hall parcel. The specific locations of these connections shall be determined in consultation with and approved by the City during the Site Plan approval process. These two proffered north boundary pedestrian connections are in addition to, and do not include, the existing sidewalk connections fronting South Main and South Liberty Streets.

e. All proffered Transportation Improvements shall be substantially complete prior to the issuance of any Certificate of Occupancy.

### **III. Parking/Access Improvements:**

a. The Applicant shall provide a minimum of 400 structured parking spaces on the Property. The structured parking spaces shall be substantially completed and open for use prior to the first issuance of any residential Certificate of Occupancy (or Temporary Certificate of Occupancy).

b. The Applicant will enter into a Parking Agreement with the City consistent with the Memorandum of Understanding ("Parking MOU") provided to City officials and filed herewith reserving up to 65 parking spaces for municipal/public uses to be located on the entrance level(s) of the structured parking garage on the Property on terms consistent with the Parking MOU.

c. The Applicant shall install a minimum of ten (10) Level 2 or better (or equivalent to current Level 2 technology or better) electric vehicle charging stations within the structured parking deck.

d. A minimum of 90 secure indoor bicycle parking storage spaces shall be provided on the Property. A minimum of eight (8) exterior bike parking spaces will be provided on the Property.

e. Coordinated back of stage access and turnaround as generally shown on the Concept Plan will be designed and installed at Developer expense in coordination with the timing of installation of adjacent Park improvements as constructed by the City or a third party. Applicant will provide an ingress and egress easement to the City or appropriate Park authority for this Park access within ninety (90) days of Site Plan approval or City request associated with Park construction needs, whichever first occurs, with the release of the existing City access easement located over a portion of the previous alley to happen simultaneously with the new easement grant.

### **IV. Amenities:**

a. The Applicant shall provide a minimum of 10,000 square feet of indoor amenity space on the Property, and a minimum of 15,000 square feet of outdoor amenity space (including an outdoor pool / hot tub containing a combined minimum of 1,400 square feet) on the Property in the location generally depicted on the Concept Plan.

b. The development shall incorporate pedestrian-scale lighting, street furniture (minimum of six (6) separate seating locations), and landscaping along public street frontages of the Property. Street furniture shall include, at a minimum, trash receptacles and varied seating options. Landscaping shall include, at a minimum, one (1) large deciduous tree or two (2) small deciduous trees, or combination thereof at same ratios, planted for each 50 linear feet of street frontage; Paul Street shall be planted on both sides

at the same ratio on each side. Up to 50% of required large deciduous trees may be substituted (per tree) with two (2) small deciduous or evergreen trees, ten (10) shrubs or ornamental grasses, or any combination thereof at the same specified ratios. Trees and shrubs may be clustered. All items and installations contained in this section (including pedestrian area refuse management) shall be installed and maintained by the Applicant.

c. The development shall incorporate pedestrian-scale lighting and landscaping along the northern property lines. Lighting may be limited where necessary to avoid light trespass in excess of City standards, unless otherwise permitted via City Council waiver. Landscaping shall include, at a minimum, one (1) large deciduous planted tree for each 50 linear feet of property line north of the development. Up to 50% of required large deciduous trees may be substituted (per tree) with two (2) small deciduous or evergreen trees, ten (10) shrubs or ornamental grasses, or any combination thereof at the same specified ratios. Trees and shrubs may be clustered. Any trees or other landscaping placed along the northern boundary may also qualify under the requirements provided in Proffer I.g above.

d. The Zoning Administrator may allow reduction or modification of tree and landscaping commitments contained in this article to meet public safety requirements from applicable City departments including Harrisonburg Fire Department and Public Works. The applicant shall demonstrate to the Zoning Administrator that alternatives to meet requirements have been explored and exhausted before the Zoning Administrator approves reduction or modification.

## V. Implementation:

These proffers shall take effect upon approval of the rezoning by the City Council.

In witness whereof, the Applicant/Owner has caused these Proffers to be executed as follows:

APPLICANT:

TIMBERWOLF CAPITAL PARTNERS LLC

By: John T. Hoover III (SEAL)  
Docusigned by: 7BAE9A41CB4C47B...  
 John T. Hoover, III, Managing Partner

Date: 7/1/2025

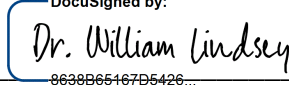


OWNER:  
BERNARD, LC

By:  (SEAL)  
Dr. William Lindsey, Manager

Date: 6/30/2025

OWNER:  
TRENTON, INC.

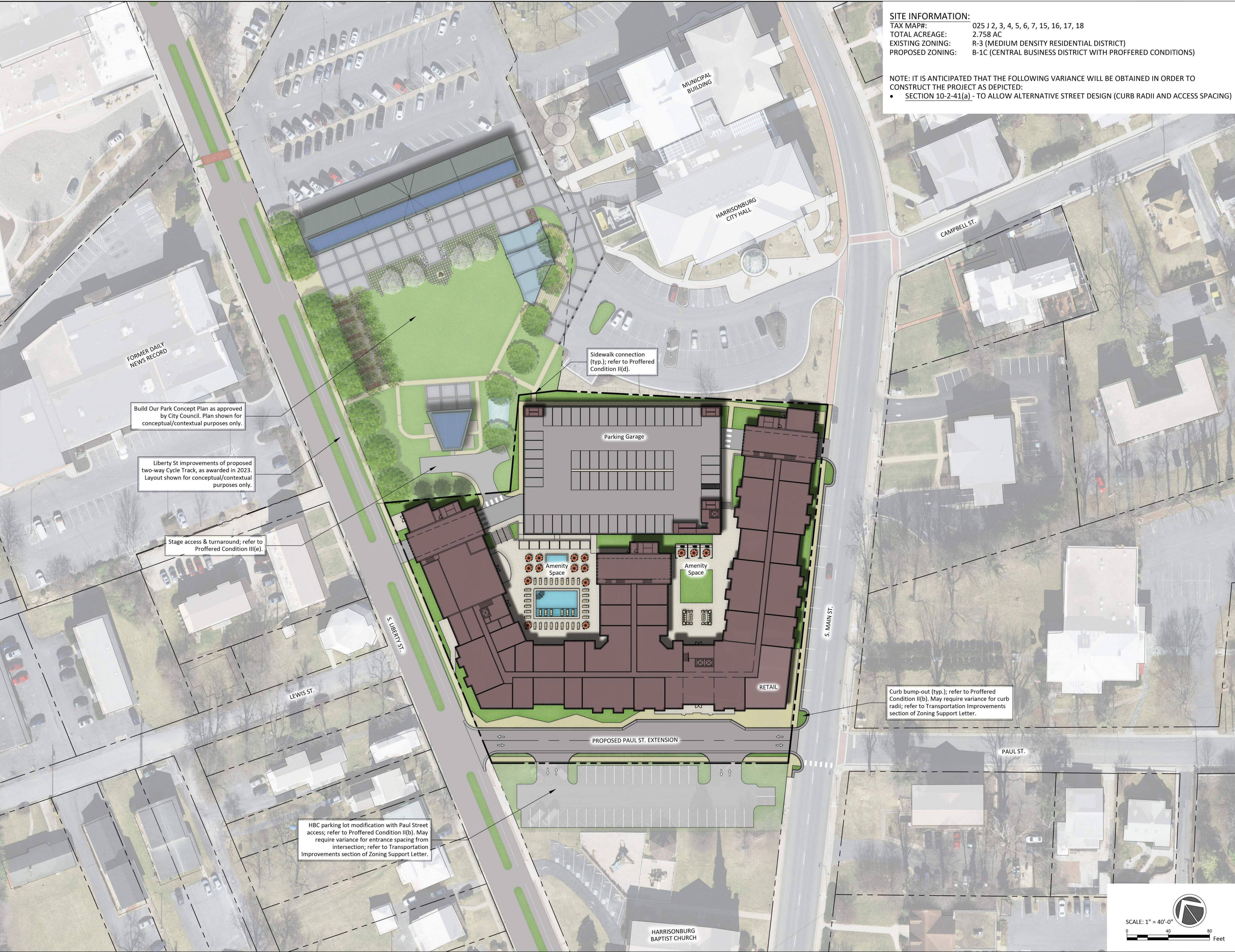
By:  (SEAL)  
Dr. William Lindsey, President

Date: 6/30/2025



SITE INFORMATION:  
TAX MAP#: 025 J 2, 3, 4, 5, 6, 7, 15, 16, 17, 18  
TOTAL ACREAGE: 2.758 AC  
EXISTING ZONING: R-3 (MEDIUM DENSITY RESIDENTIAL DISTRICT)  
PROPOSED ZONING: B-1C (CENTRAL BUSINESS DISTRICT WITH PROFFERED CONDITIONS)

NOTE: IT IS ANTICIPATED THAT THE FOLLOWING VARIANCE WILL BE OBTAINED IN ORDER TO CONSTRUCT THE PROJECT AS DEPICTED:  
• SECTION 10-2-41(a) - TO ALLOW ALTERNATIVE STREET DESIGN (CURB RADII AND ACCESS SPACING)



CONCEPT PLAN  
**THE LINK APARTMENTS**  
473 S. MAIN STREET, HARRISONBURG, VA 22801

Revisions:		
No.	Description	Date

PRELIMINARY ISSUE  
NOT FOR CONSTRUCTION

CONCEPT PLAN	
Project number:	24024C
Date:	MAY 29, 2025
Drawn by:	OP
Checked by:	JWE





PROPOSED HOUSING DEVELOPMENT PROJECT | 473 S. MAIN STREET | HARRISONBURG VA  
BIRDSEYE VIEW OF PROPOSED PAUL STREET EXTENSION

05 | 30 | 2025

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PROPOSED HOUSING DEVELOPMENT PROJECT | 473 S. MAIN STREET | HARRISONBURG VA  
INTERSECTION OF S. MAIN STREET & PROPOSED PAUL STREET EXTENSION

05 | 30 | 2025

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PROPOSED HOUSING DEVELOPMENT PROJECT | 473 S. MAIN STREET | HARRISONBURG VA

NW BIRDSEYE VIEW

05 | 30 | 2025

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# **Memorandum of Understanding (“MOU”) among of City of Harrisonburg and TCP Link Harrisonburg, LLC**

**City of Harrisonburg  
Attn: Ande Banks, III, City Manager  
409 South Main Street  
Harrisonburg, VA 22801**

**This Memorandum of Understanding ("MOU")** is submitted as an exhibit to the Proffers related to the Project as of the **1<sup>st</sup> day of July, 2025**, by and between the **City of Harrisonburg**, an independent city located in Rockingham County in the Shenandoah Valley region of Virginia (hereinafter, the "**City**"), and **TCP Link Harrisonburg, LLC**, a Wyoming limited liability company, or its assigns (hereinafter, "**TCP**" and, together with the City, the "**Parties**").

This MOU is filed in connection with the entitlement applications and potential acquisition and development of certain real property located at **473 S. Main Street, Harrisonburg, VA** (the "**Project**").

## **1. PROJECT BACKGROUND**

TCP is in the process of securing rezoning and entitlements for the Project, which is planned to be a six-story mixed-use residential complex comprising:

- No more than 265 dwelling units;
- 2,000 square feet of ground-floor retail space; and
- A structured parking garage of no fewer than six stories, providing a minimum of 400 parking spaces (estimated at 425 total parking spaces).

## **2. PURPOSE**

The purpose of this MOU is to establish the Parties' intent for the Developer (TCP) to lease **sixty-five (65) parking spaces (“Leased Spaces”)** on the first floor of the proposed parking garage to the City at a ***discounted, below-cost lease rate***, subject to the terms outlined below.

## **3. LEASE TERMS**

- **Initial Term:** Five (5) years, commencing on date of issuance of a Certificate of Occupancy for the Project and availability of Leased Spaces.
- **Lease Rate:** \$55 per parking space per month for the first five (5) years (“Initial Term”) with an option to renew for five (5) successive three-year (3) renewal terms thereafter.
- **Escalation Clause:** The monthly lease rate per space shall increase by 10% on the first day of the sixth year of the lease and shall increase by 10% every three (3) years following the initial term (i.e. on the first day of the ninth lease year, twelfth lease year).
- **Total Monthly Lease Payment (Initial Term):** \$3,575 per month (\$55 × 65 spaces), equating to \$42,900 per year.
- **Renewal Option:** The City may negotiate a renewal under mutually agreeable terms upon expiration of each lease term. See the renewal options above
- **Use of Spaces:** The City shall utilize the leased spaces exclusively for municipal or public parking purposes. Resale or subletting of the spaces is expressly prohibited.

## **4. RESPONSIBILITIES**

### **4.1 Developer (TCP) Responsibilities**

- Ensure the continuous availability of the leased parking spaces for the City.
- Maintain the structural integrity, lighting, security, and general upkeep of the parking garage in accordance with standard commercial practices. Developer may control access to the garage for safety and commercial reasons but shall facilitate access to Leased Spaces consistent with this MOU.

### **4.2 City Responsibilities**

- Timely payment of all lease amounts as specified.
- Ensure the proper use and upkeep of the leased parking spaces in accordance with municipal guidelines.

## **5. NON-BINDING NATURE**

This MOU reflects the Parties' mutual understanding and intent but is not legally binding. The Parties agree to negotiate in good faith to execute a formal lease agreement that incorporates the terms outlined herein.

## **6. TERMINATION**

This MOU shall remain in effect until the earlier of:

- The execution of a formal lease agreement; or
- Terminated earlier by mutual written consent of both Parties.
- The denial or withdrawal of rezoning and site plan approval applications for the Project.

## **7. GOVERNING LAW**

This MOU shall be governed by and construed in accordance with the laws of the **Commonwealth of Virginia**.

## **8. REPRESENTATIONS & WARRANTIES**

Each Party represents and warrants that:

- It has full legal authority to enter into this MOU and execute its obligations hereunder.
- The execution and performance of this MOU do not conflict with any existing contract, legal duty, or obligation to which the Party is bound.

## **9. ENTIRE AGREEMENT**

This MOU constitutes the entire understanding between the Parties concerning the subject matter hereof and supersedes all prior discussions, representations, and agreements.



CITY OF HARRISONBURG  
**PUBLIC  
WORKS**

320 EAST MOSBY ROAD, HARRISONBURG, VA 22801

OFFICE (540) 434-5928 • FAX (540) 434-2695

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March 31, 2025

Seth Rodrick, PE  
Monteverde Engineering & Design Studios  
250 E Elizabeth St, Ste 114  
Harrisonburg, VA 22801

RE: Liberty Street Multifamily Traffic Impact Analysis

Mr. Rodrick,

Harrisonburg Public Works has reviewed the Traffic Impact Analysis submitted March 28<sup>th</sup>, 2025. City staff consider this analysis to accurately represent both existing and future conditions of the transportation network surrounding the proposed development site.

Thank you,

Timothy Mason  
City of Harrisonburg – Public Works