



CITY OF HARRISONBURG
COMMUNITY
DEVELOPMENT

Preliminary Subdivision

Plat Application

www.harrisonburgva.gov/subdividing-property

PROPERTY INFORMATION

Title of Subdivision: Cobbler's Valley Pear Street Improvements

| | |
|---|-------------------------|
| <u>585 Pear Street Harrisonburg, VA 22801</u> | <u>8-E-2</u> |
| Property Address(es) | Tax Map Parcel(s)/ID(s) |
| <u>5.66 Ac</u> | <u>2</u> |
| Total Acreage | Number of Lots Proposed |
| | <u>R-1</u> |
| | Zoning Classifications |

PROPERTY OWNER INFORMATION

| | |
|---|--|
| <u>Cobbler's Valley Development Inc. (Contact: Dennis Wenger)</u> | <u>(540) 908-0428</u> |
| Property Owner Name | Telephone |
| <u>2389 Grace Chapel Road</u> | <u>dennis@skylineroofingonline.com</u> |
| Street Address | E-Mail |
| <u>Harrisonburg</u> | <u>VA</u> |
| | <u>22801</u> |
| City | State |
| | <u>Zip</u> |

OWNER'S REPRESENTATIVE INFORMATION (if applicable)

| | |
|--|------------------------------|
| <u>Valley Engineering PLC (Contact: Carl Snyder Jr., PE)</u> | <u>(540) 434-6365</u> |
| Owner's Representative | Telephone |
| <u>4901 Crowe Drive</u> | <u>csnyder@valleyesp.com</u> |
| Street Address | E-Mail |
| <u>Mount Crawford</u> | <u>VA</u> |
| | <u>22841</u> |
| City | State |
| | <u>Zip</u> |

SURVEYOR INFORMATION

| | |
|-------------------------------|-----------------------|
| <u>Valley Engineering PLC</u> | <u>(540) 434-6365</u> |
| Name | Telephone |
| <u>4901 Crowe Drive</u> | |
| Street Address | E-Mail |
| <u>Mount Crawford</u> | <u>VA</u> |
| | <u>22841</u> |
| City | State |
| | <u>Zip</u> |

VARIANCES

- ☐ No variances requested. (Continue to next section.)
- ☒ Variance requested. **If a variance is requested, please provide the following information:**

I (we) hereby apply for a variance from:

- ☐ The Harrisonburg Subdivision Ordinance section(s): _____
- ☒ The Harrisonburg Design and Construction Standards Manual section(s): 3.3.3.1

which requires:

Sidewalks shall be required on both sides of all new public streets.

The attached letter shall describe why the applicant believes a variance should be granted based on the following "unnecessary hardship" which is peculiar to the property in question. (See Section 10-2-2 of the Subdivision Ordinance.)

CERTIFICATION

The City of Harrisonburg's preliminary plat and subdivision requirements are in the code of the City of Harrisonburg, Subdivision Ordinance Sections 10-2-1 through 10-2-86. Please read these requirements carefully.

I have read the ordinance requirements. I certify that the information supplied on this application and on the attachments provided (plats 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.


PROPERTY OWNER

8/6/2020
DATE

REQUIRED ATTACHMENTS

- ☒ Letter explaining proposed use & reasons for seeking Preliminary Subdivision Plat Approval.
- ☒ Plat of properties meeting requirement of Subdivision Ordinance Section 10-2-23 – see checklist.
- ☒ 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.

TO BE COMPLETED BY PLANNING & ZONING DIVISION

8-7-2020
Date Form Received


Form Received By

Total Fees Due: \$ 240.00 ✓pd.
Application Fee:
w/o Variance Request \$175.00 plus \$20.00 per lot
with Variance Request \$200.00 plus \$20.00 per lot

CHECKLIST FOR PLAT OF PROPERTIES MEETING SEC. 10-2-23
PRELIMINARY PLAT – REQUIREMENTS AND CONTENTS

The preliminary plat, marked as such, shall be presented to the planning commission at a scale of one-inch equals one hundred (100) feet (1" = 100') with any supporting data, showing the following:

- ☐ Proposed subdivision name, location, acreage and land use.
- ☐ Date, north point and graphic scale.
- ☐ Names and addresses of the owners of the property, including the existing mortgagee, the subdivider and the designer of the layout.
- ☐ Location and names of adjoining subdivisions or names of the owners of adjoining lands.
- ☐ Topography: contours at two-foot intervals unless grade is fifteen (15) percent or more, in which case contours shall be at five-foot intervals.
- ☐ Existing and proposed streets, easements and other rights-of-way within and adjoining the subdivision including right-of-way and roadway widths, approximate grades and proposed street names.
- ☐ Location of existing and proposed utilities adjacent to the tract to be subdivided, including size and elevation.
- ☐ Location of building setback lines and zoning district lines.
- ☐ Lot lines, lot and block numbers and approximate dimensions. If proposed subdivision is a residential planned unit development structures and approximate dimensions shall be shown.
- ☐ Proposed method of water supply, drainage provisions, sanitary sewer layout or other accepted sanitary plan and methods of flood control where applicable. Connections with existing facilities, sizes of proposed facilities and any accessory structure shall also be shown.
- ☐ Draft of homeowners' association agreements or protective covenants, if any, whereby the subdivider proposed to regulate land use in the subdivision and otherwise protect the proposed development.
- ☐ The location of existing watercourses and other geographic features.
- ☐ Preliminary location of stormwater management best management practice (BMP) boundary areas.
- ☐ A vicinity sketch or key map at a scale of two hundred (200) feet to the inch shall be shown on or accompany the preliminary plat. This map shall relate the subdivision to existing landmarks and show how streets, alleys and other significant proposals connect or relate to existing facilities in neighboring subdivisions or undeveloped property to produce the most advantageous development of the entire area.
- ☐ The fee for filing a preliminary plat without a variance shall be one hundred seventy-five dollars (\$175.00) plus twenty dollars (\$20.00) per lot, or if filing a preliminary plat with a variance the fee shall be two hundred dollars (\$200.00) plus twenty dollars (\$20.00) per lot, made payable to the city. The fee shall be paid upon the filing of the plat with the city.

In addition, if the preliminary plat requires a traffic impact analysis (TIA) review by the Virginia Department of Transportation (VDOT), then all additional fees for that review shall be made payable to the Virginia Department of Transportation. If the preliminary plat requires a TIA review, only by the city, then one thousand dollars (\$1,000.00) shall be made payable to the city. The preliminary plat application shall not be considered accepted until the TIA has been reviewed.



City of Harrisonburg, Virginia

OFFICE OF THE PUBLIC WORKS DEPARTMENT
320 EAST MOSBY ROAD
HARRISONBURG, VIRGINIA 22801
(540) 434-5928

STREET MAINTENANCE
TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
REFUSE/ RECYCLING
CENTRAL STORES

February 26, 2018

Carl Snyder, PE
Valley Engineering
4901 Crowe Dr
Mt Crawford, VA 22841

RE: Wenger-Burkholder TIA

Carl,

The Public Works Department has reviewed the revised Traffic Impact Analysis (TIA) for the proposed Wenger-Burkholder property dated February 2018, which is an update to the previously accepted TIA dated October 2017. The Public Works Department finds this updated TIA to be acceptable and proposes no additional comments other than those previously provided. Those comments concerning mitigation of the impacts of this development are summarized below:

- The City requests that the developer consider a mitigation that provides financial assistance for the construction of this signal at a point during the development of the subject property. The City will provide all required future traffic study responsibilities that would be needed to determine if signal installation is required at that time. At such time the City would notify the developer that a signal is needed and that the agreed upon financial assistant would be needed for construction to begin.
- The City does not agree with the statement included in the TIA concerning frontage improvements along the Pear Street property frontage. As per the City's Design and Construction Standards Manual requirements, any developed parcel within the City is required to provide all required frontage improvements. For this property those improvements shall include, but may not be limited to, dedication of all needed Right of Way and/or easements, sidewalk, curb & gutter, storm sewer (if needed) and any necessary road widening to meet City standard typical sections.
- We encourage the developer to continue to seek a possible connection to Route 42, via the southern portion of this property. We feel that this connection could potentially offset some of the left turn movements at the intersection of Erickson Ave and Pear St.

If there are any questions concerning these comments, or if a meeting to discuss proposed mitigations is necessary, please do not hesitate to let me know.

Regards,

A handwritten signature in black ink, appearing to read 'Th Hartman', with a stylized, horizontal flourish at the end.

Thomas Hartman, PE, LEED AP
Assistant Director of Public Works

cc: File

Rhonda Cooper (Rockingham County)
Adam Fletcher
Thanh Dang

COBBLER'S VALLEY PEAR STREET IMPROVEMENTS

APPLICATION FOR PRELIMINARY PLAT APPROVAL

PLAN DESCRIPTION

DATE: SEPTEMBER 3, 2020

The Cobbler's Valley Pear Street Improvements will construct a new public street (Cobblers Court) connecting to Pear Street which will serve as the entrance to a new residential development located in Rockingham County, as well as construct frontage improvements along Pear Street. Cobblers Court will be constructed on a 5.66 acre parcel located within the Harrisonburg City limits that is zoned R-1 and is currently used as crop land. The right-of-way for Cobblers Court and the Pear Street frontage improvements will be dedicated to the City of Harrisonburg by the property owner.

The owner is seeking preliminary plat approval because the right-of-way dedicated for Cobblers Court will subdivide the existing parcel into two lots. Proposed Lot 1 is 3.14 acres and proposed Lot 2 is 2.16 acres. Along with preliminary plat approval, the owner is seeking two variances from the Harrisonburg Design and Construction Standards Manual. Below are explanations for why the variances are requested in accordance with Section 10-2-41 (a) of the Subdivision Ordinance.

The first is a variance from Section 3.6.4.1 (and Appendix F) of the DCSM which specify the required typical street sections for various street classifications. A variance is requested to use the required VDOT typical street section for Cobblers Court rather than the typical section specified in Appendix F. The required VDOT section would provide 22 ft of pavement, exclusive of gutter, rather than 30 ft as specified in the DCSM for a collector street. Per Section 10-2-41 (a) of the Subdivision Ordinance, a variance to the typical street section may be approved if the following criteria are met:

- 1) The proposed alternative would better achieve the walkable, pedestrian and bicycle-oriented environment the city desires: *Since Cobblers Court is the entrance road to the proposed development and no houses front on it, no on-street parking will be allowed on this road which reduces the need for a wider street section. This will provide a more bicycle friendly street with less obstacles.*

- 2) The particular conditions of the site and surrounding street network would allow the proposed alternative without causing undue inefficiencies for service vehicles, nor an excessive reduction in pedestrian safety due to pedestrian-vehicle movement conflicts:
The reduced street width will not cause inefficiencies for service vehicles as grading is still provided for the full width of the right-of-way per the DCSM typical section. The reduced street width will also help improve pedestrian safety as it creates room for a wider buffer to be provided between the street and sidewalk (3.5ft of buffer instead of the typical 2ft).
- 3) The proposed alternative would better balance the needs of pedestrians and vehicles, and better achieve the goals of the comprehensive plan: *Using the VDOT street section for Cobblers Court keeps it consistent with the street width used for the development in Rockingham County, and would prevent the road from being tapered at the Harrisonburg City limits to transition from the wider required DCSM section to the narrower VDOT section. The reduced width allows for the better flow of traffic on the proposed street while not impacting the needs of pedestrians.*

The second requested variance is from Sections 3.3.3.1 and 3.6.4.1 of the DCSM which require that sidewalk be constructed on both sides of all new public streets. Per Section 10-2-41 (a) of the Subdivision Ordinance a variance to the typical street section may be approved if the following criteria are met:

- 1) The proposed alternative would better achieve the walkable, pedestrian and bicycle-oriented environment the city desires: *The western end of Cobblers Court and the rest of the streets to be constructed for the proposed residential development are located in Rockingham County, and are only required to have sidewalk on one side of the street. If sidewalk were to be constructed on the south side of Cobblers Court on the City parcel, it would end at the Harrisonburg City limits and have no sidewalk to ever connect to on the portion of the street in Rockingham County. Providing sidewalk on only one side of Cobblers Court in the City provides for a better flow of pedestrian traffic by creating one continuous route of sidewalk from the County to the City and not routing pedestrians onto a dead end sidewalk.*

- 2) The particular conditions of the site and surrounding street network would allow the proposed alternative without causing undue inefficiencies for service vehicles, nor an excessive reduction in pedestrian safety due to pedestrian-vehicle movement conflicts:
Providing sidewalk on only one side of the street will not cause inefficiencies for service vehicles as grading is still provided for the full width of the right-of-way per the DCSM typical section. The sidewalk on only one side of the street also helps improve pedestrian safety because pedestrians would not reach the dead end of the sidewalk and attempt to cross in the middle of the street to access the sidewalk that continues into the County.
- 3) The proposed alternative would better balance the needs of pedestrians and vehicles, and better achieve the goals of the comprehensive plan: *Constructing sidewalk on one side of the street provides an efficient pedestrian flow from the development in the County out to Pear street by providing one continuous route that reduces unnecessary conflicts with vehicles, therefore balancing the needs of pedestrians and vehicles. Constructing sidewalk on only one side of Cobblers Court is also consistent with the layout of other existing streets in the vicinity such as Pear Street, Russell Drive, and Erickson Avenue.*