



City of Harrisonburg

409 S. Main Street
Harrisonburg, VA 22801

Meeting Agenda - Final City Council

Tuesday, July 28, 2026

7:00 PM

Council Chambers

1. Roll Call

2. Moment of Silence

3. Pledge of Allegiance

4. Special Recognition

5. Consent Agenda (any item placed on the consent agenda shall be removed and taken up as a separate matter, if so requested by any member of Council, otherwise all items will be voted on with one (1) motion)

5.a. Minutes from the July 14, 2026 City Council Meeting

Attachments: [Minutes](#)

6. Public Hearings

7. Regular Items

7.a. Consider approval of the proposed archway design by Maxwell Emcays for the entry to the Spraygrounds at Ralph Sampson Park

Attachments: [Memorandum](#)
 [Presentation](#)

7.b. Consider advertising Real Estate delinquent taxes for years 2023 & 2024

Attachments: [Letter to advertise delinquent RE taxes 2023-2024](#)
 [Memorandum RE Advertising 2026](#)

7.c. Consider removing delinquent Real Estate taxes for 2005 and delinquent Personal Property taxes for 2020

Attachments: [2005 RE Bills Written Off](#)
 [2020 PP Bills Written Off](#)
 [Letter to Write off taxes 2026](#)
 [Memorandum Write-Offs 2026](#)

- 7.d. Consider adopting a Resolution of Support for eight (8) VDOT Smart Scale Grant program applications.

Attachments: [Memorandum](#)
 [Resolution](#)
 [Presentation](#)

- 7.e. Consider a request from Marilyn S. Pendlebury to rezone 1340 South Main Street

Attachments: [Memorandum](#)
 [Public Comment](#)
 [Extract from Planning Commission](#)
 [Site Maps](#)
 [Application and Supporting Documents](#)
 [PC Memorandum](#)
 [Notice of Public Hearing](#)
 [Surrounding Property Owners Notice](#)
 [Presentation](#)

- 7.f. Consider a request from Marilyn S. Pendlebury for a special use permit at 1340 South Main Street (to allow multifamily buildings with more than 12 units)

Attachments: [Memorandum](#)
 [Public Comment](#)
 [Extract from Planning Commission](#)
 [Site Maps](#)
 [Application and Supporting Documents](#)
 [PC Memorandum](#)
 [Notice of Public Hearing](#)
 [Surrounding Property Owners Notice](#)
 [Presentation](#)

- 7.g. Consider a request from Marilyn S. Pendlebury for a special use permit at 1340 South Main Street (to allow retail, offices, restaurants, etc.)

Attachments: [Memorandum](#)
 [Public Comment](#)
 [Extract from Planning Commission](#)
 [Site Maps](#)
 [Application and Supporting Documents](#)
 [PC Memorandum](#)
 [Notice of Public Hearing](#)
 [Surrounding Property Owners Notice](#)
 [Presentation](#)

- 7.h. Presentation of the proposed Legislative Strategy

Attachments: [Memorandum](#)
 [Presentation](#)

- 7.i. Consider adopting a Resolution and Policy regarding the use of Automatic License Plate Recognition Systems in the City of Harrisonburg

Attachments: [Memorandum](#)
 [Policy](#)
 [Resolution](#)

- 7.j. Consider adopting an amendment to Section 7-2-19(b)(7) of the City Code, Conservation of water during emergencies or drought of the Harrisonburg City Code

Attachments: [Memorandum](#)
 [Current ordinance reflecting recommended amendments](#)
 [DEQ Letter](#)
 [DEQ Summary Sheet](#)

8. Supplementals

- 8.a. Consider a supplemental appropriation for the Harrisonburg City School Board

Attachments: [Memorandum](#)
 [Supplemental Appropriation](#)
 [School Finance Director Memorandum](#)

9. Other Matters

- 9.a. Comments from the public, limited to five minutes, on matters not on the regular agenda. (Name and address are required)

9.b. City Council and Staff**10. Boards and Commissions**

Visit <http://www.harrisonburgva.gov/boards> to see current and upcoming vacancies.

10.a. Harrisonburg Rockingham Regional Sewer Authority

Attachments: [HRRSA letter 2026](#)
 [HRRSA By-Laws](#)

11. Adjournment**NOTE TO THE PUBLIC:**

Residents/Media will be able to attend the meeting.

The Public can also view the meeting live on:

- The City's website, <https://harrisonburg-va.legistar.com/Calendar.aspx>
- Public Education Government Channel 1072

A phone line will also be live where residents will be allowed to call in and speak with City Council during the Public Hearings and the Public Comments portion of the night's meeting. We ask those that wish to speak during the public comment period to not call in until after all the public hearings and public comment on those have been heard. This will avoid anyone calling on any other item from holding up the queue and then being asked to call back at a later time.

The telephone number to call in is: (540) 437-2687

Residents also may provide comment prior to the meeting by visiting this page:
www.harrisonburgva.gov/agenda-comments

Interpretation Services

Language interpretation service in Spanish, Arabic and Kurdish is available for City Council meetings. To ensure that interpreters are available at the meeting, interested persons must request the accommodation at least four (4) calendar days in advance of the meeting by contacting the City Clerk at (540) 432-7701 or by submitting a request online at: www.harrisonburgva.gov/interpreter-request-form

El servicio de intérpretes inglés-español está disponible para las reuniones públicas del consejo municipal. Para asegurar la disponibilidad de intérpretes, cualquier interesado deberá solicitar la presencia de un intérprete al menos cuatro (4) días calendarios antes de la reunión comunicándose con la Secretaría Municipal al (540) 432-7701 o por medio de la página por internet al: <https://www.harrisonburgva.gov/interpreter-request-form>



City of Harrisonburg

City Hall
409 South Main Street
Harrisonburg, VA 22801

Legislation Text

File #: ID 26-275, **Version:** 1

Subject:

Minutes from the July 14, 2026 City Council Meeting

Presented By: Pamela Ulmer, City Clerk



City of Harrisonburg

409 S. Main Street
Harrisonburg, VA 22801

Meeting Minutes - Draft City Council

Tuesday, July 14, 2026

7:00 PM

Council Chambers

1. Roll Call

Present: 5 - Mayor Deanna R. Reed, Vice-Mayor Dany Fleming, Council Member Laura Dent, Council Member Nasser Alsaadun and Council Member Monica Robinson

Also Present: 5 - City Manager Ande Banks, City Attorney Chris Brown, City Clerk Pam Ulmer, Chief Matthew Tobia and Police Chief Joseph Tucker

1.a. Authorize electronic participation

A motion was made by Vice-Mayor Fleming, seconded by Council Member Robinson, to approve the virtual attendance of Council Member Alsaadun. The motion carried with a recorded roll call vote taken as follows:

Yes: 5 - Mayor Reed, Vice-Mayor Fleming, Council Member Dent, Council Member Alsaadun and Council Member Robinson

No: 0

2. Moment of Silence

Mayor Reed offered a moment of silence

3. Pledge of Allegiance

Mayor Reed led the Pledge of Allegiance

4. Special Recognition

4.a. Presentation of the World Refugee Day proclamation to Church World Services

Mayor Reed read the proclamation of World Refugee Day to Susannah Lepley, director and Onyx Myanda, Church Word Services. Ms. Lepley thanked Council for their support. Ms. Myanda shares reasons why refugees come to the US and the things they go through to get here.

5. Consent Agenda (any item placed on the consent agenda shall be removed and taken up as a separate matter, if so requested by any member of Council, otherwise all items will be voted on with one (1) motion)

A motion was made by Council Member Robinson, seconded by Council Member Dent, to approve the consent agenda as presented. The motion passed with a roll call vote as follows:

Yes: 5 - Mayor Reed, Vice-Mayor Fleming, Council Member Dent, Council Member Alsaadun and Council Member Robinson

No: 0

5.a. Minutes from the June 23, 2026 City Council Meeting

These minutes were approved on the consent agenda

5.b. Consider the special event application request for the annual Race to Beat Breast Cancer 5k Run/Walk on Saturday, October 24, 2026.

This special event application was approved on the Consent agenda.

5.c. Consider the special event application request for HDR's Skeleton Festival on October 24, 2026 from 1-5pm.

This special event application was approved on the Consent agenda.

6. Public Hearings

6.a. Consider a request from Sean Ryan and Lisa Lopez-Ryan for a special use permit to allow short-term rental at 453 West Water Street

Thanh Dang, deputy director, Community Development, presented a request for a special use permit for property located at 453 W. Water Street, for a short term rental. She reviewed by-right homestays versus short-term rentals by SUP; the property, and the staff recommended conditions.

She stated staff and Planning Commission (5-0) recommended approval

At 7:14 p.m., Mayor Reed closed the regular session and called the first public hearing to order. A notice appeared in the Daily News-Record on Wednesday, July 1, 2026 and Wednesday, July 8, 2026

There being no one desiring to be heard, Mayor Reed closed the public hearing at 7:15 p.m., and the regular session reconvened.

A motion was made by Council Member Dent, seconded by Council Member Robinson, to approve the Special Use Permit with staff recommended conditions as presented. The motion carried with a roll call vote as follows:

Yes: 5 - Mayor Reed, Vice-Mayor Fleming, Council Member Dent, Council Member Alsaadun and Council Member Robinson

No: 0

6.b. Consider a request from Honest Meats LLC for a special use permit to allow a meat processing and storage facility at 256 Charles Street

Thanh Dang, deputy director, Community Development, presented a special use permit request for property located at 256 Charles Street, for a meat processing facility and storage plant in conformance. She reviewed the property, the history of the use of the property, and ordinances related to meat processing. She

reviewed the staff recommended conditions.

She stated staff and Planning Commission (5-0) recommended approval of the request.

At 7:20 p.m., Mayor Reed closed the regular session and called the second public hearing to order. A notice appeared in the Daily News-Record on Wednesday, July 1, 2026 and Wednesday, July 8, 2026

Todd Rhea, representative of the applicant, spoke on the property and the business;

At 7:22p.m., Mayor Reed closed the public hearing and the regular session reconvened.

A motion was made by Vice Mayor Fleming, seconded by Council Member Robinson, to approve the Special Use Permit with staff recommended conditions as presented. The motion carried with a roll call vote as follows:

Yes: 5 - Mayor Reed, Vice-Mayor Fleming, Council Member Dent, Council Member Alsaadun and Council Member Robinson

No: 0

7. Regular Items

7.a. Presentation of the Board of Zoning Appeals' 2024 and 2025 Annual Reports

Thanh Dang, deputy director, Community Development, presented the Board of Zoning Appeals (BZA) Annual Reports for 2024 and 2025.

Vice Mayor Fleming stated these reports reflect how well staff explains zoning processes and that the need for appeals is very minimal.

This Report was received and filed.

8. Other Matters

8.b. City Council and Staff

Mayor Reed stated she is happy to see a diverse group in Council Chambers and that it tells her that it is not just one set of people who are interested in this topic. She stated he had the opportunity to speak with the de-Flock group last week as well as another small group, and she appreciated the time she spent learning more about the concerns of the Flock cameras. She spoke on her outreach to other localities that have removed the Flock cameras, and stated the community has been heard.

Council Member Robinson spoke on how thankful she is for those who have

reached out, sent emails, phone calls, etc. She stated she is thankful that there is interest in the protection of constitutional rights and that local government is being held accountable. She spoke further on her support to remove the Flock cameras from the city, the concerns of the residents, and her recommendations to staff regarding Automatic License Plate Readers (ALPRs). She also spoke on the passing of a resident.

Chris Brown, city attorney, spoke on the process of creating a policy regarding the prohibition of ALPRs in the city.

Vice Mayor Fleming spoke on his support against ALPRs and is asking to direct staff to work on the policy for the next City Council meeting.

Council Member Dent stated she appreciates the expression of constitutional rights and the activity of the residents to express their grievances. She thanked Chief Tucker, Chief, Harrisonburg Police Department, for his desire to build trust in the community.

Council Member Alsaadun stated he appreciated the community discussions regarding the Flock cameras, and he remains committed to working with everyone to find the best for the city and that Council reflects that as well.

8.a. Comments from the public, limited to five minutes, on matters not on the regular agenda. (Name and address are required)

The following spoke against Flock camera's and ALPR's:

Notka,
Marlin Copeland, 1130 Decca Drive
Luna, 422 Harriston Rd.
Karen Thomas,
Michael Hollaman,
Kris Hoover, executive director, New Bridge Immigrant Resource Center
Casper O'Bere
Eva Peirce, 1114 Rockingham Dr.
Harold Martin, College Ave.
Theresa, 91 1/2 Franklin St.
Rev. Laura Minnick-Lockey
Nathan Coffman, Hillside Ave.
Mitchell Palmer,
Evan Bates,
Matthew Boucher,
Chase Dunn, Beacon Hill,
Steele
Charlie
Emily Rourke,
Ashley Fore
Esmerelda Mendoza,
Sam,

Tim Cummings, Sunset Heights
Teresa Hinckley,
Adam Dorawind,
Thomas Davidson,
Olivia,
Hannah Whitmer,
Bryce,
David Polgar,
Allie Haverty,
Otter Redman,
Stan Hockstettler,
"B"
Charles,
Isaac,
Eric Olsengetty,

Pamela Cook spoke in favor of the Police Department:

10.b. City Council and Staff (Continued)

Discussion took place regarding the trust and support of Council to the Police Department and HPD's community engagement to continue building that trust.

Council Member Dent spoke on the recent NLC Summer Board Leadership meeting.

9. Boards and Commissions

9.a. Harrisonburg Rockingham Regional Sewer Authority

A motion was made by Council Member Dent, seconded by Vice Mayor Fleming, to reappoint Matthew Light and Brad Chewning to terms to expire July 15, 2030. The motion carried with a unanimous voice vote.

10. Closed Session

11. Adjournment

At 9:38 p.m., there being no further business and on motion adopted, the meeting was adjourned.

CITY CLERK

MAYOR



City of Harrisonburg

City Hall
409 South Main Street
Harrisonburg, VA 22801

Legislation Text

File #: ID 26-265, **Version:** 1

Subject:

Consider approval of the proposed archway design by Maxwell Emcays for the entry to the Spraygrounds at Ralph Sampson Park

Presented By: Chris and Steve Carpenter, donors

The 6,000-square-foot Spraygrounds at Ralph Sampson Park opened July 1, 2025, with 36 spray features and interactive elements designed for various ages. Harrisonburg residents Steve and Chris Carpenter wish to privately fund the design and installation of three public artworks at the Spraygrounds. Upon completion, ownership of the artworks will be conveyed to the City of Harrisonburg. A public meeting was held on November 20, 2025 to introduce the project to community members, generating ideas for the new works of art and preferred locations. The project committee (the Carpenters, with representatives from the City, Arts Council of the Valley, and the Northeast Neighborhood) used feedback from the meeting to select the three locations and develop content themes. The Arts Council issued a call for artists. The donors seek City Council permission to proceed with hiring artist Maxwell Emcays to produce his submitted archway design for the entry to the Spraygrounds.



July 28, 2026 City Council Meeting

Title

Consider approval of the proposed archway design by Maxwell Emcays for the entry to the Spraygrounds at Ralph Sampson Park — Chris and Steve Carpenter

Summary

The 6,000-square-foot Spraygrounds at Ralph Sampson Park opened July 1, 2025, with 36 spray features and interactive elements designed for various ages. Harrisonburg residents Steve and Chris Carpenter wish to privately fund the design and installation of three public artworks at the Spraygrounds. On January 13, 2026 City Council approved for the Carpenters to issue three calls for artists. The Carpenters seek City Council permission to proceed with commissioning artist Maxwell Emcays to produce his submitted archway design for the entry to the Spraygrounds.

Recommendation

Option 1- Approve the proposed archway design by Maxwell Emcays for the entry to the Spraygrounds at Ralph Sampson Park

Fiscal Impact

No fiscal impact—100% donor funded

Context & Analysis

Steve and Chris Carpenter have lived in Harrisonburg for 23 years, actively attending church on the 400 Kelley Street site of the City’s historic segregated pool; and learning of the trauma the Northeast Neighborhood community experienced during 1950s-1960s Urban Renewal.

Their exuberant experience of public art during their travels led the Carpenters to propose a collaboration designed to add an extra touch of creativity and joy to the new Spraygrounds, while also recognizing the neighborhood’s history.

A public meeting was held on November 20, 2025 to introduce the project to community members, generating ideas for the new works of art and preferred locations. The project committee (the Carpenters, with representatives from the City, Arts Council of the Valley, and the Northeast Neighborhood) used feedback from the meeting to select the three locations and develop content themes.

On January 13, 2026 City Council approved for the Carpenters to issue three calls for artists. The Arts Council of the Valley then released these calls for artists on behalf of the Carpenters. Artists were encouraged to consider the designs and primary colors incorporated into the Spraygrounds; the history of the Northeast Neighborhood; and the joyful nature of children at play. Artist responses were returned in March 2026 and reviewed by an evaluation committee selected by the Carpenters. The committee recommended the archway opportunity be awarded to artist Maxwell Emcays based on the concept design he submitted. Mr. Emcays is the same artist selected for the roundabout sculpture. Mr. Emcays has a BFA from the University of Illinois and has spent over a decade developing public artworks across the United States. In his application he shared that his art often explores themes of social justice, education, unity, and cultural heritage while engaging local communities throughout the creative process.

Upon completion, ownership of the artworks will be conveyed to the City of Harrisonburg

This donation aligns with the Northeast Neighborhood Small Area Plan. The plan highlights that “while some public art exists—mainly along the western edge near N. Mason Street—there is an opportunity to strengthen Neighborhood identity and sense of place through the expansion and strategic placement of public art and public realm improvements.” In the Focus Area of History and Culture, Strategy 1.3 calls for incorporation of public art that raises awareness about what was lost during the Urban Renewal process and celebrates the Neighborhood's diversity of languages and ethnic backgrounds today through a variety of public art media (e.g., sculpture, performances, festivals).

Options

Option 1- Approve the proposed archway design by Maxwell Emcays for the entry to the Spraygrounds at Ralph Sampson Park

Option 2- Deny the proposed archway design by Maxwell Emcays for the entry to the Spraygrounds at Ralph Sampson Park

Spraygrounds Public Art Project

A privately-funded proposal
for adding splashes of art
to this community-friendly space!

The Proposal

The 6,000-square-foot Spraygrounds at Ralph Sampson Park opened July 1, 2025, with 36 spray features and interactive elements designed for various ages.

Last fall, Harrisonburg residents Steve and Chris Carpenter offered to provide \$100,000 for design and installation of three Spraygrounds public artworks.

Upon completion, ownership of the artworks will be conveyed to the City of Harrisonburg.



The Donors

Steve and Chris Carpenter have lived in Harrisonburg for 23 years, actively attending church on the 400 Kelley Street site of the City's historic segregated pool; and learning of the trauma the Northeast Neighborhood community experienced during 1950s-1960s Urban Renewal.

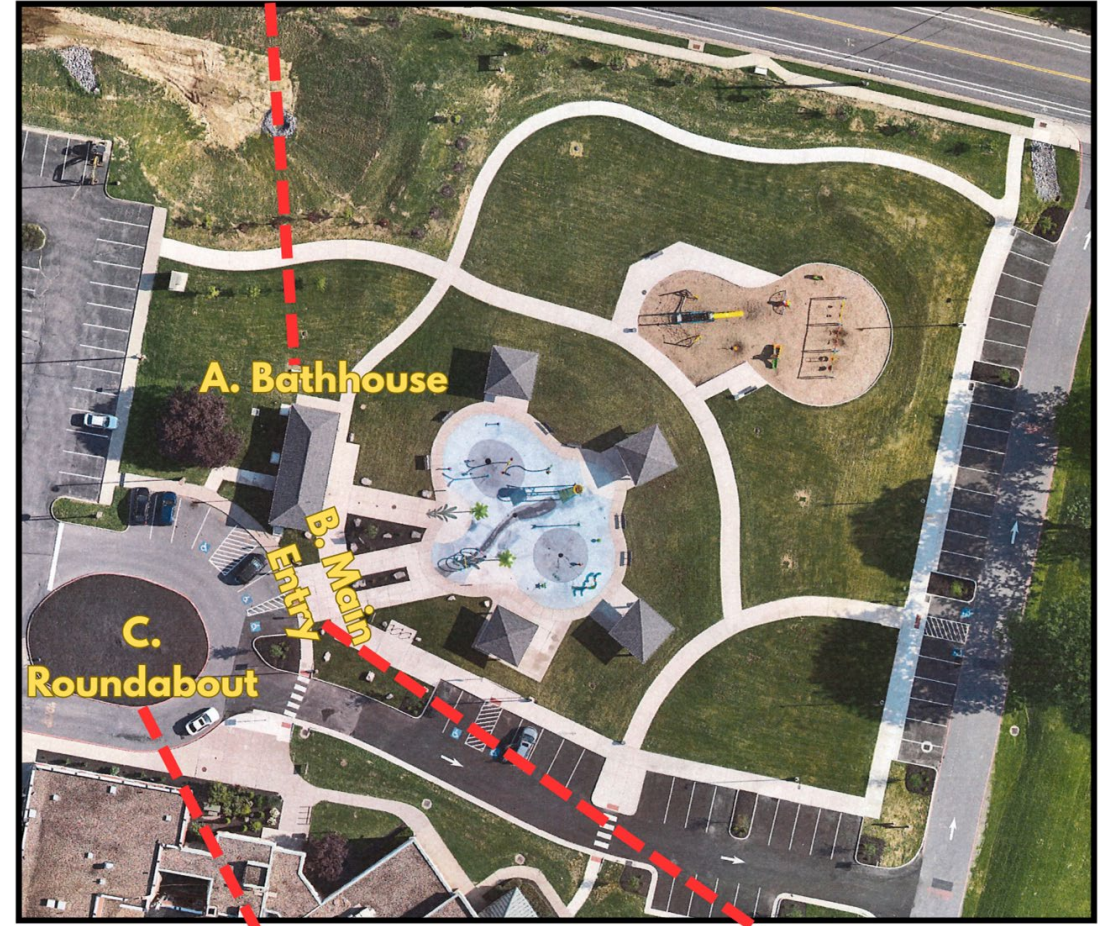
Their exuberant experience of public art during their travels led the Carpenters to propose a collaboration designed to add an extra touch of creativity and joy to the new Spraygrounds, while also recognizing the area's complicated history.



Artwork Locations

Three Spraygrounds locations are proposed for this project:

- A) East exterior wall of the bathhouse/pumphouse, facing the Spraygrounds, for a mosaic installation.
- B) Main entry to the Spraygrounds, to provide a welcoming archway over the sidewalk, similar to arches at A Dream Come True playground and the new Kids Castle.
- C) Roundabout near the entrance to the Spraygrounds, for sculptural work(s) depicting children at play.



Roundabout: Artist Maxwell Emcays

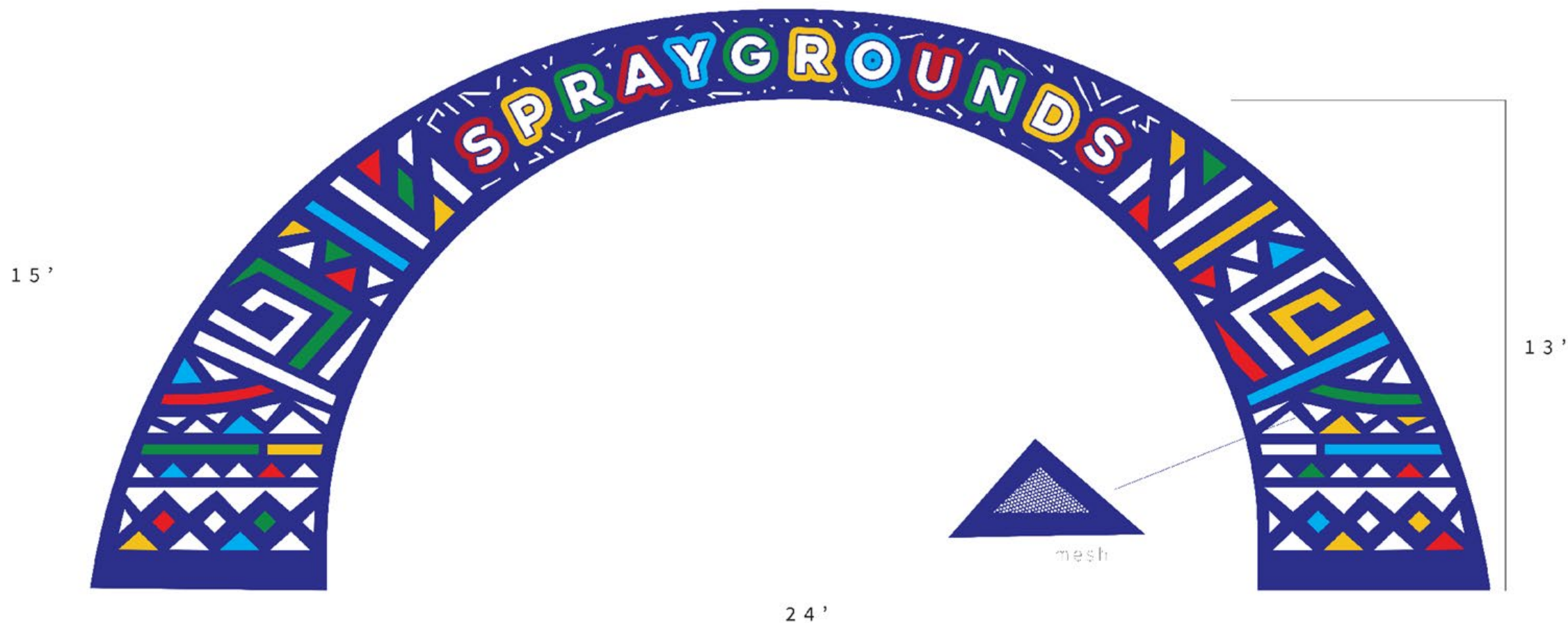
Roundabout Sculpture

*Updated 3D image of design
approved by City Council
April 14, 2026.*

Actual sculpture
will feature bright colors.



Archway Design: Artist Maxwell Emcays



Main Entry Archway Location



Harris Pool Sign & Mosaic Locations





Harris Pool

Diving into Harris Pool, photograph by Howard Curry (circa 1960), James Madison University, Celebrating Simms Collection. Pictured: Alfred Howard, Jr. (diver), Charles Byrd, Sr. (left); James Brown, Ardell Curry, Ronald Madden, and others look on.

Harris Pool was an important community gathering place for the Northeast Neighborhood. Residents recall Friday night splash parties, swim lessons, and “a place where everyone was welcome and people made sure you were safe.” Named for Professor (“Fessa”) William Nelson Pendleton Harris in recognition of his 36 years of service within the Harrisonburg public schools, Harris Pool operated from 1959 to 1979. Today, Immanuel Mennonite Church, 400 Kelley Street, is located on the former pool site.

Questions?



City of Harrisonburg

City Hall
409 South Main Street
Harrisonburg, VA 22801

Legislation Text

File #: ID 26-266, **Version:** 1

Subject:

Consider advertising Real Estate delinquent taxes for years 2023 & 2024

Presented By: Jeff Shafer

Section 4-1-29 of the Harrisonburg City Code requires me to ask if it is your desire to direct me to advertise as unpaid, the delinquent real estate taxes for the years 2023 & 2024.



CITY OF HARRISONBURG TREASURER

409 SOUTH MAIN STREET, HARRISONBURG, VA 22802
OFFICE (540) 432-7705 • FAX (540) 432-7782

July 20, 2026

Mr. Ande Banks, City Manager
Ms. Deanna Reed, Mayor
Honorable Members of City Council
City of Harrisonburg
409 South Main Street
Harrisonburg, VA 22801

RE: Advertisement of delinquent Real Estate taxes
for the years 2023 and 2024.

Dear Mr. Banks, Mayor Reed, and Council Members:

As is required under Section 4-1-29 of City Code, I am asking if it is your desire to direct me to advertise as unpaid, the delinquent real estate taxes for the years 2023 and 2024.

This advertisement will be published in the Daily News-Record and on the City website in September after the required notification is mailed to the last known billing address of the taxpayers to be advertised.

Thank you for your consideration.

Respectfully yours,

Jeffrey L. Shafer, MGT
City Treasurer

CC: Ms. Pam Ulmer, Clerk



City of Harrisonburg, Virginia

Office of the City Manager

409 South Main Street
Harrisonburg, VA 22802
(540) 432-7701 / FAX (540) 432-7778

Ande Banks
City Manager

TO: Ande Banks, City Manager
FROM: Jeffrey L. Shafer
DATE: July 20, 2026
RE: Agenda Item Request

Summary: Consider a request to advertise delinquent real estate taxes for tax years 2023 & 2024

Background: Section 4-1-29 of the Harrisonburg City Code requires me to ask if it is your desire to direct me to advertise as unpaid, the delinquent real estate taxes for the years 2023 & 2024

Key Issues: n/a

Environmental Impact: n/a

Fiscal Impact: This is a collection tool to increase tax revenues.

Prior Actions: A notice giving each taxpayer thirty (30) days to pay their taxes will be sent out prior to advertisement in the Daily News Record in late August.

Alternatives: (a) None
(b); or
(c)

Community Engagement: n/a

Recommendation:

Attachments: Delinquent RE taxes years 2023 & 2024; Letter to request advertisement

RE:

Page 2

Review:

The initiating Department Director will place in Legistar, in sequence of transmittal, the names of each department that must initial their review in order for this item to be placed on the City Council agenda. The completion of review only addresses the readiness of the issue for Council consideration. This does not address the recommendation for approval or denial of the issue.

###



City of Harrisonburg

City Hall
409 South Main Street
Harrisonburg, VA 22801

Legislation Text

File #: ID 26-267, **Version:** 1

Subject:

Consider removing delinquent Real Estate taxes for 2005 and delinquent Personal Property taxes for 2020

Presented By: Jeff Shafer

The Code of Virginia section 58.1-3940 stipulates the duration for collection of personal property tax as five (5) years. The duration for collection of real estate taxes as twenty (20) years.

CITY OF HARRISONBURG



BATCH 00051982:OVER-SHORT ADJUSTMENT PROCESS

REASON CODE: SOL

YEAR	BILL CAT	ACCOUNT	CUSTOMER	CHARGE	REFERENCE	CHARGE DESC	WRITE-OFF PER	CHG	UNPAID BAL	WRITE-OFF AMT
2005	968978	20	345120 CABRERA KLEVER S BONNIE D COOK	RETAX REPEN1 REPEN2	344 BRUCE ST	RE TAXES PEN 1ST PEN 2ND		144.00	144.00	
2005	986209	20	346717 MORRIS HARRISON W	RETAX REPEN1 REPEN2	123 RESERVOIR ST	RE TAXES PEN 1ST PEN 2ND		131.60	131.60	
2005	1016459	20	350220 MASON ALPHONSO R	RETAX REPEN1 REPEN2	284 JOHNSON ST	RE TAXES PEN 1ST PEN 2ND		144.00	144.00	
2005	1016525	20	350226 MASON ALPHONSO R & OTHERS	RETAX REPEN1 REPEN2	0 JOHNSON ST	RE TAXES PEN 1ST PEN 2ND		44.80	44.80	
2005	1016987	20	350282 ROBINSON CHARLES W KAREN	RETAX REPEN1 REPEN2	156 KELLEY ST	RE TAXES PEN 1ST PEN 2ND		226.42	226.42	
2005	1017097	20	350297 MORTON FOREST	RETAX REPEN1 REPEN2	211 JOHNSON ST	RE TAXES PEN 1ST PEN 2ND		144.00	144.00	
2005	1017314	20	350329 ADKINS REBA S ESTATE	RETAX REPEN1 REPEN2	287 JOHNSON ST	RE TAXES PEN 1ST PEN 2ND		144.00	144.00	
2005	1117395	20	360930 MANNING BRENDA BONNIE LIFE ESTATE	RETAX REPEN1 REPEN2	2455 RESERVOIR ST	RE TAXES PEN 1ST PEN 2ND		465.12	465.12	
TOTAL REAL ESTATE									1,443.94	1,443.94
TOTAL 2005									1,443.94	1,443.94
GRAND TOTAL									1,443.94	1,443.94

CITY OF HARRISONBURG



BATCH 00051982:OVER-SHORT ADJUSTMENT PROCESS

REASON CODE: SOL

CHARGE DESCRIPTION	UNPAID BAL	WRITE-OFF AMT
REPEN1 PENALTY - 1ST INSTALLMENT	91.43	91.43
REPEN2 PENALTY - 2ND INSTALLMENT	91.43	91.43
RETAX REAL ESTATE TAXES	1,261.08	1,261.08
TOTAL 2005	1,443.94	1,443.94
GRAND TOTAL	1,443.94	1,443.94

RECORDS SELECTED: 8

** END OF REPORT - Generated by Svonne stickley **

CITY OF HARRISONBURG



BATCH 00051984:OVER-SHORT ADJUSTMENT PROCESS

REASON CODE: SOL

YEAR	BILL CAT	ACCOUNT	CUSTOMER	CHARGE	REFERENCE	CHARGE DESC	WRITE-OFF PER	CHG	UNPAID BAL	WRITE-OFF AMT
2020	35	25	50880 A C R TRUCKING LLC	CT	0 1706 LATOUR PL	CT		1,414.94	1,414.94	
2020	41	25	11629 A PLUS AUTO LLC	LFF		LATE FILE		1,286.31		
						CHICAGO AVE		128.63		
2020	73	25	324180 ABDULAZEEZ, RAGHAD IBRAHIM	BMV	0 841	BUS MV		110.88		110.88
2020	105	25	49213 ABLACK, PATRICE E	LFF		LATE FILE		70.88		
						CLAIM		10.00		
2020	134	25	336193 ACCESS MEDIA 3 INC	CLAIM	1 HOLLY CT APT F	CLAIM		30.00		
2020	164	25	331826 ACOSTA GUTIERREZ, JULIO ALBERTO	MV		MV TAXES		8.40		8.40
2020	228	25	37861 ADIN, MUHIELDIN HANDAN HAG	MV	0 530 MYRTLE ST	MV TAXES		1,330.70		1,330.70
						DMV STOP		1,295.70		
2020	256	25	50881 AFRIDI, MARIA NADEEM	DMVSTP	900 COMMERCE DR STE 200	DMV STOP		35.00		
						BUS MV		118.30		130.13
2020	267	25	47008 AGUIERA ABREU, ARIEL	LFF	0 267 VINE ST	LATE FILE		11.83		
						MV TAXES		42.34		72.34
2020	288	25	44120 AGUILAR PALACIOS, OLGA	CLAIM	148W GRATTAN ST	CLAIM		30.00		
						MV TAXES		45.49		45.49
2020	309	25	674 AGUILERA ABREU, ARIEL	DMVSTP	325 COLICELLO ST	DMV STOP		.00		
						PENALTY		.00		
2020	313	25	37847 AGUILERA SANTOLLA, YARA MARGARITA	PPPEN		PENALTY		207.12		207.12
						MV TAXES		63.03		
2020	327	25	334182 AGWATER TECHNOLOGIES LLC	MV	0 1435 COUNTRY CLUB CT	MV TAXES		74.09		
						VEH LIC FE		40.00		
2020	386	25	329701 AL AMERI, SHAHLAA A	VLF	0 611 HAWKINS ST APT H	CLAIM		30.00		
						MV TAXES		107.71		107.71
2020	415	25	325677 AL MALIKI, ALAA M	CLAIM		VEH LIC FE		37.71		
						CLAIM		40.00		
						CLAIM		30.00		
						MV TAXES		88.29		88.29
						MV TAXES		.00		
						MV TAXES		48.29		
						VEH LIC FE		40.00		
						MV TAXES		113.00		113.00
						MV TAXES		43.00		
						VEH LIC FE		40.00		
						CLAIM		30.00		
						HIGH ST STE B		8.48		8.48
						BUS PP		3.82		
						COMP EQUIP		.42		
						LATE FILE		4.24		
						MV TAXES		153.47		153.47
						MV TAXES		153.47		
						HILLSIDE AVE		283.50		283.50

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YEAR	BILL CAT	ACCOUNT	CUSTOMER	CHARGE	REFERENCE	CHARGE DESC	CHARGE AMT	UNPAID BAL	WRITE-OFF AMT
2020	452	25	39122 AL SULTAN RESTAURANT & CAFE LLC	BMV	2241 S MAIN ST	BUS MV	283.50	379.80	379.80
				BPP		BUS PP	318.00		
				LFF		LATE FILE	31.80		
				CLAIM		CLAIM	30.00		
2020	484	25	46817 ALALI, FADAK MOHAMMED	MV	0 1252 OLD RICHMOND CIR	MV TAXES	271.39		271.39
				DMVSTP		DMV STOP	206.39		
				CLAIM		CLAIM	35.00		
2020	486	25	331001 ALALI, RAHMA,MOHAMMED	MV	0 1372 HUNTERS RD APT G	MV TAXES	144.15		144.15
				DMVSTP		DMV STOP	109.15		
				CLAIM		CLAIM	35.00		
2020	488	25	322184 ALAREEDH, ALI MOHAMMAD A	MV	1377 GOLDFINCH DR	MV TAXES	448.07		448.07
				CLAIM		CLAIM	418.07		
2020	604	25	313083 ALGHUSSAIN, WALEED K	MV	1866 E MARKET ST APT 145	MV TAXES	33.76		33.76
2020	607	25	327514 ALHOURI, RUA	MV	2490 RESERVOIR ST APT B	MV TAXES	107.40		107.40
				CLAIM		CLAIM	77.40		
2020	645	25	30345 ALKAABI, RASHED KHALIFA SALEM SUBATH	MV	2510 TALMADGE DRIVE	MV TAXES	185.46		185.46
				CLAIM		CLAIM	155.46		
2020	665	25	300320 ALLEN, BRETT	MV	915 PROVIDENCE PLACE	MV TAXES	24.00		24.00
				VLF		VEH LIC FE	10.50		
2020	681	25	28250 ALLEN, KEVIN RAYMOND LAMONT	MV	0 717 28TH ST	MV TAXES	29.77		29.77
2020	686	25	50338 ALLEN, MARIETTA	BPP	1088 COLLEGE AVE	MV TAXES	20.60		20.60
				LFF		BUS PP	10.60		
				MV		LATE FILE	10.00		
				VLF		MV TAXES	130.32		205.32
				DMVSTP		VEH LIC FE	40.00		
2020	765	25	327525 ALRUWAILI, RAED RAYIZ	MV	1200 PARK RD	DMV STOP	133.62		133.62
2020	795	25	41652 ALVARADO ARGUETA, JOSE ATILIO	MV	0 510 DAVIS MILLS DR	MV TAXES	100.78		100.78
				CLAIM		MV TAXES	70.78		
2020	859	25	36723 ALVAREZ, MANUEL JOSE	MV	0 131 CLINTON ST	CLAIM	70.00		70.00
				VLF		MV TAXES	0.00		
				CLAIM		VEH LIC FE	40.00		
2020	865	25	43466 ALVC LLC	BPP	563 UNIVERSITY BLVD	CLAIM	149.16		149.16
				CE		BUS PP	106.53		
				LFF		COMP EQUIP	1.80		
				CLAIM		LATE FILE	10.83		
2020	873	25	43711 ALZAABI, MOADAD AHMED	MV	0 524 GULBURG LN	CLAIM	578.03		578.03
				VLF		MV TAXES	508.03		
						VEH LIC FE	40.00		

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2020	874	25	52770 ALZAABI, SALEM SAEED HASAN JASEM	CLAIM	0 1235 DEVON LN APT D	CLAIM	30.00	105.00	105.00
				MV		MV TAXES	105.00		
				VLF		VEH LIC FE	40.00		
				DMVSTP		DMV STOP	35.00		
				CLAIM		CLAIM	30.00		
2020	875	25	47367 AMADOR AMADOR, EVELYN CAROLINA	MV	0 98 DUTCH MILL CT APT J	MV TAXES	58.21	209.22	209.22
				MV		MV TAXES	41.01		
				VLF		VEH LIC FE	40.00		
				VLF		VEH LIC FE	40.00		
				CLAIM		CLAIM	30.00		
2020	936	25	309495 AMSTUTZ, BRANDON LOUIS	MV	1979 BUTTONWOOD CT	MV TAXES	27.78	27.78	27.78
				MV		MV TAXES	.00		
2020	1071	25	320926 AOOED, FAKER ALWAN	MV	1304 BRADLEY DR	MV TAXES	27.13	27.13	27.13
2020	1079	25	323630 APLICANO PEREZ, PEDRO	MV	1742 KINGSTON CT	MV TAXES	27.13	247.23	247.23
				MV		MV TAXES	98.57		
				MV		MV TAXES	43.66		
				MV		MV TAXES	.00		
				VLF		VEH LIC FE	40.00		
				DMVSTP		DMV STOP	35.00		
				CLAIM		CLAIM	30.00		
2020	1131	25	50565 ARBOGAST, BRIAN DOUGLAS	MV	0 136 SHARON ST	MV TAXES	29.11	29.11	29.11
				MV		MV TAXES	.00		
2020	1151	25	44174 AREFAINE, MICKNAI E	MV	0 1175 NELSON DR	MV TAXES	29.11	36.33	36.33
2020	1219	25	322162 ARMENTROUT, JESSICA PAULINE	MV	948 COLLEGE AVE APT A	MV TAXES	36.33	41.68	41.68
2020	1255	25	308707 AROCHE, LUIS ALBERTO	MV	908 NORTHFIELD CT	MV TAXES	41.68	71.01	71.01
				MV		MV TAXES	41.01		
				CLAIM		CLAIM	30.00		
2020	1322	25	318066 ASHMAN, RICHARD MICHAEL	MV	26022 ALBION	MV TAXES	36.39	77.40	77.40
				MV		MV TAXES	41.01		
2020	1436	25	30988 AVILES VEGA, JENNIFER JANET	MV	51 SOUTH AVE	MV TAXES	66.82	66.82	66.82
2020	1447	25	335863 AWNINGS BY ZIRKLES INC	MV	343 NEFF AVE STE A	MV TAXES	66.82	83.07	83.07
				BMV		BUS MV	23.07		
				VLF		VEH LIC FE	20.00		
				LFF		LATE FILE	10.00		
				CLAIM		CLAIM	30.00		
2020	1456	25	29688 AYALA COLON, BRAYAN M	MV	0 91 PLEASANT VALLEY RD	MV TAXES	58.88	58.88	58.88
2020	1558	25	332122 BAGEGNI, MOSAAB A	MV	0 356 BLUE STONE HILLS DR	MV TAXES	58.88	253.96	253.96
				DMVSTP		DMV STOP	218.96		
				MV		MV TAXES	35.00		
2020	1582	25	325300 BAILEY, JAZMIN M	MV	735 FOLEY RD APT 106	MV TAXES	56.89	56.89	56.89
2020	1585	25	36383 BAILEY, LLOYD	MV	0 460 VINE ST APT A	MV TAXES	171.33	171.33	171.33

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2020	1666	25	47003 BALL, JESSICA	MV VLF	0 654 JOHN TYLER CIR APT 10	MV TAXES VEH LIC FE	171.33 .00	531.07	531.07
2020	1727	25	37590 BANKS, DWAYNE MARKELL	MV VLF CLAIM	0 960 WREN WAY	MV TAXES VEH LIC FE CLAIM	461.07 40.00 30.00	312.49	312.49
2020	1732	25	44469 BANNISTER, DEAUDRE DEVON	MV MV MV	0 1624 BUTTWOOD CT APT B	MV TAXES MV TAXES MV TAXES	74.35 203.08 35.06	160.04	160.04
2020	1774	25	35901 BARBER, RANON REUBEN JARIEL	MV VLF VLF	2503 MOSBY CT APT B	MV TAXES VEH LIC FE VEH LIC FE	33.74 46.30 40.00	103.38	103.38
2020	1804	25	48150 BARKER, JEREMY DEREK	MV VLF DMVSTP	0 760 LEE AVE	MV TAXES VEH LIC FE DMV STOP	43.00 40.00 20.38	770.45	770.45
2020	1839	25	329397 BARR, DANIEL MILLARD	MV DMVSTP	733 HILLMONT CIR APT 206	MV TAXES DMV STOP	695.45 40.00	83.29	83.29
2020	1842	25	331585 BARR, MELISSA DAWN	MV DMVSTP	0 454 E ROCK ST	MV TAXES DMV STOP	48.29 35.00	40.00	40.00
2020	1855	25	827 BARRANTES, MANUEL ALEJANDRO	MV VLF	0 272 ROCCO AVE APT A	MV TAXES VEH LIC FE	.00 40.00	297.25	297.25
2020	1859	25	46807 BARRAZA, BRAYAN	MV CLAIM	0 297 WEST AVE	MV TAXES CLAIM	267.25 30.00	172.88	172.88
2020	1877	25	332455 BARRIO PEDRAZA, LUIS E	MV VLF CLAIM	0 265 S MASON ST APT 3	MV TAXES VEH LIC FE CLAIM	142.88 .00 30.00	127.67	127.67
2020	1887	25	51765 BARRY, MODY BOUBACAR	MV VLF DMVSTP CLAIM	0 1019 ASHWOOD ST	MV TAXES VEH LIC FE DMV STOP CLAIM	127.67 162.07 .00 35.00	227.07	227.07
2020	1894	25	9325 BARTHOLOMEW, CHELSEA BARBRA	MV	0 128 CHESTNUT RIDGE DR APT	MV TAXES	30.00	67.47	67.47
2020	1941	25	50213 BATISTA ALCALDE, JOSE ENRIQUE	MV VLF	0 126 COLONIAL DR APT I	MV TAXES VEH LIC FE	67.47 137.59	177.59	177.59
2020	1968	25	34437 BATZ PAR, FABIOLA ROXANA	MV CLAIM	0 279 NORTHFIELD CT	MV TAXES CLAIM	40.00 36.39	66.39	66.39

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2020	2040	25	335348 BBB SUPERMARKET	BPP CE LFF CLAIM	1061S	HIGH ST BUS PP COMP EQUIP LATE FILE CLAIM	128.29 88.06 .23 10.00 30.00		128.29
2020	2076	25	846 BEATTY, HUNTER WILLIAM	MV DMVSTP	0 450	S MASON ST MV TAXES DMV STOP	77.34 42.34 35.00		77.34
2020	2079	25	330621 BEATY, EARL HASTINGS	MV	0 374	HILL ST APT A MV TAXES	68.80 68.80		68.80
2020	2098	25	337229 BECKLER, MICHAEL D	BPP CE	841 MT	CLINTON PIKE #C BUS PP COMP EQUIP	21.49 20.71 .78		21.49
2020	2118	25	312127 BEERY, RICHARD WAYNE	MV MV MV VLF VLF DMVSTP CLAIM	0 1020	STAR CIR MV TAXES MV TAXES MV TAXES VEH LIC FE VEH LIC FE DMV STOP CLAIM	552.43 429.32 7.00 17.61 13.50 20.00 35.00 30.00		552.43
2020	2160	25	32175 BELLE GROVE HOLDINGS LLC	BMV VLF LFF	13930	METROTECH DR BUS MV VEH LIC FE LATE FILE	413.45 339.50 40.00 33.95		413.45
2020	2164	25	37522 BELLI, STAFANO	MV	0 721	HILLMONT CIR APT 103 MV TAXES	28.45 28.45		28.45
2020	2253	25	51920 BENTON, TRACEY SHAREE	MV DMVSTP	0 721	HILLMONT CIR MV TAXES	359.13 324.13		359.13
2020	2262	25	44058 BERDUO, ELIAS	MV VLF CLAIM	0 729	NORTHFIELD CT DMV STOP MV TAXES VEH LIC FE CLAIM	149.20 35.00 79.20 40.00 30.00		149.20
2020	2281	25	28260 BERHE, ARAYA KAH SAY	MV MV VLF CLAIM	0 91	DUTCH MILL CT APT N MV TAXES MV TAXES VEH LIC FE VEH LIC FE	368.41 70.12 218.29 40.00 40.00		368.41
2020	2363	25	35690 BHALLI, CHAUDHRY MUNAWAR HUSSAI	MV	0 2231	CHRISTY PL MV TAXES	379.70 379.70		379.70
2020	2416	25	9365 BILLET, PEGGY G	MV CLAIM	1285	PARKWAY DR MV TAXES	189.43 159.43		189.43
2020	2438	25	332426 BIRHANE, AKLILU MELES	MV	665	WALNUT LN CLAIM	106.85 30.00		106.85
2020	2492	25	336666 BLACKFOREST FOODS LLC	CT	787E	MARKET ST CT	126.97 106.85		126.97
2020	2513	25	29245 BLAIR, LEONARD ANTHONY JR	BPP CE CLAIM MV	0 265	W WATER ST APT D COMP EQUIP CLAIM MV TAXES	118.72 96.84 .13 30.00 78.72		118.72

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2020	2517	25	40749 BLAKE, LINDA JANE	VLF	450 VINE ST APT D	VEH LIC FE	40.00	10.69	10.69
				MV		MV TAXES	10.69		
				DMVSTP		DMV STOP	.00		
				CLAIM		CLAIM	.00		
				PPEN		PENALTY	.00		
2020	2532	25	41160 BLANCO MURAKOSHI, DAIGO LUIS	MV	1034 BLUE RIDGE DR APT 12	MV TAXES	41.68	76.68	76.68
				VLF		VEH LIC FE	.00		
				DMVSTP		DMV STOP	35.00		
2020	2533	25	37207 BLANCO PAGAN, VICTOR JAVIER	MV	0 1049 SHENANDOAH ST APT E	MV TAXES	64.17	64.17	64.17
2020	2534	25	310473 BLANCO PAVON, ERMES ANTONIO	MV	1271 STONECHRIS DR	MV TAXES	111.37	111.37	111.37
				CLAIM		CLAIM	81.37		
2020	2535	25	9377 BLANCO PAVON, ERMES ANTONIO	MV	0 1271 STONECHRIS DR	MV TAXES	97.47	97.47	97.47
				CLAIM		CLAIM	67.47		
2020	2567	25	28264 BLOCKER, KENDALL MARION	MV	0 947 NORTHFIELD CT	MV TAXES	42.34	82.34	82.34
				VLF		VEH LIC FE	40.00		
2020	2599	25	337305 BLUE RIDGE AUTO SELLS LLC	BMV	185 PLEASANT HILL RD	BUS MV	9.80	69.60	69.60
				VLF		VEH LIC FE	20.00		
				LFF		LATE FILE	9.80		
				CLAIM		CLAIM	30.00		
2020	2734	25	325455 BONE, KEITH HARVEY	MV	476E WASHINGTON ST	MV TAXES	7.00	27.00	27.00
				VLF		VEH LIC FE	20.00		
2020	2735	25	330190 BONELLI, ROBERT J	MV	2420S MAIN ST APT 20	MV TAXES	71.68	71.68	71.68
				CLAIM		CLAIM	41.68		
2020	2750	25	54621 BONILLA FUENTES, OSCAR DAVID	MV	0 145 HAWKINS ST APT A	MV TAXES	105.00	105.00	105.00
				VLF		VEH LIC FE	40.00		
				DMVSTP		DMV STOP	35.00		
				CLAIM		CLAIM	30.00		
2020	2755	25	43361 BONILLA SOSA, KATERIN LIZETH	MV	0 598 HAWKINS ST #C	MV TAXES	181.92	436.91	436.91
				MV		MV TAXES	75.41		
				MV		MV TAXES	139.58		
				VLF		VEH LIC FE	40.00		
				VLF		VEH LIC FE	.00		
				VLF		VEH LIC FE	.00		
2020	2770	25	314398 BONZER, KATIE LYNN	MV	116 MARYLAND AVE	MV TAXES	146.85	146.85	146.85
2020	2799	25	301010 BORROR, BILLY WAYNE	MV	0 265 N MAIN ST APT 201	MV TAXES	105.00	105.00	105.00
				VLF		VEH LIC FE	40.00		
				DMVSTP		DMV STOP	35.00		
				CLAIM		CLAIM	30.00		
2020	2951	25	320653 BRADSHAW, LAINE PERCELL		1475 FOUNDERS WAY		95.26	95.26	95.26

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YEAR	BILL CAT	ACCOUNT	CUSTOMER	CHARGE	REFERENCE	CHARGE DESC	CHARGE AMT	UNPAID BAL	WRITE-OFF AMT
2020	2953	25	35905 BRADSHAW, PAULA M	MV	0 472	COLLICELLO ST MV TAXES	95.26	56.23	56.23
2020	2978	25	308224 BRANDON, TONYA RENEE	MV	0 1189	PORT REPUBLIC RD MV TAXES	56.23	45.65	45.65
2020	2996	25	40105 BRASHER, FREDRIC WILLIAM	MV	0 607	JOHN TYLER CIR MV TAXES	45.65	123.87	123.87
				MV			109.15		
				VLF		VEH LIC FE	.00		
				DMVSTP		DMV STOP	14.72		
				CLAIM		CLAIM	.00		
				PPEN		PENALTY	.00		
2020	3000	25	29466 BRAUN, STEPHEN M	MV	0 191	EMERALD DR MV TAXES	58.88	58.88	58.88
				MV			.00		
2020	3024	25	47714 BRAY, JAMON ORLANDO	MV	0 662	JOHN TYLER CIR APT 10 MV TAXES	58.88	220.53	220.53
				MV			145.53		
				VLF		VEH LIC FE	40.00		
				DMVSTP		DMV STOP	35.00		
2020	3082	25	25771 BRICKHOUSE TAVERN 3 INC	BPP	1007	S MAIN ST	1,168.75	1,168.75	1,168.75
				CE		BUS PP	1,111.06		
						COMP EQUIP	57.69		
2020	3122	25	47806 BRITTIAN, PATRICIA ANN	MV	0 303	ROCKINGHAM DR APT C MV TAXES	86.60	86.60	86.60
				DMVSTP		DMV STOP	51.60		
							35.00		
2020	3127	25	323655 BRKIC, EDIS	MV	159	SUTER ST APT B MV TAXES	54.91	54.91	54.91
2020	3160	25	312531 HALIBURTON, PRISCILLA ANN	MV	351	N MASON ST APT 211 MV TAXES	54.91	116.37	116.37
				MV			81.37		
				DMVSTP		DMV STOP	.00		
							35.00		
2020	3181	25	41878 BROWN, ASHLEY NICOLE	MV	0 1115	VIRGINIA AVE APT 4 MV TAXES	43.00	43.00	43.00
2020	3236	25	308318 BROWN, RICHARD MARTIN 2ND	MV	52	MYRTLE ST MV TAXES	43.00	62.18	62.18
2020	3245	25	42158 BROWN, STEPHANIE LYNNE	MV	0 503	E MARKET ST MV TAXES	62.18	88.19	88.19
				MV			27.99		
				MV			60.20		
2020	3270	25	52573 BROWNLEE, MELVIN D	MV	0 1191	DEVON LN MV TAXES	105.00	105.00	105.00
				VLF		VEH LIC FE	.00		
				DMVSTP		DMV STOP	40.00		
				CLAIM		CLAIM	35.00		
2020	3308	25	303833 BRUNK, DON RUPPERT	MV	1049	CHICAGO AVE MV TAXES	30.00	115.63	115.63
				MV			55.13		
				VLF		VEH LIC FE	7.00		
				VLF		VEH LIC FE	33.50		
				VLF		VEH LIC FE	20.00		
2020	3373	25	314411 BUDZINA, SCOTT	MV	109	3RD ST MV TAXES	30.43	30.43	30.43
2020	3380	25	54061 BUEZO BUEZO, EDUAR	MV	0 605	HAWKINS ST APT B MV TAXES	30.43	105.00	105.00
				VLF		VEH LIC FE	.00		
							40.00		

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2020	3411	25	28037 BUNNELL, GARRETT ELI	DMVSTP CLAIM	0 709 E GAY ST APT C	DMV STOP CLAIM	35.00	35.00	
2020	3427	25	46735 BURCHAM, DANIEL ROLAND	MV	0 531 NORTHWOODS LN	MV TAXES	59.53	59.53	59.53
2020	3546	25	41167 BUSH, WENDELL LIONEL	MV	0 2001 BUTTWOOD CT	MV TAXES	59.53	59.53	
				VLF	0 563 NORWOOD ST APT C	VEH LIC FE	736.58	736.58	736.58
				MV	0 571 VINE ST APT B	MV TAXES	0.00	0.00	
				MV	109 UNIVERSITY BLVD	VEH LIC FE	530.17	530.17	530.17
				MV	1140 DEVON LN	MV TAXES	310.90	310.90	
				VLF	1511 GILMER CIR	MV TAXES	179.27	179.27	
				DMVSTP CLAIM	0 540 HAWKINS ST	VEH LIC FE	40.00	40.00	
				BPP	571 FRANKLIN ST	DMV STOP CLAIM	26.49	26.49	26.49
				CE	0 679 STONEWALL DR	MV TAXES	26.49	26.49	
				MV	346W BRUCE ST	VEH LIC FE	144.03	144.03	144.03
				DMVSTP CLAIM	0 781 VINE ST	MV TAXES	39.03	39.03	
				MV	0 144 W GRATTAN ST	VEH LIC FE	40.00	40.00	
				MV		DMV STOP CLAIM	35.00	35.00	
				VLF		MV TAXES	30.00	30.00	
				CLAIM		VEH LIC FE	896.61	896.61	896.61
				CT		BUS PP	780.41	780.41	
				CT		COMP EQUIP	116.20	116.20	
				MV		MV TAXES	302.31	302.31	
				DMVSTP CLAIM		DMV STOP CLAIM	35.00	35.00	
				MV		MV TAXES	30.00	30.00	
				MV		VEH LIC FE	26.91	26.91	26.91
				VLF		MV TAXES	118.29	118.29	118.29
				CLAIM		VEH LIC FE	48.29	48.29	
				MV		DMV STOP CLAIM	40.00	40.00	
				MV		MV TAXES	30.00	30.00	
				VLF		VEH LIC FE	100.55	100.55	100.55
				CLAIM		MV TAXES	100.55	100.55	
				MV		DMV STOP CLAIM	470.64	470.64	470.64
				MV		MV TAXES	430.64	430.64	
				VLF		VEH LIC FE	40.00	40.00	
				CLAIM		BRUCE ST	61.62	61.62	61.62
				MV		MV TAXES	31.62	31.62	
				MV		MV TAXES	0.00	0.00	
				CLAIM		CLAIM	30.00	30.00	
				CT		CT	1,288.51	1,288.51	1,288.51
				CT		CT	95.40	95.40	
				MV		MV TAXES	292.56	292.56	
				MV		MV TAXES	24.47	24.47	
				VLF		VEH LIC FE	757.58	757.58	
				VLF		VEH LIC FE	40.00	40.00	
				DMVSTP CLAIM		DMV STOP CLAIM	13.50	13.50	
				MV		MV TAXES	35.00	35.00	
				VLF		VEH LIC FE	30.00	30.00	
				CLAIM		CLAIM	146.01	146.01	146.01
				MV		MV TAXES	41.01	41.01	
				VLF		VEH LIC FE	40.00	40.00	

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YEAR	BILL CAT	ACCOUNT	CUSTOMER	CHARGE	REFERENCE	CHARGE DESC	CHARGE AMT	UNPAID BAL	WRITE-OFF AMT
2020	3985	25	47104 CARDWELL, RACHEL ERIN	DMVSTP CLAIM		DMV STOP CLAIM	35.00		
				MV	0 56 W GAY	ST APT 204	30.00		
				VLF		MV TAXES	163.28		163.28
				CLAIM		VEH LIC FE	93.28		
						CLAIM	40.00		
2020	4010	25	307137 CARLSON, ARTHUR	CT	8629 WHITE ROCK DR		30.00		
				MV		CT	700.05		700.05
							337.80		
							362.25		
2020	4149	25	313241 CASARUBIAS, PORFIRIO	MV	712E GAY ST	MV TAXES	27.39		27.39
2020	4208	25	315452 CASTELLANOS MARTINEZ, JORGE A	MV	105 MARYLAND AVE	MV TAXES	161.54		161.54
				MV		MV TAXES	76.73		
				MV		MV TAXES	84.81		
2020	4249	25	319247 CASTILLO, ROMAN GUADALUPE	MV	0 1216 FOUNDERS WAY APT B	MV TAXES	216.98		216.98
				MV		MV TAXES	166.04		
2020	4272	25	34446 CASTRO GUERRA, ISIDRO	MV	0 343 OLD SOUTH HIGH ST	MV TAXES	50.94		159.00
				MV		MV TAXES	129.00		
				MV		MV TAXES	.00		
2020	4338	25	33490 CEDENO CHANG, LESLI JAVIER	CLAIM		CLAIM	30.00		
				MV	0 3101 S MANCHESTER ST APT	MV TAXES	67.34		67.34
				VLF		VEH LIC FE	27.34		
2020	4369	25	326614 CHABACK, LAWRENCE DAVID	MV	144 CHESTNUT RIDGE DR APT B	MV TAXES	40.00		66.82
				MV		MV TAXES	.00		
2020	4376	25	325083 CHAGUTURU, MUNIRATHNAM	MV	158 CHESTNUT RIDGE DR D	MV TAXES	66.82		92.61
2020	4418	25	42801 CHAPARRO, CAITLYN MARIE	MV	200 HUFFMAN SERVICE DR MCS	MV TAXES	92.61		512.84
				MV		MV TAXES	512.84		
				DMVSTP CLAIM		DMV STOP CLAIM	447.84		
							35.00		
2020	4426	25	30932 CHAPMAN, RAKEEM AKIL	MV	0 1575 DEVON LN	MV TAXES	30.00		166.70
2020	4434	25	40421 CHARLES, SALIM FRANCIS	MV	0 336 VINE ST APT D	MV TAXES	166.70		115.36
				VLF		MV TAXES	115.36		
				DMVSTP		VEH LIC FE	40.36		
						DMV STOP	40.00		
2020	4477	25	332944 CHELSEA COMMUNICATIONS LLC	BMV	160N MASON ST APT B	BUS MV	35.00		64.00
				VLF		VEH LIC FE	7.00		
				LFF		LATE FILE	20.00		
				CLAIM		CLAIM	7.00		
2020	4487	25	41656 CHEN, XING GUO	MV	0 830 SANDTRAP LN	MV TAXES	30.00		1,271.83
				VLF		VEH LIC FE	1,231.83		
2020	4489	25	34754 CHEN, YANYING	MV	0 163 CHESTNUT RIDGE DR APT	MV TAXES	40.00		200.61
				DMVSTP CLAIM		DMV STOP CLAIM	135.61		
							35.00		
2020	4703	25	47557 CLAROS HERNANDEZ, WILMER ALEXANDER		0 1253 GOLDFINCH DR		30.00		112.34

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2020	4719	25	43945 CLAUDIO, ROBERTO	MV VLF CLAIM	0 27 KING CT	MV TAXES VEH LIC FE CLAIM	42.34 40.00 30.00	680.54	680.54
2020	4780	25	43118 CLEVER INVESTMENT HOLDINGS LLC	CT DMVSTP	0 20861 JOHNSON ST STE 106	DMV STOP BUS MV VEH LIC FE LATE FILE	645.54 35.00 314.13 40.00 31.41	420.54	420.54
2020	4795	25	43119 CLINARD, MARK GORDON	DMVSTP	0 5 LOUDOUN ST SE APT B	DMV STOP MV TAXES VEH LIC FE	35.00 125.03 125.03	125.03	125.03
2020	4934	25	318432 COLEMAN, CHRISTOPHER M	MV VLF	953 CHICAGO AVE APT 20	MV TAXES MV TAXES	.00 139.58	139.58	139.58
2020	4945	25	33354 COLES, CONRAD LEE	MV VLF	0 111 CALUMET TURN	MV TAXES VEH LIC FE	125.03 .00	125.03	125.03
2020	5002	25	314421 COLON BLANCO, TEDDY	MV VLF	1560 COUNTRY CLUB RD	MV TAXES MV TAXES	54.91 .00	54.91	54.91
2020	5024	25	306006 COLPITTS, FAITH ANN	MV VLF	0 680 STONEWALL DR	MV TAXES MV TAXES	384.58 259.31	384.58	384.58
2020	5105	25	40290 CONCEPCION DIAZ, LUIS MIGUEL	DMVSTP	0 404 VIRGINIA AVE	MV TAXES VEH LIC FE DMV STOP	40.00 35.00 415.97	415.97	415.97
2020	5135	25	50894 CONNER, DONIEL MONTE	MV VLF CLAIM	0 1475 COUNTRY CLUB CT	MV TAXES VEH LIC FE CLAIM	345.97 40.00 30.00	92.61	92.61
2020	5242	25	34756 CORBETT, DEANNA LYNN	MV VLF	0 398 E MARKET ST APT 4	MV TAXES MV TAXES	92.61 152.68	152.68	152.68
2020	5259	25	307347 CORDOUA, FRANK JESSE	MV VLF	762 MADISON ST	MV TAXES VEH LIC FE	139.18 13.50	27.00	27.00
2020	5309	25	325856 CORREA, ERLIN	MV VLF	803 STUART ST	MV TAXES VEH LIC FE	7.00 20.00	163.28	163.28
2020	5329	25	322988 CORRIEA, MICHAEL DAVID	MV VLF CLAIM	0 1212 COMMERCIAL CT	MV TAXES VEH LIC FE CLAIM	93.28 40.00 30.00	293.53	293.53
2020	5407	25	38367 COX, CHRISTOPHER NICHOLAS	DMVSTP CLAIM	1211 FOUNDERS WAY	MV TAXES VEH LIC FE DMV STOP	188.53 40.00 35.00 30.00	124.62	124.62

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2020	5473	25	1204 CRAWFORD, JALEN TEDDY	MV	0 1016 CHICAGO AVE APT 201	MV TAXES	117.09	117.09	117.09
2020	5493	25	333223 CREATIVE HAIRDRESSERS INC	BPP	1790E MARKET ST STE 128	BUS PP	210.94	210.94	210.94
2020	5496	25	32504 CRESCO CAPITAL INC	CE	0 200 OMEN PKWYCIRCLE	COMP EQUIP	192.75	192.75	
				BMV		BUS MV	18.19	18.19	
				BMV		BUS MV	1,482.60	1,482.60	1,482.60
				LFF		BUS MV	1,316.00	1,316.00	
				DMVSTP		LATE FILE	.00	.00	
2020	5498	25	307588 CRESPO, FRANCISCO ANDREW	MV	1715 COUNTRY CLUB RD	DMV STOP	35.00	35.00	20.50
				VLF		MV TAXES	7.00	7.00	
2020	5544	25	1213 CROSS, JOHN BENTON	MV	130 PLEASANT HILL RD APT B	VEH LIC FE	13.50	13.50	248.98
				VLF		MV TAXES	173.98	173.98	
				DMVSTP		VEH LIC FE	40.00	40.00	
2020	5548	25	26140 CROSS, WALKER GRAY	BMV	1079 WOODBURY CIR APT 103	DMV STOP	35.00	35.00	49.84
				PPPEN		BUS MV	49.84	49.84	
2020	5584	25	54238 CRUZ CRUZ, FORTINO	MV	0 939 VIRGINIA AVE UNIT 5	PENALTY	.00	.00	105.00
				VLF		MV TAXES	40.00	40.00	
				DMVSTP		VEH LIC FE	35.00	35.00	
				CLAIM		DMV STOP	30.00	30.00	
2020	5591	25	322070 CRUZ GARCIA, FRANCISCO A	MV	899 PORT REPUBLIC RD	CLAIM	114.88	114.88	114.88
				CLAIM		MV TAXES	84.88	84.88	
2020	5613	25	42441 CRUZ SANCHEZ, PATRICIA	MV	0 959 WREN WAY	CLAIM	139.89	139.89	139.89
				MV		MV TAXES	.00	.00	
				MV		MV TAXES	66.15	66.15	
				VLF		MV TAXES	33.74	33.74	
2020	5677	25	335790 CSPS LLC	BMV	849 CAMELOT LN	VEH LIC FE	40.00	40.00	118.63
				VLF		BUS MV	23.63	23.63	
				LFF		VEH LIC FE	20.00	20.00	
				DMVSTP		LATE FILE	10.00	10.00	
				CLAIM		DMV STOP	35.00	35.00	
2020	5712	25	52004 CUEVAS RODRIGUEZ, MARIA D	MV	0 307 N MUHLENBERG ST APT 2	CLAIM	198.04	198.04	198.04
				VLF		MV TAXES	123.04	123.04	
				DMVSTP		VEH LIC FE	40.00	40.00	
2020	5747	25	52788 CURBELO CANDELARIA, CHRISTOPHER	MV	0 603 HAWKINS ST APT C	DMV STOP	35.00	35.00	13.50
				MV		MV TAXES	.00	.00	
				VLF		MV TAXES	.00	.00	
2020	5760	25	35611 CURRY, ANDREW CARL	MV	590 LONG AVE	VEH LIC FE	13.50	13.50	27.13
2020	5779	25	323988 CUSHING, MICHELLE M	MV	895 JEFFERSON ST	MV TAXES	27.13	27.13	34.53
2020	5782	25	50897 CUSTER, BARRY STEVEN	MV	0 319 ROCKINGHAM DR APT I	MV TAXES	34.53	34.53	165.98

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2020	5913	25	51586 DAS, SANGHAMITRA	MV VLF DMVSTP		MV TAXES VEH LIC FE DMV STOP	130.98 .00 35.00		
					0 141 COLONIAL DR APT K	MV TAXES	138.74		138.74
						VEH LIC FE	33.74		
						DMV STOP	40.00		
						DMV STOP	35.00		
						CLAIM	30.00		
2020	5932	25	33356 DAVID CASTILLO, JULIO C		0 14300 FULLERTON RD	MV TAXES	42.87		42.87
2020	5971	25	330812 DAVIS, DEREK LAMOND		1370 NORTHAMPTON CT	MV TAXES	352.23		352.23
						MV TAXES	312.23		
						VEH LIC FE	40.00		
2020	5999	25	47210 DAVIS, NIGI PEREZ		1141 DEVON LN APT C	MV TAXES	115.00		115.00
						MV TAXES	.00		
						MV TAXES	.00		
						MV TAXES	.00		
						VEH LIC FE	40.00		
						VEH LIC FE	40.00		
						DMV STOP	35.00		
2020	6021	25	54950 DAVISON, RAYMON LEONITA		0 3741 ZOEY LEE DR	MV TAXES	75.00		75.00
						MV TAXES	.00		
						VEH LIC FE	40.00		
						DMV STOP	35.00		
2020	6024	25	1267 DAWOOD, FARAH SALMAN		0 822 CAMELOT LN	MV TAXES	98.57		98.57
2020	6027	25	312532 DAWSON, CHRISTOPHER WAYNE		700 HICKORY HILL DR	BOAT TAXES	7.00		7.00
2020	6061	25	319666 DE LA GUARDIA, PATRICIA		45 SOUTH AVE APT B	MV TAXES	123.70		123.70
2020	6114	25	328962 DEAN, SCOTT THORNTON		639E WOLFE ST	MV TAXES	35.91		35.91
2020	6163	25	317516 DEGADO, ELISEO		1246 MCCLURES MILL RD	MV TAXES	63.50		63.50
2020	6298	25	1299 DERIDDER, COLTON SCOTT		141 COLONIAL DR APT K	MV TAXES	139.17		139.17
						MV TAXES	.00		
						VEH LIC FE	64.17		
						DMV STOP	40.00		
2020	6376	25	324119 DIAZ DONZALEZ, FABIAN		760 COLLICELLO ST APT B	MV TAXES	26.81		26.81
2020	6381	25	33359 DIAZ HERNANDEZ, DANIEL		1032 LOIS LN	MV TAXES	30.38		30.38
						MV TAXES	.00		
						VEH LIC FE	.00		
2020	6385	25	31206 DIAZ ISLAS, ROBERTO ADRIAN		0 4908 S CHESTERFIELD RD	MV TAXES	46.62		46.62
2020	6400	25	35731 DIAZ, BRUCE LEE		771 HILLMONT CIR	MV TAXES	169.29		169.29
						MV TAXES	134.29		
						DMV STOP	35.00		
2020	6420	25	323752 DIAZ, SULEIKA ORTIZ		710E GAY ST	MV TAXES	68.14		68.14

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2020	6515	25	42065 DILLMAN, BARRETT H	MV VLF DMVSTP	256 ROCCO AVE APT D MV TAXES VEH LIC FE DMV STOP	385.25 310.25 40.00 35.00	385.25		
2020	6532	25	328166 DINGLE, KAWAN SHAMAR	MV	1231 OLD WINDMILL CIR MV TAXES	115.77 115.77	115.77		
2020	6597	25	48301 DOLEN TRUST	BMV	0 3000 LAKESIDE DR STE 2 BUS MV	302.75 302.75	302.75		
2020	6611	25	308931 DOMINGO-MACARIO, ISAIAS	MV CLAIM	0 21 MAPLEWOOD CT APT C MV TAXES CLAIM	172.23 142.23 30.00	172.23		
2020	6802	25	27273 DREWS, CONNOR FREDERICK	MV VLF	0 1004 ROLLINS DR SW MV TAXES VEH LIC FE	72.70 32.70 40.00	72.70		
2020	6857	25	53810 DUGGAN, KYLE ANDREW	MV VLF DMVSTP	0 152 CHESTNUT RIDGE DR APT MV TAXES VEH LIC FE DMV STOP	75.00 .00 40.00 35.00	75.00		
2020	6946	25	320040 DZIUBA, ANDREW K	MV	1044 LOIS LN # F MV TAXES	27.78 27.78	27.78		
2020	7013	25	42445 EAVEY, DALE CLARK	MV MV VLF CLAIM	0 1321 GOLDFINCH DR MV TAXES MV TAXES VEH LIC FE CLAIM	234.72 164.72 .00 40.00 30.00	234.72		
2020	7065	25	42383 EDEN DECORATIONS LLC	BPP	1411 STONECHRIS DR BUS PP	10.60 10.60	10.60		
2020	7069	25	28081 EDGE, HUNTER DANIELLE	MV VLF DMVSTP	242 E WATER ST APT 108 MV TAXES VEH LIC FE DMV STOP	583.03 508.03 40.00 35.00	583.03		
2020	7094	25	28082 EDWARDS, DAVID DEWAYNE SR	MV VLF DMVSTP CLAIM	647E ROCK ST MV TAXES VEH LIC FE DMV STOP CLAIM	124.53 59.53 .00 35.00 30.00	124.53		
2020	7099	25	52008 EDWARDS, JUSTAVIOUS	MV VLF DMVSTP CLAIM	0 1595 DEVON LN MV TAXES VEH LIC FE DMV STOP CLAIM	402.67 297.67 40.00 35.00 30.00	402.67		
2020	7168	25	405838 ELEMENT VAPORS LLC	BPP CE CLAIM	32 MILLER CIRCLE BUS PP COMP EQUIP CLAIM	126.63 77.02 19.61 30.00	126.63		
2020	7178	25	315423 ELIJAH-GASPER, JASMINE ALIS	MV CLAIM	511 MYRTLE ST MV TAXES CLAIM	61.75 31.75 30.00	61.75		
2020	7198	25	1410 ELLIOTT, JENNIFER RENEA	MV	0 515 MYRTLE ST MV TAXES	29.77 29.77	29.77		
2020	7225	25	323319 EMBAYE, ADHANOM W	MV	721 RIDGEVILLE LN MV TAXES	62.42 32.42	62.42		

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2020	7314	25	37603 ERIKSEN, STEVEN J	CLAIM	0 80 W WATER ST APT 206	CLAIM	30.00	667.71	667.71
				MV		MV TAXES	506.71		
				MV		MV TAXES	126.00		
				VLF		VEH LIC FE	.00		
				DMVSTP		DMV STOP	35.00		
2020	7326	25	321970 ESCALANTE PEREZ, GREYSI	MV	56 SOUTH AVE APT K	MV TAXES	7.47	7.47	7.47
				VLF		VEH LIC FE	.00		
2020	7337	25	35705 ESCOBAR ALMENDAREZ, DORTIANS	MV	0 540 HAWKINS ST	MV TAXES	70.36	70.36	70.36
				CLAIM		MV TAXES	30.00		
2020	7368	25	307503 ESPARZA, REFUGIO IBARRA	MH	1330 PORT REPUBLIC RD LOT 13	CLAIM	61.92	91.92	91.92
				CLAIM		MH	30.00		
2020	7398	25	323258 ESTELA, GIOVANI ANTONIO	MV	731 VIRGINIA AVE	CLAIM	120.70	120.70	120.70
				VLF		MV TAXES	80.70		
2020	7412	25	190 ESTES, NICHOLAS SETH	MV	0 2434 BAYBERRY LN	VEH LIC FE	40.00	280.48	280.48
2020	7435	25	304838 ETCHEBARNE, NESTOR ALBINO	MV	1528 CENTRAL AVE	MV TAXES	280.48	128.68	128.68
				MV		MV TAXES	41.68		
				BT		BOAT TAXES	.00		
				VLF		VEH LIC FE	7.00		
				VLF		VEH LIC FE	40.00		
2020	7484	25	12241 EVERETT, JARRELL RENEE	MV	758 ANGLE DR	MV TAXES	79.38	79.38	79.38
2020	7619	25	51387 FARROW, BRENDA JOYCE	MV	1144 OLD FURNACE RD APT A	MV TAXES	79.38	390.89	390.89
				VLF		VEH LIC FE	355.89		
				DMVSTP		DMV STOP	.00		
2020	7641	25	310284 FAUNTROY, JOAN T	MV	1042 SHENANDOAH ST	MV TAXES	35.00	137.90	137.90
				VLF		MV TAXES	97.90		
2020	7645	25	44191 FAYE, RUBEN LIBERTO A	MV	1015 LOIS LN APT J	VEH LIC FE	40.00	140.06	140.06
				VLF		MV TAXES	35.06		
				DMVSTP		VEH LIC FE	40.00		
				CLAIM		DMV STOP	35.00		
2020	7699	25	50151 FENG, YIFAN	MV	0 1235 DEVON LN APT E	CLAIM	30.00	296.52	296.52
				VLF		MV TAXES	231.52		
				DMVSTP		VEH LIC FE	.00		
				CLAIM		DMV STOP	35.00		
2020	7709	25	300495 FERGUSON, ROSEMARIE	MV	225 EMERALD DR	CLAIM	91.60	91.60	91.60
				VLF		MV TAXES	51.60		
2020	7717	25	51588 FERNANDEZ, ADAM	MV	140 CHESTNUT RIDGE DR APT	VEH LIC FE	40.00	75.00	75.00
				VLF		MV TAXES	.00		
				DMVSTP		VEH LIC FE	40.00		
				DMVSTP		DMV STOP	35.00		

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2020	7906	25	42174 FLAMMANG, JEFFREY LEE	MV VLF DMVSTP	0 1236 FROST PL MV TAXES VEH LIC FE DMV STOP	147.11 72.11 40.00 35.00	147.11	147.11	
2020	7918	25	40333 FLAVOR SAVOR BBQ LLC	BPP	719 E MARKET ST BUS PP	10.60	10.60	10.60	
2020	8014	25	333894 FLOWERS BAKING CO OF LYNCHBURG LLC	BPP CE LFF	60 CHARLES ST BUS PP BUS PP COMP EQUIP LATE FILE	198.24 177.76 2.46 18.02	198.24	198.24	
2020	8065	25	304868 FORD, DAVID CHARLES	MV MV MV MH	0 1715 COUNTRY CLUB RD TRLR MV TAXES MV TAXES MV TAXES MH	117.02 .00 37.04 41.28 38.70	117.02	117.02	
2020	8066	25	34453 FORD, DAVID JULIUS JR	MV VLF	281N MASON ST UNIT 732 MV TAXES VEH LIC FE	327.09 287.09 40.00	327.09	327.09	
2020	8076	25	301801 FORDNEY, JASON LEE	MV	1126 CHESTNUT DR MV TAXES	283.12	283.12	283.12	
2020	8093	25	50708 FORTRESS OF VIRGINIA LLC	BMV LFF DMVSTP	0 985 S HIGH ST BUS MV LATE FILE	298.34 239.40 23.94	298.34	298.34	
2020	8094	25	33639 FORTUNA, ANTHONY JOHN	MV DMVSTP	2484 RESERVOIR ST APT A MV TAXES DMV STOP	142.83 107.83 35.00	142.83	142.83	
2020	8116	25	322049 FOSTER, MICA DESHON	MV	1219 FOUNDERS WAY MV TAXES	35.72	35.72	35.72	
2020	8148	25	325353 FOY, CRAIG ANTHONY JR	MV	1240 HARMONY DR APT A MV TAXES	42.55	42.55	42.55	
2020	8154	25	33872 FRADERA HORRACH, SAMUEL	MV CLAIM	930 VINE ST APT G MV TAXES CLAIM	157.01 127.01 30.00	157.01	157.01	
2020	8236	25	319488 FRIDAY, WILLIAM S	MV	238E WATER ST APT 211 MV TAXES	154.13	154.13	154.13	
2020	8298	25	330001 FUENTES-COSME, BERNICE ESTER	MV VLF	0 1057 SHENANDOAH ST APT A MV TAXES VEH LIC FE	40.00 .00 40.00	40.00	40.00	
2020	8299	25	26650 FUENTES-CRUZ, JOSE ALBERTO	MV VLF	1281 OLD FURNACE RD MV TAXES MV TAXES	132.54 .00 102.54	132.54	132.54	
2020	8343	25	50375 FUNK, CAMERON LEE	MV CLAIM	0 761 FOLEY RD MV TAXES CLAIM	27.78 27.78 30.00	27.78	27.78	
2020	8387	25	50257 GADSDEN-ZATEZALO, TRINITI JAITE	MV VLF	0 1050 SULLY DR MV TAXES VEH LIC FE	372.07 332.07 40.00	372.07	372.07	
2020	8466	25	51591 GAMBOA, MANUEL LOUIS JR	MV VLF DMVSTP	0 660 WALNUT LN MV TAXES VEH LIC FE DMV STOP	89.91 54.91 .00 35.00	89.91	89.91	

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YEAR	BILL CAT	ACCOUNT	CUSTOMER	CHARGE	REFERENCE	CHARGE DESC	CHARGE AMT	UNPAID BAL	WRITE-OFF AMT
2020	8473	25	331885 GAMTESSA, WAEL QAJELA	MV CLAIM	0 1200 PARK RD	MV TAXES	151.72	151.72	151.72
2020	8488	25	325941 GAO, BING	MV CLAIM	1218 MOUNTAIN VIEW DR	CLAIM	121.72	121.72	121.72
2020	8521	25	41905 GARCIA AGUERO, URANIA	MV CLAIM	0 982 COLLEGE AVE	MV TAXES	122.61	122.61	122.61
2020	8522	25	41906 GARCIA AGUERO, URANIA	DMVSTP	0 982 COLLEGE AVE	DMV STOP	92.61	92.61	92.61
2020	8548	25	1579 GARCIA HENRIQUEZ, EDWIN ERNESTO	MV CLAIM	0 138 SUTER ST	MV TAXES	30.00	30.00	30.00
2020	8554	25	26656 GARCIA LAZO, GLEDIS O	MV CLAIM	0 537 HAWKINS ST	CLAIM	41.68	41.68	41.68
2020	8567	25	328077 GARCIA MENDOZA, NOEL ALBERTO	MV CLAIM	115 AUGUSTA CIR	MV TAXES	35.00	35.00	35.00
2020	8580	25	43726 GARCIA TOBIAS, ARTURO	MV CLAIM	0 540 HAWKINS ST APT A	MV TAXES	93.28	93.28	93.28
2020	8623	25	300339 GARCIA, VIVIAN MERCEDES	MV CLAIM	1045 SHENANDOAH ST APT A	CLAIM	31.75	31.75	31.75
2020	8657	25	43523 GAROFALO, JOSEPH M II	MV CLAIM	0 180 COLONIAL DR APT D	MV TAXES	30.00	30.00	30.00
2020	8661	25	28100 GARRETT, JOSHUA ADAM	MV CLAIM	20857 E COLONIAL TRAIL HWY	MV TAXES	46.30	46.30	46.30
2020	8708	25	327279 GAY, LINDSAY DANIELLE	MV CLAIM	1111 NATHAN HALE CT	VEH LIC FE	35.14	35.14	35.14
2020	8712	25	331910 GAYOSSO-LEON, ISABEL	MV CLAIM	713E GAY ST	MV TAXES	199.77	199.77	199.77
2020	8741	25	323166 GEBREMICAHEL, TESFALIDET	MV CLAIM	92 DUTCH MILL CT APT G	MV TAXES	317.52	317.52	317.52
2020	8770	25	326778 GELBERG, MICHAEL J	MV CLAIM	610 FRANKLIN ST	MV TAXES	8.19	8.19	8.19
2020	8795	25	325421 GENTRY, LANCE JERON	MV CLAIM	2325 AVALON WOODS DR	DMV STOP	13.50	13.50	13.50
2020	8797	25	325970 GENTRY, VENITA JOI	MV CLAIM	2325 AVALON WOODS DR	DMV STOP	35.00	35.00	35.00

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2020	8800	25	334117 GENYAME TRANSPORT LLC	VLF	123 AUGUSTA CIR	VEH LIC FE	177.85	177.85	
				BMV	BUS MV		41.97		
				BMV	BUS MV		58.80		
				VLF	VEH LIC FE		33.50		
				VLF	VEH LIC FE		33.50		
				LFF	LATE FILE		10.08		
2020	8899	25	335937 GIBSON, JOHN	BPP	3061S MAIN ST	MAIN ST	9.66	9.66	
				CE	BUS PP		4.77		
				LFF	COMP EQUIP		.06		
				LFF	LATE FILE		4.83		
2020	8910	25	303007 GIBSON, RONALD NEAL	MV	1135 ROCKINGHAM DR	VEH LIC FE	35.72	35.72	
2020	9015	25	51744 GIRON, KILDERS D	BT	83 HOPE ST	MV TAXES	14.00	14.00	
2020	9121	25	53087 GOITOM, BNUIM HABTEAB	MV	0 240 ROCCO AVE APT A	BOAT TAXES	105.00	105.00	
				DMVSTP	MV TAXES		.00		
				CLAIM	VEH LIC FE		40.00		
					DMV STOP		35.00		
					CLAIM		30.00		
2020	9122	25	26938 GOLASH, SEAN MICHAEL	MV	0 1168 OLD FURNACE RD APT B	MV TAXES	43.00	43.00	
2020	9129	25	333366 GOLDENS BELLS CHURCH OF GOD IN, CHRIST	BMV	355 EFFINGER ST	MV TAXES	40.00	40.00	
				BMV	BUS MV		.00		
				VLF	BUS MV		.00		
				VLF	VEH LIC FE		20.00		
				VLF	VEH LIC FE		20.00		
2020	9191	25	36559 GONZALEZ FELICIANO, ASTRID NICOLE	DMVSTP	33 VALE CIR APT I	MV TAXES	242.71	242.71	
				VLF	MV TAXES		207.71		
				DMVSTP	DMV STOP		.00		
2020	9192	25	51939 GONZALEZ GONZALEZ, WENDY YAMILETH	MV	0 2215 RESERVOIR ST	DMV STOP	167.92	167.92	
				MV	MV TAXES		.00		
				VLF	MV TAXES		52.92		
				VLF	VEH LIC FE		40.00		
				DMVSTP	VEH LIC FE		40.00		
2020	9200	25	39785 GONZALEZ LARA, OMAR ENRIQUE	MV	0 3210 S MAIN ST	DMV STOP	78.29	78.29	
				CLAIM	MV TAXES		48.29		
				MV	CLAIM		30.00		
2020	9235	25	38502 GONZALEZ, ALEX	MV	0 537 S HIGH ST	MV TAXES	654.12	654.12	
				MV	MV TAXES		288.41		
				VLF	MV TAXES		250.71		
				VLF	VEH LIC FE		40.00		
				DMVSTP	VEH LIC FE		40.00		
2020	9405	25	325177 GOZA, MICHAEL W	MV	103 SYCAMORE CT APT B	DMV STOP	105.84	105.84	
2020	9522	25	1675 GRAY, LYNN ANTHONETTE	MV	2210 LAKE TERRACE DR	MV TAXES	578.93	578.93	
				VLF	MV TAXES		482.89		
				DMVSTP	VEH LIC FE		40.00		
					DMV STOP		35.00		

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2020	9593	25	50155 GREENE, AVERY MAURICE	PPEN	0 6362	HEMLOCK RIDGE CT	21.04	1,017.10	1,017.10
				MV		MV TAXES	1,017.10		
				VLF		VEH LIC FE	982.10		
				DMVSTP		DMV STOP	35.00		
2020	9623	25	25557 GREMBI, SAVANNAH CALLIE	MV	0 1232	OLD WINDMILL CIR	136.49	136.49	
				VLF		MV TAXES	96.49		
				DMVSTP		VEH LIC FE	40.00		
				PPEN		DMV STOP	.00		
						PENALTY	.00		
2020	9639	25	31286 GRIFFIN, MARQUITA SHAREE	MV	0 929	PARK LN	35.72	35.72	35.72
						MV TAXES	35.72		
2020	9692	25	304357 GROSE, BELINDA CRANTZ	MV	1197	WESTMORELAND DR	72.76	72.76	72.76
						MV TAXES	72.76		
2020	9724	25	42611 GU, YUNJIE	MV	454	TEABERRY LN	317.69	317.69	317.69
				VLF		MV TAXES	252.69		
				DMVSTP		VEH LIC FE	.00		
				CLAIM		DMV STOP	35.00		
2020	9737	25	27742 GUERRERO ROJAS, JULIO C	MV	0 8	HOLLY CT APT D	97.93	97.93	97.93
						MV TAXES	16.80		
				VLF		MV TAXES	47.63		
						VEH LIC FE	33.50		
2020	9744	25	38279 GUEVARA GONZALES, FERNANDO	MV	0 1212	MOUNTAIN VIEW DR	27.13	27.13	27.13
						MV TAXES	27.13		
2020	9812	25	332413 GUTIERREZ HERRERA, CRISTOBAL	JOSE	865	PORT REPUBLIC RD APT 504	397.14	397.14	397.14
				MV		MV TAXES	367.14		
				CLAIM		CLAIM	30.00		
2020	9910	25	31298 HAILEY, BRIAN LEE	MV	0 47	SOUTH AVE APT I	63.07	63.07	63.07
						MV TAXES	33.07		
				CLAIM		CLAIM	30.00		
2020	9923	25	47484 HAIRSTON, STARLING ORLANDO	MV	0 1115	VIRGINIA AVE APT 12	290.63	290.63	290.63
						MV TAXES	260.63		
				CLAIM		CLAIM	30.00		
2020	9937	25	51392 HALDEMAN, KAYNE CHRISTOPHER	MV	0 39	SOUTH AVE APT J	128.21	128.21	128.21
				VLF		MV TAXES	58.21		
				CLAIM		VEH LIC FE	40.00		
						CLAIM	30.00		
2020	9982	25	305148 HALL, RONALD LYNN	MV	1330	PORT REPUBLIC RD 33	176.52	176.52	176.52
				MH		MV TAXES	99.22		
				CLAIM		MH	47.30		
						CLAIM	30.00		
2020	10139	25	44281 HARDI, DINA	MV	238	E WATER ST APT 417	248.29	248.29	248.29
				VLF		MV TAXES	218.29		
				CLAIM		VEH LIC FE	.00		
2020	10188	25	40234 HARPER, BRANDY LEIGH	MV	0 914	CHESTNUT DR	145.10	145.10	145.10
						MV TAXES	84.67		
				CLAIM		MV TAXES	30.43		
						CLAIM	30.00		
2020	10239	25	38388 HARRIS, JENNIFER RENEE	MV	0 205	SUNRISE AVE	31.84	31.84	31.84
						MV TAXES	31.84		

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2020	10266	25	33505 HARRISON, BETHANY KAY	MV	0 124 LOFTON DR	MV TAXES	46.30	46.30	46.30
2020	10380	25	331960 HARTZ, CARRIE R	MV	0 521 VINE ST APT C	MV TAXES	66.15	66.15	66.15
2020	10438	25	28384 HATCHER, LEIGH ANN	MV	0 600 LOCUST HILL DR	MV TAXES	417.41	417.41	417.41
2020	10449	25	330844 HAUGHTON, DYLAN SCOTT	MV	0 250 W WOLFE ST	MV TAXES	67.04	67.04	67.04
2020	10475	25	54566 HAYE, STEPHEN COURTNEY	CLAIM	0 170 CHESTNUT RIDGE DR APT	CLAIM	105.00	105.00	105.00
2020	10525	25	320726 HEATWOLE, MELODEE SHAELYN	MV	0 937 NORTHFIELD CT	MV TAXES	61.20	61.20	61.20
2020	10673	25	48272 HENSLEY, JONATHAN PHILLIP	VLF	0 281 N MASON ST #1721	VEH LIC FE	159.01	159.01	159.01
2020	10700	25	43870 HEPBURN, ALEXANDRA NICOLE	DMVSTP	0 4617 ARDMORE LN	DMV STOP	296.30	296.30	296.30
2020	10709	25	35936 HERCULES VALLE, LISBETH GABRIELA	DMVSTP	0 279 NORTFIELD CT	DMV STOP	118.64	118.64	118.64
2020	10712	25	329719 HEREDOS, BRIAN A	CLAIM	0 1218 POETS CT	CLAIM	5.25	5.25	5.25
2020	10764	25	52170 HERNANDEZ GUTIERREZ, OBEISY	MV	0 537 HAWKINS ST	MV TAXES	135.78	135.78	135.78
2020	10770	25	318386 HERNANDEZ LUCAS, HECTOR HUGO	DMVSTP	0 1070 OLD FURNACE RD APT D	DMV STOP	182.14	182.14	182.14
2020	10772	25	40850 HERNANDEZ MAJANO, JENNIFER REINA ELI	CLAIM	0 540 HAWKINS ST	CLAIM	88.88	88.88	88.88
2020	10868	25	50998 HERNANDEZ, PEDRO	CLAIM	0 679 E WOLFE ST	MV TAXES	470.21	470.21	470.21
2020	10927	25	322540 HERRICK, KASIA LEE	VLF	1289 GOLDFINCH DR	VEH LIC FE	26.81	26.81	26.81
2020	10934	25	51549 HERRING, MATTHEW RYAN	MV	1189 WESTMORELAND DR	MV TAXES	71.80	71.80	71.80
2020	10947	25	315062 HERTLE, DAVID ALAN JR	BPP	51 SOUTH AVE APT B	BUS PP	44.06	44.06	44.06
				LFF		LATE FILE			
				CLAIM		CLAIM			
				MV		MV TAXES			

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YEAR	BILL CAT	ACCOUNT	CUSTOMER	CHARGE	REFERENCE	CHARGE DESC	CHARGE AMT	UNPAID BAL	WRITE-OFF AMT
2020	10975	25	1850 HESS, NATHAN	MV VLF	0 PO BOX 690	MV TAXES	27.00	27.00	27.00
2020	10998	25	35442 HEWEKAK, NOUR	MV CLAIM	0 576 PHEASANT RUN CIR	VEH LIC FE	7.00	7.00	133.19
2020	11017	25	54256 HIGEAR LEASING SERVICES OF VIRGINIA	MV BMV	0 1390 SOUTHSIDE DR STE 108	MV TAXES	133.19	133.19	103.19
2020	11196	25	310404 HOGLE, BEVERLY	MV VLF	1305 BROOK AVE	CLAIM	30.00	30.00	75.00
2020	11259	25	30969 HOLSINGER, CASSIDY LACE	MV VLF	1308 MEADOWLARK DR	BUS MV	75.00	75.00	20.50
2020	11320	25	318971 HOOPER, WENDY M	MV DMVSTP	1259 COUNTRY CLUB CT	VEH LIC FE	40.00	40.00	20.50
2020	11344	25	326382 HOOVER, STEPHANIE ERIN	MV MV	0 143 CRESCENT DR	DMV STOP	35.00	35.00	89.59
2020	11495	25	323086 HOWELL, MAURICE LAMONT	MV MV	1041 SHENANDOAH ST APT B	MV TAXES	32.70	32.70	31.84
2020	11587	25	307023 HUGHES, BRIAN	MV MV	1255 COUNTRY CLUB CT	MV TAXES	56.89	56.89	161.41
2020	11649	25	41085 HUNT, JOHN JEFFERSON	MV VLF	183 COLONIAL DR	MV TAXES	31.84	31.84	463.30
2020	11687	25	35787 HUSKEY, RYAN CHRISTOPHER	MV DMVSTP	0 16 MERCER CT	MV TAXES	388.30	388.30	343.26
2020	11781	25	327746 IBRAHIM, SORAN H	MV VLF	92 DUTCH MILL CT APT H	VEH LIC FE	40.00	40.00	82.69
2020	11807	25	306356 IMANI, MELINDA JOYCE	MV DMVSTP	1015 BLUE RIDGE DR	DMV STOP	82.69	82.69	78.30
2020	11819	25	329646 INESTROZA BANEGAS, ROMARIO ALSIDES	MV CLAIM	925 NORTHFIELD CT	BUS MV	48.30	48.30	416.39
2020	11829	25	54155 INGRID JOHANNA, MAZARIEGOS GONZALEZ	MV VLF	0 600 NORWOOD ST APT A	CLAIM	30.00	30.00	105.00
2020	11856	25	34334 INTERRANTE, THERESA LYNN	MV DMVSTP	0 547 E MARKET ST	MV TAXES	41.01	41.01	56.89
2020	11891	25	33116 ISIDRO GARCIA, MARIA ESTRELLA	MV CLAIM	0 540 HAWKINS ST	VEH LIC FE	335.38	335.38	70.36

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YEAR	BILL CAT	ACCOUNT	CUSTOMER	CHARGE	REFERENCE	CHARGE DESC	CHARGE AMT	UNPAID BAL	WRITE-OFF AMT
2020	11937	25	32523 J PETAL INC	MV CLAIM	1645 RESERVOIR ST	MV TAXES CLAIM	40.36	40.36	
				BPP CE CLAIM	BUS PP COMP EQUIP CLAIM		30.00	30.00	
							753.87	809.95	809.95
2020	11938	25	334876 J RIVAS TRUCKING LLC	BMV VLF LFF	1414 OLD WINDMILL CIRCLE	BUS MV VEH LIC FE LATE FILE	93.45	136.95	136.95
							33.50		
							10.00		
2020	11945	25	40341 J-PETAL INC	BMV VLF LFF	0 1645 RESERVOIR ST STE 170	BUS MV LATE FILE	918.09	1,074.90	1,074.90
							91.81		
							35.00		
							30.00		
2020	12048	25	36480 JAMES, ASHLEY ELIZABETH-ANN	DMVSTP CLAIM	0 672 JOHN TYLER CIR APT 30	MV TAXES DMV STOP CLAIM	128.33	163.33	163.33
							35.00		
2020	12049	25	27355 JAMES, DANIELLE ALYSANDREA	MV DMVSTP	0 15756 MILLBROOK LN	MV TAXES DMV STOP	27.52	27.52	27.52
2020	12051	25	52407 JAMES, LATORIA COCO	MV DMVSTP PPEN	0 1233 COUNTRY CLUB CT	MV TAXES DMV STOP	21.98	21.98	21.98
							.00		
							.00		
2020	12074	25	31357 JANSEN, NATHAN DOMINICUS	MV VLF	0 180 COLONIAL DR APT D	MV TAXES VEH LIC FE	390.95	390.95	390.95
2020	12105	25	324774 JAUREGUI REYES, NORBERTO	MV	901 LIBERTY ST	MV TAXES	40.36	40.36	40.36
2020	12107	25	10187 JAY, EARNEST JR	MV	0 1105 PARKWAY DR	MV TAXES	36.39	36.39	36.39
2020	12111	25	47792 JCS STUDIOS LLC	MV BPP LFF CLAIM PPEN	90N MAIN ST	BUS PP LATE FILE CLAIM	21.20	63.98	63.98
							10.00		
							30.00		
2020	12155	25	330252 JENKINS, KATESHA RASHE	MV VLF DMVSTP PPEN	902 NORTHFIELD CT	MV TAXES VEH LIC FE DMV STOP	159.09	199.09	199.09
							40.00		
							.00		
							.00		
2020	12172	25	35754 JENNINGS, DANIEL REGINALD	MV VLF DMVSTP	283 EMERALD DR	MV TAXES VEH LIC FE DMV STOP	170.67	245.67	245.67
							40.00		
2020	12178	25	47220 JENNINGS, JAMES LAQUANTE	MV VLF DMVSTP	1115 COMMERCIAL CT	MV TAXES DMV STOP	35.00	75.00	75.00
							.00		
2020	12201	25	305639 JERRELLS, LAYTON LEE	MV VLF DMVSTP	852 MADISON ST	MV TAXES DMV STOP	40.00	28.40	28.40
							35.00		
							8.40		
							20.00		

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2020	12224	25	38284 JI, YINRUI	MV CLAIM	0 2430 BAYBERRY LN	MV TAXES	344.87	344.87	344.87
2020	12226	25	325222 JIANG, CHENGLANG	MV CLAIM	2563 WINTER PARK LN	MV TAXES	127.90	127.90	127.90
2020	12227	25	42838 JIANG, LINGJING	MV CLAIM	0 1360 HUNTERS RD APT L	MV TAXES	172.23	172.23	172.23
2020	12244	25	51400 JIMENEZ TORRES, JAIME ALONSO	MV CLAIM	0 540 HAWKINS ST	MV TAXES	163.88	163.88	163.88
2020	12301	25	51497 JOHNSON, ASPEN TYREE	MV CLAIM	0 1238 POETS CT	MV TAXES	27.78	27.78	27.78
2020	12312	25	311769 JOHNSON, CONSUELA LOUISE	MV CLAIM	164 LOGAN LN	MV TAXES	129.00	129.00	129.00
2020	12339	25	42107 JOHNSON, JOHN FREDERICK III	MV CLAIM	0 55 FOX LN	MV TAXES	184.13	184.13	184.13
2020	12411	25	321731 JONES, BILLIE JO	MV CLAIM	1230 WOODCREST CIRCLE	MV TAXES	128.93	128.93	128.93
2020	12429	25	35566 JONES, DENNIS B	MV CLAIM	0 1424 SOUTHAMPTON CT	MV TAXES	245.50	245.50	245.50
2020	12444	25	33758 JONES, JO DARE-EATON	MV CLAIM	711 MINERAL SPRINGS RD	MV TAXES	378.63	378.63	378.63
2020	12466	25	331131 JONES, TANESHA KRISTINE	MV CLAIM	0 1476 COUNTRY CLUB CT	MV TAXES	42.34	42.34	42.34
2020	12519	25	42684 JP MORGAN CHASE	MV CLAIM	0	MV TAXES	681.90	681.90	681.90
2020	12530	25	54202 JUAREZ VEGA, EDITH GUADALUPE	MV CLAIM	0 500 LANGHORNE AVE	MV TAXES	75.00	75.00	75.00
2020	12554	25	330912 JUSTICE, MICHAEL THOMAS	MV CLAIM	0 1033 WELLINGTON DR	MV TAXES	140.24	140.24	140.24
2020	12580	25	37470 KAENDERA, JOHN A	MV CLAIM	0 10812 BROOKSTON DR W	MV TAXES	497.06	497.06	497.06
2020	12668	25	34426 KATULA, LINDSEY M	MV CLAIM	0 2433 AVALON WOODS DR	MV TAXES	201.04	201.04	201.04

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2020	12731	25	37233 KEEFE, DELANEY MARIE	MV DMVSTP		MV TAXES DMV STOP	166.04 35.00		
				MV	438 COLLICELLO ST		72.11	72.11	
				MV		MV TAXES	72.11		
2020	12740	25	322397 KEELING, TAYLOR SCOTT	MV VLF DMVSTP CLAIM	0 415 HILL ST	MV TAXES MV TAXES VEH LIC FE DMV STOP CLAIM	146.25 41.25 40.00 35.00 30.00	146.25	
2020	12803	25	332084 KENDALL, JOHN P	MV CLAIM	0 895 JEFFERSON ST	MV TAXES MV TAXES CLAIM	46.30 30.00 177.95	76.30	
2020	12854	25	42686 KERILL, DARREN JAY	MV	0 403 W BRUCE ST	MV TAXES	30.83	177.95	
2020	12855	25	39368 KERLEY, BEVERLY DAWN	MV	0 50 PATRIOT DR	MV TAXES	30.83	30.83	
2020	12870	25	30439 KESNER, RONALD WAYNE	MV CLAIM	0 1057 SHENANDOAH ST APT G	MV TAXES MV TAXES CLAIM	30.83 99.89 30.00	129.89	
2020	12871	25	2164 KESNER, VICKY KAY	MV	0 154 CHESTNUT RIDGE DR APT	MV TAXES	33.07	33.07	
2020	12918	25	38440 KHEZRIYAZDAN, ATEF	MV VLF CLAIM	0 2210 RESERVOIR ST	MV TAXES MV TAXES VEH LIC FE CLAIM	33.07 604.45 40.00 30.00	674.45	
2020	12944	25	34427 KIBLER, HEATHER RENEE	MV CLAIM	0 532 MOUNTAIN VIEW DR	MV TAXES CLAIM	37.71 30.00	67.71	
2020	12984	25	27089 KIM, SE HWAN	MV CLAIM	242E WATER ST	MV TAXES CLAIM	84.67 30.00	114.67	
2020	13015	25	336799 KING, JEREMY	BPP LFF	269 EMERSON LN	BUS PP LATE FILE	21.20 10.00	31.20	
2020	13016	25	319968 KING, JEREMY I	MV MV VLF VLF	269 EMERSON LN	MV TAXES MV TAXES VEH LIC FE VEH LIC FE	162.07 162.07 0.00 0.00	162.07	
2020	13076	25	36240 KIRKPATRICK, DONALD LYNN	MV	0 1544 APPLE RIDGE CT	MV TAXES	63.50	63.50	
2020	13078	25	37652 KIRKPATRICK, MISTY KAY	MV	0 1544 APPLE RIDGE CT	MV TAXES	301.64	301.64	
2020	13085	25	311846 KIRUGA, ESTHER MUTHONI	MV	259 VINE ST APT 303	MV TAXES	61.92	61.92	
2020	13126	25	323552 KLAMUT, CARRIE ELIZABETH	MV	1224 FROST PL	MV TAXES	127.01	127.01	
2020	13157	25	48071 KLINE, NICOLETTE ILANA	MV VLF CLAIM	0 493 SNOWBERRY LN	MV TAXES MV TAXES VEH LIC FE CLAIM	269.23 40.00 30.00	339.23	

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YEAR	BILL CAT	ACCOUNT	CUSTOMER	CHARGE	REFERENCE	CHARGE DESC	CHARGE AMT	UNPAID BAL	WRITE-OFF AMT
2020	13238	25	52621 KNOESEL, KEITH P	MV VLF DMVSTP	0 6004	MERSEY OAKS WAY UNIT MV TAXES VEH LIC FE DMV STOP	75.00 .00 40.00 35.00	75.00	75.00
2020	13250	25	40762 KNOX JOHNSON, SHAUNTEE SHALIMAR	MV	0 1079	WOODBURY CIR APT 203 MV TAXES	60.86	60.86	60.86
2020	13280	25	2221 KOKOY, BIHZHAR ABDULLAH	MV VLF DMVSTP	0 1246	GOLDFINCH DR APT B MV TAXES VEH LIC FE DMV STOP	218.90 183.90 .00 35.00	218.90	218.90
2020	13325	25	318525 KOSHAR, BENJAMIN TOMES	MV	0 151	W GRATTTAN ST MV TAXES	43.48	43.48	43.48
2020	13345	25	302606 KOVBASYUK, ANATOLIY	MV VLF DMVSTP	2435	MILLWOOD LOOP MV TAXES DMV STOP	141.51 .00 106.51	141.51	141.51
2020	13427	25	38702 KUBIN, JASON CHANDLER	MV VLF DMVSTP	435	VIRGINIA AVE MV TAXES VEH LIC FE DMV STOP	140.72 .00 35.72 40.00	140.72	140.72
2020	13458	25	43259 KUNITSA, TIMOTHY ALLEN	MV VLF DMVSTP CLAIM	0 2015	WILLOW HILL DR MV TAXES VEH LIC FE DMV STOP CLAIM	308.74 203.74 40.00 35.00 30.00	308.74	308.74
2020	13490	25	306095 KUYKENDALL, TERRY JAMES	MV	1108	MOUNTAIN VIEW DR MV TAXES	72.11	72.11	72.11
2020	13531	25	46851 LABEDZ, CHRISTINA MARIE	MV VLF DMVSTP CLAIM	0 290	ROCCO AVE APT B MV TAXES VEH LIC FE DMV STOP CLAIM	159.07 119.07 40.00 201.41 161.41	159.07	159.07
2020	13562	25	36486 LAI, KEVIN HOKAY	MV VLF	0 377	WEST AVE MV TAXES VEH LIC FE	201.41	201.41	201.41
2020	13564	25	53898 LAINES LAGOS, HECTOR F	MV VLF	0 506	GREEN ST MV TAXES VEH LIC FE DMV STOP CLAIM	105.00 .00 40.00 35.00 30.00	105.00	105.00
2020	13567	25	50276 LAKE MONTERO, ROSANNI	MV	0 1044	JOHN HANCOCK PL MV TAXES	32.42	32.42	32.42
2020	13664	25	43998 LANDES, KATHY JEAN	MV VLF DMVSTP	0 1751	S DOGWOOD DR APT G MV TAXES VEH LIC FE DMV STOP	681.20 606.20 40.00 35.00	681.20	681.20
2020	13749	25	40976 LARA, BERNALDINO	MV	0 337	MARTZ RD MV TAXES	29.77	29.77	29.77
2020	13792	25	28671 LAVACHEK, JULIA MEREDITH	MV DMVSTP	0 1160	DEVON LN APT H MV TAXES DMV STOP	264.54 229.54 35.00	264.54	264.54
2020	13999	25	322781 LEHR, BRANDON JOHN	MV	917	CHESTNUT DR	39.43	39.43	39.43

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2020	14004	25	2309 LEIGHTON, STEVEN MICHAEL	MV	0 1755	PARKLAWN DR	39.43	75.10	75.10
				MV		MV TAXES	25.10		
				VLF		VEH LIC FE	20.00		
				CLAIM		CLAIM	30.00		
2020	14023	25	40472 LEMAIRE, MADISON BAILEY	MV	0 138	CHESTNUT RIDGE DR APT	393.60	393.60	393.60
2020	14093	25	2315 LEWIS, ANTHONY JAMES	MV	238	EAST WATER STREET APT 122	93.93	93.93	93.93
2020	14127	25	36606 LI, CHIH CHUN	MV	0 1372	HUNTERS RD APT L	93.93	443.38	443.38
				MV		MV TAXES	378.38		
				DMVSTP		DMV STOP	35.00		
				CLAIM		CLAIM	30.00		
2020	14133	25	32291 LI, SIYAO	MV	532	COPPER BEECH CIR	552.83	617.83	617.83
				DMVSTP		MV TAXES	35.00		
				CLAIM		DMV STOP	30.00		
2020	14144	25	36416 LIBERTY INSTALLERS LLC	BMV	0 921	BLUE RIDGE DR	73.22	116.72	116.72
				VLF		BUS MV	33.50		
				LFF		VEH LIC FE	10.00		
2020	14146	25	34846 LICHTENWALNER, NICOLE JEANETTE	MV	0 904	CAMELOT LN	102.54	177.54	177.54
				VLF		MV TAXES	40.00		
				DMVSTP		VEH LIC FE	35.00		
2020	14173	25	314545 LIGOURI, DAVID JOSEPH	MV	1045	SMITHLAND RD	66.39	66.39	66.39
				MV		MV TAXES	0.00		
				CLAIM		MV TAXES	36.39		
				CLAIM		CLAIM	30.00		
2020	14182	25	318226 LILOY, CLARA YVETTE	MV	723	GREENBRIAR DR	69.46	69.46	69.46
2020	14187	25	290 LIMON, JOSE LUIS	MV	1342	BRADLEY DR	66.82	66.82	66.82
2020	14188	25	327000 LIN, DAVID	MV	238E	WATER ST APT 120	196.47	196.47	196.47
2020	14190	25	31922 LIN, NI	MV	0 1402	OLD WINDMILL CIR	230.87	230.87	230.87
2020	14229	25	305726 LINHOSS, CHARLES CONRAD	MV	1153	DALE CIR	59.53	59.53	59.53
2020	14234	25	327189 LINNARTZ, VAN NICHOLAS JOSEPH	MV	132	CHESTNUT RIDGE DR APT E	80.05	80.05	80.05
2020	14304	25	324798 LIU, XING	MV	1396	HUNTERS RD APT L	132.54	132.54	132.54
				CLAIM		MV TAXES	102.54		
2020	14309	25	36608 LIVINGSTON, JOHN ROBERT	MV	0 2420	S MAIN ST	104.17	104.17	104.17
				VLF		MV TAXES	64.17		
2020	14334	25	29824 LOBO, ANGIE CELESTE	MV	899	PORT REPUBLIC RD APT K97	27.13	27.13	27.13
2020	14398	25	29826 LOMBA, DAVID ANTHONY	MV	672E	WOLFE ST	114.09	114.09	114.09
				VLF		MV TAXES	74.09		
						VEH LIC FE	40.00		

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2020	14422	25	328784 LONG, MEGAN NICOLE	MV	238E	WATER ST APT 420	199.77	199.77	199.77
2020	14441	25	47737 LONGSHORE, BRANDON JAMES	MV	0 606	FRANKLIN ST	107.63	107.63	107.63
				VLF		MV TAXES	37.63		
				CLAIM		VEH LIC FE	40.00		
2020	14450	25	32212 LOOMIS, ANDREW A	MV	267	CAMPBELL ST APT B	60.20	60.20	60.20
2020	14456	25	30455 LOPEZ AGUILAR, JOSUE	MV	0 1728	FINLEY DR	47.63	47.63	47.63
2020	14459	25	332157 LOPEZ BENITEZ, JOSE BAUDILIO	MV	0 227	ROCKINGHAM DR APT E	69.03	69.03	69.03
				CLAIM		MV TAXES	39.03		
2020	14529	25	34608 LOPEZ SORIANO, JAVIER	MV	0 532	PHEASANT RUN CIR	149.20	149.20	149.20
				VLF		MV TAXES	79.20		
				CLAIM		VEH LIC FE	40.00		
2020	14638	25	324899 LOVE, ABRAM HENRY III	MV	1280	GOLDFINCH DR	121.81	121.81	121.81
				VLF		MV TAXES	81.81		
				DMVSTP		VEH LIC FE	40.00		
				CLAIM		DMV STOP	.00		
				PPEN		CLAIM	.00		
2020	14662	25	37478 LOWDEN, CHRISTOPHER DAVID	MV	0 856	JEFFERSON ST	39.69	39.69	39.69
2020	14702	25	50170 LUCAS, LAURIE ANN	MV	0 90	REX RD	575.83	575.83	575.83
				CLAIM		MV TAXES	545.83		
2020	14849	25	44511 M D C TRUCKING LLC	CT	0 899	PORT REPUBLIC RD APT	736.62	736.62	736.62
				LFF		CT	610.56		
				DMVSTP		LATE FILE	61.06		
				CLAIM		DMV STOP	35.00		
2020	14857	25	54290 MABE, STEVEN MARK	MV	0 1363	GOLDFINCH DR	105.00	105.00	105.00
				VLF		MV TAXES	.00		
				DMVSTP		VEH LIC FE	40.00		
				CLAIM		DMV STOP	35.00		
2020	14860	25	47499 MABROUK, LAURA YASMIENE	MV	0 419	NEYLAND DR	79.32	79.32	79.32
				VLF		MV TAXES	44.32		
				DMVSTP		VEH LIC FE	.00		
2020	14862	25	31434 MACA GOMEZ, RUFINA	MV	0 215	VINE ST APT 207	191.72	191.72	191.72
				VLF		MV TAXES	121.72		
				CLAIM		VEH LIC FE	40.00		
2020	14938	25	302074 MADDEN, JACKIE LEE	MV	424	E GAY ST	105.00	105.00	105.00
				VLF		MV TAXES	.00		
				DMVSTP		VEH LIC FE	40.00		
				CLAIM		DMV STOP	35.00		
2020	14987	25	317236 MAGAN GUZMAN, LIZ J	MV	899	PORT REPUBLIC RD APT F49	74.75	74.75	74.75

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2020	15011	25	2411 MAHENTHRAN, VATHSALA L	MV	128	CHESTNUT RIDGE DR MV TAXES	74.75 54.91	54.91	54.91
2020	15091	25	50601 MALDONADO ROBLES, DIANA L	MV	0	1209 GREENDALE RD MV TAXES	54.91 72.76	102.76	102.76
2020	15110	25	38447 MALYCHEV, ALISA MARIA	CLAIM	889	PORT REPUBLIC RD APT J CLAIM	30.00	192.98	192.98
2020	15122	25	329126 MANBECK, RYAN ADAM	MV	654	JOHN TYLER CIR APT304 MV TAXES	87.98	80.70	80.70
2020	15151	25	329061 MANLEY, DENA SUE	DMVSTP	919	NORTHFIELD CT DMV STOP	40.00	134.29	134.29
2020	15187	25	325896 MANTZ, CHRISTOPHER WARREN	CLAIM	0	1103 WELLINGTON DR MV TAXES	35.00 30.00	70.00	70.00
2020	15193	25	323406 MANZANO-AVILA, RICARDO JESUS	MV	1200	VIRGINIA AVE TRLR 18 CLAIM	40.00	87.55	87.55
2020	15208	25	36257 MARANGIONE, ANNE MARIA	CLAIM	0	153 COLONIAL DR APT B MV TAXES	57.55 30.00	94.53	94.53
2020	15211	25	32001 MARCEL, TREY SANTON	DMVSTP	0	680 TOWER ST DMV STOP	59.53 35.00	101.87	101.87
2020	15213	25	50173 MARCHANT, MARIAH PAIGE	MV	294	OLD SOUTH HIGH ST MV TAXES	101.87 102.21	102.21	102.21
2020	15223	25	47045 MARFIELD, BROOKE E	DMVSTP	0	191 CHESTNUT RIDGE DR PPPEN	102.21 0.00	229.05	229.05
2020	15286	25	42934 MARROQUIN, GERMAN OSWALDO	MV	0	121 CHESTNUT RIDGE DR APT DMVSTP	164.05 35.00	78.37	78.37
2020	15303	25	37966 MARTIN AUTO EXPRESS	CLAIM	0	601 N MAIN ST VEH LIC FE	30.00 40.00	102.40	102.40
2020	15306	25	44213 MARTIN MENDEZ, YURISNARDO A	MV	0	19 VILLAGE SQ BUS MV	22.40 40.00	268.70	268.70
2020	15380	25	54035 MARTIN, NABIHAH EARNESTINA	DMVSTP	0	385 STERLING ST VEH LIC FE	140.11 53.59	94.44	94.44

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2020	15400	25	36258 MARTIN, SUZANNE	VLF DMVSTP CLAIM		VEH LIC FE	40.00		
						DMV STOP	24.44		
						CLAIM	30.00		
					0 994 CHICAGO AVE APT H		102.76		102.76
						MV TAXES	72.76		
						CLAIM	30.00		
2020	15409	25	43793 MARTIN, TYLER DOUGLAS	MV CLAIM		0 977 S HIGH ST	81.97		81.97
						MV TAXES	46.97		
						DMV STOP	35.00		
2020	15431	25	37311 MARTINEZ GAYTAN, JUAN DIEGO	MV DMVSTP		0 540 HAWKINS ST	70.00		70.00
						MV TAXES	.00		
						VEH LIC FE	40.00		
						CLAIM	30.00		
2020	15446	25	47405 MARTINEZ MENDOZA, NICOLAS	MV VLF CLAIM		0 540 HAWKINS ST	134.52		134.52
						MV TAXES	104.52		
						VEH LIC FE	.00		
						CLAIM	30.00		
2020	15454	25	36613 MARTINEZ ORTEGA, ARIEL	MV VLF		0 620 NORWOOD ST APT D	106.15		106.15
						MV TAXES	66.15		
2020	15493	25	51505 MARTINEZ, DAVID R	MV VLF DMVSTP		0 1118 AMARILLO ST	172.00		172.00
						MV TAXES	12.34		
						MV TAXES	44.66		
						VEH LIC FE	40.00		
						VEH LIC FE	40.00		
						DMV STOP	35.00		
2020	15499	25	49259 MARTINEZ, FREDY	MV VLF DMVSTP		0 6235 BUCK CT	156.37		156.37
						MV TAXES	81.37		
						VEH LIC FE	40.00		
						DMV STOP	35.00		
2020	15502	25	44214 MARTINEZ, JAIME ARMANDO	MV CLAIM		0 540 HAWKINS ST APT A	135.84		135.84
						MV TAXES	105.84		
2020	15562	25	316175 MARZOOK, ALI R	MV VLF DMVSTP		0 216 GOVERNORS LN APT 11	167.61		167.61
						MV TAXES	92.61		
						VEH LIC FE	40.00		
2020	15579	25	302681 MASON, DOUGLAS A	MV DMVSTP		424E WASHINGTON ST	7.00		7.00
						MV TAXES	.00		
						MV TAXES	.00		
						MV TAXES	.00		
						MV TAXES	7.00		
2020	15661	25	33703 MATTHEWS, VICTOR PAUL	MV DMVSTP		0 1761 S DOGWOOD DR APT F	102.38		102.38
						MV TAXES	73.43		
						MV TAXES	28.95		
2020	15682	25	325885 MATUTE, JOSE G	MV CLAIM		90 DUTCH MILL CT	76.30		76.30
						MV TAXES	46.30		
						CLAIM	30.00		
2020	15703	25	301964 MAUZY, DAVID YANCEY	MV		0 1045 SHENANDOAH ST APT A	28.45		28.45
						MV TAXES	28.45		
2020	15780	25	327261 MBIYANGANDU, BLAID K	MV		1518 PARK AVE APT 411	51.60		51.60
						MV TAXES	51.60		

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2020	15880	25	331487 MCCRAINE, KATHERINE DARE	VLF	0 2463 MILLWOOD LOOP	VEH LIC FE	317.52	317.52	317.52
2020	15909	25	51952 MCDANIEL, TORI	MV	0 727 A RIDGEVILLE LN	MV TAXES	573.54	573.54	573.54
2020	15928	25	304238 MCDONALDSON, ROBERT F	MV	677N LIBERTY ST	MV TAXES	67.71	67.71	67.71
2020	16005	25	307022 MCKEE, JOHN EDSON	CLAIM	0 1213 WINDSOR ROAD	CLAIM	15.40	15.40	15.40
2020	16036	25	37172 MCLEOD, KELLY DARNELL	BT	0 782 VINE ST	BOAT TAXES	70.36	70.36	70.36
2020	16037	25	321556 MCLOUTH, PETER MARSHALL	MV	1055 SULLY DR	MV TAXES	103.19	103.19	103.19
2020	16062	25	38453 MCMILLION, LARRY DOUGLAS	MV	953 CHICAGO AVE APT 9	MV TAXES	26.54	26.54	26.54
2020	16071	25	2523 MCMURRAY, MARY GAINES	MV	0 450 OTT ST	MV TAXES	47.63	47.63	47.63
2020	16072	25	31471 MCMURRAY, NOLAN BROOKS JR	MV	0 788 HILLMONT CIR APT 202	MV TAXES	118.35	118.35	118.35
2020	16101	25	323610 MEADOWS, LYNETTE KAGEY	DMVSTP	122 ROCKINGHAM DR APT C	DMV STOP	248.38	248.38	248.38
2020	16108	25	330746 MECOZZI, FACUNDO M	VLF	0 473 POINTE DR	VEH LIC FE	257.98	257.98	257.98
2020	16125	25	50105 MEDINA ZEPEDA, ANA S	MV	0 121 OHIO AVE	MV TAXES	25.00	25.00	25.00
2020	16163	25	51008 MEJIA BONILLA, DARVIN JOEL	VLF	0 611 HAWKINS ST APT K	VEH LIC FE	102.85	102.85	102.85
2020	16227	25	324978 MENDEZ CHAVEZ, RAFAEL ARCANGEL	MV	1275 COUNTRY CLUB CT	MV TAXES	26.54	26.54	26.54
2020	16259	25	313722 MENDOZA LOPEZ, ISAIAS	MV	808 VIRGINIA AVE	MV TAXES	117.17	117.17	117.17
2020	16272	25	322508 MENDOZA, ELLEN MARIE	CLAIM	178 CHESTNUT RIDGE DR APT C	CLAIM	46.97	46.97	46.97

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2020	16275	25	320870 MENDOZA, JEFFREY ALLAN	MV	178 CHESTNUT RIDGE DR APT C	MV TAXES	47.63	47.63	47.63
2020	16398	25	324576 MEZA, JOSE ALBERTO	MV	133 CHESTNUT RIDGE DR APT B	MV TAXES	82.92	82.92	82.92
2020	16419	25	12263 MICHAELS, BETTY JO	CLAIM	398 E MARKET ST APT 3	CLAIM	52.92	52.92	52.92
2020	16429	25	317321 MIDDLETON, AMI K	MV	724 WOODLAND DRIVE	MV TAXES	30.00	30.00	30.00
2020	16580	25	47237 MILLER, LINDA SUE	MV	0 326 VINE ST APT D	MV TAXES	129.65	129.65	129.65
2020	16652	25	35001 MILNES GONZALEZ, ASDRUBEL	VLF	0 326 VINE ST APT D	MV TAXES	209.70	209.70	209.70
2020	16801	25	316299 MOFTAH, MARWAN	MV	138 LEWIS ST APT A	VEH LIC FE	50.27	50.27	50.27
2020	16845	25	40365 MOHLER, TRAVIS SCOTT	MV	333 CEDAR ST	MV TAXES	159.43	159.43	159.43
2020	16854	25	10603 MOJICA BAUTISTA, TOMAS	MV	430N MASON ST	MV TAXES	179.27	179.27	179.27
2020	16932	25	40022 MONTALVO ORTIZ, GILBERTO	MV	0 1570 N LIBERTY ST	MV TAXES	.00	.00	.00
2020	16950	25	34482 MONTES RIVERA, THALYA	MV	115 STONELEIGH DR	MV TAXES	61.52	61.52	61.52
2020	16967	25	25396 MOODY, ADRIAN RENEE	CLAIM	0 930 VINE ST APT G	MV TAXES	62.85	62.85	62.85
2020	16968	25	337608 MOODY, ADRIAN RENEE	CLAIM	235 WAKEFIELD PL	CLAIM	243.28	243.28	243.28
2020	17023	25	329882 MOORE, PAULETTE M	CLAIM	0 1570 N LIBERTY ST	MV TAXES	160.35	160.35	160.35
2020	17045	25	38426 MORALES CRUZ, BETSY	CLAIM	115 STONELEIGH DR	MV TAXES	19.43	19.43	19.43
2020	17116	25	54313 MORGAN, CHRISTOPHER DEVON	CLAIM	0 930 VINE ST APT G	MV TAXES	33.50	33.50	33.50
2020	17243	25	311231 MOSNER, CHRISTINA	CLAIM	235 WAKEFIELD PL	CLAIM	30.00	30.00	30.00
2020	17337	25	28462 MPUU UDIPABU, POMPON	CLAIM	0 1570 N LIBERTY ST	MV TAXES	28.45	28.45	28.45
2020	17454	25	37443 MUNTO ALFARO, JOSE ALBERTO	CLAIM	115 STONELEIGH DR	MV TAXES	265.27	265.27	265.27
				CLAIM	0 930 VINE ST APT G	MV TAXES	147.75	147.75	147.75
				CLAIM	235 WAKEFIELD PL	CLAIM	314.03	314.03	314.03
				CLAIM	0 1570 N LIBERTY ST	MV TAXES	209.03	209.03	209.03
				CLAIM	115 STONELEIGH DR	MV TAXES	40.00	40.00	40.00
				CLAIM	0 930 VINE ST APT G	MV TAXES	35.00	35.00	35.00
				CLAIM	235 WAKEFIELD PL	CLAIM	30.00	30.00	30.00
				CLAIM	0 1570 N LIBERTY ST	MV TAXES	82.40	82.40	82.40
				CLAIM	115 STONELEIGH DR	MV TAXES	42.40	42.40	42.40
				CLAIM	0 930 VINE ST APT G	MV TAXES	10.00	10.00	10.00
				CLAIM	235 WAKEFIELD PL	CLAIM	30.00	30.00	30.00
				CLAIM	0 1570 N LIBERTY ST	MV TAXES	46.97	46.97	46.97
				CLAIM	115 STONELEIGH DR	MV TAXES	209.64	209.64	209.64
				CLAIM	0 930 VINE ST APT G	MV TAXES	174.64	174.64	174.64
				CLAIM	235 WAKEFIELD PL	CLAIM	35.00	35.00	35.00
				CLAIM	0 1570 N LIBERTY ST	MV TAXES	13.50	13.50	13.50
				CLAIM	115 STONELEIGH DR	MV TAXES	.00	.00	.00
				CLAIM	0 930 VINE ST APT G	MV TAXES	13.50	13.50	13.50
				CLAIM	235 WAKEFIELD PL	CLAIM	68.80	68.80	68.80
				CLAIM	0 1570 N LIBERTY ST	MV TAXES	68.80	68.80	68.80
				CLAIM	115 STONELEIGH DR	MV TAXES	313.50	313.50	313.50
				CLAIM	0 930 VINE ST APT G	MV TAXES	278.50	278.50	278.50
				CLAIM	235 WAKEFIELD PL	CLAIM	35.00	35.00	35.00
				CLAIM	0 1570 N LIBERTY ST	MV TAXES	64.40	64.40	64.40

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YEAR	BILL CAT	ACCOUNT	CUSTOMER	CHARGE	REFERENCE	CHARGE DESC	CHARGE AMT	UNPAID BAL	WRITE-OFF AMT
2020	17465	25	51513 MURILLO LOPEZ, ELUBINA YANETH	MV CLAIM	0 163 LOGAN LN	MV TAXES CLAIM	34.40	34.40	
2020	17479	25	300685 MURPHY, JOHN	MV PPEN	265N MAIN ST	MV TAXES PENALTY	9.80	9.80	9.80
2020	17497	25	34295 MUSSELMAN, CHARLES EUGENE JR	MV VLF	0 701 JEFFERSON ST	MV TAXES VEH LIC FE	20.50	20.50	20.50
2020	17524	25	331632 MUZAYIRE, ALICE	MV MV	0 143 W GRATAN ST	MV TAXES	37.04	37.04	37.04
2020	17526	25	326145 MWAKISHA, JEMIMAH W	MV MV	722S MAIN ST APT A4	MV TAXES	29.51	29.51	29.51
2020	17627	25	330875 NARAYAN, SHIVRAJ	MV MV	0 85 CAMPBELL ST APT C1	MV TAXES	26.91	26.91	26.91
2020	17655	25	46866 NATIONS FIRST CAPITAL LLC DBA	MV GO CAPITAL CT	0 910 PLEASANT GROVE BLVD S	MV TAXES	87.32	87.32	87.32
2020	17689	25	28217 NEAL, ASHLEY DANIELLE	MV DMVSTP	0 385 FRANKLIN ST	DMV STOP	472.78	472.78	472.78
2020	17733	25	31520 NEIL, CHRISTOPHER MICHAEL	MV MV	0 118 KADIES LN	MV TAXES	437.78	437.78	437.78
2020	17757	25	40019 NELSON, LAURA DENISE	MV VLF	0 172 EMERALD DR	MV TAXES VEH LIC FE	35.00	35.00	35.00
2020	17792	25	336032 NEW LIFE MINISTRIES	MV VLF	51 BURGESS RD #G	MV TAXES	599.20	599.20	599.20
2020	17884	25	38638 NICELY, DAVID SCOTT JR	MV VLF	0 1340 HUNTERS RD APT A	BUS MV VEH LIC FE	40.00	40.00	40.00
2020	17905	25	325408 NICHOLS, RICKY ANTONIO JR	MV CLAIM	402E LITTLE CREEK RD	MV TAXES CLAIM	20.00	20.00	20.00
2020	17983	25	50182 NJEIM, SELIM JOSEPH	MV MV	0 1191 DEVON LN	MV TAXES	82.92	82.92	82.92
2020	17986	25	52458 NLS EQUIPMENT FINANCE	MV LCE	130 UNIVERSITY BLVD	MV TAXES CLAIM	52.92	52.92	52.92
2020	17987	25	40179 NOBLE, LINDSEY PAIGE	MV VLF	0 93 SHENANDOAH AVE	MV TAXES LEASED CE	30.00	30.00	30.00
2020	18033	25	332624 NORTHERN LEASING SYSTEMS INC	MV CLAIM	7303 SE LAKE RD	MV TAXES VEH LIC FE	279.15	279.15	279.15
2020	18076	25	312593 NUNEZ HERNANDEZ, JULISSA	MV LCE	1755 CENTRAL AVE	MV TAXES LEASED CE	60.43	60.43	60.43
2020	18097	25	326988 NUTTER, ANDREW ROSS	MV MV	314 ARROWWOOD DR	MV TAXES	30.43	30.43	30.43
							30.00	30.00	30.00
							7.25	7.25	7.25
							107.16	107.16	107.16
							31.75	31.75	31.75
							75.41	75.41	75.41
							176.27	176.27	176.27

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2020	18124	25	33033 O'BRIEN, BRITTANY KAY	MV VLF	426 BROAD ST	MV TAXES VEH LIC FE	136.27 40.00	27.39	27.39
2020	18128	25	330714 O'DONNELL, TIMOTHY EDWARD	MV MV MV MV VLF VLF DMVSTP CLAIM	194 EMERALD DR	MV TAXES MV TAXES MV TAXES MV TAXES VEH LIC FE VEH LIC FE DMV STOP CLAIM	27.39 1,039.64 741.83 152.81 40.00 40.00 35.00 30.00	1,039.64	
2020	18136	25	309835 O'NEILL, JONATHAN ANTHONY	MV MV VLF	1356 BRADLEY DR	MV TAXES MV TAXES VEH LIC FE	77.40 46.09 40.00	163.49	163.49
2020	18198	25	31533 OJEDA TINOCO, JAVIER	MV VLF VLF CLAIM	0 98 DUTCH MILL CT APT H	MV TAXES VEH LIC FE VEH LIC FE CLAIM	33.95 40.00 30.00	103.95	103.95
2020	18304	25	318805 ORDONEZ MARADIAGA, JOSE GERARDO	MV CLAIM	4501 HOLLY CT APT 6A	MV TAXES CLAIM	52.92 30.00	82.92	82.92
2020	18305	25	34300 ORDONEZ TORRES, CARLOS EDUARDO	MV CLAIM	0 2308 BRECKENRIDGE CT	MV TAXES CLAIM	31.09 30.00	61.09	61.09
2020	18309	25	323841 OREBAUGH, DAVID LYNN JR	BMV MV DMVSTP CLAIM	2328 BRECKENRIDGE CT	BUS MV MV TAXES DMV STOP CLAIM	42.11 203.08 35.00 30.00	310.19	310.19
2020	18328	25	44316 ORENGO ROMAN, NASHALY	MV VLF CLAIM	0 255 VINE ST APT B1	MV TAXES VEH LIC FE CLAIM	218.29 40.00 30.00	288.29	288.29
2020	18361	25	53156 ORTIZ APONTE, DEIAM	MV VLF DMVSTP CLAIM	0 1187 MERIDIAN CIR APT 303	MV TAXES VEH LIC FE DMV STOP CLAIM	105.00 40.00 35.00 30.00	105.00	105.00
2020	18387	25	307327 ORTIZ, VICTOR MANUEL	MV MV VLF	736N LIBERTY ST	MV TAXES MV TAXES VEH LIC FE	27.78 27.78 502.08	27.78	27.78
2020	18390	25	2786 ORTIZ, YADALIZ ENID	MV VLF	0 1192 WESTMORELAND DR	MV TAXES VEH LIC FE	502.08	502.08	502.08
2020	18430	25	48331 OSORTO CORRALES, SANTOS DAVID	MV VLF	0 2321 HOME AGAIN RD	MV TAXES VEH LIC FE	155.63	155.63	155.63
2020	18444	25	300923 OT00, REGINALD N	MV DMVSTP CLAIM	123 AUGUSTA CIR	MV TAXES DMV STOP CLAIM	90.63 35.00 30.00	42.87	42.87

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2020	19242	25	302064 PHILLIPS, IDA MARIE	MV CLAIM	1115 VIRGINIA AVE APT 2	MV TAXES CLAIM	67.04	67.04	67.04
2020	19263	25	313454 PHOTHIBOUPHA, NOUDNOI	MV VLF DMVSTP	149 SHARON ST	MV TAXES VEH LIC FE DMV STOP	116.68	116.68	116.68
2020	19286	25	311041 PIGOTT, JAMES D	MV	0 132 CHESTNUT RIDGE DR APT	MV TAXES	19.78	19.78	19.78
2020	19287	25	2874 PIGOTT, JAMES D	MV	0 132 CHESTNUT RIDGE DR APT	MV TAXES	265.27	265.27	265.27
2020	19439	25	330477 POLLARD, PHILIP MAURICE	MV	216 GOVERNORS LN APT 6	MV TAXES	149.09	149.09	149.09
2020	19454	25	336153 POOR BOY'S TRUCKING	MV VLF DMVSTP	1119 MOUNTAIN VIEW DR	MV TAXES VEH LIC FE DMV STOP	162.75	162.75	162.75
2020	19481	25	47057 PORTES ORTIZ, ISIDORO	MV	0 889 HILLSIDE AVE	MV TAXES	33.07	33.07	33.07
2020	19566	25	43159 POWELL, IAN CHARLES	MV VLF CLAIM	0 249 MONUMENT AVE	MV TAXES VEH LIC FE LATE FILE CLAIM	286.97	286.97	286.97
2020	19607	25	336120 PRESTIGE POOLS OF VA. INC	MV VLF CLAIM	1866 E. MARKET ST. #324	MV TAXES VEH LIC FE LATE FILE CLAIM	102.38	102.38	102.38
2020	19639	25	302926 PRICE, STEPHANIE ANN	MV VLF CLAIM	402 E WASHINGTON ST	MV TAXES VEH LIC FE DMV STOP	20.78	20.78	20.78
2020	19654	25	52036 PRIETO, JOANNE VIRGINIA	MV VLF DMVSTP PPEN	0 255 VINE ST APT 102	MV TAXES VEH LIC FE DMV STOP PENALTY	136.52	136.52	136.52
2020	19720	25	34489 PUCCIA, JONATHAN STEPHEN	MV VLF DMVSTP	0 1384 HUNTERS RD APT F	MV TAXES DMV STOP	253.67	253.67	253.67
2020	19738	25	51712 PUJOL CASTELLANOS, MARLENE DOL	MV VLF	0 91 ASHBY AVE APT A	MV TAXES VEH LIC FE DMV STOP	113.95	113.95	113.95
2020	19741	25	313253 PULGARON CRESPO, OSCAR	MV DMVSTP CLAIM	204 SOUTH AVE	MV TAXES DMV STOP CLAIM	31.75	31.75	31.75
2020	19750	25	2923 PUNAY BERTRAND, MARIO CESAR	MV	0 247 VINE ST APT 201	MV TAXES	103.82	103.82	103.82

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2020	19788	25	329814 QIAN, YU	MV CLAIM		MV TAXES CLAIM	73.82		
					204 ROCCO AVE		30.00	323.05	323.05
2020	19789	25	37569 QIN, YIYING	MV CLAIM		MV TAXES CLAIM	293.05		
					865 PORT REPUBLIC RD APT 303		30.00	244.99	244.99
2020	19791	25	336495 QUAD B PRODUCTS LLC	MV CLAIM		MV TAXES CLAIM	214.99		
					644 BEALL AVE		30.00	801.93	801.93
2020	19847	25	320727 QUINONES-PERDOMO, JORGE	BPP LFF		BUS PP LATE FILE	729.03		
					123 3RD STREET		72.90	42.34	42.34
2020	19862	25	326096 QUINTAS MATUS, ALEXANDER	MV		MV TAXES	42.34		
					612 NORWOOD ST APT A		26.81	26.81	26.81
2020	19867	25	54236 QUINTEROS MARTINEZ, CENIA ROSIBEL	MV		MV TAXES	105.00		
					0 540 HAWKINS ST APT A		.00	105.00	105.00
2020	19953	25	39128 RAMAGE, KATHLEEN SUSAN	VLF DMVSTP CLAIM		MV TAXES DMV STOP CLAIM	40.00		
					0 1341 WALKER ST APT E		35.00	59.77	59.77
2020	20020	25	307429 RAMIREZ, LUIS F	MV CLAIM		MV TAXES CLAIM	29.77		
					753E GAY ST APT A		30.00	20.50	20.50
2020	20047	25	47247 RAMOS MAJANO, SANDRA ELIZABETH	MV VLF		MV TAXES VEH LIC FE	7.00		
					0 98 DUTCH MILL CT APT F		13.50	73.37	73.37
2020	20050	25	44528 RAMOS MORALES, HECTOR MANUEL	MV CLAIM		MV TAXES CLAIM	43.37		
					0 139 CHESTNUT RIDGE DR APT		30.00	511.95	511.95
2020	20108	25	322303 RASNICK, ANGELA	MV DMVSTP		MV TAXES DMV STOP	476.95		
					0 1027 SHENANDOAH ST		35.00	147.57	147.57
2020	20148	25	305327 RAY, JULIE	MV CLAIM		MV TAXES DMV STOP PENALTY	.00		
					150 CRESCENT DR		.00	104.09	104.09
2020	20149	25	315370 RAY, KRISTEN N	MV CLAIM		MV TAXES CLAIM	74.09		
					1467 SHENSTONE DR		30.00	36.39	36.39
2020	20169	25	2962 RCCG JESUS HOUSE	MV		MV TAXES	36.39		
					318 NEFF AVE		75.00	75.00	75.00
2020	20283	25	310460 REID, KRISTEN	BMV VLF DMVSTP		BUS MV VEH LIC FE DMV STOP	.00		
					1330 CRAWFORD AVE		40.00	33.76	33.76
2020	20382	25	27901 REYES BONILLA, ROSA ELVIA	MV		MV TAXES	33.76		
					153 CHESTNUT RIDGE DR		162.98	162.98	162.98
2020	20400	25	29027 REYES RAMIREZ, AZUCENA	MV VLF DMVSTP		MV TAXES VEH LIC FE DMV STOP	87.98		
					464 NORTHGLEN LN		40.00	27.87	27.87
							35.00		

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2020	20403	25	38125 REYES VAZQUEZ, LUIS ANTHONY	MV	0 127	CHESTNUT RIDGE DR APT	27.87	204.66	204.66
				MV		TAXES	54.91		
				MV		TAXES	74.75		
				MV		TAXES	.00		
				VLF		VEH LIC FE	.00		
				VLF		VEH LIC FE	.00		
				DMVSTP		DMV STOP	35.00		
2020	20412	25	34040 REYES, HECTOR OTONIEL	MV	0 533	POINTE DR	141.96	181.96	181.96
				VLF		VEH LIC FE	40.00		
				DMVSTP		DMV STOP	.00		
				PPPEN		PENALTY	.00		
2020	20447	25	43014 REYNOLDS, SIERRA MARIE	MV	0 1817	PUTTER CT	120.96	120.96	120.96
				VLF		VEH LIC FE	80.96		
				DMVSTP		DMV STOP	40.00		
				PPPEN		PENALTY	.00		
2020	20459	25	38299 RHOADS, LISA MARIE	MV	0 25	W WEAVER AVE	48.12	48.12	48.12
				MV		TAXES	.00		
				MV		TAXES	.00		
				VLF		VEH LIC FE	40.00		
				DMVSTP		DMV STOP	8.12		
2020	20509	25	52764 RICH, KEVIN ANDREW	MV	0 1155	DEVON LN APT E	105.00	105.00	105.00
				VLF		VEH LIC FE	.00		
				DMVSTP		DMV STOP	40.00		
				CLAIM		CLAIM	30.00		
2020	20543	25	41827 RICHARDSON, TIARA	MV	0 2001	BUTTONWOOD CT	307.25	307.25	307.25
				VLF		VEH LIC FE	267.25		
2020	20554	25	34728 RIDDLE, ALLYSON PAIGE	MV	0 2377	BAYBERRY LN	14.85	14.85	14.85
				VLF		VEH LIC FE	.00		
				DMVSTP		DMV STOP	14.85		
				PPPEN		PENALTY	.00		
2020	20558	25	301438 RIDDLE, COREY ASHLEY	MV	120	GARBERS CHURCH RD	280.03	280.03	280.03
				MV		TAXES	101.21		
				MV		TAXES	73.82		
				VLF		VEH LIC FE	40.00		
				VLF		VEH LIC FE	.00		
				DMVSTP		DMV STOP	35.00		
				CLAIM		CLAIM	30.00		
2020	20603	25	29153 RIGGS, LARRY LEE	MV	1042	N MAIN ST APT B	147.09	147.09	147.09
				CLAIM		CLAIM	117.09		
2020	20634	25	306326 RINGGOLD, DANIEL S	BT	1241N	MAIN ST	30.00	29.40	29.40
2020	20696	25	3031 RITCHIE, DUSTIN MARCUS	MV	444W	WATER ST	27.13	27.13	27.13
				MV		TAXES	.00		
				MV		TAXES	.00		
				MV		TAXES	27.13		

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2020	20771	25	327380 RIVERA DOVE, MARIELA IVETTE	MV VLF CLAIM	2401 KING ARTHURS CT MV TAXES VEH LIC FE CLAIM	105.41 75.41 30.00	105.41		105.41
2020	20803	25	41010 RIVERA RODRIGUEZ, HAROLD	BMV	0 2 HOLLY CT APT E BUS MV	850.50	850.50		850.50
2020	20805	25	318887 RIVERA ROSARIO, JOSE ENRIQUE	MV CLAIM	191 CHESTNUT RIDGE DRIVE MV TAXES CLAIM	251.61 221.61 30.00	251.61		251.61
2020	20815	25	29624 RIVERA VEGA, MAGDA IVELISSE	MV	0 930 VINE ST APT G MV TAXES	28.95	28.95		28.95
2020	20816	25	3048 RIVERA VEGA, MANUEL	MV CLAIM	0 247 VINE ST MV TAXES CLAIM	148.41 118.41 30.00	148.41		148.41
2020	20820	25	3049 RIVERA VILANOVA, WILBER ALEXANDER	MV CLAIM	0 138 SUTER ST MV TAXES CLAIM	163.96 38.10 60.86	163.96		163.96
2020	20835	25	44657 RIVERA, SANDRA	MV VLF DMVSTP CLAIM	0 785 N LIBERTY ST MV TAXES VEH LIC FE DMV STOP CLAIM	90.57 55.57 35.00 30.00	90.57		90.57
2020	20882	25	3055 ROBERTS, CHARLES RICEY JR	MV	0 141 COLONIAL DR APT B MV TAXES	101.21	101.21		101.21
2020	21027	25	25829 ROCKTOWN SHOE REPAIR LLC	BPP LFF CLAIM	600 UNIVERSITY BLVD STE K BUS PP LATE FILE CLAIM	309.84 254.40 25.44 30.00	309.84		309.84
2020	21035	25	307206 RODBELL, HERBERT PHILLIP	MV	0 130 N CARLTON ST MV TAXES	7.00	7.00		7.00
2020	21047	25	331573 RODGERS, NATHAN ISACC	MV	0 919 NORTHFIELD CT MV TAXES	49.62	49.62		49.62
2020	21052	25	52038 RODNEY, TODD MITCHELL	MV VLF DMVSTP CLAIM	0 67 S HIGH ST MV TAXES VEH LIC FE DMV STOP CLAIM	171.15 66.15 40.00 35.00 30.00	171.15		171.15
2020	21054	25	51968 RODRIGUEZ AGUILAR, JARRINSSON	MV CLAIM	0 724 NEW YORK AVE MV TAXES CLAIM	152.98 87.98	152.98		152.98
2020	21057	25	42716 RODRIGUEZ ALVAREZ, LUIS ANTONIO	MV VLF DMVSTP CLAIM	0 465 E ROCK ST APT 3 MV TAXES VEH LIC FE DMV STOP CLAIM	120.65 45.65 40.00 35.00 30.00	120.65		120.65
2020	21082	25	32394 RODRIGUEZ HERNANDEZ, JAY ANTHONY	MV CLAIM	0 345 EMERSON LN MV TAXES CLAIM	106.51 106.51	106.51		106.51
2020	21160	25	324569 RODRIGUEZ, DELSY LETICIA	MV VLF DMVSTP CLAIM	543 HAWKINS ST MV TAXES VEH LIC FE DMV STOP CLAIM	176.42 39.03 27.39 .00	176.42		176.42

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2020	21203	25	37909 RODRIGUEZ, PETER LOUIS	MV		MV TAXES	.00		
				MV		MV TAXES	.00		
				MV		MV TAXES	.00		
				VLF		VEH LIC FE	40.00		
				VLF		VEH LIC FE	40.00		
				CLAIM		CLAIM	30.00		
2020					0 2450 CAMPUS VIEW CIR		181.92	181.92	181.92
				MV		MV TAXES	181.92		
2020	21204	25	36168 RODRIGUEZ, RAFAEL	MV	0 27 STORAGE LN		196.11	196.11	196.11
				MV		MV TAXES	156.11		
				VLF		VEH LIC FE	40.00		
2020	21243	25	328136 ROGERS, SEAN	MV	114 COMMERCE DR		76.73	76.73	76.73
				MV		MV TAXES	76.73		
2020	21261	25	39233 ROIG VAZQUEZ, CARLOS ANTONIO	MV	325 N HIGH ST APT A		167.54	167.54	167.54
				DMVSTP		MV TAXES	102.54		
				CLAIM		DMV STOP	35.00		
2020	21280	25	53256 ROLDA, IRIMARY	MV	0 1056 OLD FURNACE RD APT A		105.00	105.00	105.00
				VLF		MV TAXES	.00		
				DMVSTP		VEH LIC FE	40.00		
				CLAIM		DMV STOP	35.00		
2020	21352	25	50944 ROMMEL, MYRA	MV	0 510 DAVIS MILLS DR		201.10	201.10	201.10
				VLF		MV TAXES	201.10		
2020	21372	25	53987 ROSADO ACEVEDO, JOHNNY D	MV	0 168 LINCOLN ST		75.00	75.00	75.00
				VLF		MV TAXES	.00		
				DMVSTP		VEH LIC FE	40.00		
				CLAIM		DMV STOP	35.00		
2020	21386	25	332240 ROSARIO AYALA, NOEL ALEXANDER	MV	117 KELLEY ST		69.03	69.03	69.03
				VLF		MV TAXES	39.03		
				CLAIM		VEH LIC FE	.00		
2020	21390	25	41829 QUILES ROSARIO, HECTOR	MV	899 PORT REPUBLIC RD APT J91		185.38	185.38	185.38
				MV		MV TAXES	30.38		
				MV		MV TAXES	.00		
				MV		MV TAXES	.00		
				MV		MV TAXES	.00		
				MV		MV TAXES	.00		
				MV		MV TAXES	.00		
				VLF		VEH LIC FE	.00		
				VLF		VEH LIC FE	40.00		
				VLF		VEH LIC FE	40.00		
				VLF		VEH LIC FE	40.00		
				VLF		VEH LIC FE	.00		
				DMVSTP		DMV STOP	35.00		
2020	21434	25	306155 ROSS, JOHN HENRY	MV	1472 COUNTRY CLUB CT		53.82	53.82	53.82
				MV		MV TAXES	53.82		
2020	21483	25	3102 ROWLAND, DANIEL PETER	MV	0 1805 PUTTER CT APT K		98.80	98.80	98.80
				CLAIM		MV TAXES	68.80		
						CLAIM	30.00		
2020	21506	25	331678 RUBAYE, AHMED M	MV	0 130 COLONIAL DR APT F		66.39	66.39	66.39

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2020	21587	25	320692 RUMMEL, MATTHEW KENT	LFF	0 634 S HIGH ST	LATE FILE	6.70	35.91	35.91
2020	21613	25	325610 RUPPEL, JONATHAN MARK	MV	819 COLLEGE AVE	MV TAXES	35.91	62.85	62.85
2020	21614	25	10981 RUPPEL, JONATHAN MARK	MV	0 819 COLLEGE AVE	MV TAXES	62.85	102.54	102.54
2020	21636	25	308959 RUSSELL, KASSIE LEA	MV	1047 ORIOLE LN	MV TAXES	102.54	27.99	27.99
2020	21643	25	47697 RUTH DEL CARMEN, LAZO REYES	MV	0 573 NORWOOD ST APT E	MV TAXES	27.99	210.96	210.96
2020	21668	25	52730 RYDER, CHRISTINE DANIELLE	DMVSTP	0 1415 FOUNDERS WAY	DMV STOP	51.60	124.36	124.36
2020	21709	25	25394 SABTI, GHADAIA	MV	1471 COUNTRY CLUB CT	MV TAXES	35.00	293.53	293.53
2020	21734	25	325466 SAEED, REBWAR	VLF	255 VINE ST	VEH LIC FE	188.53	40.00	40.00
2020	21737	25	40065 SAENZ BARDALES, WILSON ANTONIO	DMVSTP	0 540 HAWKINS ST APT A	DMV STOP	35.00	109.17	109.17
2020	21799	25	43019 SALAS, DENIS A	CLAIM	0 7009 CHERRYFIELD RD	CLAIM	59.53	35.00	35.00
2020	21887	25	40066 SAMAYOA CARDONA, CARLOS AURELIANO	VLF	0 1604 CENTRAL AVE	VEH LIC FE	30.00	14.64	14.64
2020	21892	25	46883 SAMPSON ALVAREZ, SHERMAN O	MV	0 173 CHESTNUT RIDGE DR APT	MV TAXES	.00	27.34	27.34
2020	21913	25	43902 SAMUEL, NTIBIRINGIRWA	DMVSTP	0 931 COLLEGE AVE	DMV STOP	27.34	115.99	115.99
2020	21998	25	39681 SANDERS, EVELYN ANNE	CLAIM	0 1711 PARK RD APT B	CLAIM	85.99	30.00	30.00
2020	22050	25	33918 SANTIAGO ANTONIO, AGUSTIN	MV	0 1929 WILLOW HILL DR	MV TAXES	40.00	40.00	40.00
2020	22094	25	39394 SANTOS FRANCO, DIANA IVETTE	VLF	0 28 W WASHINGTON ST	VEH LIC FE	119.07	224.07	224.07
2020	22111	25	329812 SANTOS-CORDERO, ELIAS I	MV	2501 PACIFIC AVE APT A205	MV TAXES	35.00	293.05	293.05
				MV		MV TAXES	293.05	141.73	141.73
							27.99	33.74	33.74
							40.00	40.00	40.00
							26.49	26.49	26.49
							64.83	64.83	64.83
							33.07	33.07	33.07

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2020	22118	25	331834 SAPP, PHYLLISANN LYNN	MV	1034 BLUE RIDGE DR	MV TAXES	287.09	287.09	287.09
				MV		MV TAXES	236.82		
				MV		MV TAXES	50.27		
2020	22121	25	47252 SAPPLETON, ROHAN HORACE	MV	0 1276 GOLDFINCH DR	MV TAXES	335.92	335.92	335.92
				MV		MV TAXES	265.92		
				VLF		VEH LIC FE	40.00		
				CLAIM		CLAIM	30.00		
2020	22224	25	330810 SAYRE, TIMOTHY DEAN	MV	223 VINE ST	MV TAXES	96.82	96.82	96.82
				CLAIM		CLAIM	66.82		
							30.00		
2020	22290	25	43805 SCHMIDT, MICHAEL	MV	0 2005 WILLOW HILL DR	MV TAXES	856.20	856.20	856.20
				VLF		VEH LIC FE	781.20		
				DMVSTP		DMV STOP	40.00		
2020	22327	25	40791 SCHUCH, JULIANE MARIE	MV	0 326 LONG HILL RD	MV TAXES	107.11	107.11	107.11
				VLF		VEH LIC FE	72.11		
				DMVSTP		DMV STOP	35.00		
2020	22339	25	323823 SCHUMM, STEVEN LAIRD	MV	1523 PARK RD	MV TAXES	28.45	28.45	28.45
				MV		MV TAXES	28.45		
2020	22352	25	319616 SCOTT, ANTIONE V JR	MV	265E JOHNSON ST	MV TAXES	428.87	428.87	428.87
				MV		MV TAXES	69.73		
				VLF		VEH LIC FE	179.40		
				VLF		VEH LIC FE	131.24		
				DMVSTP		DMV STOP	13.50		
2020	22386	25	329600 SCOTTO-LAVINA, NATALIO ARMANDO	MV	120S MAIN ST	MV TAXES	46.30	46.30	46.30
2020	22418	25	34621 SEATON, WILLIAM JOSEPH 2ND	MV	0 145 COLONIAL DR APT G	MV TAXES	85.99	85.99	85.99
				MV		MV TAXES	85.99		
2020	22447	25	31008 SEE, LWEE	MV	0 182 SUTER ST	MV TAXES	147.09	147.09	147.09
				CLAIM		CLAIM	117.09		
2020	22468	25	327329 SEIFRIED, JAMES ALOYSIUS	MV	3210S MAIN ST	MV TAXES	123.28	123.28	123.28
				CLAIM		CLAIM	93.28		
2020	22539	25	319627 SERRANO, BETSY	MV	1395 FOUNDERS WAY	MV TAXES	115.34	115.34	115.34
				CLAIM		CLAIM	85.34		
2020	22541	25	27529 SERRANO-MOYA, DEBRA MARIE	MV	1112 BLUE RIDGE DR APT 5	MV TAXES	84.24	84.24	84.24
				VLF		VEH LIC FE	54.24		
				CLAIM		CLAIM	30.00		
2020	22812	25	325613 SHENK, WILLIAM POWELL	MV	1501 VIRGINIA AVE APT 337	MV TAXES	27.00	27.00	27.00
				VLF		VEH LIC FE	7.00		
							20.00		

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2020	22816	25	49300 SHENZEN WELLNESS LLC	BPP LFF	61 COURT SQ APT 307 BUS PP LATE FILE		26.96	26.96	
2020	22839	25	321557 SHERRARD, BILLY JUNE	MV VLF DMVSTP	162 CHESTNUT RIDGE DR APT B MV TAXES VEH LIC FE		548.32	548.32	
2020	22882	25	302995 SHIFFLETT, GARNETT	MV	120 STONELEIGH DRIVE DMV STOP		10.26	10.26	
2020	22924	25	43920 SHIFFLETT, ROBERT	MV	452 LEE AVE MV TAXES		20.60	20.60	
2020	22936	25	315929 SHIFFLETT, TIMOTHY R	BPP LFF	1211 GOLDFINCH DR LATE FILE		203.39	203.39	
2020	22964	25	34530 SHINE, AYANNA ANGEL	MV VLF	0 33 VALE CIR APT J VEH LIC FE		80.05	80.05	
2020	23015	25	28663 SHOOK, LINDSEY MARIE	MV	0 145 E FAIRVIEW AVE MV TAXES		129.65	129.65	
2020	23130	25	324124 SHUMOVA, NATALIA	MV	51 SOUTH AVE APT A MV TAXES		63.74	63.74	
2020	23141	25	434 SHY, NOAH AUSTIN	CLAIM	0 305 MONUMENT AVE CLAIM		171.05	171.05	
2020	23199	25	48256 SIMMER DOWN LLC	MV PPPEN CLAIM	680 GARBERS CHURCH RD BUS PP LATE FILE		93.00	93.00	
2020	23246	25	330464 SIMMONS, TIMOTHY R	MV	1261 COUNTRY CLUB CT MV TAXES		172.66	172.66	
2020	23262	25	41143 SIMPSON, HEATHER L	MV	0 5225 RT 322 MV TAXES		46.30	46.30	
2020	23265	25	47255 SIMPSON, RASHA P	MV	0 1660 BUTTWOOD CT MV TAXES		60.86	60.86	
2020	23268	25	43097 SIMS, DAQUAN DEVANTE	MV	0 1238 POETS CT MV TAXES		28.42	28.42	
2020	23277	25	325181 SINCLAIR, JAMES FRANKLIN	MV VLF CLAIM	560 NORWOOD ST APT J MV TAXES VEH LIC FE		112.34	112.34	
2020	23294	25	44620 SINGLETON, TYSHA LYNETTE	MV VLF DMVSTP PPPEN	0 159 CHESTNUT RIDGE DR APT MV TAXES VEH LIC FE DMV STOP		53.33	53.33	
2020	23346	25	53205 SKYLINE MEDICAL TRANSPORT LLC	BMV VLF DMVSTP	0 1405 FOUNDERS WAY BUS MV VEH LIC FE DMV STOP		105.00	105.00	

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2020	23369	25	302710 SLIGH, DANNY LEE JR	CLAIM	1226N	CLAIM	30.00	42.87	42.87
2020	23370	25	337568 SLJ YOGA LLC	MV		MAIN ST MV TAXES	42.87	201.89	201.89
				BPP	315	LUCY DR	170.94		
				CE		BUS PP	.95		
				CLAIM		COMP EQUIP	30.00		
2020	23383	25	306343 SLOTT, CHARLES ALLEN	MV	338	OTT ST	109.15	109.15	109.15
2020	23431	25	31674 SMITH, BLANKA NICOLE	MV	0	1394 BRADLEY DR	27.78	27.78	27.78
2020	23433	25	26117 SMITH, BILLIE BELL	MV	1715	COUNTRY CLUB RD LOT 69	77.30	77.30	77.30
				MH			47.30		
				CLAIM			30.00		
2020	23455	25	34926 SMITH, CRAIG E	MV	0	1065 BLUE RIDGE DR	90.94	90.94	90.94
				VLF		MV TAXES	50.94		
2020	23458	25	308827 SMITH, DANNY LYNN	MV	810	STONE SPRING RD	122.69	122.69	122.69
				VLF		MV TAXES	82.69		
2020	23486	25	302189 SMITH, GEORGIA AUTUMN	BMV	281N	MASON ST	191.88	191.88	191.88
				CLAIM		BUS MV	161.88		
2020	23496	25	50198 SMITH, JACKSON DAVID	MV	0	948 GREENBRIAR DR	13.50	13.50	13.50
				VLF		MV TAXES	.00		
2020	23584	25	12228 LINDSEY, TANYA SUE	MV	243	VINE ST APT 302	191.72	191.72	191.72
				MV		MV TAXES	47.63		
				MV		MV TAXES	.00		
				MV		MV TAXES	74.09		
				VLF		MV TAXES	40.00		
				CLAIM		VEH LIC FE	30.00		
2020	23666	25	44019 SOAP-N-SUDS LLC	BPP	1266	OLD WINDMILL CIR	20.60	20.60	20.60
				LFF		BUS PP	10.60		
2020	23714	25	318666 SOLIS, SUJEY MARGARITA	MV	540	HAWKINS ST APT B	245.61	245.61	245.61
				MV		MV TAXES	49.62		
				MV		MV TAXES	85.99		
				VLF		VEH LIC FE	40.00		
				VLF		VEH LIC FE	40.00		
				CLAIM		CLAIM	30.00		
2020	23803	25	50308 SOTIRIOU DROZ, BASILIO LUIS	MV	0	810 W 14TH ST	109.75	109.75	109.75
				VLF		MV TAXES	74.75		
				DMVSTP		VEH LIC FE	.00		
2020	23913	25	44621 SPIEGEL, WAYNE JACOB	MV	0	149 COLONIAL DR APT H	134.89	134.89	134.89
				DMVSTP		MV TAXES	99.89		
2020	24010	25	41018 STAFFORD, JACKSON COOPER	MV	0	130 CAMBELL ST	642.33	642.33	642.33
				CLAIM		MV TAXES	612.33		
2020	24056	25	36305 STARNES, JOANNE MARIE	MV	0	7851 56TH ST N	78.10	78.10	78.10

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2020	24158	25	29161 STEVE'S TRUCK & TIRE LLC	MV VLF	0 162 E OLD CROSS RD	MV TAXES VEH LIC FE	38.10 40.00	208.25	208.25
				BMV LFF	BUS MV LATE FILE		157.50 15.75		
2020	24200	25	43166 STEWART, JOSHUA J	DMVSTP	0 1222 POETS CT	DMV STOP	35.00	403.09	403.09
				MV CLAIM	MV TAXES CLAIM		373.09 30.00		
2020	24204	25	33999 STEWART, NYL TORREY	MV	1461 DEVON LN	MV TAXES	125.03	125.03	125.03
2020	24211	25	305144 STEYER, YVONNE J	MV CLAIM	871 JACKSON ST	MV TAXES CLAIM	60.43 30.43	60.43	60.43
2020	24241	25	33159 STOCKER PEGO, YANELIS	MV VLF	0 126 COLONIAL DR APT I	MV TAXES MV TAXES	92.61 38.58	236.19	236.19
				DMVSTP CLAIM	VEH LIC FE DMV STOP		40.00 35.00		
2020	24284	25	51976 STONE, MICHEAL GARRET	MV VLF	0 672 JOHN TYLER CIR	MV TAXES VEH LIC FE	135.38 40.00	135.38	135.38
				DMVSTP CLAIM	DMV STOP CLAIM		35.00 30.00		
2020	24322	25	31697 STOUGH, JACOB ALLEN	MV DMVSTP	953 CHICAGO AVE APT 22	MV TAXES DMV STOP	113.12 35.00	148.12	148.12
2020	24361	25	47429 STRAWBRIDGE, MICHELLE SCHMIDT	MV	0 20 PLEASANT HILL RD APT 1	MV TAXES	124.36	124.36	124.36
2020	24430	25	41728 STUART, NAOMI DEAN	MV VLF	0 744 CHASE CT APT H	MV TAXES VEH LIC FE	151.49 40.00	256.49	256.49
				DMVSTP CLAIM	DMV STOP CLAIM		35.00 30.00		
2020	24635	25	328573 SWARTZ, ROBERT HAROLD	MV VLF	684 STONEWALL DR	MV TAXES MV TAXES	103.86 71.44	245.30	245.30
				DMVSTP CLAIM	VEH LIC FE CLAIM		40.00 30.00		
2020	24695	25	312386 SYCHAMPANAKHONE, NGOC KIM	MV DMVSTP	772 WOODLAND DR	MV TAXES DMV STOP	230.87 35.00	265.87	265.87
2020	24744	25	39692 TAFESE, MEQUANINT ASFAW	MV	0 1396 HUNTERS RD APT L	MV TAXES	191.84	191.84	191.84
2020	24781	25	39658 TANGENT SERVICES LLC	MV BPP CE LFF	1326 HILLSIDE AVENUE BUS PP COMP EQUIP	MV TAXES MV TAXES	150.16 41.68	373.52	373.52
				CLAIM	LATE FILE CLAIM		322.32 21.20		
2020	24804	25	29651 TAVERAS SANTOS, ALCIBIADES ANT	MV VLF	0 182 CHESTNUT RIDGE DR APT	MV TAXES VEH LIC FE	30.00 33.07	33.07	33.07

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2020	24824	25	35885 TAYLOR, BRETT ALAN	MV	0 1427	FOUNDERS WAY MV TAXES	33.07	14.00	14.00
2020	24831	25	31974 TAYLOR, DENNIS DEAN II	BT	1044N	BOAT TAXES MAIN ST	7.00	754.89	754.89
2020	24949	25	44023 TERRY, EVAN ALEXANDER	MV	1070	LOIS LN MV TAXES	674.45	80.44	443.81
2020	24954	25	321879 TEFAMESKEL TEDLA, MIHRETEAB	DMVSTP	152W	GRAATTAN ST DMV STOP	408.81	35.00	35.06
2020	24969	25	310576 TEUBER, MARY KATHERN	MV	255	VINE ST APT 103 MV TAXES	35.06	27.00	27.00
2020	25028	25	25810 THE HUB COWORKING LLC	MV	128	W BRUCE ST VEH LIC FE	7.00	20.00	92.55
2020	25053	25	43584 THE STRINGDUSTERS INC.	BPP CE LFF CLAIM	0 100	W SOUTH ST APT 4A BUS MV VEH LIC FE LATE FILE CLAIM	50.22 2.33 10.00 30.00	523.22	523.22
2020	25064	25	3555 THIBEAULT, MARY ANN	BMV VLF LFF	0 450	S MASON ST MV TAXES	445.20 33.50 44.52	31.75	31.75
2020	25076	25	36094 THOMAS, ALICE	MV	0 170	CHESTNUT RIDGE DR MV TAXES	31.75	92.26	92.26
2020	25174	25	50755 THOMPSON, RUBY LOIS	MV VLF	0 895	JEFFERSON ST VEH LIC FE	52.26 40.00	70.00	70.00
2020	25224	25	36432 TIE DYE DAN LLC	MV VLF CLAIM	1343	S MAIN ST MV TAXES VEH LIC FE CLAIM	.00 40.00 30.00	16.54	16.54
2020	25275	25	40695 TIPTON, DREY DILLON	BPP CE LFF	0 2314	BRECKENRIDGE CT BUS PP COMP EQUIP LATE FILE	2.97 5.30 8.27	151.39	151.39
2020	25285	25	316715 TITTLE, AUSTIN RYAN	MV	1317	BRADLEY DR MV TAXES	.00	36.39	36.39
2020	25302	25	3581 TLAWINTZI PEREZ, ROSENDA	MV	0 1102	SNIDER ST MV TAXES	137.89	48.95	48.95
2020	25368	25	32405 TORO, ADELINE	MV	0 159	CHESTNUT RIDGE MV TAXES	13.50	136.51	136.51
2020	25382	25	31727 TORRES HERNANDEZ, JESUS MANUEL	DMVSTP PPPEN CLAIM	0 121	CHESTNUT RIDGE DR APT DMV STOP PENALTY CLAIM	.00 30.00	33.74	33.74

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2020	25408	25	323112 TORRES, LUIS JR	MV	1755	MV TAXES	33.74	43.66	43.66
2020	25414	25	308958 TORRES, MERRI CAROL	MV	450	MV TAXES	43.66	116.42	116.42
2020	25441	25	29235 TOWER, JOCELYN CHANTAL	MV	1048	MV TAXES	116.42	78.00	78.00
				MV		MV TAXES	43.00		
				VLF		VEH LIC FE	.00		
				DMVSTP	469	DMV STOP	35.00	62.15	62.15
2020	25442	25	327411 TOWER, MICHAEL ANTHONY	MV		PHEASANT RUN CIR	32.15		
				CLAIM		MV TAXES	30.00		
2020	25483	25	27956 TRAN, NGOC NHU	MV	15	MARYLAND AVE	106.51	106.51	106.51
2020	25485	25	321332 TRAN, NGUYEN HAI	MV	1390	BRADLEY DR	80.05	80.05	80.05
2020	25495	25	33757 TRANSPORTAR FOODS LLC	MV	1461	SHENSTONE DR	146.60	146.60	146.60
				BPP		BUS PP	106.00		
				LFF		LATE FILE	10.60		
				CLAIM		CLAIM	30.00		
2020	25514	25	30203 TRENT, CORY LEE	MV	774	FOLEY RD APT A	43.00	123.00	123.00
				MV		MV TAXES	.00		
				VLF		MV TAXES	40.00		
				VLF		VEH LIC FE	40.00		
2020	25524	25	39126 TRICE, KWANDA LYNN	MV	10	W GRACE ST	129.24	129.24	129.24
				VLF		MV TAXES	54.24		
				DMVSTP		VEH LIC FE	40.00		
2020	25526	25	34002 TRICOCHE MONSERRATE, JOSE ANTONIO	MV	0	1115 WELLINGTON DR	35.00	98.57	98.57
2020	25542	25	41734 TRIPLE HART REPAIR FAB CO	MV	0	950 S HIGH ST	159.36	159.36	159.36
				BMV		BUS MV	117.60		
				LFF		LATE FILE	11.76		
				CLAIM		CLAIM	30.00		
2020	25624	25	302164 TRUMBO, KIM	MV	89	MIDDLEBROOK ST	122.38	192.38	192.38
				MV		MV TAXES	.00		
				MV		MV TAXES	40.00		
				VLF		VEH LIC FE	30.00		
				CLAIM		CLAIM	30.00		
2020	25631	25	32485 TRUSLOW, KENDRA LEIGH	MV	375	W BRUCE ST	31.75	31.75	31.75
2020	25664	25	475 TURKISTANI, FAISAL HASHIM	MV	0	1409 DEVON LN APT E	83.95	83.95	83.95
				DMVSTP		MV TAXES	48.95		
2020	25670	25	36851 TURNER, AARON JAVONTAY	MV	0	114 MARION WAY	35.00	127.61	127.61
				DMVSTP		DMV STOP	92.61		
2020	25710	25	335195 TURNING POINT ENTERPRISES LLC	MV	1979	BUTTONWOOD CT	35.00	169.57	169.57
				BMV		BUS MV	126.88		
				LFF		LATE FILE	12.69		

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2020	25759	25	40202 UGBOAJA, CHIBUIKE CLINTON	CLAIM	0 1190 MERIDIAN CIRCLE APT	CLAIM	30.00	418.73	418.73
2020	25808	25	329458 URBINA, JOSE FRANCISCO	MV	1265 ELDEN ST APT 104	MV TAXES	418.73	39.46	39.46
2020	25919	25	50978 VALLEY COMMERCIAL INDUSTRIAL	MV	785 ACORN DR	MV TAXES	39.46	78.76	78.76
				SERVICE LLC	BUS PP		19.08		
				BPP	COMP EQUIP		29.68		
2020	26012	25	305671 VANPELT, TONY ALVIN	CLAIM	0 1256 SMITHLAND RD	CLAIM	30.00	27.00	27.00
				CE	MV TAXES		7.00		
2020	26015	25	306362 VANSANT, FREDERICK BAXTER	VLF	720 PARKWOOD DR	VEH LIC FE	20.00	27.00	27.00
				MV	MV TAXES		7.00		
2020	26027	25	332013 VARGAS CARABALLO, RAMON LUIS	VLF	0 197 CHESTNUT RIDGE DR APT	VEH LIC FE	20.00	75.00	75.00
				MV	MV TAXES		.00		
				VLF	VEH LIC FE		40.00		
				DMVSTP	DMV STOP		35.00		
2020	26054	25	311392 VARGAS, WANDA VANESSA	MV	715 NORTHFIELD CT	MV TAXES	33.74	33.74	33.74
2020	26055	25	327160 VARGAS-ORTEGA, ARTURO	MV	98 DUTCH MILL CT APT H	MV TAXES	28.24	28.24	28.24
2020	26057	25	46977 VARKEY, ELDHO PANTHAPLACKAL	MV	0 290 ROCCO AVE APT D	MV TAXES	408.15	473.15	473.15
				DMVSTP	DMV STOP		35.00		
				CLAIM	CLAIM		30.00		
2020	26070	25	43415 VASILIIY KILIMNIK	CT	0 1715 JANIE LN	CT	852.77	1,003.05	1,003.05
				LFF	LATE FILE		85.28		
				DMVSTP	DMV STOP		35.00		
				CLAIM	CLAIM		30.00		
2020	26082	25	40801 VASQUEZ SORIANO, JOSE OSMAN	MV	0 540 HAWKINS ST	MV TAXES	197.79	227.79	227.79
				VLF	VEH LIC FE		.00		
				CLAIM	CLAIM		30.00		
2020	26156	25	36100 VEGA SEMIDEY, ANGELICA	MV	294 ROCCO AVE APT B	MV TAXES	183.90	183.90	183.90
2020	26187	25	43029 VELAZ BACHEK, VIVIANA ZAKIEH	MV	0 607 JOHN TYLER CIR APT 65	MV TAXES	183.90	512.89	512.89
				CLAIM	MV TAXES		482.89		
2020	26236	25	44341 VENTURA KETCHUN, GUMERCINDO	MV	0 265 W WATER ST APT B	CLAIM	30.00	248.86	248.86
				MV	MV TAXES		.00		
				VLF	MV TAXES		103.86		
				VLF	VEH LIC FE		40.00		
				DMVSTP	VEH LIC FE		40.00		
				CLAIM	DMV STOP		35.00		
2020	26244	25	54243 VENTURINI, JAMEY	MV	0 1328 W ROSEWOOD CT	CLAIM	30.00	75.00	75.00
				VLF	MV TAXES		.00		
				DMVSTP	VEH LIC FE		40.00		
					DMV STOP		35.00		

CITY OF HARRISONBURG



BATCH 00051984:OVER-SHORT ADJUSTMENT PROCESS

REASON CODE: SOL

YEAR	BILL CAT	ACCOUNT	CUSTOMER	CHARGE	REFERENCE	CHARGE DESC	CHARGE AMT	UNPAID BAL	WRITE-OFF AMT
2020	26302	25	54327 VICENTE TIU, JUAN CARLOS	MV VLF DMVSTP	0 601 NORWOOD ST APT C	MV TAXES	75.00	75.00	75.00
2020	26303	25	28607 VICENTY ACEVEDO, KRYSTIAN ISRAEL	MV VLF	177 CHESTNUT RIDGE DR	DMV STOP	40.00	40.00	176.27
2020	26329	25	33928 VILLACORTA HERRERA, RAFAEL	MV VLF	0 1129 MOUNTAIN VIEW DR	MV TAXES	136.27	136.27	26.54
2020	26336	25	325278 VILLANUEVA GARCIA, JUAN D	MV VLF	620 NORWOOD ST APT C	MV TAXES	26.54	26.54	218.53
2020	26341	25	329261 VILLARREAL, ISAAC MARIO	MV CLAIM	1221 KING EDWARDS WAY	MV TAXES	188.53	188.53	236.41
2020	26352	25	51433 VILLEDA, EFRAIN	MV VLF DMVSTP	0 120 CHARLES ST	DMV STOP	30.00	30.00	111.80
2020	26395	25	336532 VIT-AUTO LLC	BMV BMV VLF VLF CLAIM	0 3099 LAKEWOOD DR	MV TAXES	111.80	111.80	2,741.00
2020	26415	25	39696 VON CZOERNIG, CHRISTOPHER ARCIERO	MV MV VLF VLF CLAIM	0 1276 OLD WINDMILL CIR	BUS MV BUS MV VEH LIC FE VEH LIC FE CLAIM	1,102.50 1,575.00 33.50 30.00	1,102.50 1,575.00	124.45
2020	26420	25	35714 VONCZOERNIG, STACI LEA	MV VLF	1276 OLD WINDMILL CIR	MV TAXES	48.95	48.95	410.80
2020	26471	25	42588 WAGNER, ROBERT KING III	MV VLF CLAIM	0 105 LAUREL ST	VEH LIC FE MV TAXES CLAIM	33.50 410.80	33.50 410.80	129.53
2020	26508	25	51436 WALKER, DAVID JAMES	MV VLF CLAIM	0 450 COLLICELLO ST	MV TAXES VEH LIC FE CLAIM	59.53 40.00 30.00	59.53 40.00 30.00	67.34
2020	26512	25	44631 WALKER, JEFF DELANDO	MV VLF	0 904 COUNTRY CLUB RD	MV TAXES	27.34	27.34	269.83
2020	26546	25	48003 WALTER YOVANI, BARRIOS QUINONEZ	MV DMVSTP	0 573 NORWOOD ST	MV TAXES DMV STOP	40.00 35.00	40.00 35.00	75.00
2020	26585	25	50203 WANG, HAINI	MV VLF DMVSTP	1230 DEVON LN APT F	MV TAXES DMV STOP	40.00 35.00	40.00 35.00	515.13
2020	26590	25	30218 WANG, RUPING	MV VLF DMVSTP CLAIM	2385 SILVERBELL DR	MV TAXES VEH LIC FE DMV STOP CLAIM	410.13 40.00 35.00 30.00	410.13 40.00 35.00 30.00	1,130.58

CITY OF HARRISONBURG



BATCH 00051984:OVER-SHORT ADJUSTMENT PROCESS

REASON CODE: SOL

YEAR	BILL CAT	ACCOUNT	CUSTOMER	CHARGE	REFERENCE	CHARGE DESC	CHARGE AMT	UNPAID BAL	WRITE-OFF AMT
2020	26593	25	27966 WANG, ZHIJIE	MV CLAIM	0 2385 SILVERBELL DR	MV TAXES CLAIM	1,100.58	30.00	
				MV VLF		MV TAXES	347.77		347.77
				DMVSTP CLAIM		VEH LIC FE	242.77		
						DMV STOP	40.00		
						CLAIM	35.00		
2020	26594	25	28692 WANG, ZHIJUN	MV DMVSTP CLAIM	0 1235 DEVON LN APT E	MV TAXES	671.20	671.20	671.20
						DMV STOP	606.20		
						CLAIM	35.00		
2020	26643	25	30568 WARNER, XZAVIER MICHAEL	MV VLF	1535 DEVON LN	MV TAXES	36.39	36.39	36.39
						VEH LIC FE	.00		
2020	26658	25	37671 WASHINGTON, ANGELA MARIE	MV VLF	152 W WASHINGTON ST	MV TAXES	81.68	81.68	81.68
						VEH LIC FE	41.68		
2020	26660	25	489 WASHINGTON, CAMILLA ALTHEA	MV VLF	235 MYRTLE ST	MV TAXES	271.52	271.52	271.52
						VEH LIC FE	231.52		
2020	26663	25	25787 WASHINGTON, COURTNEY SIMONE	MV VLF	235 MYRTLE ST	MV TAXES	50.94	50.94	50.94
						VEH LIC FE	40.00		
2020	26668	25	328132 WASHINGTON, JENEEN MONIQUE	MV VLF	29 W WASHINGTON ST	MV TAXES	90.27	90.27	90.27
						VEH LIC FE	50.27		
2020	26715	25	331962 WATSON, AARON MASAMI	MV	313 GREEN ST	MV TAXES	28.45	28.45	28.45
						VEH LIC FE	40.00		
2020	26775	25	315397 WEAVER, MAXWELL PHINITH	MV	0 1618 HILLCREST DR APT A	MV TAXES	871.60	871.60	871.60
						VEH LIC FE	211.75		
						DMVSTOP CLAIM	619.85		
						PPPEN	.00		
						CLAIM	.00		
						PENALTY	.00		
2020	26793	25	11405 WEAVER, VESTA MAYFIELD	MV DMVSTP	1225 SPARROW CT	MV TAXES	127.61	127.61	127.61
						DMV STOP	92.61		
2020	26829	25	320484 WEEKS, KRISTY MARIE	MV	211 ROCKINGHAM DR APT H	MV TAXES	33.07	33.07	33.07
						VEH LIC FE	33.07		
2020	26885	25	304366 WELLS, PHILLIP JAMES	MV	517E GAY ST	MV TAXES	261.53	261.53	261.53
						VEH LIC FE	37.71		
						DMVSTOP CLAIM	193.82		
						PPPEN	.00		
						CLAIM	.00		
2020	27025	25	31766 WHIPPLE, RICKIE LYNN PAYNE	MV VLF	689 JOHN TYLER CIR APT 203	MV TAXES	27.00	27.00	27.00
						VEH LIC FE	7.00		
2020	27040	25	51653 WHITE, DEVONTA	MV VLF	0 1191 DEVON LN	MV TAXES	402.27	402.27	402.27
						VEH LIC FE	372.27		
						DMVSTOP CLAIM	.00		
						PPPEN	.00		
						CLAIM	.00		

CITY OF HARRISONBURG



BATCH 00051984:OVER-SHORT ADJUSTMENT PROCESS

REASON CODE: SOL

YEAR	BILL CAT	ACCOUNT	CUSTOMER	CHARGE	REFERENCE	CHARGE DESC	CHARGE AMT	UNPAID BAL	WRITE-OFF AMT
2020	27041	25	52049 WHITE, DEVONTA	CLAIM	1191 135 HUFFMAN DR	CLAIM	30.00	30.00	
				MV		MV TAXES	362.67	362.67	362.67
				VLF		VEH LIC FE	297.67	297.67	
				DMVSTP		DMV STOP	35.00	35.00	
				CLAIM		CLAIM	30.00	30.00	
2020	27054	25	34634 WHITE, KIMBERLY TRUE	MV	0 711 MINERAL SPRINGS RD	MV TAXES	154.07	154.07	194.07
				VLF		VEH LIC FE	40.00	40.00	
				PPEN		PENALTY	.00	.00	
2020	27081	25	40579 WHITELOW, ERICA RENEE	MV	0 314 KELLEY ST	MV TAXES	30.43	30.43	30.43
2020	27153	25	39622 WIGGINS, RASHAUN DWAYNE	MV	0 5955 9TH ST UNIT 320B	MV TAXES	208.62	208.62	208.62
				VLF		VEH LIC FE	133.62	133.62	
				DMVSTP		DMV STOP	35.00	35.00	
2020	27238	25	47261 WILLIAMS, JAMIE LYNN	MV	0 435 VIRGINIA AVE	MV TAXES	28.66	28.66	28.66
2020	27321	25	50760 WILSON, DWIGHT A III	MV	0 520 DAVIS MILLS DR	MV TAXES	115.65	115.65	115.65
				VLF		VEH LIC FE	40.00	40.00	
				CLAIM		CLAIM	30.00	30.00	
2020	27330	25	307990 WILSON, LISA MARSTON	MV	84 PERRY ST	MV TAXES	105.36	105.36	105.36
				DMVSTP		DMV STOP	40.36	40.36	
				CLAIM		CLAIM	35.00	35.00	
2020	27364	25	327950 WINE, COREY MICHAEL	MV	454E ROCK ST	MV TAXES	420.84	420.84	420.84
				MV		MV TAXES	.00	.00	
				MV		MV TAXES	268.57	268.57	
				MV		MV TAXES	7.00	7.00	
				MV		MV TAXES	24.50	24.50	
				MV		MV TAXES	16.77	16.77	
				MV		MV TAXES	7.00	7.00	
				VLF		VEH LIC FE	13.50	13.50	
				VLF		VEH LIC FE	.00	.00	
				VLF		VEH LIC FE	13.50	13.50	
				VLF		VEH LIC FE	20.00	20.00	
				VLF		VEH LIC FE	20.00	20.00	
				CLAIM		CLAIM	30.00	30.00	
2020	27365	25	3894 WINE, COREY MICHAEL	BT	454 E ROCK ST	BOAT TAXES	82.50	82.50	82.50
				CLAIM		CLAIM	52.50	52.50	
2020	27410	25	311659 WISMAN, ANGEL	MV	625N WILLOW ST	MV TAXES	37.71	37.71	37.71
				MV		MV TAXES	.00	.00	
2020	27469	25	50539 WON, YEONJU	MV	0 8018 TYSON OAKS CIR	MV TAXES	374.00	374.00	374.00
				VLF		VEH LIC FE	299.00	299.00	
				DMVSTP		DMV STOP	40.00	40.00	
2020	27551	25	331954 WRIGHT, ANNA ELIZABETH	MV	0 210 DIXIE AVE	MV TAXES	75.00	75.00	75.00
				VLF		VEH LIC FE	.00	.00	
						VEH LIC FE	40.00	40.00	

CITY OF HARRISONBURG



BATCH 00051984:OVER-SHORT ADJUSTMENT PROCESS

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YEAR	BILL CAT	ACCOUNT	CUSTOMER	CHARGE	REFERENCE	CHARGE DESC	CHARGE AMT	UNPAID BAL	WRITE-OFF AMT
2020	27620	25	29046 WU, PINXIAN	DMVSTP MV VLF DMVSTP CLAIM	1053 LOIS LN	DMV STOP MV TAXES VEH LIC FE DMV STOP CLAIM	35.00 317.69 252.69 35.00 30.00	317.69	317.69
2020	27639	25	36718 WYATT, LINDA ANN	MV MV CLAIM	0 17 E JOHNSON ST	MV TAXES MV TAXES CLAIM	54.24 68.14 30.00	152.38	152.38
2020	27678	25	50043 XU, XUANHUI	MV DMVSTP CLAIM	0 1621 SKYLARK LN	MV TAXES DMV STOP CLAIM	700.70 35.00 30.00	765.70	765.70
2020	27687	25	29025 YAGHOUBI, ARINA	MV CLAIM	0 627 JOHN TYLER CIR APT 20	MV TAXES CLAIM	331.42 30.00	361.42	361.42
2020	27713	25	308936 YANEZ, EDUARDO	MV CLAIM PPEN	0 336 CHICAGO AVE	MV TAXES CLAIM PENALTY	37.09 30.00 37.09	37.09	37.09
2020	27722	25	29022 YANG, XINYUAN	MV DMVSTP CLAIM	1235 DEVON LN	MV TAXES DMV STOP CLAIM	447.35 382.35 35.00	447.35	447.35
2020	27723	25	33475 YANG, YONGZHEN	MV CLAIM	382 ARROWWOOD DR	MV TAXES CLAIM	512.00 30.00	542.00	542.00
2020	27760	25	31783 YE, GUIQUAN	MV DMVSTP	0 1138 MERIDIAN CIR APT 304	MV TAXES DMV STOP	342.00 35.00	377.00	377.00
2020	27849	25	31786 YOO, SOO MIN	MV DMVSTP CLAIM	654 JOHN TYLER CIR	DMV STOP MV TAXES DMV STOP	148.18 35.00 30.00	213.18	213.18
2020	27856	25	47910 YOU SAVE - WE SERVE MOVING LLC	BMV VLF LFF DMVSTP CLAIM	0 689 JOHN TYLER CIR APT 20	BUS MV VEH LIC FE LATE FILE DMV STOP CLAIM	1,226.02 960.93 104.00 96.09 35.00 30.00	1,226.02	1,226.02
2020	27861	25	305703 YOUNG, BRENDA SUE	MV	1711 PARK RD APT D	MV TAXES	27.13	27.13	27.13
2020	27863	25	37674 YOUNG, CATHERINE JOYCE	MV	0 110 ASHBY AVE	MV TAXES	134.75	134.75	134.75
2020	27878	25	29974 YOUNG, KOSSANA JOICE	MV MV VLF CLAIM	0 462 TEABERRY LN	MV TAXES MV TAXES VEH LIC FE CLAIM	222.81 66.82 85.99 40.00 30.00	222.81	222.81
2020	27904	25	36856 YOUSUF, YOUNUS YAQOUB	MV	0 1300 BRADLEY DR	MV TAXES	216.97	216.97	216.97

CITY OF HARRISONBURG



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YEAR	BILL CAT	ACCOUNT	CUSTOMER	CHARGE	REFERENCE	CHARGE DESC	CHARGE AMT	UNPAID BAL	WRITE-OFF AMT
2020	27908	25	324625 YU, ZHI JIN	MV PPEN	1318 HILLSIDE AVE MV TAXES PENALTY	22.99	22.99	22.99	22.99
2020	27914	25	40094 YURACHEK, STEPHEN PRESTON	MV VLF	0 747 HILLMONT CIR APT 204 MV TAXES VEH LIC FE	110.78	110.78	110.78	110.78
2020	27936	25	3969 ZAHIR, KNOWLEDGE AZIZ	MV	0 895 JEFFERSON ST MV TAXES	29.77	29.77	29.77	29.77
2020	27957	25	326193 ZAMORA HERNANDEZ, JOSE I	MV CLAIM	521 HAWKINS STP APT G MV TAXES CLAIM	63.34	63.34	63.34	63.34
2020	27976	25	36108 ZARAZUA CABRERA, ERNESTO DANIEL	MV CLAIM	0 612 NORWOOD ST MV TAXES CLAIM	98.80	98.80	98.80	98.80
2020	28036	25	40097 ZEMARIAM, KIFLOM	CT MV VLF DMVSTP	0 240 ROCCO AVE APT A CT MV TAXES VEH LIC FE DMV STOP	110.50	110.50	110.50	110.50
2020	28062	25	39698 ZHANG, RUIJIA	MV VLF DMVSTP	1445 DEVON LN MV TAXES VEH LIC FE DMV STOP	221.85	221.85	221.85	221.85
2020	28065	25	32244 ZHANG, YUQING	MV DMVSTP CLAIM	689 JOHN TYLER CIR MV TAXES DMV STOP CLAIM	319.68	319.68	319.68	319.68
2020	28067	25	325255 ZHANG, ZIXUAN	MV DMVSTP CLAIM	1330 HUNTERS RD APT D MV TAXES CLAIM	129.22	129.22	129.22	129.22
2020	28074	25	28713 ZHOU, YUKAI	MV CLAIM	865 PORT REPUBLIC RD MV TAXES DMV STOP CLAIM	258.16	258.16	258.16	258.16
2020	28103	25	509 ZONG, JARROD ALEXANDRE	MV VLF CLAIM	17 E WEAVER AVE MV TAXES VEH LIC FE CLAIM	213.55	213.55	213.55	213.55
2020	1000131	25	26656 GARCIA LAZO, GLEDIS O	MV VLF CLAIM	0 537 HAWKINS ST MV TAXES VEH LIC FE CLAIM	40.00	40.00	40.00	40.00
2020	1000157	25	50944 ROMMEL, MYRA	MV VLF	0 510 DAVIS MILLS DR MV TAXES VEH LIC FE	70.00	70.00	70.00	70.00
2020	1000283	25	39233 ROIG VAZQUEZ, CARLOS ANTONIO	MV VLF CLAIM	325 N HIGH ST APT A MV TAXES VEH LIC FE CLAIM	13.50	13.50	13.50	13.50
2020	1000591	25	64059 REAVES, DAVID ROBERT JR	MV VLF DMVSTP	0 827 LEE AVE MV TAXES VEH LIC FE DMV STOP	35.00	35.00	35.00	35.00

CITY OF HARRISONBURG



BATCH 00051984:OVER-SHORT ADJUSTMENT PROCESS

REASON CODE: SOL

YEAR	BILL CAT	ACCOUNT	CUSTOMER	CHARGE	REFERENCE	CHARGE DESC	CHARGE AMT	UNPAID BAL	WRITE-OFF AMT
2020	1000696	25	48003 WALTER YOVANI, BARRIOS QUINONEZ	MV	0 573 NORWOOD ST	MV TAXES	70.00	70.00	70.00
				VLF		VEH LIC FE	.00		
				CLAIM		CLAIM	40.00	40.00	
2020	1000712	25	64111 TORRES RIVERA, FRANCES JEANNETTE	MV	0 355 BLUE STONE HILLS DR	MV TAXES	105.00	105.00	105.00
				VLF		VEH LIC FE	.00		
				DMVSTP		DMV STOP	40.00	40.00	
				CLAIM		CLAIM	35.00	35.00	
2020	1001258	25	64380 BERGEL, SARAH ABIGAIL	MV	0 117 N 21ST ST APT 6	MV TAXES	75.00	75.00	75.00
				VLF		VEH LIC FE	.00		
				DMVSTP		DMV STOP	40.00	40.00	
2020	1001280	25	64705 TIMBO, ALHAJI ALIE	MV	0 2233 ASTORIA CIR APT 402	MV TAXES	159.00	159.00	159.00
				VLF		VEH LIC FE	.00		
				DMVSTP		DMV STOP	124.00	124.00	
2020	1001421	25	26656 GARCIA LAZO, GLEDIS O	MV	0 537 HAWKINS ST	MV TAXES	70.00	70.00	70.00
				VLF		VEH LIC FE	.00		
				CLAIM		CLAIM	40.00	40.00	
2020	1001426	25	54154 PANTLE GUTIERREZ, HUGO	MV	0 605 HAWKINS ST APT 5C	MV TAXES	70.00	70.00	70.00
				VLF		VEH LIC FE	.00		
				CLAIM		CLAIM	40.00	40.00	
2020	1001752	25	64912 FEGGAN, DARRICK DASHAWN	MV	0 167 W ROCK ST	MV TAXES	75.00	75.00	75.00
				VLF		VEH LIC FE	.00		
				DMVSTP		DMV STOP	40.00	40.00	
2020	1001762	25	64915 APTHORPE, JENNIFER C	MV	0 626 JOHN TYLER CIR	MV TAXES	13.50	13.50	13.50
				VLF		VEH LIC FE	.00		
2020	1001943	25	64998 JOHNSON, SHAWN MAURICE	MV	0 1138 MERIDIAN CIR	MV TAXES	105.00	105.00	105.00
				VLF		VEH LIC FE	.00		
				DMVSTP		DMV STOP	40.00	40.00	
				CLAIM		CLAIM	35.00	35.00	
2020	1001974	25	312531 HALIBURTON, PRISCILLA ANN	MV	351 N MASON ST APT 211	MV TAXES	40.00	40.00	40.00
				VLF		VEH LIC FE	.00		
2020	1002195	25	48331 OSORTO CORRALES, SANTOS DAVID	MV	0 2321 HOME AGAIN RD	MV TAXES	70.00	70.00	70.00
				VLF		VEH LIC FE	.00		
				CLAIM		CLAIM	40.00	40.00	
2020	1002288	25	41829 QUILLES ROSARIO, HECTOR	MV	899 PORT REPUBLIC RD APT J91	MV TAXES	40.00	40.00	40.00
				VLF		VEH LIC FE	.00		
2020	1002503	25	65280 BOY SCOUTS OF AMERICA TROOP 242	MV	0 501 S MAIN ST	MV TAXES	20.00	20.00	20.00
				VLF		VEH LIC FE	.00		
2020	1002508	25	54327 VICENTE TIU, JUAN CARLOS	MV	0 601 NORWOOD ST APT C	MV TAXES	70.00	70.00	70.00
							.00		

CITY OF HARRISONBURG

BATCH 00051984:OVER-SHORT ADJUSTMENT PROCESS

REASON CODE: SOL

YEAR	BILL CAT	ACCOUNT	CUSTOMER	CHARGE	REFERENCE	CHARGE DESC	CHARGE AMT	UNPAID BAL	WRITE-OFF AMT
2020	1002728	25	54256 HIGEAR LEASING SERVICES OF VIRGINIA	VLF CLAIM		VEH LIC FE	40.00		
				BMV		CLAIM	30.00		
				VLF	0 1390 SOUTHSIDE DR STE 108	BUS MV	40.00		40.00
2020	1003256	25	65656 JP MORGAN CHASE BANK NA	MV		VEH LIC FE	40.00		
				VLF	0 1111 POLARIS PKWY STE A-3	MV TAXES	75.00		75.00
				DMVSTP		VEH LIC FE	40.00		
						DMV STOP	35.00		
				TOTAL PERSONAL PROPERTY			146,700.21		146,700.21
				TOTAL 2020			146,700.21		146,700.21
				GRAND TOTAL			146,700.21		146,700.21

CITY OF HARRISONBURG

BATCH 00051984:OVER-SHORT ADJUSTMENT PROCESS

REASON CODE: SOL

CHARGE DESCRIPTION	UNPAID BAL	WRITE-OFF AMT
BMV BUSINESS MOTOR VEHICLE TAXES	14,523.21	14,523.21
BPP BUSINESS PERSONAL PROPERTY	5,945.02	5,945.02
BT BOAT TAXES	155.40	155.40
CE COMPUTER EQUIPMENT	338.77	338.77
CLAIM CLAIM	8,344.62	8,344.62
CT CONTRACT CARRIERS	4,665.57	4,665.57
DMVSTP DMV STOP FEE	7,362.28	7,362.28
LCE LEASED COMPUTER EQUIPMENT	21.88	21.88
LFF LATE FILING FEE	1,658.64	1,658.64
MH MOBILE HOME TAXES	195.22	195.22
MV MOTOR VEHICLE TAXES	91,315.43	91,315.43
PPPEN PENALTY	23.82	23.82
VLF VEHICLE LICENSE FEE	12,150.35	12,150.35
TOTAL 2020	146,700.21	146,700.21
GRAND TOTAL	146,700.21	146,700.21

RECORDS SELECTED: 813

** END OF REPORT - Generated by Svonne Stickley **



CITY OF HARRISONBURG TREASURER

409 SOUTH MAIN STREET, HARRISONBURG, VA 22802
OFFICE (540) 432-7705 • FAX (540) 432-7782

July 20, 2026

Mr. Ande Banks, City Manager
Ms. Deanna Reed, Mayor
Honorable Members of City Council
City of Harrisonburg
409 South Main Street
Harrisonburg, VA 22801

RE: Delinquent taxes removed from our books due to
expiration of collection time.

Dear Mr. Banks, Mayor Reed, and Council Members:

In accordance with the 4-1-36 from the Harrisonburg City Code, and 58.1-3940 from the State Code of Virginia, I respectfully request that personal property taxes for the year of 2020 and real estate taxes for the year 2005 be removed from the Treasurer's books as uncollectable.

2005 Real Estate	\$ 1,443.94
2020 Personal Property	\$ 146,700.21 (Including VLFs, penalties and fees)

The Code of Virginia section 58.1-3940 stipulates the duration for collection of personal property tax as five (5) years. The duration for collection of real estate taxes as twenty (20) years. At such time the Treasurer shall be given credit for such amounts and shall not be required to make further collections thereon.

****Please note:** Any payments applied after the date of this letter will affect the charge off amount. Also, payments made after the taxes are removed from the active collection accounts are still posted against the remaining balance. We have also recorded judgments against many of the personal property accounts with the General District Court and Circuit Court of Harrisonburg/Rockingham County. This allows us to continue collection of these debts for an additional 20 years.

Respectfully yours,

Jeffrey L. Shafer, MGT
City Treasurer

CC: Ms. Pam Ulmer, Clerk



City of Harrisonburg, Virginia

Office of the City Manager

409 South Main Street
Harrisonburg, VA 22802
(540) 432-7701 / FAX (540) 432-7778

Ande Banks
City Manager

TO: Ande Banks, City Manager
FROM: Jeffrey L. Shafer
DATE: July 20, 2026
RE: Agenda Item Request

Summary: Consider the removal of real estate taxes for 2005 and personal property taxes for 2020

Background: The Code of Virginia section 58.1-3940 stipulates the duration for collection of personal property tax as five (5) years. The duration for collection of real estate taxes as twenty (20) years.

Key Issues: n/a

Environmental Impact: n/a

Fiscal Impact: Total collection rates for 2005 real estate taxes – 99.99%. Total collection rate for 2020 personal property taxes – 99.06%.

Prior Actions:

Alternatives: (a) None
(b); or
(c)

Community Engagement: n/a

Recommendation:

Attachments: Delinquent RE list 2005 and PP list 2020, Letter to write-off delinquent taxes

RE:

Page 2

Review:

The initiating Department Director will place in Legistar, in sequence of transmittal, the names of each department that must initial their review in order for this item to be placed on the City Council agenda. The completion of review only addresses the readiness of the issue for Council consideration. This does not address the recommendation for approval or denial of the issue.

###



City of Harrisonburg

City Hall
409 South Main Street
Harrisonburg, VA 22801

Legislation Text

File #: RES 26-153, **Version:** 1

Subject:

Consider adopting a Resolution of Support for eight (8) VDOT Smart Scale Grant program applications.

Presented By: Thomas Hartman, PE, PTOE, Director of Public Works

All the projects listed will be submitted for funding through the Virginia Department of Transportation's (VDOT) Smart Scale grant program. The City of Harrisonburg has coordinated with the Harrisonburg-Rockingham Metropolitan Planning Organization (MPO) to augment our ability to apply for more funding. Each project has already passed a pre-screening process, and staff is preparing the full applications. A requirement for submission of these projects is to include a Resolution of Support from City Council..



HARRISONBURG | VA
FRIENDLY BY NATURE



July 28, 2026, City Council Meeting

Title

VDOT Smart Scale Grant Resolutions – Thomas Hartman, PE, PTOE, Public Works

Summary

Consider adopting a Resolution of Support for eight (8) VDOT Smart Scale Grant program applications.

Recommendation

Adopt the Resolution of Support

Fiscal Impact

The VDOT Smart Scale program is 100% grant funded, which means there is no City matching funds required.

Context & Analysis

All the projects listed below will be submitted for funding through the Virginia Department of Transportation's (VDOT) Smart Scale grant program. The City of Harrisonburg has coordinated with the Harrisonburg-Rockingham Metropolitan Planning Organization (MPO) to augment our ability to apply for more funding. Each project has already passed a pre-screening process, and staff is preparing the full applications. A requirement for submission of these projects is to include a Resolution of Support from City Council.

Below is a summary of each project:

North Mason Corridor Safety and Enhancement - The project will reconfigure North Mason Street to one travel lane in each direction with left turn lanes at intersections. The project will improve safety for drivers, pedestrians, and bicyclists at five intersections along the corridor, including a single lane roundabout at Gay Street. The project will also add a 10' wide paved shared use path along the east side of North Mason Street, upgrade and construct sections of sidewalk, as well as make upgrades to a city bus stop. This application reflects the preferred alternative of the HRMPO North Mason Street Study and will improve safety and multi-modal connectivity in Downtown Harrisonburg.

Northend Greenway: Monroe Street to Downtown - The project will construct the final phase of the Northend Greenway, an 8'-10' wide paved shared use path, between its existing terminus at Monroe Street to the intersection of North Main Street and Noll Drive downtown. The project is necessary to close a one-mile bike/ped infrastructure gap by connecting to the northern terminus of the RAISE funded Liberty Street cycle track, which combined with the Bluestone Trail, will result in an over six-mile continuous north/south protected bike and pedestrian route through the city.

Chicago Avenue Corridor Improvements - The project will construct a varying width paved path and other related infrastructure improvements along the west side of Chicago Avenue from Mt. Clinton Pike to Greystone Street. The project will improve safety and connectivity by closing an existing gap in protected bike/ped infrastructure along this segment of Chicago Avenue where none currently exists. The project also fills an existing sidewalk gap along the south side of Greystone Street, installs a new high visibility crosswalk at Shenandoah Street, and makes upgrades to a city bus stop.

MLK Jr. Way & East Market Street Multi-Modal Improvements - The project will reconfigure Martin Luther King Jr. Way between Reservoir Street and East Market Street from a four-lane undivided roadway to a three-lane roadway with a continuous left turn lane and a buffered 6' sidewalk on the south side of the roadway. In addition, the project will upgrade the existing unbuffered 5' wide sidewalk along East Market Street from Martin Luther King Jr. Way to Carlton Street to a 10' wide paved shared use path therefore improving accessibility to a city bus stop. The project also rebuilds the signal at Martin Luther King Jr. Way and Reservoir Street as well as upgrades intersection curb ramps to meet ADA standards. This application reflects the results of a VDOT sponsored Ready, Set, Go study and aims to facilitate accessible bike/ped connections to new bike/ped infrastructure built as part of the US-33 Railroad and Exit 247 Bridges Replacement project.

Vine Street Corridor Safety - The project will improve safety for drivers, pedestrians, and bicyclists along Vine Street. The project will construct single lane roundabouts at Washington Street, add new left turn lanes on Old Furnace Road at Vine Street, and replace the existing signal at Vine Street and Old Furnace Road. The project will construct segments of sidewalk along Vine Street as well as new high visibility crosswalks and ped signals, resulting in continuous pedestrian infrastructure along the corridor. At the roundabout, the bicycle lanes on Vine Street will have ramps on the adjacent sidewalks to provide routing options and continuity. This application reflects the preferred alternative of the Vine Street STARS Study.

Port Republic Road Improvements: Exit 245 and Forest Hill Road - The project will construct a second left turn lane on Forest Hill Road at Port Republic Road, resulting in the approach having one right turn lane and two left turn lanes. The project will construct a right turn lane on Port Republic Road at Forest Hill Road. The project will re-construct sidewalk impacted

by the project, and will add sidewalk on Forest Hill Rd. The project will construct a concrete median on Port Republic Road from Forest Hill Road to Hunters Road. The project will construct a shared use path on a parallel alignment behind two properties, connecting bicycle and pedestrian infrastructure to be constructed by other projects. A boarding and alighting area will be constructed for the bus stop on the east side of Port Republic Road. A pedestrian refuge island will be installed at the intersection with the I-81 NB on-ramp.

Virginia Avenue Project Pipeline - The project will make multiple safety upgrades along the Virginia Avenue (VA-42) corridor from Gay Street to Old Windmill Circle including installation of crosswalks with curb bump outs and Rectangular Rapid Flashing Beacons (RRFBs) at 1st Street, 2nd Street, and 4th Street; lane reassignment at 3rd Street to add left turn lanes on the Virginia Avenue approaches; installation of approximately 50 feet of median at 5th Street, approximately 300 feet of median from the VMRC entrance to Acorn Drive, and construction of new sidewalk adjacent to Harmony Square Plaza, from Harmony Drive to Old Windmill Circle, and along the south side of Mt. Clinton Pike west from Virginia Avenue to the existing sidewalk at Common Good Marketplace. This application reflects the preferred alternative of the Virginia Avenue Project Pipeline Study.

Port Republic Road Improvements: Devon Lane to Neff Avenue - The project will make multiple improvements at the intersections of Port Republic Road and Devon Lane and Port Republic Road and Neff Avenue/Peach Grove Avenue through the construction and extension of turn lanes, access management, and upgrade of crosswalks. On Port Republic Road between Devon Lane and Neff Avenue/Peach Grove Avenue, the project will reconfigure the roadway to accommodate a curb shift and construct a buffered 10' wide shared-use path along the north/east side of the roadway. The reconfiguration includes removing the on-street bike lanes and, north of Deer Run, the two-way left turn lane. An ADA boarding and alighting area will be constructed at a city bus stop. This application reflects the preferred alternative of the HRMPO Port Republic Road Small Area Study.

Options

Attachments

1. Resolution of Support
2. Presentation

RESOLUTION OF SUPPORT FOR THE CITY OF HARRISONBURG SMART SCALE ROUND 7 GRANT APPLICATIONS

At a regularly scheduled meeting of the Harrisonburg City Council held on Tuesday July 28, 2026, on a motion by _____, seconded by _____, the following resolution was adopted by a vote of _____ to _____:

WHEREAS, the Commonwealth of Virginia prioritizes transportation projects for funding based on the cost effectiveness of those projects to meet performance goals, as established by the SMART SCALE program; and

WHEREAS, the CITY OF HARRISONBURG CITY COUNCIL desires to submit applications for the allocation of funds for the following projects under the SMART SCALE prioritization program:

- North Mason Corridor Safety and Enhancement
- Northend Greenway: Monroe Street to Downtown
- Chicago Avenue Corridor Improvements
- MLK Jr. Way & East Market Street Multi-Modal Improvements
- Vine Street Corridor Safety
- Port Republic Road Improvements: Exit 245 and Forest Hill Road
- Virginia Avenue Project Pipeline
- Port Republic Road Improvements: Devon Lane to Neff Avenue

WHEREAS, the above facilities are identified in the VTRANS Needs Assessment as part of the Regional Network; and

WHEREAS, the CITY OF HARRISONBURG CITY COUNCIL understands these projects to include the following:

North Mason Corridor Safety and Enhancement- The project will reconfigure North Mason Street to one travel lane in each direction with left turn lanes at intersections. The project will improve safety for drivers, pedestrians, and bicyclists at five intersections along the corridor, including a single lane roundabout at Gay Street. The project will also add a 10' wide paved shared use path along the east side of North Mason Street, upgrade and construct sections of sidewalk, as well as make upgrades to a city bus stop. This application reflects the preferred alternative of the HRMPO North Mason Street Study and will improve safety and multi-modal connectivity in Downtown Harrisonburg.

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and along the south side of Mt. Clinton Pike west from Virginia Avenue to the existing sidewalk at Common Good Marketplace. This application reflects the preferred alternative of the Virginia Avenue Project Pipeline Study.

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NOW, THEREFORE, BE IT RESOLVED THAT: The HARRISONBURG CITY COUNCIL hereby supports these applications for the improvements described to compete for state and federal funding under the SMART SCALE program.

ADOPTED this 28th day of July, 2026.

Deanna R. Reed, Mayor

ATTEST:

Pam Ulmer, City Clerk

CITY OF HARRISONBURG ROUND 7 SMART SCALE APPLICATIONS

July 28, 2026





SMART SCALE Overview

Virginia's Largest Transportation Funding Opportunity

Projects of any size or cost can be funded

Benefit score for each project includes:

- Safety
- Congestion mitigation
- Accessibility
- Land use
- Economic development
- Environment

More information is available at: <http://smartscale.org/>



SMART SCALE Timeline

Pre-application due April 1, 2026

Full application due **August 3, 2026**

Scores released in early 2027

Final Commonwealth Transportation Board (CTB) Decision June 2027

If selected, Funds Available FY30

Project Construction 2033-2035



Northend Greenway: Monroe Street to Downtown

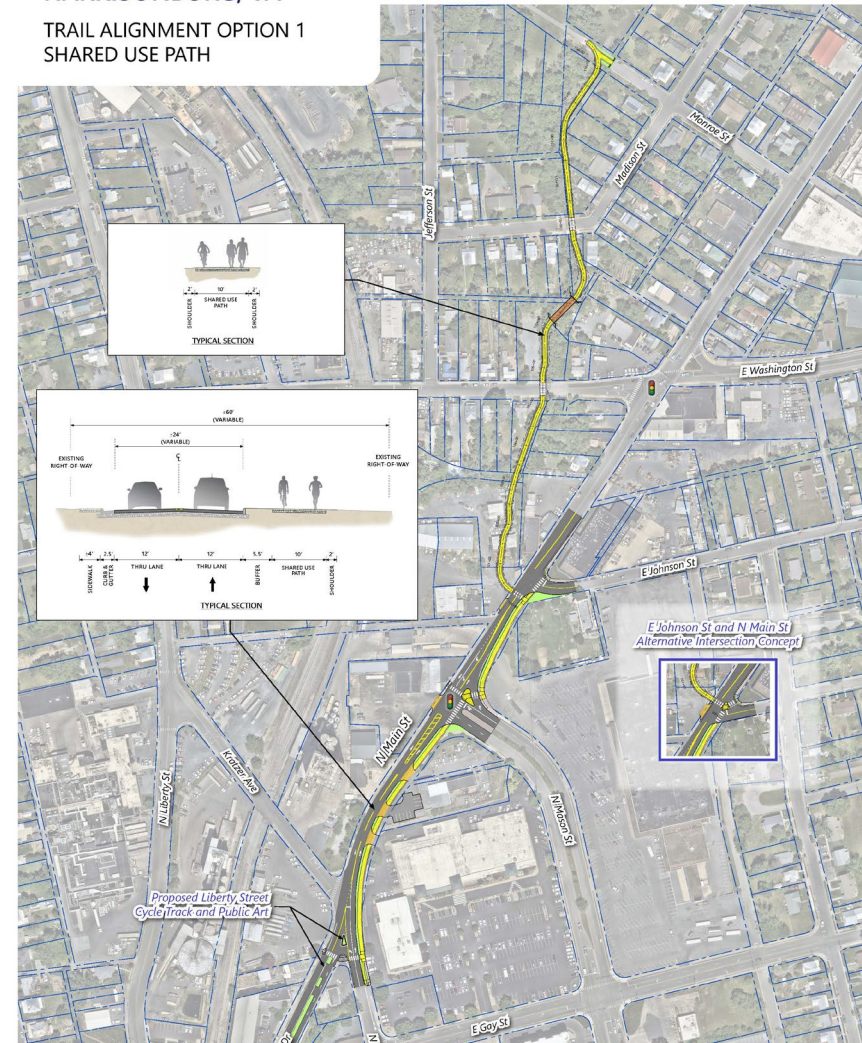
Project Components:

- Constructs last unfunded section of Northend Greenway
- Connects existing Northend Greenway to funded Liberty Street cycle-track downtown
- 8-10' wide shared-use path
- Removes traffic signal at North Main and North Mason
- New crosswalks at Madison, Washington, and North Main Street
- New bridge over Blacks Run

Estimated Project Cost: \$14 million

NORTHEND GREENWAY HARRISONBURG, VA

TRAIL ALIGNMENT OPTION 1 SHARED USE PATH





Chicago Avenue Corridor Improvements

Project Components:

- 6' wide sidewalk on west side of Chicago Ave from Mt. Clinton Pike to Shenandoah Street
- 10' wide shared-use path on west side of Chicago Ave from Shenandoah Street to Greystone Street
- 5' wide sidewalk on south side of Greystone Street from existing sidewalk to Chicago Ave
- New crosswalk and bus stop accessibility upgrades at Shenandoah Street
- Curb and gutter improvements on west side of Chicago Ave and south side of Greystone Street





Chicago Avenue Corridor Improvements

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Chicago Avenue Corridor Improvements

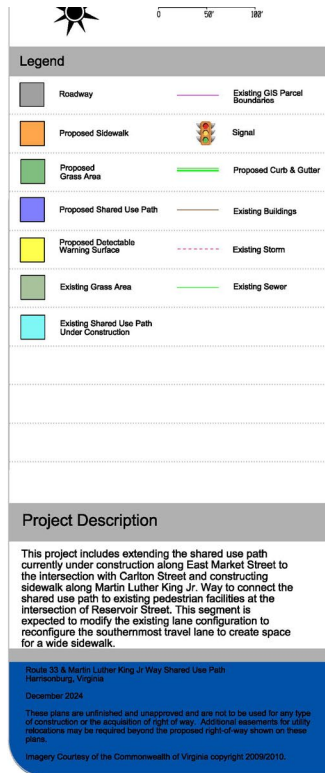
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MLK Jr. Way & East Market Street Multi-Modal Improvements



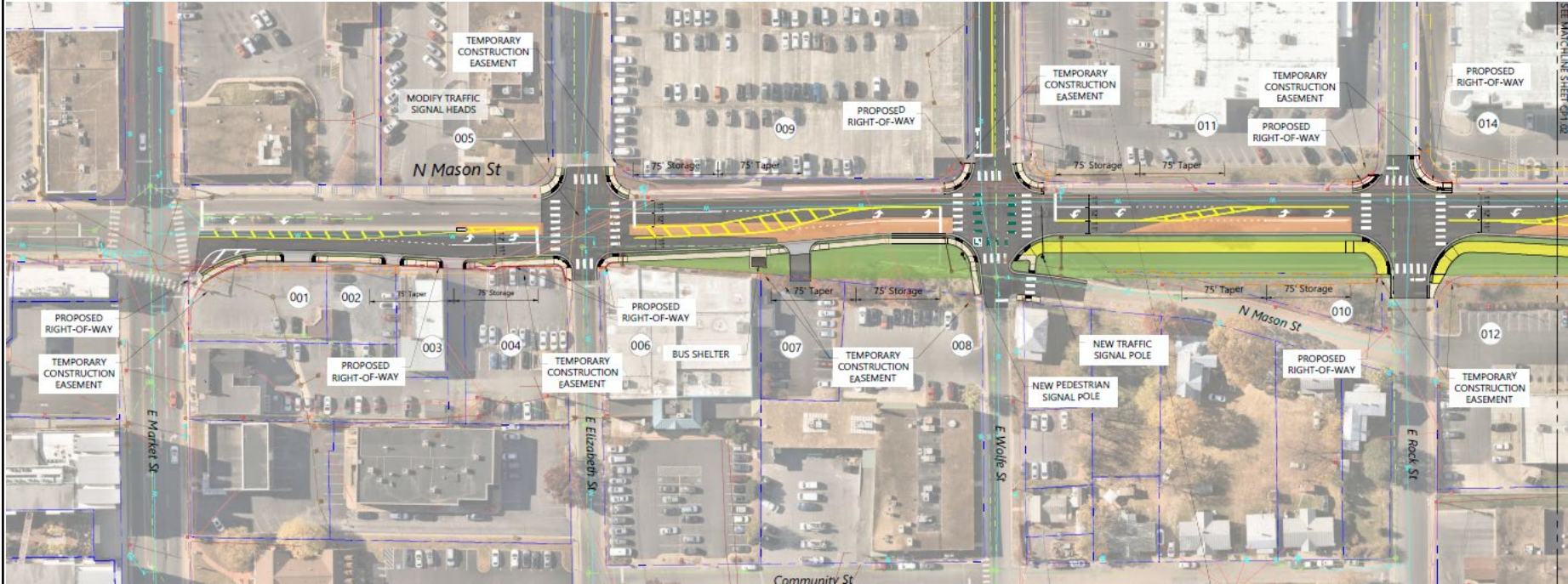
Project Components:

- MLK Jr. Way reconfiguration to 3 lane typical section with 6' wide sidewalk
- 10' wide shared-use path along East Market Street to Carlton Street
- Constructs new signals, curb ramps, and crosswalks at MLK Jr. Way and Reservoir Street

Estimated Project Cost: \$5 million



North Mason Street study



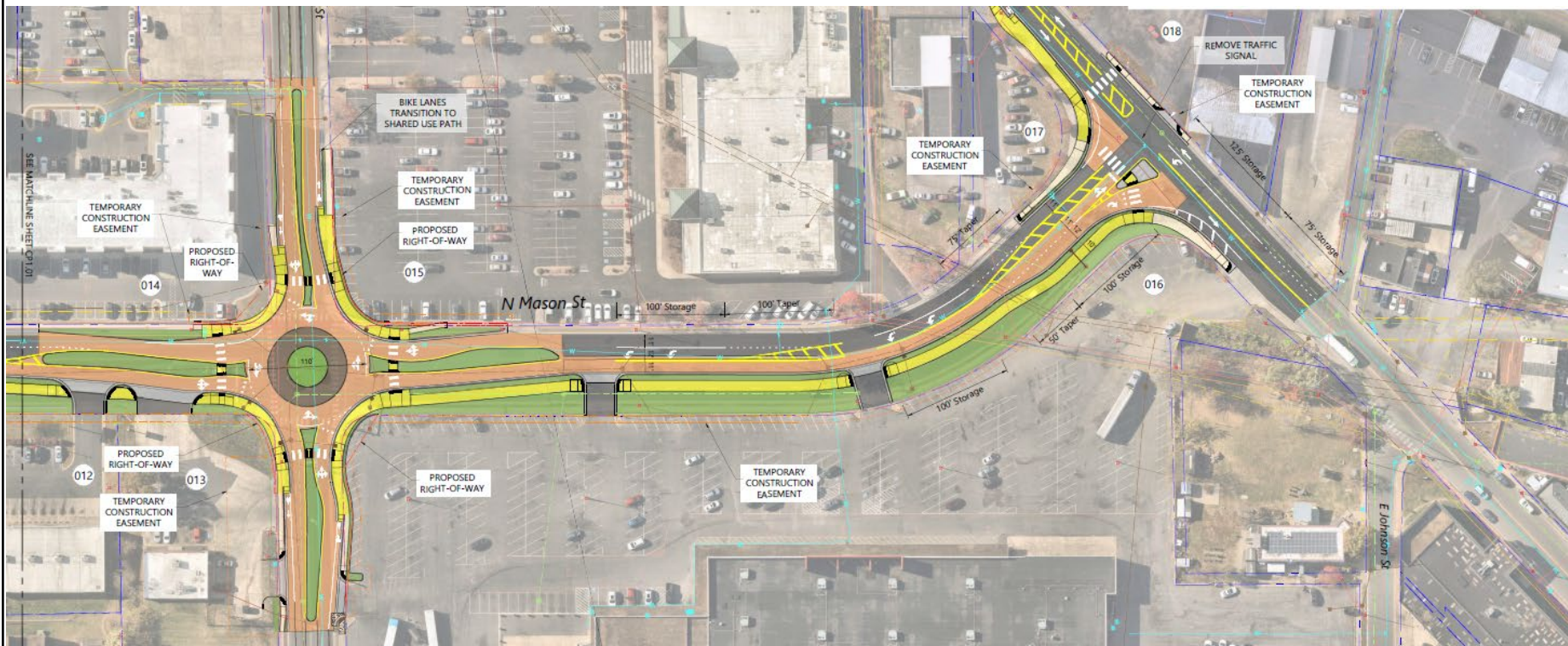
Project Components:

- Reconfiguration to 2 lane typical section with left turn lanes
- New 10' wide shared-use path on east side + open space
- Roundabout at Gay Street
- Connecting bike lanes on Wolfe Street to Federal Street path
- New and rebuild sections of 5' wide sidewalk
- Removes traffic signal at North Main Street
- Constructs new curb ramps and high visibility crosswalks

Estimated Cost: \$16 million



North Mason Corridor Safety and Enhancement



Project Components:

- Reconfiguration to 2 lane typical section with left turn lanes
- New 10' wide shared-use path on east side + open space
- Roundabout at Gay Street
- Connecting bike lanes on Wolfe Street to Federal Street path
- New and rebuild sections of 5' wide sidewalk

- Removes traffic signal at North Main Street
- Constructs new curb ramps and high visibility crosswalks

Estimated Cost: \$16 million



Port Republic Road Improvements: Devon Lane and Neff Avenue



Preferred Alternative of the HRMPO Port Republic Road/ Neff Avenue /Peach Grove Avenue Small Area Study

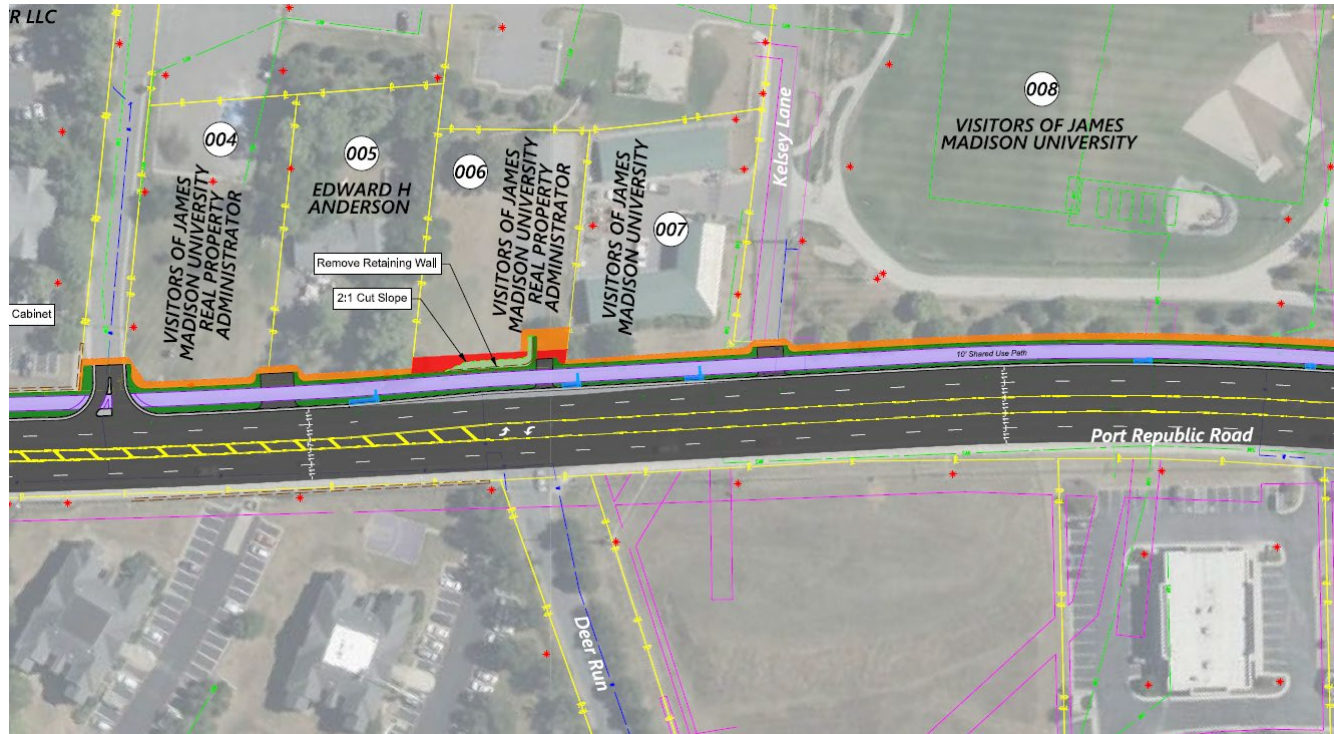
Project Components:

- Improvements at Port Republic Road and Neff Ave/Peach Grove Ave intersection
- Removes bike lanes to add 8-10' wide shared-use path along Port Republic Road from Neff Ave to Devon Lane
- Improvements at Port Republic Road and Devon Lane intersection

Estimated Cost: \$17 million



Port Republic Road Improvements: Devon Lane and Neff Avenue



Preferred Alternative of the HRMPO Port Republic Road/ Neff Avenue /Peach Grove Avenue Small Area Study

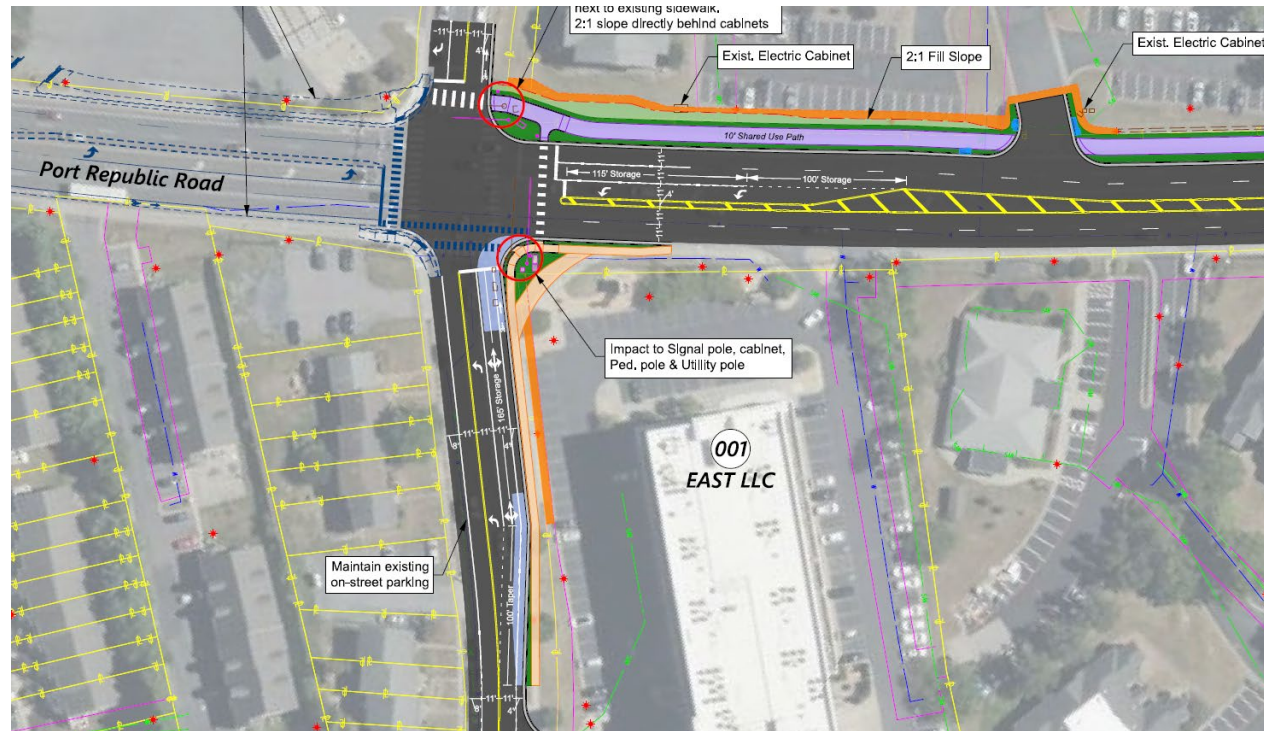
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Estimated Cost: \$17 million



Port Republic Road Improvements: Devon Lane and Neff Avenue



Preferred Alternative of the HRMPO Port Republic Road/ Neff Avenue /Peach Grove Avenue Small Area Study

Project Components:

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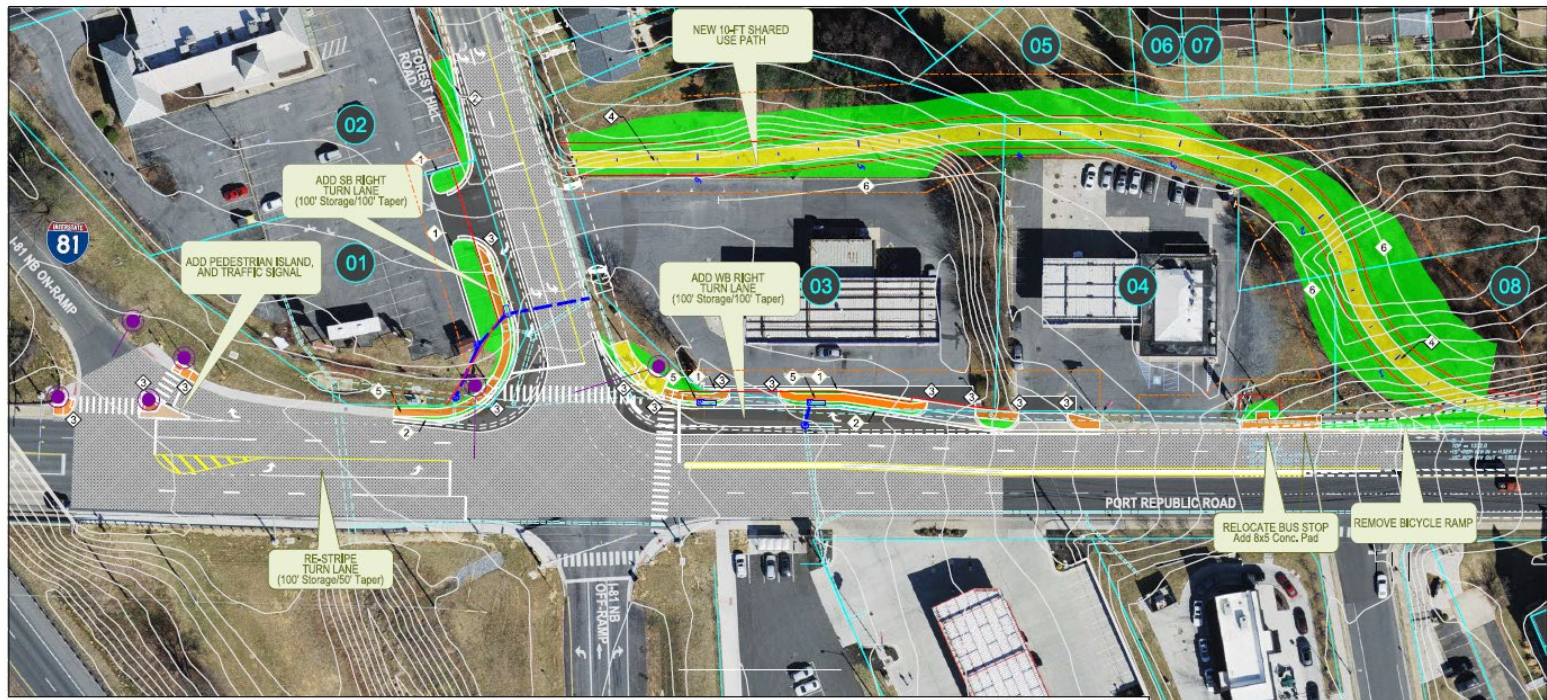
Estimated Cost: \$17 million



Port Republic Road Improvements: Exit 245 and Forest Hill Road

PORT REPUBLIC/ FOREST HILL ROAD INTERSECTION IMPROVEMENTS

JULY 2024



VDOT Project Pipeline study analyzed Port Republic Road in the vicinity of Exit 245

Estimated Cost: \$12 million

Project Components:

- New right turn lane at Forest Hill Road
- New 10' wide shared-use path
- 2nd left turn lane onto Port Republic Road
- New median on Port Republic Road
- Pedestrian safety improvements



Vine Street Corridor Safety



Project Components:

- Roundabout at Washington Street
- New left turns on Old Furnace Road at Vine Street
- New 5' wide sidewalk along one side of Vine Street
- New 5' wide connecting sidewalk to Wren Way
- New crosswalks and bus stop accessibility improvements

Estimated Cost: \$10 million



Vine Street Corridor Safety



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- Roundabout at Washington Street
- New left turns on Old Furnace Road at Vine Street
- New 5' wide sidewalk along one side of Vine Street
- New 5' wide connecting sidewalk to Wren Way
- New crosswalks and bus stop accessibility improvements

Estimated Cost: \$10 million



Vine Street Corridor Safety



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- Roundabout at Washington Street
- New left turns on Old Furnace Road at Vine Street
- New 5' wide sidewalk along one side of Vine Street
- New 5' wide connecting sidewalk to Wren Way
- New crosswalks and bus stop accessibility improvements

Estimated Cost: \$10 million



Virginia Avenue Corridor Safety

VIRGINIA AVENUE (VA-42) 1ST ST TO 4TH ST CURB EXTENSION CROSSWALKS AND ADDED TURN LANES

DECEMBER 2025



VDOT Project Pipeline study analyzed Virginia Avenue (Route 42) from Gay Street north to City/County Line

Project Components:

- Construct new crosswalks and Rectangular Rapid Flashing Beacons (RRFBs) between 1st Street and 4th Street
- New left turn lanes at 3rd Street
- Right in / Right out treatment at 5th Street + median gateway treatment
- Median gateway treatment between VMRC and Acorn Drive

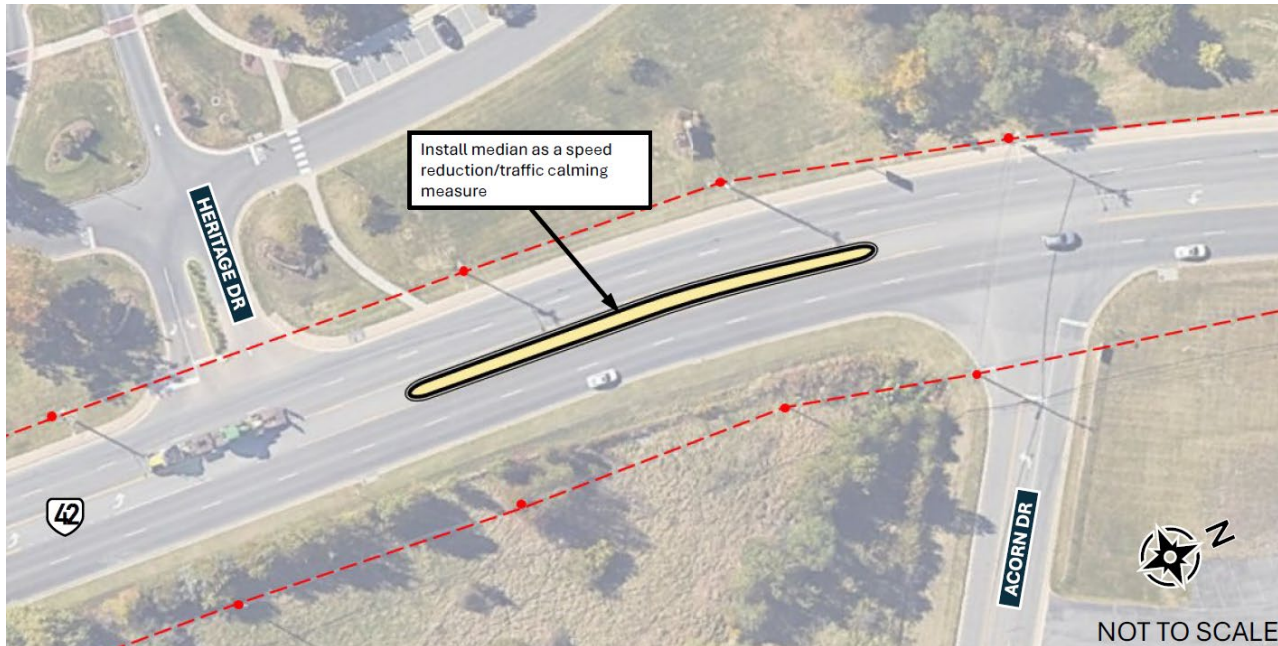
New sections of 5' wide sidewalk

- South side of Mt. Clinton Pike between Virginia Ave and Gift & Thrift
- West side of Virginia Ave in front of Harmony Square Shopping Center
- West side of Virginia Ave between Harmony Drive and Old Windmill Circle

Estimated Cost: \$6.6 million



Virginia Avenue Corridor Safety



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New sections of 5' wide sidewalk

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Estimated Cost: \$6.6 million



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Estimated Cost: \$6.6 million



SMART SCALE Applications Summary

- Northend Greenway: Monroe Street to Downtown
- Chicago Avenue Corridor Improvements
- MLK Jr. Way & East Market Street Multi-Modal Improvements
- North Mason Safety and Enhancement Project
- Port Republic Road Improvements: Devon Lane and Neff Avenue
- Port Republic Road Improvements: Exit 245 and Forest Hill Road
- Vine Street Corridor Safety
- Virginia Avenue Corridor Safety



City of Harrisonburg

City Hall
409 South Main Street
Harrisonburg, VA 22801

Legislation Text

File #: ID 26-153, **Version:** 1

Subject:

Consider a request from Marilyn S. Pendlebury to rezone 1340 South Main Street

Presented By: Adam Fletcher, Department of Community Development

A request from Marilyn S. Pendlebury to rezone a +/- 1.23-acre property to amend proffers for a property zoned R-5C, High Density Residential Conditional. The property is addressed as 1340 South Main Street and is identified as tax map parcel 18-R-22.

On June 9, 2026 Council heard this item as a public hearing and decided to table this item to allow for community engagement with the developer until the July 28, 2026 City Council meeting.



June 9, 2026 City Council Meeting

Title

Consider Rezoning (Proffer Amendment) and Special Use Permits for 1340 South Main Street — Planning Commission and Adam Fletcher, Community Development

Summary

Project name	N/A
Address/Location	1340 South Main Street
Tax Map Parcels	18-R-11
Total Land Area	+/- 1.23 acres
Property Owner	Marilyn S. Pendlebury
Owner's Representative	Mike Hendricksen and Hans Harman
Present Zoning	R-5C, High Density Residential Conditional
Proposed Zoning	R-5C, High Density Residential Conditional
Proposed Special Use Permit(s)	- Multiple-family dwellings of more than twelve (12) units per building per Section 10-3-55.4 (1) - Retail stores, convenience shops, personal service establishments, restaurants (excluding those with drive-through facilities), medical clinics, and business and professional offices per Section 10-3-55.4 (4)
Planning Commission	May 13, 2026 (Public Hearing)
City Council	June 9, 2026 (First Reading/Public Hearing) Anticipated June 23, 2026 (Second Reading)

Recommendation

Option 1. Staff and Planning Commission (7-0) recommend approval of the rezoning and two special use permit requests with conditions submitted by the applicant with additional language recommended by staff.

Context & Analysis

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

Site: Vacant lot, zoned R-5C

North: Office building, zoned R-3, and single-family detached dwellings, zoned R-1

East: Single-family detached dwelling and across Edgelawn Drive single-family detached dwellings, zoned R-1

South: Across East Weaver Avenue single family detached dwellings, zoned R-1, and an office building, zoned B-2C
West: Across South Main Street, residential uses, zoned R-3

The applicant is requesting a proffer amendment and two special use permits (SUPs) for a +/- 1.23-acre property addressed as 1340 South Main Street and identified as tax map parcel 18-R-22. The property is zoned R-5C, High-Density Residential District Conditional. Regarding the requested SUPs, the first is per Section 10-3-55.4 (1) to allow multiple-family dwellings of more than twelve (12) units per building. The second is per Section 10-3-55.4 (4) to allow retail stores, convenience shops, personal service establishments, restaurants (excluding those with drive-through facilities), medical clinics, and business and professional offices.

History

In August 2017, City Council approved four requests from Marusstodd Properties, LLC, for the subject site, which at the time consisted of five parcels. The four requests included:

- An amendment to the Comprehensive Plan's Land Use Guide map from Professional and Low Density Residential to Mixed Use;
- A rezoning from R-1, Single-Family Residential and R-3, Medium-Density Residential to R-5C, High-Density Residential District Conditional;
- An SUP pursuant to Section 10-3-55.4(1) to allow multi-family dwellings with more than twelve (12) units per building; and
- An SUP pursuant to Section 10-3-55.4(4) to allow retail stores, convenience shops, personal service establishments, business and professional offices, and restaurants (excluding drive-through facilities).

In November 2018, City Council approved a preliminary plat that vacated internal property lines reducing the number of lots from five to two and approved the following Subdivision Ordinance variances:

- To not dedicate the standard public street right-of-way for Edgelawn Drive (Sections 10-2-41(a) and 10-2-66);
- To not dedicate the full 25 feet of public street right-of-way along the Edgelawn Drive frontage (Section 10-2-45); and
- To not construct or provide surety for frontage improvements along Edgelawn Drive and East Weaver Avenue at the time of subdivision (Sections 10-2-62 and 10-2-67).

The above noted Subdivision Ordinance variances were approved with the following condition:

- When frontage improvements along Edgelawn Drive are required as part of development or redevelopment of any property associated with the preliminary plat, the developer shall be responsible for constructing frontage improvements along Edgelawn Drive for all properties associated with the request. The frontage along Edgelawn Drive is shown as 210.63 linear feet on the approved preliminary plat.

In August 2019, the applicant recorded the final subdivision plat that vacated the internal property lines and created the subject site (1340 South Main Street), tax map parcel 18-R-22-A (1341 Edgelawn Drive) and dedicated 527 square feet of public street right-of-way along Edgelawn Drive.

The SUPs approved in 2017 have since expired because the uses were not established nor diligently pursued within the timeframe required by the Zoning Ordinance Section 10-3-130(c). Without a proffer amendment, the 2017 proffers would continue to require both residential and non-residential uses. Since the applicant still proposes commercial uses, a new SUP is required.

Proffers

The applicant has offered the following proffers (written verbatim):

1. Any building constructed on site (excluding accessory buildings) shall contain residential and non-residential uses. Commercial uses shall only be permitted on the first floor and shall not exceed 5,000 square feet throughout all buildings. Residential units may be located on the first floor.
2. The total number of dwelling units on the property shall not exceed twenty-six (26) units. One-bedroom and two-bedroom units shall be permitted with no more than six (6) of the units being two-bedroom units.
3. No parking lot (including travel lanes and drive aisles) shall be located between any buildings and the following streets: South Main Street and East Weaver Avenue.
4. No vehicular access shall be permitted from the site to Edgelawn Drive.
5. A 6-foot tall opaque fence shall be installed and maintained along the frontage of Edgelawn Drive.
6. A 6-foot tall opaque fence shall be installed and maintained along the property lines adjoining tax map parcel #18-R-20, 18-R-21, & 18-R-22-A.
7. No structure, excluding a dumpster containment, shall be constructed within 150 ft. of the shared property line with Edgelawn Dr.
8. A minimum of six (6) small/ornamental deciduous or evergreen trees shall be planted along the street frontage of Edgelawn Drive. Tree locations along the street frontage are at the discretion of the property owner/developer.
9. At the time of construction the applicant shall reconstruct the curb ramp at the northeast corner of the intersection of South Main Street and East Weaver Avenue to meet the Public Right-of-Way Accessibility Guidelines standards.

The conceptual site layout is not proffered.

Proffers 3, 4 (formerly Proffer 5), and 7 (formerly proffer 8) remain unchanged from the existing regulating proffers. A copy of the 2017-approved existing proffers have been included by the applicant in their supporting documents.

Proffer 1 has been amended to identify a maximum of 5,000 square feet of non-residential space and to allow residential uses on all floors of the development. Proffer 2 has been amended to allow a maximum of 26 multi-family dwelling units, compared to the previously proffered maximum of 22 one-bedroom units. The updated proffer allows a mix of one- and two-bedroom units, with no more than six (6) units being two-bedroom units. If approved, and if they provide the maximum allowed six units with two bedrooms, then 10 additional bedrooms would be provided compared to the existing, approved proffers.

Proffers 5 and 6 (formerly Proffers 6 and 7 respectively) have been updated to provide clarity regarding the location of fencing along property lines and Edgelawn Drive. Proffer 8 (formerly Proffer 9) has also been updated to provide additional guidance for the required amount and type of landscaping along Edgelawn Drive. The original proffer language was unclear and could have been interpreted in a way that if there was no parking lot along Edgelawn Drive, then no trees would have been required.

Proffer 9 is a new proffer that will require the reconstruction of the sidewalk ramp at the intersection of South Main Street and East Weaver Avenue to meet Public Right-of-Way Accessibility Guidelines (PROWAG) standards. In addition, although not included as a proffer, the applicant will be required to construct sidewalks along East Weaver Avenue and Edgelawn Drive as part of site development. While a Subdivision Ordinance variance granted in 2018 allowed the deferral of sidewalk construction along Edgelawn Drive at the time of subdivision, that approval included a condition that requires frontage improvements to be constructed during development or redevelopment of the property. If the applicant does not want to construct the sidewalk, a new variance to the Subdivision Ordinance is required.

The applicant has removed old Proffer 4, which allowed for an entrance on South Main Street. Since the 2017 approval, the City has updated its access management standards. The previously proposed right-in/right-out entrance does not meet current requirements, which requires a minimum spacing of 250 feet between access points on minor arterial streets. Since the distance between East Weaver Avenue and Edgelawn Drive along South Main Street is less than 450 feet, there is no appropriate location for a new access point. As a result, the applicant has removed this proffer.

Land Use

The Comprehensive Plan designates this site as Mixed Use and states:

The Mixed Use category includes both existing and proposed areas for mixed use. Mixed Use areas shown on the Land Use Guide map are intended to combine residential and non-residential uses in neighborhoods, where the different uses are finely mixed instead of separated. Mixed Use can take the form of a single building, a single parcel, a city block, or entire neighborhoods. Quality architectural design features and strategic placement of green spaces for large scale developments will ensure development compatibility of a mixed use neighborhood with the

surrounding area. These areas are prime candidates for “live-work” and traditional neighborhood developments (TND). Live-work developments combine residential and commercial uses allowing people to both live and work in the same area. The scale and massing of buildings is an important consideration when developing in Mixed Use areas. Commercial uses would be expected to have an intensity equivalent to a Floor Area Ratio of at least 0.4, although the City does not measure commercial intensity in that way. Downtown is an existing area that exhibits and is planned to continue to contain a mix of land uses.

The downtown Mixed Use area often has no maximum residential density, however, development should take into consideration the services and resources that are available (such as off-street parking) and plan accordingly. Residential density in Mixed Use areas outside of downtown should be around 24 dwelling units per acre, and all types of residential units are permitted: single-family detached, single-family attached (duplexes and townhomes), and multi-family buildings. Large scale developments, which include multi-family buildings are encouraged to include single-family detached and/or attached dwellings.

The applicant has proffered that there would be a maximum of 26 units on the site, which makes the site density 21 units per acre. Without proffers and if there are no commercial uses on the site, the applicant would be able to construct up to 30 units. However, Proffer 1 requires non-residential uses on the site and given the size of the lot and the R-5 district regulations, the maximum number of multifamily units allowed on the site is 26, the same number as proffered.

Staff believes that the proposed uses, with the submitted proffers, generally conform with the Mixed Use area designation.

Transportation and Traffic

The Determination of Need for a Traffic Impact Analysis (TIA) form (“TIA determination form”) for the proposed rezoning is attached. The TIA determination form indicated that the project would not generate 100 or more new peak hour trips, which is the threshold for staff to require a TIA. Therefore, a TIA was not required for the rezoning request.

The applicant has proposed the following two traffic-related conditions in relation to their SUP to allow retail stores, convenience shops, personal service establishments, business and professional offices, and restaurants. Staff supports the submitted two conditions with the additional text underlined below:

1. All traffic generating uses on the site, including uses not associated with the special use permit, shall be limited to a combined total of 100 vehicle trips in either the AM or PM peak hour as calculated using the latest edition of the Institute of Transportation Engineer’s Trip Generation Manual unless the property owner first,

at their cost: (1) completes a Traffic Impact Analysis accepted by the City Department of Public Works and (2) implements all identified mitigation measures or improvements. The City Department of Public Works may, in its sole discretion, waive, in whole or in part, completion of a Traffic Impact Analysis or any identified mitigation measures or improvements.

2. No drive-throughs will be permitted.

The additional text within condition #1 clarifies that all uses on the site will be included in the calculation of traffic generation, not just uses associated with the SUP. Staff appreciates the submission of condition #2 as it would prohibit any use from having a drive-through as current regulations only prohibit restaurants from having a drive-through.

Public Water and Sanitary Sewer

While staff does not anticipate issues regarding water or sanitary sewer service availability for the proposed development, the applicant has been advised that they will be responsible to complete a study of the water and sanitary sewer capacity as part of the engineered comprehensive site plan process. Any public system improvements required to meet the increased demands resulting from the project will be the responsibility of the developer.

Housing

The City's Comprehensive Housing Assessment and Market Study (Housing Study) places the subject site within Market Type B, which has "neighborhoods [that] are characterized by high income earning households, large volumes of housing sales and lower population growth." The Housing Study further notes that houses in these markets are quick to sell and that "[p]riorities and policies that are appropriate to Market Type B areas include the preservation of existing affordable housing while at the same time working to increase access to amenities."

Public Schools

The City contracted with the University of Virginia's Weldon Cooper Center for Public Service to complete a report titled "Population and School Enrollment Projects for the City of Harrisonburg" (April 2025). The report can be found at the following link: https://harrisonburgva.gov/sites/default/files/city-manager/HarrisonburgSchoolEnrollment_2025-04-30_Final.pdf. This report provides overall student enrollment projections through 2034 as well as estimated student generation by housing type for each elementary school attendance zone.

Based on the Weldon Cooper Center report's calculation, this development's proposed 26 residential units are estimated to generate nine K-12 students at full build-out. According to the School Board's current attendance boundaries, Keister Elementary School, Thomas Harrison Middle School, and Harrisonburg High School would serve the students residing in this development.

Conclusion

Staff believes that the amendments to the proffers do not change the intent of the of the 2017 rezoning and does not increase the intensity of the use of the site. Staff recommends approval of the rezoning and the two SUPs with the following conditions for the SUP to allow retail stores, convenience shops, personal service establishments, business and professional offices, and restaurants:

1. All traffic generating uses on the site, including uses not associated with the special use permit, shall be limited to a combined total of 100 vehicle trips in either the AM or PM peak hour as calculated using the latest edition of the Institute of Transportation Engineer's Trip Generation Manual unless the property owner first, at their cost: (1) completes a Traffic Impact Analysis accepted by the City Department of Public Works and (2) implements all identified mitigation measures or improvements. The City Department of Public Works may, in its sole discretion, waive, in whole or in part, completion of a Traffic Impact Analysis or any identified mitigation measures or improvements.
2. No drive-throughs will be permitted.

Options

1. Approve the rezoning and two special use permit requests with conditions submitted by the applicant with additional language recommended by staff.
2. Approve the rezoning and two special use permit requests with conditions as submitted by the applicant.
3. Approve the rezoning and two special use permit requests with other condition(s).
4. Approve the rezoning request and deny one or both of the special use permit requests.
5. Deny the rezoning and special use permit requests.

Attachments

- Extract from Planning Commission
- Site maps
- Application and supporting documents

Purcell Park Development Concerns

8 July 2026

Dear Mayor Reed; Vice-Mayor Flemi; Councilmembers Robinson, Dent, and Alsaadun; Director of Community Development Fletcher, and Deputy Director Dang:

The proposed multiple-use development on the east side of South Main Street between Edgelawn and Weaver has raised a number of concerns among citizens who live in the Purcell Park Neighborhood. In a previous letter of 6 July 2026, I addressed the overriding concerns: traffic and safety. In this letter, I would like to address the specific details of the proposal and its proffers, upon which the Council will vote on July 28.

To reiterate from my previous letter: My wife (Suzanne Fiederlein) and I have lived at 28 Edgelawn Drive—at the Northwest corner of the Purcell Park neighborhood—for 30+ years. We dearly love Harrisonburg in general and our “Norman Rockwell” neighborhood in particular. However that neighborhood is constantly under threat from commercial creep, JMU expansion, increased traffic (the subject of the letter of July 6), and unruly students in nearby frat houses.

In our experience it seems that about every five years the neighborhood faces a major threat, often in the form of proposed development that could have a significant negative impact on the neighborhood. Fortunately, the Council has voted down the most egregious proposals: for example, Lou Holtzman’s proposal two decades ago to build a Liberty gas station where the Starbucks now resides across Port Republic Road from the main entrance to JMU, or the recent proposal by 7 Brew Coffee to open a drive-thru coffee shop (with loud music) where the Marks & Harrison Law Office is now located at the corner of Port Republic Road and Main Street. In the three decades we have lived in the neighborhood, the City has approved several proposals that have had mildly negative, neutral, or slightly positive effects on the neighborhood, depending upon perspective: for example, the construction of a Rite Aid on South Main (now a Dollar Tree), the small strip mall across from the main entrance to JMU, re-zoning for the use of a former residence on South Main as a restaurant (Grilled Cheese Mania), and the re-purposing of the former SunTrust/Truist Bank branch office at Port Republic and Main as a law office (Marks & Harrison). I am grateful to the City for its historic wisdom in these difficult decisions that, for the most part, have preserved the integrity of the neighborhood.

The current proposal by developers Mike Hendricksen and Hans Harman falls into what I consider a gray area. It is not the best use of the property in my estimation; neither is it the worst. Whether or not the net effect on the neighborhood is negative or positive depends to a large extent on the specific details of the implementation, many yet to be determined.

Before I address those details, let me start with some givens. 1) Nature abhors a vacuum, and invariably some sort of development will go into the currently undeveloped space. 2)

The City has a dire shortage of single-family dwellings and one-bedroom apartments. 3) Mixed-use development **can** enhance the quality of life in a neighborhood, but whether or not the net impact is negative or positive depends strongly on the details of the project and what types of establishments occupy the commercial space.

Now to the details and their merits. The developers propose a three-story building (oriented along South Main Street between Weaver and Edgelawn) with 5000 square feet of commercial space on the ground floor and 26 apartments, up to 6 of which can be two-bedroom. The main entrance would be on Weaver because current state guidelines prohibit the right-in, right-out access on Main Street that both the developers and neighborhood residents would like to see. The parking area will be fence enclosed, with a six-foot high fence. A row of trees will be planted outside the fence along Edgelawn.

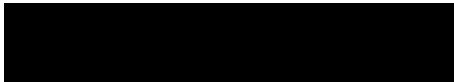
Here are some details that need to be addressed in assessing whether the proposed development will be a benefit or detriment to the neighborhood and the City.

- 1) According to the developers, traffic algorithms predict that the combined residential and commercial space will produce 400 additional automobile trips daily that emanate from the development. This will greatly impact the already problematic traffic situation in the neighborhood that was the subject of my previous letter. If the state disallows the proposed right-in, right-out access along Main Street, then traffic on Weaver, already problematic when JMU is in session, will become far worse. Moreover, some Weaver traffic will divert onto Edgelawn Drive, which is a one-lane alleyway not meant to be a thoroughfare. When combined with additional traffic associated with the imminent opening of the new Kids Castle in Purcell Park, the traffic associated with the proposed development will produce a dangerous traffic scenario for the neighborhood. In my judgement, if the state will not grant a waiver for right-in, right-out access on Main Street, the proposal should not be approved.
- 2) It is the opinion of this resident that a strictly residential use of the property would be a better option than mixed-use, specifically all townhomes or a courtyard full of attractive duplexes and/or triplexes, such as those shown in the accompanying photograph. Strictly residential use would decrease traffic impact and eliminate worries about how the commercial space is used. For example,
- 3) There should be no late-night or noisy uses of the commercial space: no vape shops, tattoo parlors, massage parlors, or restaurants with late-night bars.
- 4) To minimize impact to neighbors and their property values, the proffered fence should be 8 feet tall, not 6. Moreover, the property would be much more attractive (and less detrimental to nearby property values) if it included trees/landscaping within the parking area, not just along Edgelawn Drive.

- 5) What can be done to insure that the property will not be overtaken by unruly fraternities like those across Main Street?

Finally, I'd like to close with a rhetorical question for City Council members. The current modus operandi is that developers make a proposal, and one way or another, try to force it upon residents. If the neighborhood is lucky, sometimes the developers are reasonable enough to consider the concerns of the neighborhood and to tweak their proposals according, as has thankfully been the case for Giles Stone's original proposal and for Mike Hendricksen's modified proposal. However, this is still backwards. Why can't the City require developers to consult with residents BEFORE submitting proposals? Why can't residents and developers be on the same team for the betterment of the Friendly City? We could be, but it will take innovative thinking and some new ordinances.

Respectfully yours,
Dave Pruett
28 Edgelawn Drive





CITY OF HARRISONBURG COMMUNITY DEVELOPMENT

409 SOUTH MAIN STREET, HARRISONBURG, VA 22801

OFFICE (540) 432-7700 • FAX (540) 432-7777

June 1, 2026

**TO THE MEMBERS OF CITY COUNCIL
CITY OF HARRISONBURG, VIRGINIA**

SUBJECT: *Consider a request from Marilyn S. Pendlebury to rezone 1340 South Main Street*

Consider a request from Marilyn S. Pendlebury for a special use permit at 1340 South Main Street (to allow multifamily buildings with more than 12 units)

Consider a request from Marilyn S. Pendlebury for a special use permit at 1340 South Main Street (to allow retail, offices, restaurants, etc.)

**EXTRACT FROM THE DRAFT MINUTES OF HARRISONBURG PLANNING
COMMISSION MEETING HELD ON: May 13, 2026**

Chair Baugh read the request and asked staff to review.

Ms. Rupkey said the applicant is requesting a proffer amendment and two special use permits (SUPs) for a +/- 1.23-acre property addressed as 1340 South Main Street and identified as tax map parcel 18-R-22. The property is zoned R-5C, High-Density Residential District Conditional. Regarding the requested SUPs, the first is per Section 10-3-55.4 (1) to allow multiple-family dwellings of more than twelve (12) units per building. The second is per Section 10-3-55.4 (4) to allow retail stores, convenience shops, personal service establishments, restaurants (excluding those with drive-through facilities), medical clinics, and business and professional offices.

History

In August 2017, City Council approved four requests from Marusstodd Properties, LLC, for the subject site, which at the time consisted of five parcels. The four requests included:

- An amendment to the Comprehensive Plan's Land Use Guide map from Professional and Low Density Residential to Mixed Use;
- A rezoning from R-1, Single-Family Residential and R-3, Medium-Density Residential to R-5C, High-Density Residential District Conditional;
- An SUP pursuant to Section 10-3-55.4(1) to allow multi-family dwellings with more than twelve (12) units per building; and

- An SUP pursuant to Section 10-3-55.4(4) to allow retail stores, convenience shops, personal service establishments, business and professional offices, and restaurants (excluding drive-through facilities).

In November 2018, City Council approved a preliminary plat that vacated internal property lines reducing the number of lots from five to two and approved the following Subdivision Ordinance variances:

- To not dedicate the standard public street right-of-way for Edgelawn Drive (Sections 10-2-41(a) and 10-2-66);
- To not dedicate the full 25 feet of public street right-of-way along the Edgelawn Drive frontage (Section 10-2-45); and
- To not construct or provide surety for frontage improvements along Edgelawn Drive and East Weaver Avenue at the time of subdivision (Sections 10-2-62 and 10-2-67).

The above noted Subdivision Ordinance variances were approved with the following condition:

- When frontage improvements along Edgelawn Drive are required as part of development or redevelopment of any property associated with the preliminary plat, the developer shall be responsible for constructing frontage improvements along Edgelawn Drive for all properties associated with the request. The frontage along Edgelawn Drive is shown as 210.63 linear feet on the approved preliminary plat.

In August 2019, the applicant recorded the final subdivision plat that vacated the internal property lines and created the subject site (1340 South Main Street), tax map parcel 18-R-22-A (1341 Edgelawn Drive) and dedicated 527 square feet of public street right-of-way along Edgelawn Drive.

The SUPs approved in 2017 have since expired because the uses were not established nor diligently pursued within the timeframe required by the Zoning Ordinance Section 10-3-130(c). Without a proffer amendment, the 2017 proffers would continue to require both residential and non-residential uses. Since the applicant still proposes commercial uses, a new SUP is required.

Proffers

The applicant has offered the following proffers (written verbatim):

1. Any building constructed on site (excluding accessory buildings) shall contain residential and non-residential uses. Commercial uses shall only be permitted on the first floor and shall not exceed 5,000 square feet throughout all buildings. Residential units may be located on the first floor.
2. The total number of dwelling units on the property shall not exceed twenty-six (26) units. One-bedroom and two-bedroom units shall be permitted with no more than six (6) of the units being two-bedroom units.
3. No parking lot (including travel lanes and drive aisles) shall be located between any buildings and the following streets: South Main Street and East Weaver Avenue.
4. No vehicular access shall be permitted from the site to Edgelawn Drive.

5. A 6-foot tall opaque fence shall be installed and maintained along the frontage of Edgelawn Drive.
6. A 6-foot tall opaque fence shall be installed and maintained along the property lines adjoining tax map parcel #18-R-20, 18-R-21, & 18-R-22-A.
7. No structure, excluding a dumpster containment, shall be constructed within 150 ft. of the shared property line with Edgelawn Dr.
8. A minimum of six (6) small/ornamental deciduous or evergreen trees shall be planted along the street frontage of Edgelawn Drive. Tree locations along the street frontage are at the discretion of the property owner/developer.
9. At the time of construction the applicant shall reconstruct the curb ramp at the northeast corner of the intersection of South Main Street and East Weaver Avenue to meet the Public Right-of-Way Accessibility Guidelines standards.

The conceptual site layout is not proffered.

Proffers 3, 4 (formerly Proffer 5), and 7 (formerly proffer 8) remain unchanged from the existing regulating proffers. A copy of the 2017-approved existing proffers have been included by the applicant in their supporting documents.

Proffer 1 has been amended to identify a maximum of 5,000 square feet of non-residential space and to allow residential uses on all floors of the development. Proffer 2 has been amended to allow a maximum of 26 multi-family dwelling units, compared to the previously proffered maximum of 22 one-bedroom units. The updated proffer allows a mix of one- and two-bedroom units, with no more than six (6) units being two-bedroom units. If approved, and if they provide the maximum allowed six units with two bedrooms, then 10 additional bedrooms would be provided compared to the existing, approved proffers.

Proffers 5 and 6 (formerly Proffers 6 and 7 respectively) have been updated to provide clarity regarding the location of fencing along property lines and Edgelawn Drive. Proffer 8 (formerly Proffer 9) has also been updated to provide additional guidance for the required amount and type of landscaping along Edgelawn Drive. The original proffer language was unclear and could have been interpreted in a way that if there was no parking lot along Edgelawn Drive, then no trees would have been required.

Proffer 9 is a new proffer that will require the reconstruction of the sidewalk ramp at the intersection of South Main Street and East Weaver Avenue to meet Public Right-of-Way Accessibility Guidelines (PROWAG) standards. In addition, although not included as a proffer, the applicant will be required to construct sidewalks along East Weaver Avenue and Edgelawn Drive as part of site development. While a Subdivision Ordinance variance granted in 2018 allowed the deferral of sidewalk construction along Edgelawn Drive at the time of subdivision, that approval included a condition that requires frontage improvements to be constructed during development or redevelopment of the property. If the applicant does not want to construct the sidewalk, a new variance to the Subdivision Ordinance is required.

The applicant has removed old Proffer 4, which allowed for an entrance on South Main Street. Since the 2017 approval, the City has updated its access management standards. The previously proposed right-in/right-out entrance does not meet current requirements, which requires a

minimum spacing of 250 feet between access points on minor arterial streets. Since the distance between East Weaver Avenue and Edgelawn Drive along South Main Street is less than 450 feet, there is no appropriate location for a new access point. As a result, the applicant has removed this proffer.

Land Use

The Comprehensive Plan designates this site as Mixed Use and states:

The Mixed Use category includes both existing and proposed areas for mixed use. Mixed Use areas shown on the Land Use Guide map are intended to combine residential and non-residential uses in neighborhoods, where the different uses are finely mixed instead of separated. Mixed Use can take the form of a single building, a single parcel, a city block, or entire neighborhoods. Quality architectural design features and strategic placement of green spaces for large scale developments will ensure development compatibility of a mixed use neighborhood with the surrounding area. These areas are prime candidates for “live-work” and traditional neighborhood developments (TND). Live-work developments combine residential and commercial uses allowing people to both live and work in the same area. The scale and massing of buildings is an important consideration when developing in Mixed Use areas. Commercial uses would be expected to have an intensity equivalent to a Floor Area Ratio of at least 0.4, although the City does not measure commercial intensity in that way. Downtown is an existing area that exhibits and is planned to continue to contain a mix of land uses.

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Staff believes that the proposed uses, with the submitted proffers, generally conform with the Mixed Use area designation.

Transportation and Traffic

The Determination of Need for a Traffic Impact Analysis (TIA) form (“TIA determination form”) for the proposed rezoning is attached. The TIA determination form indicated that the project would not generate 100 or more new peak hour trips, which is the threshold for staff to require a TIA. Therefore, a TIA was not required for the rezoning request.

The applicant has proposed the following two traffic-related conditions in relation to their SUP to allow retail stores, convenience shops, personal service establishments, business and professional offices, and restaurants. Staff supports the submitted two conditions with the additional text underlined below:

1. All traffic generating uses on the site, including uses not associated with the special use permit, shall be limited to a combined total of 100 vehicle trips in either the AM or PM peak hour as calculated using the latest edition of the Institute of Transportation Engineer's Trip Generation Manual unless the property owner first, at their cost: (1) completes a Traffic Impact Analysis accepted by the City Department of Public Works and (2) implements all identified mitigation measures or improvements. The City Department of Public Works may, in its sole discretion, waive, in whole or in part, completion of a Traffic Impact Analysis or any identified mitigation measures or improvements.
2. No drive-throughs will be permitted.

The additional text within condition #1 clarifies that all uses on the site will be included in the calculation of traffic generation, not just uses associated with the SUP. Staff appreciates the submission of condition #2 as it would prohibit any use from having a drive-through as current regulations only prohibit restaurants from having a drive-through.

Public Water and Sanitary Sewer

While staff does not anticipate issues regarding water or sanitary sewer service availability for the proposed development, the applicant has been advised that they will be responsible to complete a study of the water and sanitary sewer capacity as part of the engineered comprehensive site plan process. Any public system improvements required to meet the increased demands resulting from the project will be the responsibility of the developer.

Housing

The City's Comprehensive Housing Assessment and Market Study (Housing Study) places the subject site within Market Type B, which has "neighborhoods [that] are characterized by high income earning households, large volumes of housing sales and lower population growth." The Housing Study further notes that houses in these markets are quick to sell and that "[p]riorities and policies that are appropriate to Market Type B areas include the preservation of existing affordable housing while at the same time working to increase access to amenities."

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Based on the Weldon Cooper Center report's calculation, this development's proposed 26 residential units are estimated to generate nine K-12 students at full build-out. According to the

School Board's current attendance boundaries, Keister Elementary School, Thomas Harrison Middle School, and Harrisonburg High School would serve the students residing in this development.

Conclusion

Staff believes that the amendments to the proffers do not change the intent of the of the 2017 rezoning and does not increase the intensity of the use of the site. Staff recommends approval of the rezoning and the two SUPs with the following conditions for the SUP to allow retail stores, convenience shops, personal service establishments, business and professional offices, and restaurants:

1. All traffic generating uses on the site, including uses not associated with the special use permit, shall be limited to a combined total of 100 vehicle trips in either the AM or PM peak hour as calculated using the latest edition of the Institute of Transportation Engineer's Trip Generation Manual unless the property owner first, at their cost: (1) completes a Traffic Impact Analysis accepted by the City Department of Public Works and (2) implements all identified mitigation measures or improvements. The City Department of Public Works may, in its sole discretion, waive, in whole or in part, completion of a Traffic Impact Analysis or any identified mitigation measures or improvements.
2. No drive-throughs will be permitted.

Ms. Rupkey asked if there were any questions for staff.

Commissioner Seitz said I noted that the site plan that was submitted as an example is not a proffered site plan, I get that. And I noticed that the date of it was about a year ago, 2025. I know we can ask the applicant this, do they have the capacity to make the building bigger or what is going to happen to this area where we are not going to have access to South Main Street?

Ms. Rupkey said that would be a question for the applicant, but they are not proffering the exact location of that building.

Commissioner Seitz said that was the other question...but it does say the building does need to be against [South] Main Street and against Weaver [Street] on the corner.

Ms. Rupkey said correct, but they could theoretically change the shape.

Commissioner Seitz said whatever the footprint it is pushed west and pushed south.

Chair Baugh asked if there were any more questions for staff. Hearing none, he invited the applicant or applicant's representative to speak to their request.

Mike Hendricksen, the applicant's representative and contract purchaser, came forward to speak to the request. He said for the last many years we have watched this site sit; as we all have. This, I would say, is an infill site. There are some other terms used to describe some other things earlier and I think this is an infill site and a perfect candidate for this type of mixed use development. I am one of the contractor purchasers by the way and I have a partner on this and when we sit down and talk through: hey let's look at the previous plan, what we like about it, and what we might not

like about it, and what do we think should be adjusted. Ten thousand square feet of commercial space on the previous plan there is a lot of commercial space for this site. It would generate a lot more traffic to this site than what we have proposed now at 5,000 square feet. On the residential side, I think it was 22 one-bedroom units, and if I am not mistaken, I think there was some shorter-term type of idea with renting those. These would be longer term units. Twenty-six apartments. Twenty of them, potentially, one-bedroom up to six two-bedroom units, and I think we would be maxed out at that six two-bedroom units so we would have to have a minimum of 20 one-bedroom units the way that we have presented it. In terms of overall ideas with mixed use buildings, we do believe that these help the social interactions that I think we are all wanting to continue to see in sites like this where you have a mix of uses. You have some potentially service type things. You have some residential. You have some impromptu and then planned interactions between the two, these different groups of people that are in our community. So, while this is not a large site like some previous ones that have been discussed, we think that there can be some types of interactions between residents, professionals, people needing services, all of that type of thing on this site. One thing I will just go back to right quick that was mentioned about the placement of the building, we want the building up along South Main [Street]. We do not want to put that back and put a bunch of parking right there. We would like to see the parking behind the building, as we have it drawn there. That date may have been last year but there have been significant updates on this plan since our initial work on this last year. Where we are, we would love to see this new iteration of the mixed-use plan that we have put forward move forward to the stage. Like I have said, we have watched this site sit for a very long time as everyone has kind of wondering, there was something that was approved at one time and nothing happened. We would like to see something be approved and happen here and corresponds with our Comprehensive Plan as well. I will be glad to answer any questions you have.

Commissioner Seitz said what makes this viable now? How come the previous approvals and stuff did not move ahead? What has changed to make this viable now that did not come together previously?

Mr. Hendricksen said I think the main thing from the previous plan, everyone on Commission knew the late [Mr. Giles] Stone and so I think at that stage where he was in his career and life, this was a pretty big project. This is a pretty big step forward. At that point in time, I am just not sure he wanted to take the risks. At this point, we see that it is here. It is in a corridor that is growing and will continue to grow especially with the announcements and things that have been mentioned about JMU's growth. Some of that additional staffing potentially that was discussed with that growth, maybe they can find a home here as well as some services.

Vice Chair Porter said have you had much discussion with the neighborhood? The folks that live on Weaver [Street] and some of the residential that is close to the site.

Mr. Hendricksen said we have not.

Chair Baugh said this is a neighborhood that has historically gotten quite engaged. I know some folks that are here and suspect that they are attached to some other people who are watching this pretty intently.

Chair Baugh asked if there were any more questions for the applicant's representative. Hearing none, he opened the public hearing and asked if there was anyone in the room or on the phone wishing to speak to the request.

Suzanne Fiederlein, a resident at 28 Edgelawn Drive, came forward to speak to the request. She said I were involved in the discussions back in 2017 as well. We have lived there 30 years and several of our neighbors have lived there even longer. Having read all of the documents related to this, I really appreciate the owner's attempt to be very honest and true to the agreements that were reached in 2017, adhering to the proffers that were presented then. What I would like to draw attention to is that there are other things that have changed around it since 2017. In particular, the traffic situation and what has happened elsewhere in the neighborhood. We have had major problems in the neighborhood with the apartments across [South] Main Street from us. This is right down from Port Republic Road and South Main Street, it is a horrible intersection. We cannot get in and out of our neighborhood easily at Edgelawn Drive or Weaver Avenue or Monument Avenue and that is only going to get worse when Kids Castle opens. There are times when I am trying to turn into my neighborhood going south toward South Main Street, I cannot get in at Edgelawn Drive, Weaver Avenue and Monument Avenue because it is all backed up. This one entrance now, no entrance off of Main Street, it is only going to be off of Weaver Avenue, and it is going to add a whole lot more traffic in and out of Weaver Avenue. With the fraternities having moved in at 17 and 21 Weaver Avenue there are excessive cars parked on the streets. The one good thing about having the open field is that the students have been parking in the old parking lot there and getting off the street. Students from across the street park there and on the street. We are only going to have more traffic in and out of Weaver Street as a result of this. It is a problem again of something much larger than this development itself. It would be really nice to use this land for a good residential purpose in our neighborhood. My concern is with the larger traffic problem in the area. The fact that we cannot get in and out of our neighborhood and coming from Port Republic Road which is horribly backed up as well and now you cannot turn left in various places at certain times into our neighborhood. We are really trapped in our neighborhood. Having more traffic and it will not just be coming from South Main Street they will be turning onto Crawford Avenue and coming down through South Main and Weaver Avenue. We have a wicked curve and wicked hill there. People walk in the street with their dogs and their kids. It is just a major problem. Since 2017, that aspect has become a lot worse. That is the main concern I want to draw your attention to about this. Not the development, per se, but the fact that it is really in a place that is going to have major traffic problems. Thank you.

Randy Hoffman, a resident at 25 Edgelawn Drive, came forward to speak to the request. He said my wife and I live at 25 Edgelawn Drive which is the one property on this block that is an owner residential property. There is the other residential spot behind our house that is the rental home right now. We clearly have a highly invested interest in this. It was interesting to me this evening hearing many of the presenters talk about approaching neighborhood before pitching their plans. I certainly wish that would have occurred and I wish I had a better understanding. As an example, the drawings that I saw showed an entry and an exit off South Main Street and unless I have misunderstood, I understand that is no longer going to be in the plan. There will be an entry and exit only off of Weaver Avenue. That is not what was shown on the information that we were sent. I think that this plan in general is probably the best of many bad alternatives for somebody who is living on the property. I will support your decision to approve it. I do think that there are

still some concerns that I want to voice. When we acquired this property in 2004 from Pete Shank, who I think deserves to be better recognized as a community leader than he seems to have gotten. I know he was never really involved in government, but he was a great guy for the community. We bought the house from him. It was really apparent when we bought this house that we were acquiring property very close to commercial. We are in essence half a block from one of the busiest intersections in Harrisonburg, either way. We are about half a block off of Port Republic Road. We are half a block off of South Main Street. At the time that we acquired this property, there were all commercial properties on South Main Street. All of those commercial properties were professional businesses, and it was our understanding that was the zoning. I realize things change over time, and I do not think zoning can be carved in stone, but as a homeowner in this situation, I find it disconcerting that after buying property and looking into the zoning that surrounded me that it somehow got pulled out from under my feet. It is now not just for business professionals, but it is also for high density residential. Again, I am not opposed to this particular plan. I think it probably is one of the best alternatives that we can expect in the neighborhood. I have concerns that with the traffic as it is laying out and especially hearing that people cannot enter or exit directly from South Main Street, you are going to put a lot of people going out onto Weaver Avenue and many of them are likely to try and circumvent what is going to be a backup to South Main Street by cutting through Edgelawn Drive. I am not sure how familiar you are with Edgelawn Drive but while Edgelawn Drive, as it leaves South Main Street and goes back to where it turns, is two lanes. Once it turns and heads towards Weaver Avenue it is about 11 feet wide and two cars cannot pass. Right now, if somebody is coming out of Edgelawn Drive and I am going in off Weaver Avenue one of us has to stop and go well hey neighbor I will get out of your way I will back up. It has not been an issue but somehow I am very worried about this since the entrance and exit off of South Main Street has been eliminated. I do not know that this was actually in a proffer but I think this may have been something that may have been a discussion with Giles Stone, who I know very well. By the way I do not think Giles was ready to give up on business ideas at the time he took this project on. I think it is probably likely that what he found was he did not have investors interested in 10,000 square feet of retail space. I think that is probably a little bit too much for the area myself. He had indicated however that the businesses that would go in there would not be around the clock and go until late at night. I am a little concerned that I do not see anything to that effect. I am not sure that I ever did in proffers, but I am concerned that those businesses that can go in there may be 24 hour and there is nothing that prevents the current or future owners from going ahead with that type of business. There are a couple of other things that I am sure that you can ask for in a proffer. Being the one residence there I would feel a whole lot more comfortable if the fence that separated this development from our property were taller than six foot. I would appreciate not having the people on the second floor of 22 apartments looking down into my backyard. I do not know what the height limits are. I think it would probably require a special use to go more than six feet. It seems like that would indicated in this case. I do not feel like I should have to pay for a 12-foot fence. I am also concerned that the current drawings reverted the dumpster location back to the corner right next to our home and not up against Weaver Avenue like it had been represented in the last set of drawings that Giles had submitted.

Tom Templeton, a resident of 131 East Weaver Avenue, came forward to speak to the request. He said we have been at our residence since August of 1992. We have been loyal members of that neighborhood. We have had a lot of good times in that neighborhood and we miss the people that

are no longer there. Each day I get up early in the morning and see a lot of traffic. If the City wants to make a lot of money they need to put a police officer up at the end of Weaver Avenue right where it meets Crawford Avenue. That is a dangerous intersection. I stand there in my yard and I watch. As far as this apartment building, I think it is hard on the integrity of the neighborhood. I do not know that it is necessary. If you go down to the bottom of Weaver Avenue where they want to build this thing there are two rentals on the south side of Weaver Avenue that Suzanne mentioned and those kids park in different directions all the time. It is a bottleneck right there. I leave for work anywhere from six o'clock to seven o'clock in the morning and a lot of times it is hard to get out onto Weaver Avenue especially coming back in the evenings. If you come up Port Republic Road and your blinking lights are running where you cannot turn left onto Crawford Avenue. You cannot turn left into the little alley of Hillcrest Drive so you have to come down to Route 11, turn left into Edgelawn Drive or turn left onto Weaver Avenue it is tough. It is a dangerous situation. I appreciate what you guys do here. My dad back in the 70s and 80s where I grew up in Western Pennsylvania he was President of Town Council and County Commissioner and he would appreciate what you girls and guys do here this evening and we appreciate what you do also.

Dave Pruett, a resident of 28 Edgelawn Drive, came forward to speak to the request. He said we are very concerned about several things. We have been in our house going on 31 years. We love the Purcell Park neighborhood. It is vibrant. The neighbors are great. We constantly feel under threat. JMU is buying us out through piecemeal. Frats have moved across South Main Street from us and we get parties three nights a week. It is supposed to end at 10 o'clock and it can go to 1 or so sometimes. It seems to me that one of your jobs is to at minimum preserve the integrity of neighborhoods. With that said, I recognize something has to be done with that property. Like Randy, I do not quite feel like it is the least bad alternatives I think there are a couple of alternatives. You may not remember but the very first proposal for that property was townhomes. I think even better than townhomes would be duplexes and triplexes. I am not a developer and I realize that the horse is out of the barn. I always find that the devil is in the details. Everything looks good on paper but how it is processed it can turn out very good or very bad. I am thankful that Giles worked with us before he passed away. That developer seems to be taking some of the concerns of the neighborhood into consideration which it would have certainly been nice if they had talked to us directly, which has not happened. My wife mentioned the traffic issue and it is not manufactured, it is a real problem. There are times when we absolutely cannot get out of our neighborhood and it is only going to get worse. As much as we love having the new kids' playground at Purcell Park that is going to attract a lot of traffic. I guess you know your business better than I do. Try not to do anything that is going to damage this wonderful neighborhood. It is hard to keep the integrity, it is real easy to break it.

Chair Baugh closed the public hearing and opened the matter for discussion.

Commissioner Jezior said I am not sure who this question is for but why was the entrance and exit onto South Main Street taken away?

Ms. Rupkey said it is still shown on the concept plan, the Engineer did not remove it from the concept plan but it is physically no longer allowed due to our access management standards. We

would not allow them to build that entrance based on what we allow for distances between entrances.

Commissioner Jezior said so it is too close to it?

Ms. Rupkey said yes it needs to be 250 feet away and to move it 250 feet away from Edgelawn Drive puts it too close to East Weaver Avenue. Moving it 200 feet from East Weaver Avenue is too close to Edgelawn Drive.

Vice Chair Porter said I have a question related to Edgelawn Drive because I lived on Bluestone Street for a period of time and I know that is a strange little road there that is effectively a one lane alley. I guess I am looking at City staff here, how do we view that road? Is it just a navigable normal City maintained road?

Ms. Rupkey said it is a public street. It is substandard and does not meet the requirements for width, curb and gutter, and sidewalks. It does not have any of that but it is a public street.

Vice Chair Porter said I am not sure that it would make the neighbors any happier to close it but I will tell you this would be a concern to me. I have taken that road a few times and I have been in that same situation the gentleman had brought up where someone is coming around the other way, and I have to back up and allow them to go past. I would think that putting 22 apartments and some commercial property next to this will definitely exacerbate the situation. I would be concerned about that condition regardless of where this goes.

Commissioner Kettler said I would wonder why someone would be going down Edgelawn Drive.

Commissioner Seitz said traffic just backs up and blocks Weaver Avenue and Edgelawn Drive. Then the minute that happens people that are in the neighborhood are taking whatever route they can to try to get to a point of access to these streets. I lived at 1210 South Main Street before it got torn down and turned into a parking lot. I understand the traffic situation in this neighborhood.

Commissioner Kettler said I look at the placement for this within the larger context and it is clearly an area that is increasing slowly in intensity but it is definitely car-centric now and so threading that needle of trying to improve it and increase housing and to do that in the context of what is actually economically possible conflicts with my general preference towards less parking and fewer trips. I think overall it is a good plan. I also think with Edgelawn Drive it just shows some of the limitations of not being a true alley or a full street.

Commissioner Seitz said I am constantly amazed how often individual developments bump up against systemic problems that are beyond the purview of the particular developer. I think that as the City that is where we need to step in and identify solutions that serve the needs of the residents and addresses the concerns of the folks that live in that neighborhood but also set the table for needed development. I am just saying that time and time again I hear legitimate concerns about the impact of projects and struggle to balance the legitimacy of the project

candidly. Outside of the context of this particular neighborhood and the traffic problems and stuff like that I think it is a good project. How do you reconcile that with bigger neighborhood wide issues? Going through the 2018 Comp Plan and there was a call in there for development of neighborhood area plans which are great. One got done for the Northeast Neighborhood and it was fantastic, much needed for the Northeast Neighborhood. To my knowledge that is the only one that got done. This is the perfect example of where you need a small neighborhood plan so that developers have guidance when they look at properties.

Vice Chair Porter said I think that is a very salient point. As someone who did live in this neighborhood for a period of time, I would agree with that. I think the City is failing this community a little bit by what is being allowed to happen on Weaver Avenue. There should be some enforcement related to these students that are parking in multiple different directions. I have seen that. As someone that used to live on Bluestone Street, I know what the party culture is like on that particular block and the kinds of conditions that you have coming through your neighborhood in the middle of the evening particularly on a Friday or Saturday night. This will probably exacerbate that. I do understand your concerns in that area, and I would have the same concerns. There are a lot of issues with entry and egress into this neighborhood. Going all the way up to Monument Avenue and then getting onto Port Republic Road that is an issue as well. The fact is if you have students that are jamming up that area and a lot of these fraternity houses are overpopulated and need to be addressed from a code enforcement perspective. This has been something I have been crusading on for a little while and I do think that this is a factor in this particular issue is that you do have the student population that is parking multiple different directions, parking in areas that are probably not permissible, and the fact that they are also illegally parking on this site. Which if I owned this property I would be concerned about it. Even though it probably gives you guys some relief the reality is that should not be happening. I feel like at some point the City, it is incumbent on them to look at the situation and whether that is code enforcement or police action to address it. I also know there is a lot speeding in that neighborhood as well. Those concerns are all really valid. I am not sure how germane it is to this actual development other than the fact that this development would certainly make it worse.

Commissioner Alsindi said I kind of disagree with you Commissioner Porter in a positive sense. I know this sounds more subjective but this is just my view, that having the area here generally with nothing and having just houses here I think it increases the possibility of people having those fraternity houses over there. The boredom and nothing to do of students probably is another factor that increases this kind of pattern. While I consider what I heard from people in the neighborhood, looking at it from a strategic and more futuristic perspective, having such kind of apartments there I think affects the behavior of civility and the practice of people how they live including students. The fact that there is nothing there I notice there is more calmness as a living neighborhood. There are also students here who are bothering people but generally speaking I think this pattern of development there I would assume they would behave in a different way when you have stores and businesses over there that are more developed. You can go to a restaurant and sit down rather than hanging in dark streets over there doing nothing and bothering people. I am just looking at it from that point of view that strategically having such developments would change the overall pattern of people living in urbanized neighborhoods.

Vice Chair Porter said as a former fraternity member in my youth I can tell you right now I have zero faith in our ability to be able to adjust our behavior based upon what is around us. I do think that neighborhood has been suffering from that issue for a while. There is commerce down the street and there are other things in the neighborhood and it does not change how those students behave in those areas. I think the only thing that would change that behavior is proper enforcement and making sure the right number of students are living in those homes and if they are parking in the wrong direction that they are being ticketed. If they are parking in areas that are not appropriate that they are being ticketed. Eventually they will get tired of paying those fines or having to call mom and dad to pay those fines. I think the bigger issue here is the fact that, I think it is probably where we are going to be headed here pretty quickly, is that this is not a bad development at all and I hope that there is a way that this can be discussed with the neighbors to try to be able to address some of these concerns before it comes to Council. I see this type of development as being in the right place and I do understand the concerns of the neighborhood certainly and I am arguing both sides of the issue here. I do see this as the type of place that we are looking for density and more units in our community, that if I was going to walk or bike to JMU I would be more likely to do it from this location than the place we just had a large issue about. I also think if it is managed properly and managed well it could actually be an asset to that neighborhood. Again, I think a lot of these concerns about dumpster placement and fence height are legitimate concerns that need to be worked on but at the end of the day we are not going to be able to make a lot of determination based on those details. I think what it comes down to is this a permissible use of this area and does it serve the public interest. I am of the belief that it does. I think a commercial space is something that would add something depending on what type of commercial space it is in that community. I think it is more are we doing a good enough job of managing this neighborhood and supporting the residents of this neighborhood to make this viable and so it is not a nuisance for the neighbors? I think that is my take on it.

Commissioner Kettler said in terms of getting to JMU from this general area, I went on the site visit but I did not go to JMU from there. I am not as familiar with this neighborhood. In order to do that they would basically have to go east and then north and go across Port Republic Road or they have to go right up South Main Street. Is that right?

Chair Baugh said pretty much. The foot traffic there as a point of reference, talking about things have changed, there was a time when the apartments on South Avenue was primarily student housing. Which is actually a little further away. There was time when there was even more foot traffic sort of from that area. That is right, that traffic funnels onto South Main Street for the most part. I think one of the concerns of the neighborhood over the years has been various little things that might pull people wander through the neighborhood but that is not really what this is I do not think. Really what has been the idea...there has been a lot of history with this neighborhood. I could vouch for some of the comments that were made. This has always been a neighborhood that has been concerned about what is going on around them and there have been some spots that if you actually know properties that have been purchased in the hope that one day the climate would change and that maybe to knock a house down and go to more intense development. That has never really happened. To be brutally frank the development now where the Starbucks is right off of the interchange that got approved by Council over the vehement objection of the neighborhood when it happened. I mean the neighborhood did not even like that going in there. Then the concern to a modestly lesser extent of those sort of

commercial, and I get it they were kind of quasi-professional office building spaces, that get you all the way up to the Port Republic Road corridor. Of course, it used to be a bank on the corner and now I guess it is a law firm in there. That has kind of been the history of that. I think maybe [unintelligible] recognition that well for the part that is on US Route 11 probably makes a little sense for that to have a little commercial or dense orientation. We are not too crazy about that. We are certainly not interested in seeing more.

Councilmember Dent said come to think of it, that former bank that is now law offices, there was a proposal there to put one of those drive- through coffee places.

Chair Baugh said yeah we shot that down.

Councilmember Dent said we shot it down because that would have been massively disruptive.

Chair Baugh said which is now down South Main Street on the other side and it is a much better location for it.

Councilmember Dent said clearly disruptive to the neighborhood. There are not any proffers or any such about the kinds of commercial that would go in there. It is also sort of up against South Main Street a drive through or any such.

Commissioner Kettler said I think something else that is important that I heard is there are concerns with something like this going in and students being nearby and density being part of that. The most consistent thing that I heard was traffic. I think that is something important to keep in mind as we head into the item three away from where we are at.

Councilmember Dent said come to think of it the large parking area is that because it is a multistory...how many stories is this? Commercial on the bottom even some apartments on the bottom with so many stories of apartments, 26 units. How many stories does that make it?

Chair Baugh said three stories.

Commissioner Seitz said it is 26 units, 6 of them are two-bedroom units so that is 12 plus 20 that is 32 units. Is it a [parking] space and a half per bedroom?

Ms. Dang said it depends on the breakdown.

Councilmember Dent said I suppose there is also allowance for the parking for the commercial.

Ms. Rupkey said they would be required for the one-bedroom to do one and a half spaces and for two-bedroom, two and a half spaces.

Councilmember Dent said how about for the commercial?

Ms. Rupkey said that would depend on what the final use ends up being.

Councilmember Dent said for example, correct me if I am wrong, it is conceivable if all of it got approved that the property owner could find a tenant but it would be a particular use that there are not enough parking spaces to accommodate that use. It would not be allowed even though that commercial use would otherwise generally be allowed. You still have to meet the parking requirements.

Commissioner Seitz said it just seems like if there was ever a case for parking reduction in parking requirements, this site is it.

Commissioner Jezior said it was 90 percent parking for the amount of bedrooms. They were not doing one and a half per.

Mr. Russ said for four bedrooms you need three and a half. Three bedroom you also need two and a half. Three and four bedrooms need fewer parking spaces per bedroom.

Commissioner Jezior said I think in talking about the traffic as well coming out, I like that the building is situated on South Main Street for the pedestrians especially with the commercial space. Sight lines though for traffic coming out from Weaver Avenue are probably going to be a problem as people are coming out and taking a left there and people cutting through. If you have the building set all the way forward you are not going to be able to see traffic going down South Main Street as well.

Ms. Dang said that is a good point and it will be evaluated during the site plan review.

Councilmember Dent said this possible underground stormwater retention might create an effective bit of setback off of Weaver Avenue. Is that right?

Mr. Fletcher said they will not be able to prohibit sight lines they have to meet sight distance requirements.

Commissioner Kettler said I do agree with what what you are generally saying of it being oriented toward the street and not back like right up against the existing residential property.

Chair Baugh said if I recall correctly whether you like it or not that was one of the things that as this thing was negotiated with folks in the neighborhood it was one of the results from that was to get the building placed in that spot. I think the original proposal was more of that sort of tradition kind of building in the middle or maybe skewed a little towards the front parking all around it.

Commissioner Kettler said I think this is a lot better then.

Councilmember Dent said that is one thing staff consistently recommends no parking in front of the building so that it is tucked behind and you are not looking at cars going down the street. More neighborhood walkability.

Ms. Dang said I just want to acknowledge that for all the traffic concerns that have been discussed and the parking issues on the street know that when you all have these discussions right

here and from these community members at public hearings, when the minutes are drafted we send a copy or send that excerpt to the other departments, Police and Public Works to make them aware so that it is going to somebody who can evaluate it.

Councilmember Dent said that is a good point because when they say they cannot get in and out of the neighborhood I wonder if the City needs to make some kind of adjustment like a traffic light at Monument Avenue. This could be a candidate for some of the traffic calming if people are speeding down some of the streets.

Chair Baugh said I know a lot of people do not like to do it, but the most effective thing you can do, and it really only has two layers to it... if its a traffic parking issue, call the Police Department. If it is too many people in a space, these folks [Community Development]. Certainly, on that civil side I can tell you for a fact because it is a complaint driven system. If somebody comes in and talks to Community Development somebody will go out there and take a look at it. You may not like the answer and a lot of times you find things like everybody is in the same family and that is why there is 15 people there. I can tell you from real world experience, particularly on the traffic stuff and again, I do not want to be that guy calling the cops, okay. When a City Council member goes to say I am hearing from constituents about all of these problems in this area the first thing you get is they look at their data and they see how many complaints they have had. If the answer is not a whole lot, people have been toughing it out they are going to say this is the first we have heard of it or we heard one time and it went away. I have known of instances where people sort of bought into okay I guess we are going to have to be the squeaky wheel for a while and it was sort of effective. It is kind of not the fun option on trying to deal with this challenge in my neighborhood. I have definitely found situations where you know darn well because you live close to it or got through there that there are issues in the neighborhood and HPD database does not have any data that supports it so that just tells you are starting at ground zero to get their attention.

Commissioner Kettler said I was just going to say however we feel about these, do we feel comfortable about doing them as one motion?

Chair Baugh said I will throw it out, if anybody does not feel comfortable voting on these in one motion whether because they want to vote for one and not for the other. Any other reason, speak up now or forever hold your peace. Are we okay with taking it up as one motion?

Vice Chair Porter said I wanted to point out as I am sitting here looking at the changes being made to the proffers, most of the issues we have discussed are not going to be impacted by these changes. There is a by-right use currently on the property, and it is an expired special use permit for sure, but the reality is the circumstances that neighbors are most concerned about, the material changes that are going to be made by us passing this or not are not going to be necessarily addressed by this. It might stop the development for a period of time. but the reality is this is going to move forward in some fashion by-right pretty much today. I go back to the applicant and say it would be well worth your time to talk to these folks and have a sit down. I think I even heard the one gentleman say he would probably support this if some of his concerns were addressed. I think that is a worthwhile process to engage in before it goes to Council regardless of how we vote, The reality is I feel like a lot of these circumstances which are unfortunate are not going to be impacted by this decision or the other.

Chair Baugh said I was tempted to do it earlier, just to be clear, what we are actually voting on here, slightly oversimplified, is we are okay with reducing the amount of commercial. They want to tweak the fencing. They are going to enhance some of the stuff at the intersection of South Main Street and East Weaver Avenue and the entrance on South Main Street is gone due to the reasons we went into. You could in theory vote against approving the special use permit to allow them to have more units in it or to do the commercial. But now if you do, you have got a property that is zoned R-5 for high density and it is in the Land Use Guide for Mixed Use and you are sort of saying you cannot have high density or mixed use.

Commissioner Kettler said I move to approve the rezoning and two special use permit requests with conditions submitted by the applicant with additional language recommended by staff.

Councilmember Dent seconded the motion.

Chair Baugh called for a roll call vote.

Commissioner Seitz	Aye
Commissioner Jezior	Aye
Councilmember Dent	Aye
Commissioner Alsindi	Aye
Commissioner Kettler	Aye
Vice Chair Porter	Aye
Chair Baugh	Aye

The motion to recommend approval of the rezoning request and two special use permit requests passed (7-0). The recommendation will move forward to City Council on June 9, 2026.

City of Harrisonburg

Rezoning

Proffer amendment, R-5C

Special Use Permits

Section 10-3-55.4 (1)

to allow multiple-family dwellings of more than twelve (12) Units

Section 10-3-55.4 (4)

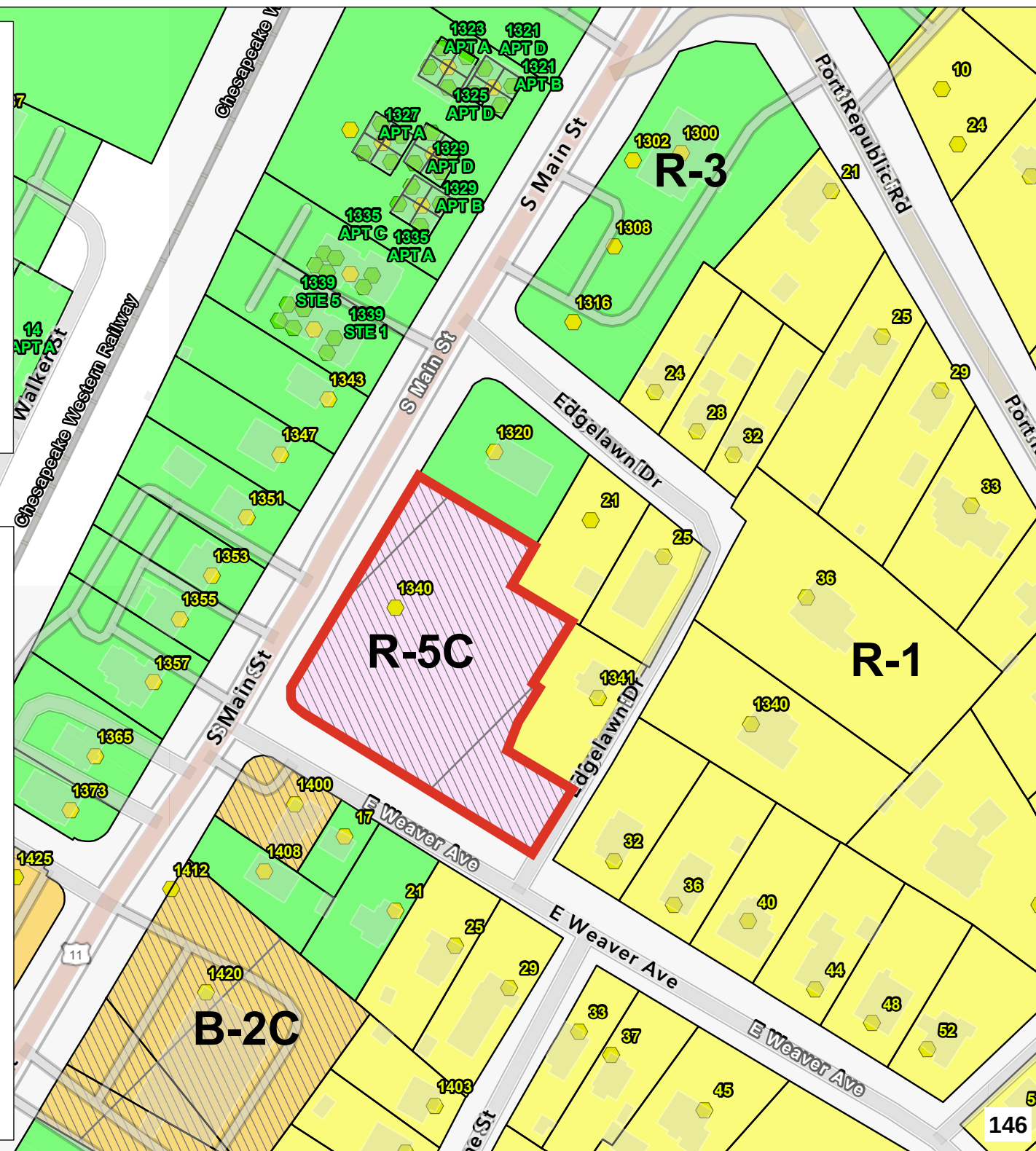
to allow retail

1340 South Main Street

Tax Map Parcel: 18-R-22

+/- 1.23-acres

Zoning

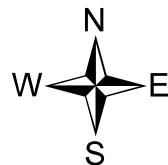


Medium Density Residential

+/- 1.23-acres

Mixed Use

Low Density Residential



City of Harrisonburg

Rezoning

Proffer amendment, R-5C

Special Use Permits

Section 10-3-55.4 (1)

to allow multiple-family dwellings of more
than twelve (12) Units

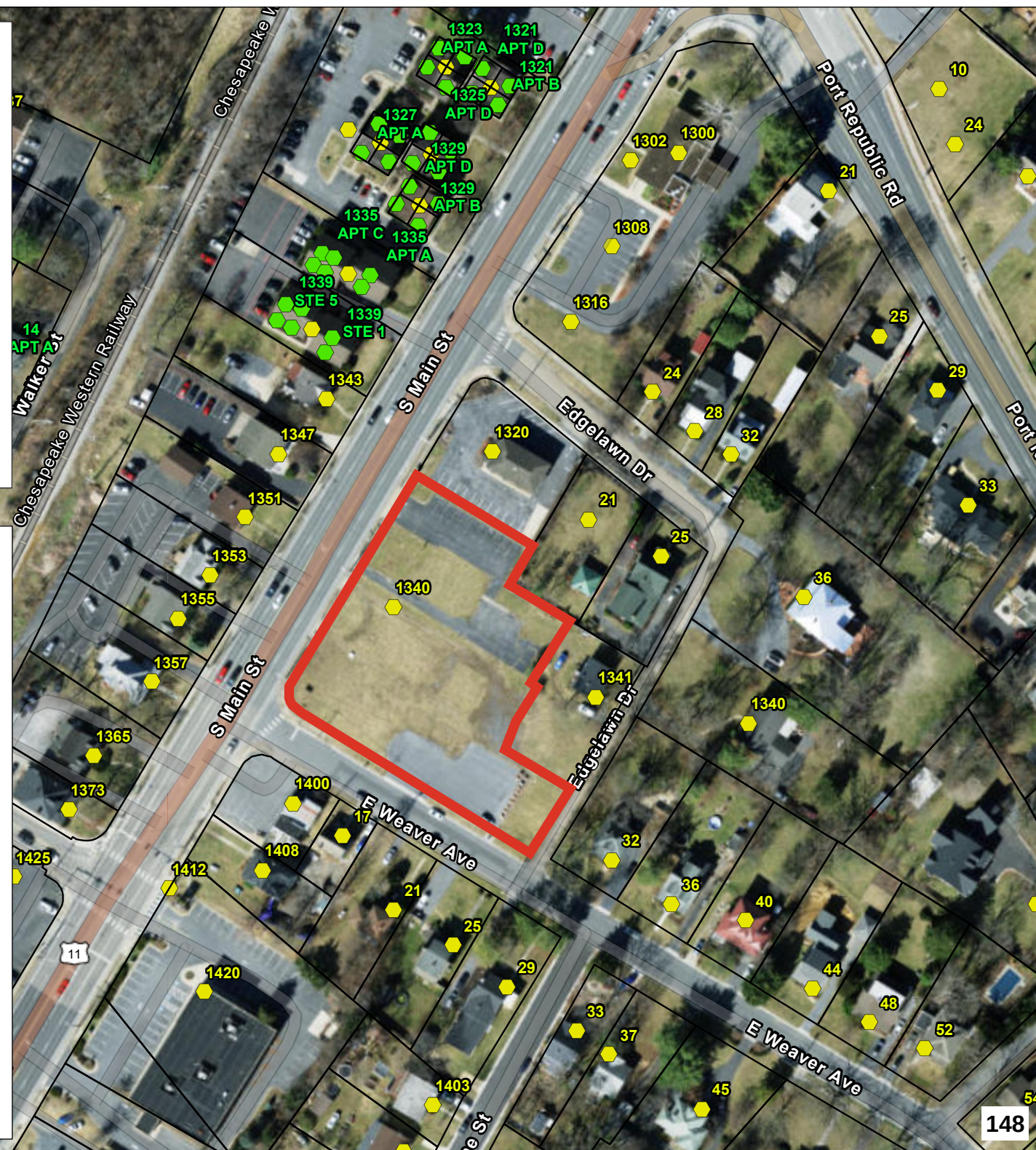
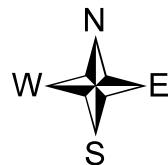
Section 10-3-55.4 (4)

to allow retail

1340 South Main Street

Tax Map Parcel: 18-R-22

+/- 1.23-acres





CITY OF HARRISONBURG
**COMMUNITY
DEVELOPMENT**

Change of Zoning District
(Rezoning) Application
www.harrisonburgva.gov/zoning

PROPERTY INFORMATION

1340 S. Main St., Harrisonburg, VA 22801

Property Address

018 R 22

Tax Map Parcel/ID

1.23

Total Land Area

acres or sq. ft.
(circle)

Existing Zoning District: R5C

Proposed Zoning District: R5C

Existing Comprehensive Plan Designation: Mixed Use

PROPERTY OWNER INFORMATION

Marilyn Pendlebury

Property Owner Name

6049 Shady Oak Ct.

Street Address

Mechanicsville

VA

23111

City

State

Zip

Telephone

E-Mail

OWNER'S REPRESENTATIVE INFORMATION

Mike Hendricksen / Hans Harman (Contracted Purchasers)

Owner's Representative

222 Fairway Drive

Street Address

Harrisonburg

VA

22802

City

State

Zip

Telephone

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.

Mary Pendlebury
PROPERTY OWNER

3/26/2026
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.

TO BE COMPLETED BY PLANNING & ZONING DIVISION

3/30/26

Date Application and Fee Received

Total Fees Due: \$ 455.60 Paid
Application Fee: \$550.00 + \$30.00 per acre

[Signature]
Received By



**CITY OF HARRISONBURG
COMMUNITY
DEVELOPMENT**

Special Use Permit Application

www.harrisonburgva.gov/zoning

PROPERTY INFORMATION

1340 S. Main St., Harrisonburg, VA 22801 018 R 22 1.23 acres or sq.ft.
Property Address Tax Map Total Land Area (circle)

Existing Zoning Classification: R5C

Special Use being requested: Allow for a building of more than 12 residential units with some residential units on the ground level.

PROPERTY OWNER INFORMATION

Marilyn Pendlebury

Property Owner Name

6049 Shady Oak Ct.

Street Address

Mechanicsville

VA

23111

City

State

Zip

Telephone

E-Mail

OWNER'S REPRESENTATIVE INFORMATION

Mike Hendricksen / Hans Harman (Contracted Purchasers)

Owner's Representative

222 Fairway Drive

Street Address

Harrisonburg

VA

22802

City

State

Zip

Telephone

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.

Marilyn Pendlebury
PROPERTY OWNER

3/26/2026
DATE

REQUIRED ATTACHMENTS

- ☐ Site or Property Map
- ☐ Letter explaining proposed use & reasons for seeking a Special Use Permit.
- ☐ 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. This requirement is waived for the following SUPs: major family day homes, reducing required parking areas, reduction in required side yard setback, wireless telecommunication facilities, wall and fences, and short-term rentals. To prevent delays in reviewing your application, please consult with Planning staff to confirm your application does not require a TIA Determination Form or TIA Acceptance Letter.

Note: If applying for a Wireless Telecommunications Facility allowed only by SUP, then also submit a wireless telecommunications facility application.

TO BE COMPLETED BY PLANNING & ZONING DIVISION

3/30/26
Date Application and Fee Received

Total Fees Due: \$ *and 485 Paid*
Application Fee: \$425.00 + \$30.00 per acre

[Signature]
Received By



**CITY OF HARRISONBURG
COMMUNITY
DEVELOPMENT**

Special Use Permit Application

www.harrisonburgva.gov/zoning

PROPERTY INFORMATION

1340 S. Main St., Harrisonburg, VA 22801 018 R 22 1.23 acres or sq. ft.
Property Address Tax Map Total Land Area (circle)

Existing Zoning Classification: R5C

Special Use being requested: _____

Allow for retail, personal service, offices, restaurants, and convenience store.

PROPERTY OWNER INFORMATION

Marilyn Pendlebury [Redacted]
Property Owner Name Telephone
6049 Shady Oak Ct. [Redacted]
Street Address E-Mail
Mechanicsville VA 23111
City State Zip

OWNER'S REPRESENTATIVE INFORMATION

Mike Hendricksen / Hans Harman (Contracted Purchasers) [Redacted]
Owner's Representative Telephone
222 Fairway Drive [Redacted]
Street Address E-Mail
Harrisonburg VA 22802
City State Zip

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.

Marilyn Pendlebury 3/25/2026
PROPERTY OWNER DATE

REQUIRED ATTACHMENTS

- ☐ Site or Property Map
- ☐ Letter explaining proposed use & reasons for seeking a Special Use Permit.
- ☐ 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. This requirement is waived for the following SUPs: major family day homes, reducing required parking areas, reduction in required side yard setback, wireless telecommunication facilities, wall and fences, and short-term rentals. To prevent delays in reviewing your application, please consult with Planning staff to confirm your application does not require a TIA Determination Form or TIA Acceptance Letter.

Note: If applying for a Wireless Telecommunications Facility allowed only by SUP, then also submit a wireless telecommunications facility application.

TO BE COMPLETED BY PLANNING & ZONING DIVISION

3/30/26 Total Fees Due: \$ 485 Paid
Date Application and Fee Received Application Fee: \$425.00 + \$30.00 per acre
[Signature]
Received By

1340 S. Main Street, Harrisonburg, VA

Site Map



Current Zoning – R5C



Comp Plan – Mixed Use

1340 S. Main St., Harrisonburg, VA

Proposed Use & Reasons for Seeking a Special Use Permit & Proffer Amendment

We are seeking to conform with the City of Harrisonburg Comprehensive Plan and have a mixed-use development on this site that consists of up to 5,000 SF of commercial space and up to 26 residential apartments.

The previously approved use on this site was for up to 10,000 SF of commercial space and 22 one-bedroom residential apartments. We believe that 10,000 SF of commercial space is an abundance of retail for a mixed use building on this site and for this location along the S. Main corridor and we are proposing to reduce this by 50% (from 'up to 10,000 SF' to 'up to 5,000 SF') while increasing the number of possible residential apartments by 18% (from 22 one-bedroom units up to a mix of a total of 26 one-bedroom and two-bedroom units).

Based on standards from the Institute of Transportation Engineers (ITE), our updated plan for up to 5,000 SF of commercial space and 26 residential apartments should generate less traffic than the previously approved plan. We do not know the exact use breakdown of the 5,000 SF of commercial space at this time, but, assuming it is retail use, based on ITE estimates we believe that by reducing the commercial space we will reduce estimated traffic to this site by approximately 220 daily trips. Adding four more residential apartment units is estimated to increase residential daily trips by 27 (ITE estimate is 6.6 daily trips for standard average low-rise apartments). Our proposed plan compared to the previously approved plan may have an estimated net result based on ITE estimates of lowering traffic to this site by approximately 193 daily trips (approximately 33% reduction). We believe this is a positive thing for this site and the surrounding community by reducing the anticipated traffic and increasing the safety of those entering and exiting S. Main St. in this area.

In meetings with City Staff, we have gained an understanding of the reasoning behind many of the aspects of the previously approved request (orienting the building closer to the street, no parking between the building and the public street, etc.) and are in agreement with the building placement and site buffers.

Research by Urban Land Institute and U.S. Environmental Protection Agency shows that mixed-use developments on infill sites such as these are generally positive for communities, offering sustainable growth, reducing sprawl, and increasing local tax bases. Sites that combine residential and commercial uses generally foster social interaction and

reduce vehicle dependency and our hope is that the occupants of this building will enjoy planned and impromptu interactions with one another on-site.-

We are seeking a Special Use Permit to:

Allow for a building of more than 12 residential units.

Allow for retail, personal service, offices, restaurants, and convenience store.

If granted the Special Use permit:

All traffic generating uses shall be limited to a combined total of 100 vehicle trips in either the AM or PM peak hour as calculated using the latest edition of the Institute of Transportation Engineer's Trip Generation Manual unless the property owner first, at their cost: (1) completes a Traffic Impact Analysis approved by the City Department of Public Works and (2) implements all identified mitigation measures or improvements. The City Department of Public Works may, in its sole discretion, waive, in whole or in part, completion of a Traffic Impact Analysis or any identified mitigation measures or improvements.

No drive-throughs will be permitted.

We are seeking to amend the previous 2017 proffers. Attached is a copy of the 2017 approved proffers as well as the proposed new proffer.

REVISED: August 8, 2017

~~March 23, 2017~~

Mrs. Thanh Dang, City Planner
City of Harrisonburg
Department of Planning and Community Development
409 South Main Street
Harrisonburg, VA 22801

Ref: Stone Suites – Rezoning R-3 & R-1 to R5 (TM: 18-R-22, 22A partial, 23 partial, 24, 24A)

Dear Mrs. Dang,

The concept Plan included with this submittal illustrates the parcels and portions of parcels for which rezoning to R-5 is being requested.

The following revised proffers are provided with the proposed rezoning:

1. Any building constructed on site shall contain residential and non-residential uses. The first floor of any building shall contain only non-residential uses.
2. The site shall contain no more than 22 one bedroom multiple-family units.
3. No parking lot (including travel lanes and drive aisles) shall be located between any buildings and the following streets: South Main Street and East Weaver Avenue.
4. Only one vehicular access point to South Main Street shall be permitted, and it shall be only for right-in/right-out traffic movements.
5. No vehicular access shall be permitted from the site to Edgelawn Drive.
6. A 6-foot opaque fence shall be installed at a minimum of 19-feet from the centerline of the existing Edgelawn Drive public street right-of-way.
7. A 6-foot opaque fence shall be installed along the northeastern property line adjoining tax map parcel # 18-R-20.
8. No structure including accessory buildings shall be constructed within 150 ft. of the shared property line with Edgelawn Dr. (excluding a dumpster containment).
9. Twice the number of required street trees shall be planted along Edgelawn Dr. than is required by the zoning ordinance.

I (we) hereby proffer that the development of the subject property on this application shall be in strict accordance with the conditions set for in this submission.

Sincerely



Giles Stone for Marusstodd Properties, LLC

1340 S. Main St., Harrisonburg, VA

Statement on Proffers

In connection with the rezoning request for the property located at 1340 South Main Street and identified as tax map parcel 18-R-22, I hereby proffer that the use and development of the subject property shall be in strict accordance with the conditions set forth in this submission.

1. Any building constructed on site (excluding accessory buildings) shall contain residential and non-residential uses. Commercial uses shall only be permitted on the first floor and shall not exceed 5,000 square feet throughout all buildings. Residential units may be located on the first floor.
2. The total number of dwelling units on the property shall not exceed twenty-six (26) units. One-bedroom and two-bedroom units shall be permitted with no more than six (6) of the units being two-bedroom units.
3. No parking lot (including travel lanes and drive aisles) shall be located between any buildings and the following streets: South Main Street and East Weaver Avenue.
4. No vehicular access shall be permitted from the site to Edgelawn Drive.
5. A 6-foot tall opaque fence shall be installed and maintained along the frontage of Edgelawn Drive.
6. A 6-foot tall opaque fence shall be installed and maintained along the property lines adjoining tax map parcel #18-R-20, 18-R-21, & 18-R-22-A.
7. No structure, excluding a dumpster containment, shall be constructed within 150 ft. of the shared property line with Edgelawn Dr.
8. A minimum of six (6) small/ornamental deciduous or evergreen trees shall be planted along the street frontage of Edgelawn Drive. Tree locations along the street frontage are at the discretion of the property owner/developer.

9. At the time of construction the applicant shall reconstruct the curb ramp at the northeast corner of the intersection of South Main Street and East Weaver Avenue to meet the Public Right-of-Way Accessibility Guidelines standards.

Marilyn Pendlebury
MARILYN PENDLEBURY, PROPERTY OWNER

2026-05-05
Date

CERTIFICATE *of* SIGNATURE

REF NUMBER

XPJYV NEGJR ZR4CC FGMS4

DOCUMENT COMPLETED BY ALL PARTIES ON

05 MAY 2026 17:20:33
UTC

SIGNER

MARILYN PENDLEBURY

EMAIL

PENDLEBURY@COMCAST.NET

TIMESTAMP

SENT

05 MAY 2026 15:44:33

VIEWED

05 MAY 2026 17:19:56

SIGNED

05 MAY 2026 17:20:33

SIGNATURE

Marilyn Pendlebury

IP ADDRESS

73.148.45.58

LOCATION

HENRICO, UNITED STATES

RECIPIENT VERIFICATION

EMAIL VERIFIED

05 MAY 2026 17:19:56



NEW POSSIBLE - PROPOSED USE AND PARKING REQUIREMENTS					
PROPOSED BUILDING	USE	QUANTITY	UNITS	RATE	SPACES REQUIRED
1	APARTMENTS	26 (20 @ 1 BED + 6 @ 2 BEDS)	1 BEDROOM 2 BEDROOM	1 1/4 UNIT 2 1/2 / UNIT	45
1	COMMERCIAL	1	5,000 SF	2,000 SF	25
ARTICLE G SECTION 10-3-25 (7) SECTION 10-3-25 (15)					TOTAL SPACES REQUIRED
					70
					HANDICAP REQUIRED
					4
					TOTAL SPACES PROVIDED
					76
					HANDICAP PROVIDED
					4

TM# 018 R 21
OWNER: JCF VENTURES LLC C/O
MARILYN PENDLEBURY
ADDRESS: 6049 SHADY OAK CT
MECHANICSVILLE, VA 23111
ZONE: R-3

TM# 018 R 20
OWNER: HOFFMAN RANDY C KIMBERLY E
ADDRESS: 25 EDGELOWN DR
HARRISONBURG, VA 22801
ZONE: R-1

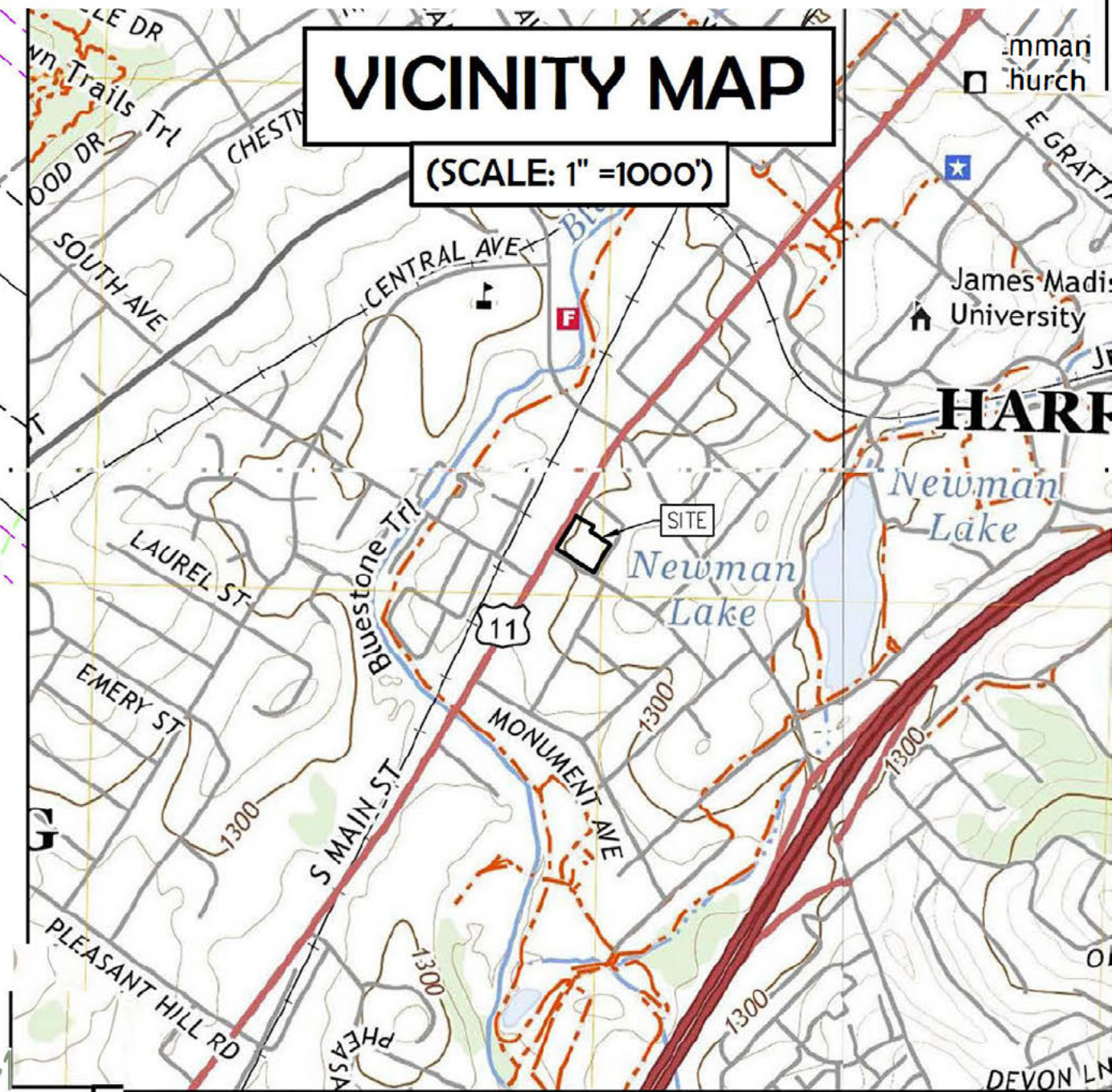
TM# 018 R 19
OWNER: HOFFMAN RANDY C KIMBERLY E
ADDRESS: 25 EDGELOWN DR
HARRISONBURG, VA 22801
ZONE: R-1

TM# 018 R 22
OWNER: MARUSSTODD PROPERTIES LLC
ADDRESS: 190 E MOSBY RD
HARRISONBURG, VA 22802
ZONE: R-5C

TM# 018 R 22-A
OWNER: MARUSSTODD PROPERTIES LLC
ADDRESS: 190 E MOSBY RD
HARRISONBURG, VA 22801
ZONE: R-1

VICINITY MAP

(SCALE: 1" = 1000')



LEGEND

- PROPOSED BUILDING
- PROPOSED SIDEWALK/DRIVEWAY
- PAVED AREA
- SITE BOUNDARY
- EX PROPERTY LINE
- PRO PROPERTY LINE
- SETBACK
- CENTERLINE
- EDGE OF PAVEMENT

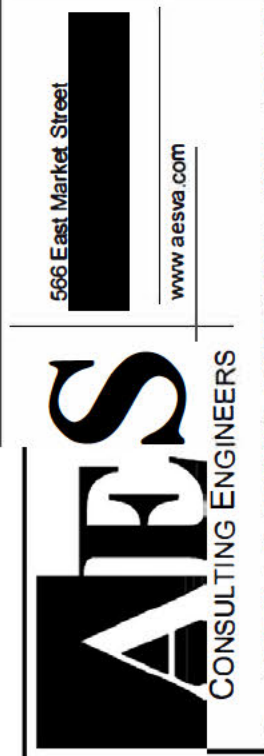
CIVIL DESIGN:
AES CONSULTING ENGINEERS
ATTN: ED BLACKWELL
566 EAST MARKET STREET
HARRISONBURG, VA 22801
540-432-9555

OWNER/DEVELOPER:
MARUSSTODD PROPERTIES LLC
190 E MOSBY RD
HARRISONBURG, VA 22802
540-908-7528

PROPERTY INFO:
TM# 018 R 22
1340 S MAIN ST
HARRISONBURG, VA 22801
AREA=1.23± ACRES
CURRENT ZONING: R-5C
PROPOSED ZONING: R-5C
EXISTING USE: UNDEVELOPED
PROPOSED USE: MIXED USE
COMMERCIAL & RESIDENTIAL
PROPOSED DENSITY: 32.5 U/A
FEMA FLOOD ZONE: X

DRAFT

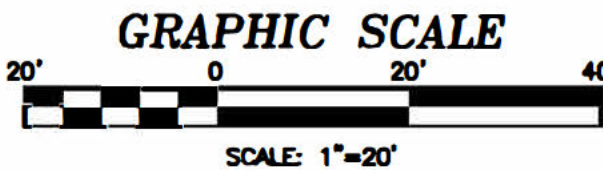
THIS PLAN HAS
NOT RECEIVED
FINAL APPROVAL
AND IS NOT
APPROVED FOR



PRELIMINARY LAYOUT
FOR
1340 S MAIN STREET
MIXED USE
MARUSSTODD PROPERTIES LLC
CITY OF HARRISONBURG, VIRGINIA

Project Contacts: EHB
Project Number: 3198
Scale: AS NOTED
Date: 5-14-25
Sheet Title: PRELIMINARY LAYOUT

Sheet Number
1





City of Harrisonburg, VA
Department of Public Works

**Determination of Need for a
Traffic Impact Analysis (TIA)**
www.harrisonburgva.gov/traffic-impact-analysis

For inclusion in an application for Planning Commission review (for Special Use Permit, Rezoning or Preliminary Plat), this form must be submitted to the Public Works Department at least 5 business days prior to the Planning Commission application deadline.

Contact Information				
Consultant Name:				
Telephone:				
E-mail:				
Owner Name:	Marilyn Pendlebury / Contracted Purchasers are Mike Hendricksen & Hans Harman			
Telephone:				
E-mail:				
Project Information				
Project Name:	1340 S. Main			
Project Address:	1340 South Main Street			
TM #:	018 R 22			
Existing Land Use(s):	Vacant			
Proposed Land Use(s): (if applicable)	Mixed-Use			
Submission Type:	Comprehensive Site Plan ☐	Special Use Permit ☒	Rezoning ☐	Preliminary Plat ☐
Project Description: (Include site plan or preliminary sketch and additional details on land use, acreage, access to site, etc)	We are seeking to conform with the City of Harrisonburg Comprehensive Plan on this 1.23 Acres site along S. Main St. and have a mixed-use development that consists of up to 5,000 SF of commercial space and up to 30 residential apartments (up to 24 one-bedroom apartments and up to 6 two-bedroom apartments) with more than the required parking on-site.			
Peak Hour Trip Generation (from row 15 on the second page)				
AM Peak Hour Trips:	32			
PM Peak Hour Trips:	47			

(reserved for City staff)

TIA required? Yes _____ No ☒

Comments:

Accepted by: Erin Mason

Date: 04/09/2026

Revised Date: December 2019

Peak Hour Trip Generation by Land Use

Row	ITE Land Use		ITE Land Use Code	Unit	Quantity	AM Peak Hour of Adjacent Street Traffic	PM Peak Hour of Adjacent Street Traffic
1	Proposed #1	Multi-Family Housing	220	Dwelling Units	30	12	16
2	Proposed #2	Commercial	822	Gross Leasable Area	5,000	20	31
3	Proposed #3						
4	Proposed #4						
5	Proposed #5						
6	Proposed #6						
7	Total New Trips					32	47
8	Existing #1	Vacant	NA			0	0
9	Existing #2						
10	Existing #3						
11	Existing #4						
12	Existing #5						
13	Existing #6						
14	Total Existing Trips					0	0
15	Final Total (Total New – Total Existing)					32	47

Instructions

Determination of trip generation rates shall be in conformance with ITE guidelines.

1. Based on the intended use(s), calculate the AM Peak and PM Peak trip generation using the AM and PM Peak Hour of Adjacent Street Traffic rates from the most current version of the ITE Trip Generation Manual (rows 1-6). Attach additional sheets as necessary for more uses.
2. Sum up all of the trips generated for the new uses in the Total New Trips row (row 7).
3. If the development has any existing uses, calculate the AM Peak and PM Peak trip generations using the AM and PM Peak Hour of Adjacent Street Traffic rates from the most current version of the ITE Trip Generation Manual (rows 8-13). Attach additional sheets as necessary for more uses.
4. Sum up all of the trips generated for the existing uses in the Total Existing Trips row (row 14).
5. Subtract the total existing trips from the total new trips to get the final total number of trips generated by the development (row 15). Enter these numbers on the first page.

Revised Date: December 2019



May 13, 2026 Planning Commission Meeting

Title

Consider Rezoning (Proffer Amendment) and Special Use Permits for 1340 South Main Street — Meg Rupkey, Community Development

Summary

Project name	N/A
Address/Location	1340 South Main Street
Tax Map Parcels	18-R-11
Total Land Area	+/- 1.23 acres
Property Owner	Marilyn S. Pendlebury
Owner's Representative	Mike Hendricksen and Hans Harman
Present Zoning	R-5C, High Density Residential Conditional
Proposed Zoning	R-5C, High Density Residential Conditional
Proposed Special Use Permit(s)	- Multiple-family dwellings of more than twelve (12) units per building per Section 10-3-55.4 (1) - Retail stores, convenience shops, personal service establishments, restaurants (excluding those with drive-through facilities), medical clinics, and business and professional offices per Section 10-3-55.4 (4)
Planning Commission	May 13, 2026 (Public Hearing)
City Council	Anticipated June 9, 2026 (First Reading/Public Hearing) Anticipated June 23, 2026 (Second Reading)

Recommendation

Option 1. Recommend approval of the rezoning and two special use permit requests with conditions submitted by the applicant with additional language recommended by staff.

Context & Analysis

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

Site: Vacant lot, zoned R-5C

North: Office building, zoned R-3, and single-family detached dwellings, zoned R-1

East: Single-family detached dwelling and across Edgelawn Drive single-family detached dwellings, zoned R-1

South: Across East Weaver Avenue single family detached dwellings, zoned R-1, and an office building, zoned B-2C
West: Across South Main Street, residential uses, zoned R-3

The applicant is requesting a proffer amendment and two special use permits (SUPs) for a +/- 1.23-acre property addressed as 1340 South Main Street and identified as tax map parcel 18-R-22. The property is zoned R-5C, High-Density Residential District Conditional. Regarding the requested SUPs, the first is per Section 10-3-55.4 (1) to allow multiple-family dwellings of more than twelve (12) units per building. The second is per Section 10-3-55.4 (4) to allow retail stores, convenience shops, personal service establishments, restaurants (excluding those with drive-through facilities), medical clinics, and business and professional offices.

History

In August 2017, City Council approved four requests from Marusstodd Properties, LLC, for the subject site, which at the time consisted of five parcels. The four requests included:

- An amendment to the Comprehensive Plan's Land Use Guide map from Professional and Low Density Residential to Mixed Use;
- A rezoning from R-1, Single-Family Residential and R-3, Medium-Density Residential to R-5C, High-Density Residential District Conditional;
- An SUP pursuant to Section 10-3-55.4(1) to allow multi-family dwellings with more than twelve (12) units per building; and
- An SUP pursuant to Section 10-3-55.4(4) to allow retail stores, convenience shops, personal service establishments, business and professional offices, and restaurants (excluding drive-through facilities).

In November 2018, City Council approved a preliminary plat that vacated internal property lines reducing the number of lots from five to two and approved the following Subdivision Ordinance variances:

- To not dedicate the standard public street right-of-way for Edgelawn Drive (Sections 10-2-41(a) and 10-2-66);
- To not dedicate the full 25 feet of public street right-of-way along the Edgelawn Drive frontage (Section 10-2-45); and
- To not construct or provide surety for frontage improvements along Edgelawn Drive and East Weaver Avenue at the time of subdivision (Sections 10-2-62 and 10-2-67).

The above noted Subdivision Ordinance variances were approved with the following condition:

- When frontage improvements along Edgelawn Drive are required as part of development or redevelopment of any property associated with the preliminary plat, the developer shall be responsible for constructing frontage improvements along Edgelawn Drive for all properties associated with the request. The frontage along Edgelawn Drive is shown as 210.63 linear feet on the approved preliminary plat.

In August 2019, the applicant recorded the final subdivision plat that vacated the internal property lines and created the subject site (1340 South Main Street), tax map parcel 18-R-22-A (1341 Edgelawn Drive) and dedicated 527 square feet of public street right-of-way along Edgelawn Drive.

The SUPs approved in 2017 have since expired because the uses were not established nor diligently pursued within the timeframe required by the Zoning Ordinance Section 10-3-130(c). Without a proffer amendment, the 2017 proffers would continue to require both residential and non-residential uses. Since the applicant still proposes commercial uses, a new SUP is required.

Proffers

The applicant has offered the following proffers (written verbatim):

1. Any building constructed on site (excluding accessory buildings) shall contain residential and non-residential uses. Commercial uses shall only be permitted on the first floor and shall not exceed 5,000 square feet throughout all buildings. Residential units may be located on the first floor.
2. The total number of dwelling units on the property shall not exceed twenty-six (26) units. One-bedroom and two-bedroom units shall be permitted with no more than six (6) of the units being two-bedroom units.
3. No parking lot (including travel lanes and drive aisles) shall be located between any buildings and the following streets: South Main Street and East Weaver Avenue.
4. No vehicular access shall be permitted from the site to Edgelawn Drive.
5. A 6-foot tall opaque fence shall be installed and maintained along the frontage of Edgelawn Drive.
6. A 6-foot tall opaque fence shall be installed and maintained along the property lines adjoining tax map parcel #18-R-20, 18-R-21, & 18-R-22-A.
7. No structure, excluding a dumpster containment, shall be constructed within 150 ft. of the shared property line with Edgelawn Dr.
8. A minimum of six (6) small/ornamental deciduous or evergreen trees shall be planted along the street frontage of Edgelawn Drive. Tree locations along the street frontage are at the discretion of the property owner/developer.
9. At the time of construction the applicant shall reconstruct the curb ramp at the northeast corner of the intersection of South Main Street and East Weaver Avenue to meet the Public Right-of-Way Accessibility Guidelines standards.

The conceptual site layout is not proffered.

Proffers 3, 4 (formerly Proffer 5), and 7 (formerly proffer 8) remain unchanged from the existing regulating proffers. A copy of the 2017-approved existing proffers have been included by the applicant in their supporting documents.

Proffer 1 has been amended to identify a maximum of 5,000 square feet of non-residential space and to allow residential uses on all floors of the development. Proffer 2 has been amended to allow a maximum of 26 multi-family dwelling units, compared to the previously proffered maximum of 22 one-bedroom units. The updated proffer allows a mix of one- and two-bedroom units, with no more than six (6) units being two-bedroom units. If approved, and if they provide the maximum allowed six units with two bedrooms, then 10 additional bedrooms would be provided compared to the existing, approved proffers.

Proffers 5 and 6 (formerly Proffers 6 and 7 respectively) have been updated to provide clarity regarding the location of fencing along property lines and Edgelawn Drive. Proffer 8 (formerly Proffer 9) has also been updated to provide additional guidance for the required amount and type of landscaping along Edgelawn Drive. The original proffer language was unclear and could have been interpreted in a way that if there was no parking lot along Edgelawn Drive, then no trees would have been required.

Proffer 9 is a new proffer that will require the reconstruction of the sidewalk ramp at the intersection of South Main Street and East Weaver Avenue to meet Public Right-of-Way Accessibility Guidelines (PROWAG) standards. In addition, although not included as a proffer, the applicant will be required to construct sidewalks along East Weaver Avenue and Edgelawn Drive as part of site development. While a Subdivision Ordinance variance granted in 2018 allowed the deferral of sidewalk construction along Edgelawn Drive at the time of subdivision, that approval included a condition that requires frontage improvements to be constructed during development or redevelopment of the property. If the applicant does not want to construct the sidewalk, a new variance to the Subdivision Ordinance is required.

The applicant has removed old Proffer 4, which allowed for an entrance on South Main Street. Since the 2017 approval, the City has updated its access management standards. The previously proposed right-in/right-out entrance does not meet current requirements, which requires a minimum spacing of 250 feet between access points on minor arterial streets. Since the distance between East Weaver Avenue and Edgelawn Drive along South Main Street is less than 450 feet, there is no appropriate location for a new access point. As a result, the applicant has removed this proffer.

Land Use

The Comprehensive Plan designates this site as Mixed Use and states:

The Mixed Use category includes both existing and proposed areas for mixed use. Mixed Use areas shown on the Land Use Guide map are intended to combine residential and non-residential uses in neighborhoods, where the different uses are finely mixed instead of separated. Mixed Use can take the form of a single building, a single parcel, a city block, or entire neighborhoods. Quality architectural design features and strategic placement of green spaces for large scale developments will ensure development compatibility of a mixed use neighborhood with the

surrounding area. These areas are prime candidates for “live-work” and traditional neighborhood developments (TND). Live-work developments combine residential and commercial uses allowing people to both live and work in the same area. The scale and massing of buildings is an important consideration when developing in Mixed Use areas. Commercial uses would be expected to have an intensity equivalent to a Floor Area Ratio of at least 0.4, although the City does not measure commercial intensity in that way. Downtown is an existing area that exhibits and is planned to continue to contain a mix of land uses.

The downtown Mixed Use area often has no maximum residential density, however, development should take into consideration the services and resources that are available (such as off-street parking) and plan accordingly. Residential density in Mixed Use areas outside of downtown should be around 24 dwelling units per acre, and all types of residential units are permitted: single-family detached, single-family attached (duplexes and townhomes), and multi-family buildings. Large scale developments, which include multi-family buildings are encouraged to include single-family detached and/or attached dwellings.

The applicant has proffered that there would be a maximum of 26 units on the site, which makes the site density 21 units per acre. Without proffers and if there are no commercial uses on the site, the applicant would be able to construct up to 30 units. However, Proffer 1 requires non-residential uses on the site and given the size of the lot and the R-5 district regulations, the maximum number of multifamily units allowed on the site is 26, the same number as proffered.

Staff believes that the proposed uses, with the submitted proffers, generally conform with the Mixed Use area designation.

Transportation and Traffic

The Determination of Need for a Traffic Impact Analysis (TIA) form (“TIA determination form”) for the proposed rezoning is attached. The TIA determination form indicated that the project would not generate 100 or more new peak hour trips, which is the threshold for staff to require a TIA. Therefore, a TIA was not required for the rezoning request.

The applicant has proposed the following two traffic-related conditions in relation to their SUP to allow retail stores, convenience shops, personal service establishments, business and professional offices, and restaurants. Staff supports the submitted two conditions with the additional text underlined below:

1. All traffic generating uses on the site, including uses not associated with the special use permit, shall be limited to a combined total of 100 vehicle trips in either the AM or PM peak hour as calculated using the latest edition of the Institute of Transportation Engineer’s Trip Generation Manual unless the property owner first,

at their cost: (1) completes a Traffic Impact Analysis accepted by the City Department of Public Works and (2) implements all identified mitigation measures or improvements. The City Department of Public Works may, in its sole discretion, waive, in whole or in part, completion of a Traffic Impact Analysis or any identified mitigation measures or improvements.

2. No drive-throughs will be permitted.

The additional text within condition #1 clarifies that all uses on the site will be included in the calculation of traffic generation, not just uses associated with the SUP. Staff appreciates the submission of condition #2 as it would prohibit any use from having a drive-through as current regulations only prohibit restaurants from having a drive-through.

Public Water and Sanitary Sewer

While staff does not anticipate issues regarding water or sanitary sewer service availability for the proposed development, the applicant has been advised that they will be responsible to complete a study of the water and sanitary sewer capacity as part of the engineered comprehensive site plan process. Any public system improvements required to meet the increased demands resulting from the project will be the responsibility of the developer.

Housing

The City's Comprehensive Housing Assessment and Market Study (Housing Study) places the subject site within Market Type B, which has "neighborhoods [that] are characterized by high income earning households, large volumes of housing sales and lower population growth." The Housing Study further notes that houses in these markets are quick to sell and that "[p]riorities and policies that are appropriate to Market Type B areas include the preservation of existing affordable housing while at the same time working to increase access to amenities."

Public Schools

The City contracted with the University of Virginia's Weldon Cooper Center for Public Service to complete a report titled "Population and School Enrollment Projects for the City of Harrisonburg" (April 2025). The report can be found at the following link: https://harrisonburgva.gov/sites/default/files/city-manager/HarrisonburgSchoolEnrollment_2025-04-30_Final.pdf. This report provides overall student enrollment projections through 2034 as well as estimated student generation by housing type for each elementary school attendance zone.

Based on the Weldon Cooper Center report's calculation, this development's proposed 26 residential units are estimated to generate nine K-12 students at full build-out. According to the School Board's current attendance boundaries, Keister Elementary School, Thomas Harrison Middle School, and Harrisonburg High School would serve the students residing in this development.

Conclusion

Staff believes that the amendments to the proffers do not change the intent of the of the 2017 rezoning and does not increase the intensity of the use of the site. Staff recommends approval of the rezoning and the two SUPs with the following conditions for the SUP to allow retail stores, convenience shops, personal service establishments, business and professional offices, and restaurants:

All traffic generating uses on the site, including uses not associated with the special use permit, shall be limited to a combined total of 100 vehicle trips in either the AM or PM peak hour as calculated using the latest edition of the Institute of Transportation Engineer's Trip Generation Manual unless the property owner first, at their cost: (1) completes a Traffic Impact Analysis accepted by the City Department of Public Works and (2) implements all identified mitigation measures or improvements. The City Department of Public Works may, in its sole discretion, waive, in whole or in part, completion of a Traffic Impact Analysis or any identified mitigation measures or improvements.

No drive-throughs will be permitted.

Options

1. Recommend approval of the rezoning and two special use permit requests with conditions submitted by the applicant with additional language recommended by staff.
2. Recommend approval of the rezoning and two special use permit requests with conditions as submitted by the applicant.
3. Recommend approval of the rezoning and two special use permit requests with other condition(s).
4. Recommend approval of the rezoning request and denial of one or both of the special use permit requests.
5. Recommend denial of the rezoning and special use permit requests.

Attachments

- Site maps
- Application and supporting documents

NOTICE OF PUBLIC HEARING

The Harrisonburg City Council will hold public hearings in the City Council Chambers, 409 South Main Street, Harrisonburg, VA on Tuesday, June 9, 2026, at 7:00 p.m., to consider the following:

Special Use Permit – 1315 Carrera Lane (Short-Term Rental in R-1)

A request from Kevin T. and Denise F. Goertzen for a special use permit per Section 10-3-34 (7) to allow a short-term rental in the R-1, Single-Family Residential District. The +/- 30,086-square foot property is addressed as 1315 Carrera Lane and is identified as tax map parcel 18-R-16.

Rezoning – 850 Canterbury Court (R-1 to R-8C)

A request from Robin L. Lake to rezone a +/- 12,692-square foot property from R-1, Single-Family Residential District to R-8C, Small Lot Residential District Conditional. The property is addressed as 850 Canterbury Court and is identified as tax map parcel 23-V-14.

Rezoning – 1351 and 1361 Peach Grove Avenue (R-5C (proffer amendment) & B-2 to R-5C)

A request from Skylar & Talli LLC and James Madison University Real Estate Foundation Inc to rezone two adjacent parcels totaling +/- 15.35-acres from R-5C, High Density Residential District Conditional and B-2, General Business District to R-5C, High Density Residential District Conditional. The parcels are addressed as 1351 & 1361 Peach Grove Avenue, are identified as tax map parcels 92-F-10 & 6, and are currently zoned R-5C and B-2, respectively.

Special Use Permit – 1351 and 1361 Peach Grove Avenue (To Allow Multiple-Family Dwellings of More Than 12 Units Per Building in R-5)

A request from Skylar & Talli LLC and James Madison University Real Estate Foundation Inc for a special use permit per Section 10-3-55.4 (1) to allow multiple-family dwellings of more than twelve (12) units per building in the R-5, High Density Residential District. The two adjacent parcels totaling +/- 15.35-acres are addressed as 1351 & 1361 Peach Grove Avenue and are identified as tax map parcels 92-F-10 & 6, respectively.

Rezoning – 1340 South Main Street (proffer amendment, R-5C)

A request from Marilyn S. Pendlebury to rezone a +/- 1.23-acre property to amend proffers for a property zoned R-5C, High Density Residential Conditional. The property is addressed as 1340 South Main Street and is identified as tax map parcel 18-R-22.

Special Use Permit - 1340 South Main Street (to allow multiple-family building with more than 12 units in R-5C)

A request from Marilyn S. Pendlebury for a special use permit per Section 10-3-55.4 (1) to allow multiple-family dwellings of more than twelve (12) units per building in the R-5C, High Density Residential District Conditional. The +/- 1.23-acre property is addressed as 1340 South Main Street and is identified as tax map parcel 18-R-22.

Special Use Permit - 1340 South Main Street (to allow retail, offices, restaurants, etc. in R-5C)

A request from Marilyn S. Pendlebury for a special use permit per Section 10-3-55.4 (4) to allow retail stores, convenience shops, personal service establishments, restaurants (excluding those with drive-through facilities), medical clinics, and business and professional offices under conditions set forth in subsections 10-3-55.6 (f) and (g) in the R-5C, High Density Residential District Conditional. The +/- 1.23-acre property is addressed as 1340 South Main Street and is identified as tax map parcel 18-R-22.

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.

Publication dates:

Wednesday, May 27, 2026

Wednesday, June 3, 2026

STATE OF VIRGINIA
CITY OF HARRISONBURG, to with:

I, Pamela Ulmer, city clerk, certify that the Harrisonburg City Council will be addressed on Tuesday, June 9, 2026, at 7:00 p.m., or as soon as the agenda permits, to consider the following:

Special Use Permit – 1315 Carrera Lane (Short-Term Rental in R-1)

A request from Kevin T. and Denise F. Goertzen for a special use permit per Section 10-3-34 (7) to allow a short-term rental in the R-1, Single-Family Residential District. The +/- 30,086-square foot property is addressed as 1315 Carrera Lane and is identified as tax map parcel 18-R-16.

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Special Use Permit – 1351 and 1361 Peach Grove Avenue (To Allow Multiple-Family Dwellings of More Than 12 Units Per Building in R-5)

A request from Skylar & Talli LLC and James Madison University Real Estate Foundation Inc for a special use permit per Section 10-3-55.4 (1) to allow multiple-family dwellings of more than twelve (12) units per building in the R-5, High Density Residential District. The two adjacent parcels totaling +/- 15.35-acres are addressed as 1351 & 1361 Peach Grove Avenue and are identified as tax map parcels 92-F-10 & 6, respectively.

Rezoning – 1340 South Main Street (proffer amendment, R-5C)

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A request from Marilyn S. Pendlebury for a special use permit per Section 10-3-55.4 (1) to allow multiple-family dwellings of more than twelve (12) units per building in the R-5C, High Density Residential District Conditional. The +/- 1.23-acre property is addressed as 1340 South Main Street and is identified as tax map parcel 18-R-22.

Special Use Permit - 1340 South Main Street (to allow retail, offices, restaurants, etc. in R-5C)

A request from Marilyn S. Pendlebury for a special use permit per Section 10-3-55.4 (4) to allow retail stores, convenience shops, personal service establishments, restaurants (excluding those with drive-through facilities), medical clinics, and business and professional offices under conditions

set forth in subsections 10-3-55.6 (f) and (g) in the R-5C, High Density Residential District Conditional. The +/- 1.23-acre property is addressed as 1340 South Main Street and is identified as tax map parcel 18-R-22.

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.

Given under my hand this 18 day of May 2026



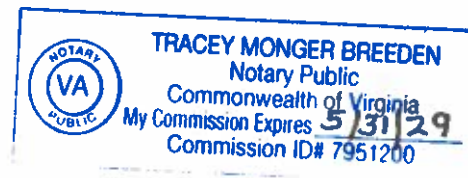
City Clerk

Subscribed and sworn to before me this 18 day of May, 2026 a Notary Public in and for the Commonwealth of Virginia.



Notary

My commission expires May 31, 2029



Peach Grove

RODNEY & SYLVIA EAGLE TRUSTEES
& RODNEY L EAGLE & SYLVIA L
EAGLE LIVING TRUST
1188 PORT REPUBLIC RD
HARRISONBURG VA 22801
JAMES MADISON UNIVERSITY REAL
ESTATE FOUNDATION INC
1031 HARRISON ST MSC 8501
HARRISONBURG VA 22807-1034

PCSC ASSOCIATES LLC
2529 VIRGINIA BEACH BLVD
VIRGINIA BEACH VA 23452-7650

County of Rockingham Attn: County
Administrator
PO Box 1252
HARRISONBURG VA 22803

RODNEY EAGLE & SYLVIA EAGLE
TRUSTEES & RODNEY L EAGLE &
SYLVIA L EAGLE LIVING TRUST
C/O CVS
COCKEYSVILLE MD 21030
DEER RUN FW LLC
1985 CEDERBRIDGE AVE STE 1
LAKEWOOD NJ 08701

HOLTZMAN FAMILY LIMITED
PARTNERSHIP #1
PO BOX 8
MT JACKSON VA 22842

HILLS SOUTH SH OWNER LLC
2 SCHOOL STREET
RYE NY 10580

SKYLAR & TALLI LLC
PO BOX 1039
HARRISONBURG VA 22803

MCDONALD'S CORPORATION
ATTN : DEPT 027 - REAL ESTATE TAX
CHICAGO IL 60607

Canterbury Court

CHANDLER HARRY L MARLENE A
747 FIR ST
HARRISONBURG VA 22801

WIGHTMAN WILLIAM H K MARGARET
O
840 CANTERBURY CT
HARRISONBURG VA 22801

County of Rockingham
Attn: County Administrator
PO Box 1252
Harrisonburg, VA 22803

J WAYNE LAMBERT TRUST AND
CHARLOTTE H CRAIG TRUST
851 CANTERBURY CT
HARRISONBURG VA 22801

LAKE ROBIN L
850 CANTERBURY CT
HARRISONBURG VA 22801

KRECH STEPHEN A JOYCE H
841 CANTERBURY CT
HARRISONBURG VA 22801

DIENER V EUGENE GLORIA Y
6087 MT CLINTON PIKE
ROCKINGHAM VA 22802

Carrera Lane

ROSTEM HASHIM M
101 PORT REPUBLIC RD
HARRISONBURG VA 22801

JOSHUA EDWARD GUSTIN &
HEATHER GUSTIN
9224 ARNIE CT
MANASSAS PARK VA 20111

GRAVES JOYCE L TRUSTEE
36 EDGELAWN DR
HARRISONBURG VA 22801

LANTZ JOHN D JR JESSICA LYNN
44 E WEAVER AVE
HARRISONBURG VA 22801

MATTHIAS BRUCE P KAREN K
54 WEAVER AVE
HARRISONBURG VA 22801

MANOLO AGUILAR OROZCO &
GLENDA MARTINEZ
57 PORT REPUBLIC RD
HARRISONBURG VA 22801

MEDLEY GREGORY L GRISELDA M
1340 EDGELAWN DR
HARRISONBURG VA 22801

KYLE CHRISTOPHER S MARJORIE C
1102 RIDGEWOOD RD
HARRISONBURG VA 22801

HUDSON GLORIA V TRUSTEE
45 PORT REPUBLIC RD
HARRISONBURG VA 22801

KEVIN T GOERTZEN & DENISE F
GOERTZEN
1315 CARRERA LANE
HARRISONBURG VA 22801

HEGG KEVIN J EATON LYNN E
40 WEAVER AVE
HARRISONBURG VA 22801

JOSEPH S ROBERTSON & SULONI
ROBERTSON
52 E WEAVER AVE
HARRISONBURG VA 22801

S Main St

GRAYSON K PRITCHARD & SARAH J
PRITCHARD
29 E WEAVER ST
HARRISONBURG VA 22801

LOHR BRIAN S JULIE V
1776 CROSS KEYS RD
HARRISONBURG VA 22801

MARILYN S PENDLEBURY
6049 SHADY OAK CT
MECHANICSVILLE VA 23111

SCOTT TAMMY LYNN
25 E WEAVER AVE
HARRISONBURG VA 22801

C & N REAL PROPERTIES LLC
15871 CITY VIEW DR STE 300
MIDLOTHIAN VA 23113

HOFFMAN RANDY C KIMBERLY E
25 EDGELAWN DR
HARRISONBURG VA 22801

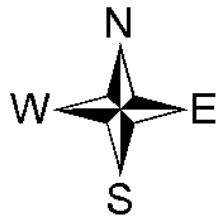
GARY L BEATTY TR & GARY L BEATTY
TRUST
450 S MASON ST
HARRISONBURG VA 22801

JCF VENTURES LLC & C/O MARILYN
PENDLEBURY
6049 SHADY OAK CT
MECHANICSVILLE VA 23111

Rezoning and SUPs – 10-3-55.4 (1) and (4)

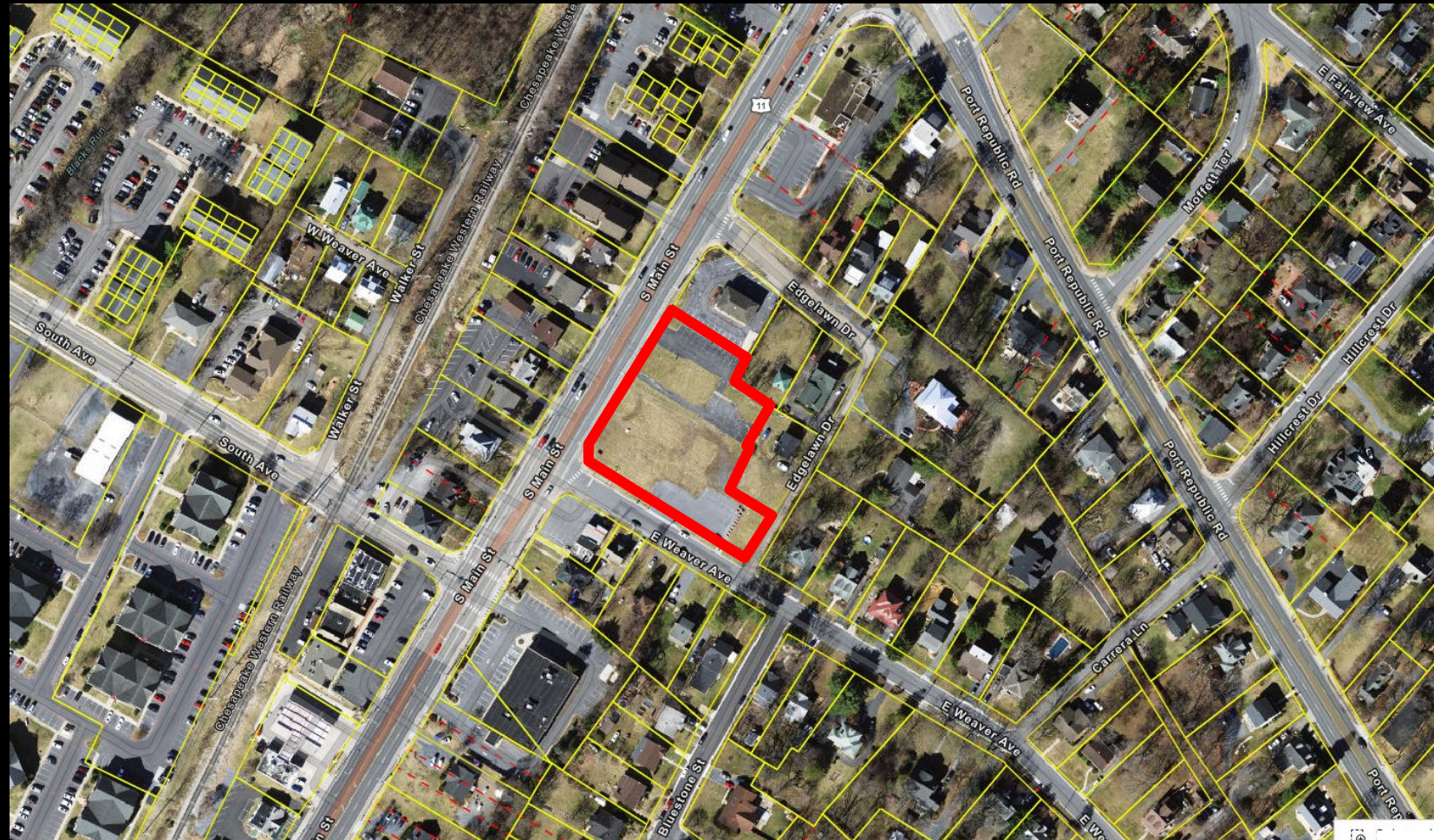
1340 South Main Street





Rezoning and SUPs – 10-3-55.4 (1) and (4)

1340 South Main Street









August 2017:

- Comprehensive Plan Land Use Guide Map Amendment.
- Rezoning from R-1 and R-3 to R-5C for 22 one-bedroom units as well as retail uses.
- SUP to allow multi-family dwellings with more than 12 units per building.
- SUP to allow non-residential uses (excluding restaurant drive-through facilities)

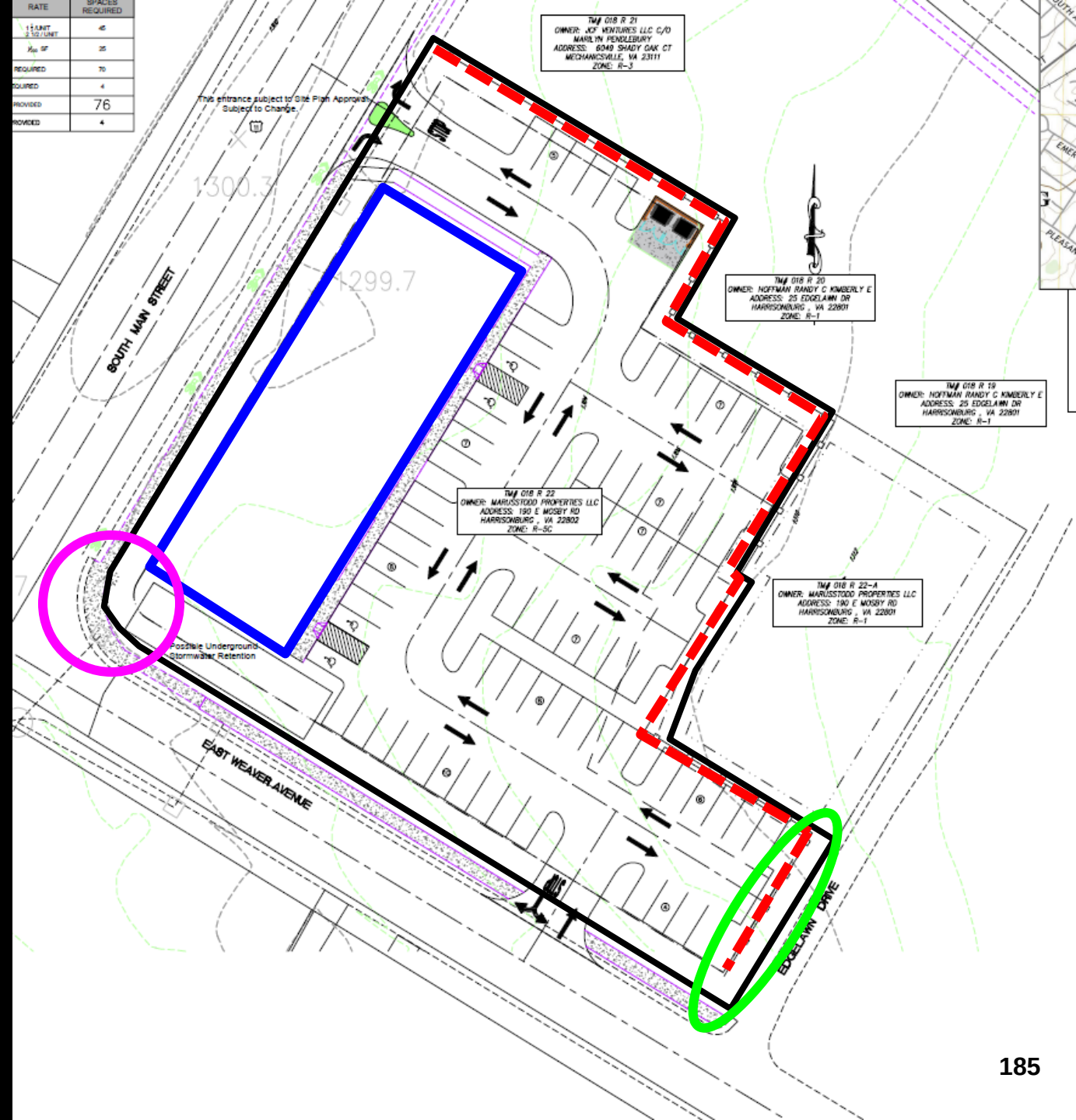
November 2018:

- PP and Sub. Ord. variances approved to not dedicate ROW along Edgelawn Drive and to not construct improvements along Edgelawn Drive and East Weaver Avenue during the subdivision.

August 2019:

- Final subdivision plat recorded with the dedication of 527 square feet of ROW along Edgelawn Drive.

1. Residential and non-residential uses, with no more than 5,000 sq. ft. of non-residential space.
2. 26 units consisting of 1 and 2 bedrooms with no more than 6 units with 2 bedrooms.
3. No parking lot between the building and South Main St. and East Weaver Ave.
4. No vehicular access to Edgelawn Dr.
5. 6-foot opaque fence along Edgelawn Dr.
6. 6-foot opaque fence along tax maps 18-R-20, 21, and 22A.
7. No structure, except a dumpster, shall be located within 150 ft. of Edgelawn Dr. ROW.
8. Minimum of 6 small ornamental deciduous or evergreen trees along Edgelawn Dr.
9. Reconstruct the curb ramp to accessibility guideline standards at corner of South Main St. and East Weaver Ave.



Proposed Proffer Amendments

Existing 2017-Approved Proffers	Proposed Proffer Amendments
1. Buildings shall contain residential and nonresidential uses. First floor shall contain non-residential uses.	1. Principle buildings shall contain residential and non-residential uses. Commercial uses shall only be permitted on the first floor and shall not exceed 5,000 square feet throughout all buildings. Residential units may be located on the first floor.
2. 22 one-bedroom multi-family units.	2. 26 total units with only one- and two-bedrooms. No more than 6 units may be two-bedroom units.
4. Only one vehicular access point to South Main Street, which shall only be right-in/right-out.	4. This proffer was removed.

SUP Requests

Section 10-3-55.4(1):

To allow multi-family dwellings with more than twelve (12) units per building.

Section 10-3-55.4(4):

Retail stores, convenience shops, personal service establishments, restaurants (excluding those with drive-through facilities), medical clinics, and business and professional offices under conditions set forth in subsections 10-3-55.6(f) and (g) and such other conditions deemed necessary by city council.

Suggested Conditions for SUP Section 10-3-55.4 (4)

1. All traffic generating uses on the site, including uses not associated with the special use permit, shall be limited to a combined total of 100 vehicle trips in either the AM or PM peak hour as calculated using the latest edition of the Institute of Transportation Engineer's Trip Generation Manual unless the property owner first, at their cost: (1) completes a Traffic Impact Analysis accepted by the City Department of Public Works and (2) implements all identified mitigation measures or improvements. The City Department of Public Works may, in its sole discretion, waive, in whole or in part, completion of a Traffic Impact Analysis or any identified mitigation measures or improvements.
2. No drive-throughs will be permitted.

Recommendation

Staff and Planning Commission (7-0) recommends approval of the rezoning and the two special use permit requests with the two conditions attached to the SUP per Section 10-3-55.4 (4) submitted by the applicant and amended by staff.



City of Harrisonburg

City Hall
409 South Main Street
Harrisonburg, VA 22801

Legislation Text

File #: ID 26-155, **Version:** 1

Subject:

Consider a request from Marilyn S. Pendlebury for a special use permit at 1340 South Main Street (to allow multifamily buildings with more than 12 units)

Presented By: Adam Fletcher, Department of Community Development

A request from Marilyn S. Pendlebury for a special use permit per Section 10-3-55.4 (1) to allow multiple-family dwellings of more than twelve (12) units per building in the R-5C, High Density Residential District Conditional. The +/- 1.23-acre property is addressed as 1340 South Main Street and is identified as tax map parcel 18-R-22.

On June 9, 2026 Council heard this item as a public hearing and decided to table this item to allow for community engagement with the developer until the July 28, 2026 City Council meeting



June 9, 2026 City Council Meeting

Title

Consider Rezoning (Proffer Amendment) and Special Use Permits for 1340 South Main Street — Planning Commission and Adam Fletcher, Community Development

Summary

Project name	N/A
Address/Location	1340 South Main Street
Tax Map Parcels	18-R-11
Total Land Area	+/- 1.23 acres
Property Owner	Marilyn S. Pendlebury
Owner's Representative	Mike Hendricksen and Hans Harman
Present Zoning	R-5C, High Density Residential Conditional
Proposed Zoning	R-5C, High Density Residential Conditional
Proposed Special Use Permit(s)	- Multiple-family dwellings of more than twelve (12) units per building per Section 10-3-55.4 (1) - Retail stores, convenience shops, personal service establishments, restaurants (excluding those with drive-through facilities), medical clinics, and business and professional offices per Section 10-3-55.4 (4)
Planning Commission	May 13, 2026 (Public Hearing)
City Council	June 9, 2026 (First Reading/Public Hearing) Anticipated June 23, 2026 (Second Reading)

Recommendation

Option 1. Staff and Planning Commission (7-0) recommend approval of the rezoning and two special use permit requests with conditions submitted by the applicant with additional language recommended by staff.

Context & Analysis

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

Site: Vacant lot, zoned R-5C

North: Office building, zoned R-3, and single-family detached dwellings, zoned R-1

East: Single-family detached dwelling and across Edgelawn Drive single-family detached dwellings, zoned R-1

South: Across East Weaver Avenue single family detached dwellings, zoned R-1, and an office building, zoned B-2C
West: Across South Main Street, residential uses, zoned R-3

The applicant is requesting a proffer amendment and two special use permits (SUPs) for a +/- 1.23-acre property addressed as 1340 South Main Street and identified as tax map parcel 18-R-22. The property is zoned R-5C, High-Density Residential District Conditional. Regarding the requested SUPs, the first is per Section 10-3-55.4 (1) to allow multiple-family dwellings of more than twelve (12) units per building. The second is per Section 10-3-55.4 (4) to allow retail stores, convenience shops, personal service establishments, restaurants (excluding those with drive-through facilities), medical clinics, and business and professional offices.

History

In August 2017, City Council approved four requests from Marusstodd Properties, LLC, for the subject site, which at the time consisted of five parcels. The four requests included:

- An amendment to the Comprehensive Plan's Land Use Guide map from Professional and Low Density Residential to Mixed Use;
- A rezoning from R-1, Single-Family Residential and R-3, Medium-Density Residential to R-5C, High-Density Residential District Conditional;
- An SUP pursuant to Section 10-3-55.4(1) to allow multi-family dwellings with more than twelve (12) units per building; and
- An SUP pursuant to Section 10-3-55.4(4) to allow retail stores, convenience shops, personal service establishments, business and professional offices, and restaurants (excluding drive-through facilities).

In November 2018, City Council approved a preliminary plat that vacated internal property lines reducing the number of lots from five to two and approved the following Subdivision Ordinance variances:

- To not dedicate the standard public street right-of-way for Edgelawn Drive (Sections 10-2-41(a) and 10-2-66);
- To not dedicate the full 25 feet of public street right-of-way along the Edgelawn Drive frontage (Section 10-2-45); and
- To not construct or provide surety for frontage improvements along Edgelawn Drive and East Weaver Avenue at the time of subdivision (Sections 10-2-62 and 10-2-67).

The above noted Subdivision Ordinance variances were approved with the following condition:

- When frontage improvements along Edgelawn Drive are required as part of development or redevelopment of any property associated with the preliminary plat, the developer shall be responsible for constructing frontage improvements along Edgelawn Drive for all properties associated with the request. The frontage along Edgelawn Drive is shown as 210.63 linear feet on the approved preliminary plat.

In August 2019, the applicant recorded the final subdivision plat that vacated the internal property lines and created the subject site (1340 South Main Street), tax map parcel 18-R-22-A (1341 Edgelawn Drive) and dedicated 527 square feet of public street right-of-way along Edgelawn Drive.

The SUPs approved in 2017 have since expired because the uses were not established nor diligently pursued within the timeframe required by the Zoning Ordinance Section 10-3-130(c). Without a proffer amendment, the 2017 proffers would continue to require both residential and non-residential uses. Since the applicant still proposes commercial uses, a new SUP is required.

Proffers

The applicant has offered the following proffers (written verbatim):

1. Any building constructed on site (excluding accessory buildings) shall contain residential and non-residential uses. Commercial uses shall only be permitted on the first floor and shall not exceed 5,000 square feet throughout all buildings. Residential units may be located on the first floor.
2. The total number of dwelling units on the property shall not exceed twenty-six (26) units. One-bedroom and two-bedroom units shall be permitted with no more than six (6) of the units being two-bedroom units.
3. No parking lot (including travel lanes and drive aisles) shall be located between any buildings and the following streets: South Main Street and East Weaver Avenue.
4. No vehicular access shall be permitted from the site to Edgelawn Drive.
5. A 6-foot tall opaque fence shall be installed and maintained along the frontage of Edgelawn Drive.
6. A 6-foot tall opaque fence shall be installed and maintained along the property lines adjoining tax map parcel #18-R-20, 18-R-21, & 18-R-22-A.
7. No structure, excluding a dumpster containment, shall be constructed within 150 ft. of the shared property line with Edgelawn Dr.
8. A minimum of six (6) small/ornamental deciduous or evergreen trees shall be planted along the street frontage of Edgelawn Drive. Tree locations along the street frontage are at the discretion of the property owner/developer.
9. At the time of construction the applicant shall reconstruct the curb ramp at the northeast corner of the intersection of South Main Street and East Weaver Avenue to meet the Public Right-of-Way Accessibility Guidelines standards.

The conceptual site layout is not proffered.

Proffers 3, 4 (formerly Proffer 5), and 7 (formerly proffer 8) remain unchanged from the existing regulating proffers. A copy of the 2017-approved existing proffers have been included by the applicant in their supporting documents.

Proffer 1 has been amended to identify a maximum of 5,000 square feet of non-residential space and to allow residential uses on all floors of the development. Proffer 2 has been amended to allow a maximum of 26 multi-family dwelling units, compared to the previously proffered maximum of 22 one-bedroom units. The updated proffer allows a mix of one- and two-bedroom units, with no more than six (6) units being two-bedroom units. If approved, and if they provide the maximum allowed six units with two bedrooms, then 10 additional bedrooms would be provided compared to the existing, approved proffers.

Proffers 5 and 6 (formerly Proffers 6 and 7 respectively) have been updated to provide clarity regarding the location of fencing along property lines and Edgelawn Drive. Proffer 8 (formerly Proffer 9) has also been updated to provide additional guidance for the required amount and type of landscaping along Edgelawn Drive. The original proffer language was unclear and could have been interpreted in a way that if there was no parking lot along Edgelawn Drive, then no trees would have been required.

Proffer 9 is a new proffer that will require the reconstruction of the sidewalk ramp at the intersection of South Main Street and East Weaver Avenue to meet Public Right-of-Way Accessibility Guidelines (PROWAG) standards. In addition, although not included as a proffer, the applicant will be required to construct sidewalks along East Weaver Avenue and Edgelawn Drive as part of site development. While a Subdivision Ordinance variance granted in 2018 allowed the deferral of sidewalk construction along Edgelawn Drive at the time of subdivision, that approval included a condition that requires frontage improvements to be constructed during development or redevelopment of the property. If the applicant does not want to construct the sidewalk, a new variance to the Subdivision Ordinance is required.

The applicant has removed old Proffer 4, which allowed for an entrance on South Main Street. Since the 2017 approval, the City has updated its access management standards. The previously proposed right-in/right-out entrance does not meet current requirements, which requires a minimum spacing of 250 feet between access points on minor arterial streets. Since the distance between East Weaver Avenue and Edgelawn Drive along South Main Street is less than 450 feet, there is no appropriate location for a new access point. As a result, the applicant has removed this proffer.

Land Use

The Comprehensive Plan designates this site as Mixed Use and states:

The Mixed Use category includes both existing and proposed areas for mixed use. Mixed Use areas shown on the Land Use Guide map are intended to combine residential and non-residential uses in neighborhoods, where the different uses are finely mixed instead of separated. Mixed Use can take the form of a single building, a single parcel, a city block, or entire neighborhoods. Quality architectural design features and strategic placement of green spaces for large scale developments will ensure development compatibility of a mixed use neighborhood with the

surrounding area. These areas are prime candidates for “live-work” and traditional neighborhood developments (TND). Live-work developments combine residential and commercial uses allowing people to both live and work in the same area. The scale and massing of buildings is an important consideration when developing in Mixed Use areas. Commercial uses would be expected to have an intensity equivalent to a Floor Area Ratio of at least 0.4, although the City does not measure commercial intensity in that way. Downtown is an existing area that exhibits and is planned to continue to contain a mix of land uses.

The downtown Mixed Use area often has no maximum residential density, however, development should take into consideration the services and resources that are available (such as off-street parking) and plan accordingly. Residential density in Mixed Use areas outside of downtown should be around 24 dwelling units per acre, and all types of residential units are permitted: single-family detached, single-family attached (duplexes and townhomes), and multi-family buildings. Large scale developments, which include multi-family buildings are encouraged to include single-family detached and/or attached dwellings.

The applicant has proffered that there would be a maximum of 26 units on the site, which makes the site density 21 units per acre. Without proffers and if there are no commercial uses on the site, the applicant would be able to construct up to 30 units. However, Proffer 1 requires non-residential uses on the site and given the size of the lot and the R-5 district regulations, the maximum number of multifamily units allowed on the site is 26, the same number as proffered.

Staff believes that the proposed uses, with the submitted proffers, generally conform with the Mixed Use area designation.

Transportation and Traffic

The Determination of Need for a Traffic Impact Analysis (TIA) form (“TIA determination form”) for the proposed rezoning is attached. The TIA determination form indicated that the project would not generate 100 or more new peak hour trips, which is the threshold for staff to require a TIA. Therefore, a TIA was not required for the rezoning request.

The applicant has proposed the following two traffic-related conditions in relation to their SUP to allow retail stores, convenience shops, personal service establishments, business and professional offices, and restaurants. Staff supports the submitted two conditions with the additional text underlined below:

1. All traffic generating uses on the site, including uses not associated with the special use permit, shall be limited to a combined total of 100 vehicle trips in either the AM or PM peak hour as calculated using the latest edition of the Institute of Transportation Engineer’s Trip Generation Manual unless the property owner first,

at their cost: (1) completes a Traffic Impact Analysis accepted by the City Department of Public Works and (2) implements all identified mitigation measures or improvements. The City Department of Public Works may, in its sole discretion, waive, in whole or in part, completion of a Traffic Impact Analysis or any identified mitigation measures or improvements.

2. No drive-throughs will be permitted.

The additional text within condition #1 clarifies that all uses on the site will be included in the calculation of traffic generation, not just uses associated with the SUP. Staff appreciates the submission of condition #2 as it would prohibit any use from having a drive-through as current regulations only prohibit restaurants from having a drive-through.

Public Water and Sanitary Sewer

While staff does not anticipate issues regarding water or sanitary sewer service availability for the proposed development, the applicant has been advised that they will be responsible to complete a study of the water and sanitary sewer capacity as part of the engineered comprehensive site plan process. Any public system improvements required to meet the increased demands resulting from the project will be the responsibility of the developer.

Housing

The City's Comprehensive Housing Assessment and Market Study (Housing Study) places the subject site within Market Type B, which has "neighborhoods [that] are characterized by high income earning households, large volumes of housing sales and lower population growth." The Housing Study further notes that houses in these markets are quick to sell and that "[p]riorities and policies that are appropriate to Market Type B areas include the preservation of existing affordable housing while at the same time working to increase access to amenities."

Public Schools

The City contracted with the University of Virginia's Weldon Cooper Center for Public Service to complete a report titled "Population and School Enrollment Projects for the City of Harrisonburg" (April 2025). The report can be found at the following link: https://harrisonburgva.gov/sites/default/files/city-manager/HarrisonburgSchoolEnrollment_2025-04-30_Final.pdf. This report provides overall student enrollment projections through 2034 as well as estimated student generation by housing type for each elementary school attendance zone.

Based on the Weldon Cooper Center report's calculation, this development's proposed 26 residential units are estimated to generate nine K-12 students at full build-out. According to the School Board's current attendance boundaries, Keister Elementary School, Thomas Harrison Middle School, and Harrisonburg High School would serve the students residing in this development.

Conclusion

Staff believes that the amendments to the proffers do not change the intent of the of the 2017 rezoning and does not increase the intensity of the use of the site. Staff recommends approval of the rezoning and the two SUPs with the following conditions for the SUP to allow retail stores, convenience shops, personal service establishments, business and professional offices, and restaurants:

1. All traffic generating uses on the site, including uses not associated with the special use permit, shall be limited to a combined total of 100 vehicle trips in either the AM or PM peak hour as calculated using the latest edition of the Institute of Transportation Engineer's Trip Generation Manual unless the property owner first, at their cost: (1) completes a Traffic Impact Analysis accepted by the City Department of Public Works and (2) implements all identified mitigation measures or improvements. The City Department of Public Works may, in its sole discretion, waive, in whole or in part, completion of a Traffic Impact Analysis or any identified mitigation measures or improvements.
2. No drive-throughs will be permitted.

Options

1. Approve the rezoning and two special use permit requests with conditions submitted by the applicant with additional language recommended by staff.
2. Approve the rezoning and two special use permit requests with conditions as submitted by the applicant.
3. Approve the rezoning and two special use permit requests with other condition(s).
4. Approve the rezoning request and deny one or both of the special use permit requests.
5. Deny the rezoning and special use permit requests.

Attachments

- Extract from Planning Commission
- Site maps
- Application and supporting documents

Purcell Park Development Concerns

8 July 2026

Dear Mayor Reed; Vice-Mayor Flemi; Councilmembers Robinson, Dent, and Alsaadun; Director of Community Development Fletcher, and Deputy Director Dang:

The proposed multiple-use development on the east side of South Main Street between Edgelawn and Weaver has raised a number of concerns among citizens who live in the Purcell Park Neighborhood. In a previous letter of 6 July 2026, I addressed the overriding concerns: traffic and safety. In this letter, I would like to address the specific details of the proposal and its proffers, upon which the Council will vote on July 28.

To reiterate from my previous letter: My wife (Suzanne Fiederlein) and I have lived at 28 Edgelawn Drive—at the Northwest corner of the Purcell Park neighborhood—for 30+ years. We dearly love Harrisonburg in general and our “Norman Rockwell” neighborhood in particular. However that neighborhood is constantly under threat from commercial creep, JMU expansion, increased traffic (the subject of the letter of July 6), and unruly students in nearby frat houses.

In our experience it seems that about every five years the neighborhood faces a major threat, often in the form of proposed development that could have a significant negative impact on the neighborhood. Fortunately, the Council has voted down the most egregious proposals: for example, Lou Holtzman’s proposal two decades ago to build a Liberty gas station where the Starbucks now resides across Port Republic Road from the main entrance to JMU, or the recent proposal by 7 Brew Coffee to open a drive-thru coffee shop (with loud music) where the Marks & Harrison Law Office is now located at the corner of Port Republic Road and Main Street. In the three decades we have lived in the neighborhood, the City has approved several proposals that have had mildly negative, neutral, or slightly positive effects on the neighborhood, depending upon perspective: for example, the construction of a Rite Aid on South Main (now a Dollar Tree), the small strip mall across from the main entrance to JMU, re-zoning for the use of a former residence on South Main as a restaurant (Grilled Cheese Mania), and the re-purposing of the former SunTrust/Truist Bank branch office at Port Republic and Main as a law office (Marks & Harrison). I am grateful to the City for its historic wisdom in these difficult decisions that, for the most part, have preserved the integrity of the neighborhood.

The current proposal by developers Mike Hendricksen and Hans Harman falls into what I consider a gray area. It is not the best use of the property in my estimation; neither is it the worst. Whether or not the net effect on the neighborhood is negative or positive depends to a large extent on the specific details of the implementation, many yet to be determined.

Before I address those details, let me start with some givens. 1) Nature abhors a vacuum, and invariably some sort of development will go into the currently undeveloped space. 2)

The City has a dire shortage of single-family dwellings and one-bedroom apartments. 3) Mixed-use development **can** enhance the quality of life in a neighborhood, but whether or not the net impact is negative or positive depends strongly on the details of the project and what types of establishments occupy the commercial space.

Now to the details and their merits. The developers propose a three-story building (oriented along South Main Street between Weaver and Edgelawn) with 5000 square feet of commercial space on the ground floor and 26 apartments, up to 6 of which can be two-bedroom. The main entrance would be on Weaver because current state guidelines prohibit the right-in, right-out access on Main Street that both the developers and neighborhood residents would like to see. The parking area will be fence enclosed, with a six-foot high fence. A row of trees will be planted outside the fence along Edgelawn.

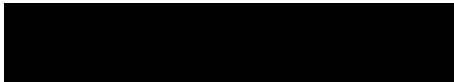
Here are some details that need to be addressed in assessing whether the proposed development will be a benefit or detriment to the neighborhood and the City.

- 1) According to the developers, traffic algorithms predict that the combined residential and commercial space will produce 400 additional automobile trips daily that emanate from the development. This will greatly impact the already problematic traffic situation in the neighborhood that was the subject of my previous letter. If the state disallows the proposed right-in, right-out access along Main Street, then traffic on Weaver, already problematic when JMU is in session, will become far worse. Moreover, some Weaver traffic will divert onto Edgelawn Drive, which is a one-lane alleyway not meant to be a thoroughfare. When combined with additional traffic associated with the imminent opening of the new Kids Castle in Purcell Park, the traffic associated with the proposed development will produce a dangerous traffic scenario for the neighborhood. In my judgement, if the state will not grant a waiver for right-in, right-out access on Main Street, the proposal should not be approved.
- 2) It is the opinion of this resident that a strictly residential use of the property would be a better option than mixed-use, specifically all townhomes or a courtyard full of attractive duplexes and/or triplexes, such as those shown in the accompanying photograph. Strictly residential use would decrease traffic impact and eliminate worries about how the commercial space is used. For example,
- 3) There should be no late-night or noisy uses of the commercial space: no vape shops, tattoo parlors, massage parlors, or restaurants with late-night bars.
- 4) To minimize impact to neighbors and their property values, the proffered fence should be 8 feet tall, not 6. Moreover, the property would be much more attractive (and less detrimental to nearby property values) if it included trees/landscaping within the parking area, not just along Edgelawn Drive.

- 5) What can be done to insure that the property will not be overtaken by unruly fraternities like those across Main Street?

Finally, I'd like to close with a rhetorical question for City Council members. The current modus operandi is that developers make a proposal, and one way or another, try to force it upon residents. If the neighborhood is lucky, sometimes the developers are reasonable enough to consider the concerns of the neighborhood and to tweak their proposals according, as has thankfully been the case for Giles Stone's original proposal and for Mike Hendricksen's modified proposal. However, this is still backwards. Why can't the City require developers to consult with residents BEFORE submitting proposals? Why can't residents and developers be on the same team for the betterment of the Friendly City? We could be, but it will take innovative thinking and some new ordinances.

Respectfully yours,
Dave Pruett
28 Edgelawn Drive





CITY OF HARRISONBURG COMMUNITY DEVELOPMENT

409 SOUTH MAIN STREET, HARRISONBURG, VA 22801

OFFICE (540) 432-7700 • FAX (540) 432-7777

June 1, 2026

**TO THE MEMBERS OF CITY COUNCIL
CITY OF HARRISONBURG, VIRGINIA**

SUBJECT: *Consider a request from Marilyn S. Pendlebury to rezone 1340 South Main Street*

Consider a request from Marilyn S. Pendlebury for a special use permit at 1340 South Main Street (to allow multifamily buildings with more than 12 units)

Consider a request from Marilyn S. Pendlebury for a special use permit at 1340 South Main Street (to allow retail, offices, restaurants, etc.)

**EXTRACT FROM THE DRAFT MINUTES OF HARRISONBURG PLANNING
COMMISSION MEETING HELD ON: May 13, 2026**

Chair Baugh read the request and asked staff to review.

Ms. Rupkey said the applicant is requesting a proffer amendment and two special use permits (SUPs) for a +/- 1.23-acre property addressed as 1340 South Main Street and identified as tax map parcel 18-R-22. The property is zoned R-5C, High-Density Residential District Conditional. Regarding the requested SUPs, the first is per Section 10-3-55.4 (1) to allow multiple-family dwellings of more than twelve (12) units per building. The second is per Section 10-3-55.4 (4) to allow retail stores, convenience shops, personal service establishments, restaurants (excluding those with drive-through facilities), medical clinics, and business and professional offices.

History

In August 2017, City Council approved four requests from Marusstodd Properties, LLC, for the subject site, which at the time consisted of five parcels. The four requests included:

- An amendment to the Comprehensive Plan's Land Use Guide map from Professional and Low Density Residential to Mixed Use;
- A rezoning from R-1, Single-Family Residential and R-3, Medium-Density Residential to R-5C, High-Density Residential District Conditional;
- An SUP pursuant to Section 10-3-55.4(1) to allow multi-family dwellings with more than twelve (12) units per building; and

- An SUP pursuant to Section 10-3-55.4(4) to allow retail stores, convenience shops, personal service establishments, business and professional offices, and restaurants (excluding drive-through facilities).

In November 2018, City Council approved a preliminary plat that vacated internal property lines reducing the number of lots from five to two and approved the following Subdivision Ordinance variances:

- To not dedicate the standard public street right-of-way for Edgelawn Drive (Sections 10-2-41(a) and 10-2-66);
- To not dedicate the full 25 feet of public street right-of-way along the Edgelawn Drive frontage (Section 10-2-45); and
- To not construct or provide surety for frontage improvements along Edgelawn Drive and East Weaver Avenue at the time of subdivision (Sections 10-2-62 and 10-2-67).

The above noted Subdivision Ordinance variances were approved with the following condition:

- When frontage improvements along Edgelawn Drive are required as part of development or redevelopment of any property associated with the preliminary plat, the developer shall be responsible for constructing frontage improvements along Edgelawn Drive for all properties associated with the request. The frontage along Edgelawn Drive is shown as 210.63 linear feet on the approved preliminary plat.

In August 2019, the applicant recorded the final subdivision plat that vacated the internal property lines and created the subject site (1340 South Main Street), tax map parcel 18-R-22-A (1341 Edgelawn Drive) and dedicated 527 square feet of public street right-of-way along Edgelawn Drive.

The SUPs approved in 2017 have since expired because the uses were not established nor diligently pursued within the timeframe required by the Zoning Ordinance Section 10-3-130(c). Without a proffer amendment, the 2017 proffers would continue to require both residential and non-residential uses. Since the applicant still proposes commercial uses, a new SUP is required.

Proffers

The applicant has offered the following proffers (written verbatim):

1. Any building constructed on site (excluding accessory buildings) shall contain residential and non-residential uses. Commercial uses shall only be permitted on the first floor and shall not exceed 5,000 square feet throughout all buildings. Residential units may be located on the first floor.
2. The total number of dwelling units on the property shall not exceed twenty-six (26) units. One-bedroom and two-bedroom units shall be permitted with no more than six (6) of the units being two-bedroom units.
3. No parking lot (including travel lanes and drive aisles) shall be located between any buildings and the following streets: South Main Street and East Weaver Avenue.
4. No vehicular access shall be permitted from the site to Edgelawn Drive.

5. A 6-foot tall opaque fence shall be installed and maintained along the frontage of Edgelawn Drive.
6. A 6-foot tall opaque fence shall be installed and maintained along the property lines adjoining tax map parcel #18-R-20, 18-R-21, & 18-R-22-A.
7. No structure, excluding a dumpster containment, shall be constructed within 150 ft. of the shared property line with Edgelawn Dr.
8. A minimum of six (6) small/ornamental deciduous or evergreen trees shall be planted along the street frontage of Edgelawn Drive. Tree locations along the street frontage are at the discretion of the property owner/developer.
9. At the time of construction the applicant shall reconstruct the curb ramp at the northeast corner of the intersection of South Main Street and East Weaver Avenue to meet the Public Right-of-Way Accessibility Guidelines standards.

The conceptual site layout is not proffered.

Proffers 3, 4 (formerly Proffer 5), and 7 (formerly proffer 8) remain unchanged from the existing regulating proffers. A copy of the 2017-approved existing proffers have been included by the applicant in their supporting documents.

Proffer 1 has been amended to identify a maximum of 5,000 square feet of non-residential space and to allow residential uses on all floors of the development. Proffer 2 has been amended to allow a maximum of 26 multi-family dwelling units, compared to the previously proffered maximum of 22 one-bedroom units. The updated proffer allows a mix of one- and two-bedroom units, with no more than six (6) units being two-bedroom units. If approved, and if they provide the maximum allowed six units with two bedrooms, then 10 additional bedrooms would be provided compared to the existing, approved proffers.

Proffers 5 and 6 (formerly Proffers 6 and 7 respectively) have been updated to provide clarity regarding the location of fencing along property lines and Edgelawn Drive. Proffer 8 (formerly Proffer 9) has also been updated to provide additional guidance for the required amount and type of landscaping along Edgelawn Drive. The original proffer language was unclear and could have been interpreted in a way that if there was no parking lot along Edgelawn Drive, then no trees would have been required.

Proffer 9 is a new proffer that will require the reconstruction of the sidewalk ramp at the intersection of South Main Street and East Weaver Avenue to meet Public Right-of-Way Accessibility Guidelines (PROWAG) standards. In addition, although not included as a proffer, the applicant will be required to construct sidewalks along East Weaver Avenue and Edgelawn Drive as part of site development. While a Subdivision Ordinance variance granted in 2018 allowed the deferral of sidewalk construction along Edgelawn Drive at the time of subdivision, that approval included a condition that requires frontage improvements to be constructed during development or redevelopment of the property. If the applicant does not want to construct the sidewalk, a new variance to the Subdivision Ordinance is required.

The applicant has removed old Proffer 4, which allowed for an entrance on South Main Street. Since the 2017 approval, the City has updated its access management standards. The previously proposed right-in/right-out entrance does not meet current requirements, which requires a

minimum spacing of 250 feet between access points on minor arterial streets. Since the distance between East Weaver Avenue and Edgelawn Drive along South Main Street is less than 450 feet, there is no appropriate location for a new access point. As a result, the applicant has removed this proffer.

Land Use

The Comprehensive Plan designates this site as Mixed Use and states:

The Mixed Use category includes both existing and proposed areas for mixed use. Mixed Use areas shown on the Land Use Guide map are intended to combine residential and non-residential uses in neighborhoods, where the different uses are finely mixed instead of separated. Mixed Use can take the form of a single building, a single parcel, a city block, or entire neighborhoods. Quality architectural design features and strategic placement of green spaces for large scale developments will ensure development compatibility of a mixed use neighborhood with the surrounding area. These areas are prime candidates for “live-work” and traditional neighborhood developments (TND). Live-work developments combine residential and commercial uses allowing people to both live and work in the same area. The scale and massing of buildings is an important consideration when developing in Mixed Use areas. Commercial uses would be expected to have an intensity equivalent to a Floor Area Ratio of at least 0.4, although the City does not measure commercial intensity in that way. Downtown is an existing area that exhibits and is planned to continue to contain a mix of land uses.

The downtown Mixed Use area often has no maximum residential density, however, development should take into consideration the services and resources that are available (such as off-street parking) and plan accordingly. Residential density in Mixed Use areas outside of downtown should be around 24 dwelling units per acre, and all types of residential units are permitted: single-family detached, single-family attached (duplexes and townhomes), and multi-family buildings. Large scale developments, which include multi-family buildings are encouraged to include single-family detached and/or attached dwellings.

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Staff believes that the proposed uses, with the submitted proffers, generally conform with the Mixed Use area designation.

Transportation and Traffic

The Determination of Need for a Traffic Impact Analysis (TIA) form (“TIA determination form”) for the proposed rezoning is attached. The TIA determination form indicated that the project would not generate 100 or more new peak hour trips, which is the threshold for staff to require a TIA. Therefore, a TIA was not required for the rezoning request.

The applicant has proposed the following two traffic-related conditions in relation to their SUP to allow retail stores, convenience shops, personal service establishments, business and professional offices, and restaurants. Staff supports the submitted two conditions with the additional text underlined below:

1. All traffic generating uses on the site, including uses not associated with the special use permit, shall be limited to a combined total of 100 vehicle trips in either the AM or PM peak hour as calculated using the latest edition of the Institute of Transportation Engineer's Trip Generation Manual unless the property owner first, at their cost: (1) completes a Traffic Impact Analysis accepted by the City Department of Public Works and (2) implements all identified mitigation measures or improvements. The City Department of Public Works may, in its sole discretion, waive, in whole or in part, completion of a Traffic Impact Analysis or any identified mitigation measures or improvements.
2. No drive-throughs will be permitted.

The additional text within condition #1 clarifies that all uses on the site will be included in the calculation of traffic generation, not just uses associated with the SUP. Staff appreciates the submission of condition #2 as it would prohibit any use from having a drive-through as current regulations only prohibit restaurants from having a drive-through.

Public Water and Sanitary Sewer

While staff does not anticipate issues regarding water or sanitary sewer service availability for the proposed development, the applicant has been advised that they will be responsible to complete a study of the water and sanitary sewer capacity as part of the engineered comprehensive site plan process. Any public system improvements required to meet the increased demands resulting from the project will be the responsibility of the developer.

Housing

The City's Comprehensive Housing Assessment and Market Study (Housing Study) places the subject site within Market Type B, which has "neighborhoods [that] are characterized by high income earning households, large volumes of housing sales and lower population growth." The Housing Study further notes that houses in these markets are quick to sell and that "[p]riorities and policies that are appropriate to Market Type B areas include the preservation of existing affordable housing while at the same time working to increase access to amenities."

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Based on the Weldon Cooper Center report's calculation, this development's proposed 26 residential units are estimated to generate nine K-12 students at full build-out. According to the

School Board's current attendance boundaries, Keister Elementary School, Thomas Harrison Middle School, and Harrisonburg High School would serve the students residing in this development.

Conclusion

Staff believes that the amendments to the proffers do not change the intent of the of the 2017 rezoning and does not increase the intensity of the use of the site. Staff recommends approval of the rezoning and the two SUPs with the following conditions for the SUP to allow retail stores, convenience shops, personal service establishments, business and professional offices, and restaurants:

1. All traffic generating uses on the site, including uses not associated with the special use permit, shall be limited to a combined total of 100 vehicle trips in either the AM or PM peak hour as calculated using the latest edition of the Institute of Transportation Engineer's Trip Generation Manual unless the property owner first, at their cost: (1) completes a Traffic Impact Analysis accepted by the City Department of Public Works and (2) implements all identified mitigation measures or improvements. The City Department of Public Works may, in its sole discretion, waive, in whole or in part, completion of a Traffic Impact Analysis or any identified mitigation measures or improvements.
2. No drive-throughs will be permitted.

Ms. Rupkey asked if there were any questions for staff.

Commissioner Seitz said I noted that the site plan that was submitted as an example is not a proffered site plan, I get that. And I noticed that the date of it was about a year ago, 2025. I know we can ask the applicant this, do they have the capacity to make the building bigger or what is going to happen to this area where we are not going to have access to South Main Street?

Ms. Rupkey said that would be a question for the applicant, but they are not proffering the exact location of that building.

Commissioner Seitz said that was the other question...but it does say the building does need to be against [South] Main Street and against Weaver [Street] on the corner.

Ms. Rupkey said correct, but they could theoretically change the shape.

Commissioner Seitz said whatever the footprint it is pushed west and pushed south.

Chair Baugh asked if there were any more questions for staff. Hearing none, he invited the applicant or applicant's representative to speak to their request.

Mike Hendricksen, the applicant's representative and contract purchaser, came forward to speak to the request. He said for the last many years we have watched this site sit; as we all have. This, I would say, is an infill site. There are some other terms used to describe some other things earlier and I think this is an infill site and a perfect candidate for this type of mixed use development. I am one of the contractor purchasers by the way and I have a partner on this and when we sit down and talk through: hey let's look at the previous plan, what we like about it, and what we might not

like about it, and what do we think should be adjusted. Ten thousand square feet of commercial space on the previous plan there is a lot of commercial space for this site. It would generate a lot more traffic to this site than what we have proposed now at 5,000 square feet. On the residential side, I think it was 22 one-bedroom units, and if I am not mistaken, I think there was some shorter-term type of idea with renting those. These would be longer term units. Twenty-six apartments. Twenty of them, potentially, one-bedroom up to six two-bedroom units, and I think we would be maxed out at that six two-bedroom units so we would have to have a minimum of 20 one-bedroom units the way that we have presented it. In terms of overall ideas with mixed use buildings, we do believe that these help the social interactions that I think we are all wanting to continue to see in sites like this where you have a mix of uses. You have some potentially service type things. You have some residential. You have some impromptu and then planned interactions between the two, these different groups of people that are in our community. So, while this is not a large site like some previous ones that have been discussed, we think that there can be some types of interactions between residents, professionals, people needing services, all of that type of thing on this site. One thing I will just go back to right quick that was mentioned about the placement of the building, we want the building up along South Main [Street]. We do not want to put that back and put a bunch of parking right there. We would like to see the parking behind the building, as we have it drawn there. That date may have been last year but there have been significant updates on this plan since our initial work on this last year. Where we are, we would love to see this new iteration of the mixed-use plan that we have put forward move forward to the stage. Like I have said, we have watched this site sit for a very long time as everyone has kind of wondering, there was something that was approved at one time and nothing happened. We would like to see something be approved and happen here and corresponds with our Comprehensive Plan as well. I will be glad to answer any questions you have.

Commissioner Seitz said what makes this viable now? How come the previous approvals and stuff did not move ahead? What has changed to make this viable now that did not come together previously?

Mr. Hendricksen said I think the main thing from the previous plan, everyone on Commission knew the late [Mr. Giles] Stone and so I think at that stage where he was in his career and life, this was a pretty big project. This is a pretty big step forward. At that point in time, I am just not sure he wanted to take the risks. At this point, we see that it is here. It is in a corridor that is growing and will continue to grow especially with the announcements and things that have been mentioned about JMU's growth. Some of that additional staffing potentially that was discussed with that growth, maybe they can find a home here as well as some services.

Vice Chair Porter said have you had much discussion with the neighborhood? The folks that live on Weaver [Street] and some of the residential that is close to the site.

Mr. Hendricksen said we have not.

Chair Baugh said this is a neighborhood that has historically gotten quite engaged. I know some folks that are here and suspect that they are attached to some other people who are watching this pretty intently.

Chair Baugh asked if there were any more questions for the applicant's representative. Hearing none, he opened the public hearing and asked if there was anyone in the room or on the phone wishing to speak to the request.

Suzanne Fiederlein, a resident at 28 Edgelawn Drive, came forward to speak to the request. She said I were involved in the discussions back in 2017 as well. We have lived there 30 years and several of our neighbors have lived there even longer. Having read all of the documents related to this, I really appreciate the owner's attempt to be very honest and true to the agreements that were reached in 2017, adhering to the proffers that were presented then. What I would like to draw attention to is that there are other things that have changed around it since 2017. In particular, the traffic situation and what has happened elsewhere in the neighborhood. We have had major problems in the neighborhood with the apartments across [South] Main Street from us. This is right down from Port Republic Road and South Main Street, it is a horrible intersection. We cannot get in and out of our neighborhood easily at Edgelawn Drive or Weaver Avenue or Monument Avenue and that is only going to get worse when Kids Castle opens. There are times when I am trying to turn into my neighborhood going south toward South Main Street, I cannot get in at Edgelawn Drive, Weaver Avenue and Monument Avenue because it is all backed up. This one entrance now, no entrance off of Main Street, it is only going to be off of Weaver Avenue, and it is going to add a whole lot more traffic in and out of Weaver Avenue. With the fraternities having moved in at 17 and 21 Weaver Avenue there are excessive cars parked on the streets. The one good thing about having the open field is that the students have been parking in the old parking lot there and getting off the street. Students from across the street park there and on the street. We are only going to have more traffic in and out of Weaver Street as a result of this. It is a problem again of something much larger than this development itself. It would be really nice to use this land for a good residential purpose in our neighborhood. My concern is with the larger traffic problem in the area. The fact that we cannot get in and out of our neighborhood and coming from Port Republic Road which is horribly backed up as well and now you cannot turn left in various places at certain times into our neighborhood. We are really trapped in our neighborhood. Having more traffic and it will not just be coming from South Main Street they will be turning onto Crawford Avenue and coming down through South Main and Weaver Avenue. We have a wicked curve and wicked hill there. People walk in the street with their dogs and their kids. It is just a major problem. Since 2017, that aspect has become a lot worse. That is the main concern I want to draw your attention to about this. Not the development, per se, but the fact that it is really in a place that is going to have major traffic problems. Thank you.

Randy Hoffman, a resident at 25 Edgelawn Drive, came forward to speak to the request. He said my wife and I live at 25 Edgelawn Drive which is the one property on this block that is an owner residential property. There is the other residential spot behind our house that is the rental home right now. We clearly have a highly invested interest in this. It was interesting to me this evening hearing many of the presenters talk about approaching neighborhood before pitching their plans. I certainly wish that would have occurred and I wish I had a better understanding. As an example, the drawings that I saw showed an entry and an exit off South Main Street and unless I have misunderstood, I understand that is no longer going to be in the plan. There will be an entry and exit only off of Weaver Avenue. That is not what was shown on the information that we were sent. I think that this plan in general is probably the best of many bad alternatives for somebody who is living on the property. I will support your decision to approve it. I do think that there are

still some concerns that I want to voice. When we acquired this property in 2004 from Pete Shank, who I think deserves to be better recognized as a community leader than he seems to have gotten. I know he was never really involved in government, but he was a great guy for the community. We bought the house from him. It was really apparent when we bought this house that we were acquiring property very close to commercial. We are in essence half a block from one of the busiest intersections in Harrisonburg, either way. We are about half a block off of Port Republic Road. We are half a block off of South Main Street. At the time that we acquired this property, there were all commercial properties on South Main Street. All of those commercial properties were professional businesses, and it was our understanding that was the zoning. I realize things change over time, and I do not think zoning can be carved in stone, but as a homeowner in this situation, I find it disconcerting that after buying property and looking into the zoning that surrounded me that it somehow got pulled out from under my feet. It is now not just for business professionals, but it is also for high density residential. Again, I am not opposed to this particular plan. I think it probably is one of the best alternatives that we can expect in the neighborhood. I have concerns that with the traffic as it is laying out and especially hearing that people cannot enter or exit directly from South Main Street, you are going to put a lot of people going out onto Weaver Avenue and many of them are likely to try and circumvent what is going to be a backup to South Main Street by cutting through Edgelawn Drive. I am not sure how familiar you are with Edgelawn Drive but while Edgelawn Drive, as it leaves South Main Street and goes back to where it turns, is two lanes. Once it turns and heads towards Weaver Avenue it is about 11 feet wide and two cars cannot pass. Right now, if somebody is coming out of Edgelawn Drive and I am going in off Weaver Avenue one of us has to stop and go well hey neighbor I will get out of your way I will back up. It has not been an issue but somehow I am very worried about this since the entrance and exit off of South Main Street has been eliminated. I do not know that this was actually in a proffer but I think this may have been something that may have been a discussion with Giles Stone, who I know very well. By the way I do not think Giles was ready to give up on business ideas at the time he took this project on. I think it is probably likely that what he found was he did not have investors interested in 10,000 square feet of retail space. I think that is probably a little bit too much for the area myself. He had indicated however that the businesses that would go in there would not be around the clock and go until late at night. I am a little concerned that I do not see anything to that effect. I am not sure that I ever did in proffers, but I am concerned that those businesses that can go in there may be 24 hour and there is nothing that prevents the current or future owners from going ahead with that type of business. There are a couple of other things that I am sure that you can ask for in a proffer. Being the one residence there I would feel a whole lot more comfortable if the fence that separated this development from our property were taller than six foot. I would appreciate not having the people on the second floor of 22 apartments looking down into my backyard. I do not know what the height limits are. I think it would probably require a special use to go more than six feet. It seems like that would indicated in this case. I do not feel like I should have to pay for a 12-foot fence. I am also concerned that the current drawings reverted the dumpster location back to the corner right next to our home and not up against Weaver Avenue like it had been represented in the last set of drawings that Giles had submitted.

Tom Templeton, a resident of 131 East Weaver Avenue, came forward to speak to the request. He said we have been at our residence since August of 1992. We have been loyal members of that neighborhood. We have had a lot of good times in that neighborhood and we miss the people that

are no longer there. Each day I get up early in the morning and see a lot of traffic. If the City wants to make a lot of money they need to put a police officer up at the end of Weaver Avenue right where it meets Crawford Avenue. That is a dangerous intersection. I stand there in my yard and I watch. As far as this apartment building, I think it is hard on the integrity of the neighborhood. I do not know that it is necessary. If you go down to the bottom of Weaver Avenue where they want to build this thing there are two rentals on the south side of Weaver Avenue that Suzanne mentioned and those kids park in different directions all the time. It is a bottleneck right there. I leave for work anywhere from six o'clock to seven o'clock in the morning and a lot of times it is hard to get out onto Weaver Avenue especially coming back in the evenings. If you come up Port Republic Road and your blinking lights are running where you cannot turn left onto Crawford Avenue. You cannot turn left into the little alley of Hillcrest Drive so you have to come down to Route 11, turn left into Edgelawn Drive or turn left onto Weaver Avenue it is tough. It is a dangerous situation. I appreciate what you guys do here. My dad back in the 70s and 80s where I grew up in Western Pennsylvania he was President of Town Council and County Commissioner and he would appreciate what you girls and guys do here this evening and we appreciate what you do also.

Dave Pruett, a resident of 28 Edgelawn Drive, came forward to speak to the request. He said we are very concerned about several things. We have been in our house going on 31 years. We love the Purcell Park neighborhood. It is vibrant. The neighbors are great. We constantly feel under threat. JMU is buying us out through piecemeal. Frats have moved across South Main Street from us and we get parties three nights a week. It is supposed to end at 10 o'clock and it can go to 1 or so sometimes. It seems to me that one of your jobs is to at minimum preserve the integrity of neighborhoods. With that said, I recognize something has to be done with that property. Like Randy, I do not quite feel like it is the least bad alternatives I think there are a couple of alternatives. You may not remember but the very first proposal for that property was townhomes. I think even better than townhomes would be duplexes and triplexes. I am not a developer and I realize that the horse is out of the barn. I always find that the devil is in the details. Everything looks good on paper but how it is processed it can turn out very good or very bad. I am thankful that Giles worked with us before he passed away. That developer seems to be taking some of the concerns of the neighborhood into consideration which it would have certainly been nice if they had talked to us directly, which has not happened. My wife mentioned the traffic issue and it is not manufactured, it is a real problem. There are times when we absolutely cannot get out of our neighborhood and it is only going to get worse. As much as we love having the new kids' playground at Purcell Park that is going to attract a lot of traffic. I guess you know your business better than I do. Try not to do anything that is going to damage this wonderful neighborhood. It is hard to keep the integrity, it is real easy to break it.

Chair Baugh closed the public hearing and opened the matter for discussion.

Commissioner Jezior said I am not sure who this question is for but why was the entrance and exit onto South Main Street taken away?

Ms. Rupkey said it is still shown on the concept plan, the Engineer did not remove it from the concept plan but it is physically no longer allowed due to our access management standards. We

would not allow them to build that entrance based on what we allow for distances between entrances.

Commissioner Jezior said so it is too close to it?

Ms. Rupkey said yes it needs to be 250 feet away and to move it 250 feet away from Edgelawn Drive puts it too close to East Weaver Avenue. Moving it 200 feet from East Weaver Avenue is too close to Edgelawn Drive.

Vice Chair Porter said I have a question related to Edgelawn Drive because I lived on Bluestone Street for a period of time and I know that is a strange little road there that is effectively a one lane alley. I guess I am looking at City staff here, how do we view that road? Is it just a navigable normal City maintained road?

Ms. Rupkey said it is a public street. It is substandard and does not meet the requirements for width, curb and gutter, and sidewalks. It does not have any of that but it is a public street.

Vice Chair Porter said I am not sure that it would make the neighbors any happier to close it but I will tell you this would be a concern to me. I have taken that road a few times and I have been in that same situation the gentleman had brought up where someone is coming around the other way, and I have to back up and allow them to go past. I would think that putting 22 apartments and some commercial property next to this will definitely exacerbate the situation. I would be concerned about that condition regardless of where this goes.

Commissioner Kettler said I would wonder why someone would be going down Edgelawn Drive.

Commissioner Seitz said traffic just backs up and blocks Weaver Avenue and Edgelawn Drive. Then the minute that happens people that are in the neighborhood are taking whatever route they can to try to get to a point of access to these streets. I lived at 1210 South Main Street before it got torn down and turned into a parking lot. I understand the traffic situation in this neighborhood.

Commissioner Kettler said I look at the placement for this within the larger context and it is clearly an area that is increasing slowly in intensity but it is definitely car-centric now and so threading that needle of trying to improve it and increase housing and to do that in the context of what is actually economically possible conflicts with my general preference towards less parking and fewer trips. I think overall it is a good plan. I also think with Edgelawn Drive it just shows some of the limitations of not being a true alley or a full street.

Commissioner Seitz said I am constantly amazed how often individual developments bump up against systemic problems that are beyond the purview of the particular developer. I think that as the City that is where we need to step in and identify solutions that serve the needs of the residents and addresses the concerns of the folks that live in that neighborhood but also set the table for needed development. I am just saying that time and time again I hear legitimate concerns about the impact of projects and struggle to balance the legitimacy of the project

candidly. Outside of the context of this particular neighborhood and the traffic problems and stuff like that I think it is a good project. How do you reconcile that with bigger neighborhood wide issues? Going through the 2018 Comp Plan and there was a call in there for development of neighborhood area plans which are great. One got done for the Northeast Neighborhood and it was fantastic, much needed for the Northeast Neighborhood. To my knowledge that is the only one that got done. This is the perfect example of where you need a small neighborhood plan so that developers have guidance when they look at properties.

Vice Chair Porter said I think that is a very salient point. As someone who did live in this neighborhood for a period of time, I would agree with that. I think the City is failing this community a little bit by what is being allowed to happen on Weaver Avenue. There should be some enforcement related to these students that are parking in multiple different directions. I have seen that. As someone that used to live on Bluestone Street, I know what the party culture is like on that particular block and the kinds of conditions that you have coming through your neighborhood in the middle of the evening particularly on a Friday or Saturday night. This will probably exacerbate that. I do understand your concerns in that area, and I would have the same concerns. There are a lot of issues with entry and egress into this neighborhood. Going all the way up to Monument Avenue and then getting onto Port Republic Road that is an issue as well. The fact is if you have students that are jamming up that area and a lot of these fraternity houses are overpopulated and need to be addressed from a code enforcement perspective. This has been something I have been crusading on for a little while and I do think that this is a factor in this particular issue is that you do have the student population that is parking multiple different directions, parking in areas that are probably not permissible, and the fact that they are also illegally parking on this site. Which if I owned this property I would be concerned about it. Even though it probably gives you guys some relief the reality is that should not be happening. I feel like at some point the City, it is incumbent on them to look at the situation and whether that is code enforcement or police action to address it. I also know there is a lot speeding in that neighborhood as well. Those concerns are all really valid. I am not sure how germane it is to this actual development other than the fact that this development would certainly make it worse.

Commissioner Alsindi said I kind of disagree with you Commissioner Porter in a positive sense. I know this sounds more subjective but this is just my view, that having the area here generally with nothing and having just houses here I think it increases the possibility of people having those fraternity houses over there. The boredom and nothing to do of students probably is another factor that increases this kind of pattern. While I consider what I heard from people in the neighborhood, looking at it from a strategic and more futuristic perspective, having such kind of apartments there I think affects the behavior of civility and the practice of people how they live including students. The fact that there is nothing there I notice there is more calmness as a living neighborhood. There are also students here who are bothering people but generally speaking I think this pattern of development there I would assume they would behave in a different way when you have stores and businesses over there that are more developed. You can go to a restaurant and sit down rather than hanging in dark streets over there doing nothing and bothering people. I am just looking at it from that point of view that strategically having such developments would change the overall pattern of people living in urbanized neighborhoods.

Vice Chair Porter said as a former fraternity member in my youth I can tell you right now I have zero faith in our ability to be able to adjust our behavior based upon what is around us. I do think that neighborhood has been suffering from that issue for a while. There is commerce down the street and there are other things in the neighborhood and it does not change how those students behave in those areas. I think the only thing that would change that behavior is proper enforcement and making sure the right number of students are living in those homes and if they are parking in the wrong direction that they are being ticketed. If they are parking in areas that are not appropriate that they are being ticketed. Eventually they will get tired of paying those fines or having to call mom and dad to pay those fines. I think the bigger issue here is the fact that, I think it is probably where we are going to be headed here pretty quickly, is that this is not a bad development at all and I hope that there is a way that this can be discussed with the neighbors to try to be able to address some of these concerns before it comes to Council. I see this type of development as being in the right place and I do understand the concerns of the neighborhood certainly and I am arguing both sides of the issue here. I do see this as the type of place that we are looking for density and more units in our community, that if I was going to walk or bike to JMU I would be more likely to do it from this location than the place we just had a large issue about. I also think if it is managed properly and managed well it could actually be an asset to that neighborhood. Again, I think a lot of these concerns about dumpster placement and fence height are legitimate concerns that need to be worked on but at the end of the day we are not going to be able to make a lot of determination based on those details. I think what it comes down to is this a permissible use of this area and does it serve the public interest. I am of the belief that it does. I think a commercial space is something that would add something depending on what type of commercial space it is in that community. I think it is more are we doing a good enough job of managing this neighborhood and supporting the residents of this neighborhood to make this viable and so it is not a nuisance for the neighbors? I think that is my take on it.

Commissioner Kettler said in terms of getting to JMU from this general area, I went on the site visit but I did not go to JMU from there. I am not as familiar with this neighborhood. In order to do that they would basically have to go east and then north and go across Port Republic Road or they have to go right up South Main Street. Is that right?

Chair Baugh said pretty much. The foot traffic there as a point of reference, talking about things have changed, there was a time when the apartments on South Avenue was primarily student housing. Which is actually a little further away. There was time when there was even more foot traffic sort of from that area. That is right, that traffic funnels onto South Main Street for the most part. I think one of the concerns of the neighborhood over the years has been various little things that might pull people wander through the neighborhood but that is not really what this is I do not think. Really what has been the idea...there has been a lot of history with this neighborhood. I could vouch for some of the comments that were made. This has always been a neighborhood that has been concerned about what is going on around them and there have been some spots that if you actually know properties that have been purchased in the hope that one day the climate would change and that maybe to knock a house down and go to more intense development. That has never really happened. To be brutally frank the development now where the Starbucks is right off of the interchange that got approved by Council over the vehement objection of the neighborhood when it happened. I mean the neighborhood did not even like that going in there. Then the concern to a modestly lesser extent of those sort of

commercial, and I get it they were kind of quasi-professional office building spaces, that get you all the way up to the Port Republic Road corridor. Of course, it used to be a bank on the corner and now I guess it is a law firm in there. That has kind of been the history of that. I think maybe [unintelligible] recognition that well for the part that is on US Route 11 probably makes a little sense for that to have a little commercial or dense orientation. We are not too crazy about that. We are certainly not interested in seeing more.

Councilmember Dent said come to think of it, that former bank that is now law offices, there was a proposal there to put one of those drive- through coffee places.

Chair Baugh said yeah we shot that down.

Councilmember Dent said we shot it down because that would have been massively disruptive.

Chair Baugh said which is now down South Main Street on the other side and it is a much better location for it.

Councilmember Dent said clearly disruptive to the neighborhood. There are not any proffers or any such about the kinds of commercial that would go in there. It is also sort of up against South Main Street a drive through or any such.

Commissioner Kettler said I think something else that is important that I heard is there are concerns with something like this going in and students being nearby and density being part of that. The most consistent thing that I heard was traffic. I think that is something important to keep in mind as we head into the item three away from where we are at.

Councilmember Dent said come to think of it the large parking area is that because it is a multistory...how many stories is this? Commercial on the bottom even some apartments on the bottom with so many stories of apartments, 26 units. How many stories does that make it?

Chair Baugh said three stories.

Commissioner Seitz said it is 26 units, 6 of them are two-bedroom units so that is 12 plus 20 that is 32 units. Is it a [parking] space and a half per bedroom?

Ms. Dang said it depends on the breakdown.

Councilmember Dent said I suppose there is also allowance for the parking for the commercial.

Ms. Rupkey said they would be required for the one-bedroom to do one and a half spaces and for two-bedroom, two and a half spaces.

Councilmember Dent said how about for the commercial?

Ms. Rupkey said that would depend on what the final use ends up being.

Councilmember Dent said for example, correct me if I am wrong, it is conceivable if all of it got approved that the property owner could find a tenant but it would be a particular use that there are not enough parking spaces to accommodate that use. It would not be allowed even though that commercial use would otherwise generally be allowed. You still have to meet the parking requirements.

Commissioner Seitz said it just seems like if there was ever a case for parking reduction in parking requirements, this site is it.

Commissioner Jezior said it was 90 percent parking for the amount of bedrooms. They were not doing one and a half per.

Mr. Russ said for four bedrooms you need three and a half. Three bedroom you also need two and a half. Three and four bedrooms need fewer parking spaces per bedroom.

Commissioner Jezior said I think in talking about the traffic as well coming out, I like that the building is situated on South Main Street for the pedestrians especially with the commercial space. Sight lines though for traffic coming out from Weaver Avenue are probably going to be a problem as people are coming out and taking a left there and people cutting through. If you have the building set all the way forward you are not going to be able to see traffic going down South Main Street as well.

Ms. Dang said that is a good point and it will be evaluated during the site plan review.

Councilmember Dent said this possible underground stormwater retention might create an effective bit of setback off of Weaver Avenue. Is that right?

Mr. Fletcher said they will not be able to prohibit sight lines they have to meet sight distance requirements.

Commissioner Kettler said I do agree with what what you are generally saying of it being oriented toward the street and not back like right up against the existing residential property.

Chair Baugh said if I recall correctly whether you like it or not that was one of the things that as this thing was negotiated with folks in the neighborhood it was one of the results from that was to get the building placed in that spot. I think the original proposal was more of that sort of tradition kind of building in the middle or maybe skewed a little towards the front parking all around it.

Commissioner Kettler said I think this is a lot better then.

Councilmember Dent said that is one thing staff consistently recommends no parking in front of the building so that it is tucked behind and you are not looking at cars going down the street. More neighborhood walkability.

Ms. Dang said I just want to acknowledge that for all the traffic concerns that have been discussed and the parking issues on the street know that when you all have these discussions right

here and from these community members at public hearings, when the minutes are drafted we send a copy or send that excerpt to the other departments, Police and Public Works to make them aware so that it is going to somebody who can evaluate it.

Councilmember Dent said that is a good point because when they say they cannot get in and out of the neighborhood I wonder if the City needs to make some kind of adjustment like a traffic light at Monument Avenue. This could be a candidate for some of the traffic calming if people are speeding down some of the streets.

Chair Baugh said I know a lot of people do not like to do it, but the most effective thing you can do, and it really only has two layers to it... if its a traffic parking issue, call the Police Department. If it is too many people in a space, these folks [Community Development]. Certainly, on that civil side I can tell you for a fact because it is a complaint driven system. If somebody comes in and talks to Community Development somebody will go out there and take a look at it. You may not like the answer and a lot of times you find things like everybody is in the same family and that is why there is 15 people there. I can tell you from real world experience, particularly on the traffic stuff and again, I do not want to be that guy calling the cops, okay. When a City Council member goes to say I am hearing from constituents about all of these problems in this area the first thing you get is they look at their data and they see how many complaints they have had. If the answer is not a whole lot, people have been toughing it out they are going to say this is the first we have heard of it or we heard one time and it went away. I have known of instances where people sort of bought into okay I guess we are going to have to be the squeaky wheel for a while and it was sort of effective. It is kind of not the fun option on trying to deal with this challenge in my neighborhood. I have definitely found situations where you know darn well because you live close to it or got through there that there are issues in the neighborhood and HPD database does not have any data that supports it so that just tells you are starting at ground zero to get their attention.

Commissioner Kettler said I was just going to say however we feel about these, do we feel comfortable about doing them as one motion?

Chair Baugh said I will throw it out, if anybody does not feel comfortable voting on these in one motion whether because they want to vote for one and not for the other. Any other reason, speak up now or forever hold your peace. Are we okay with taking it up as one motion?

Vice Chair Porter said I wanted to point out as I am sitting here looking at the changes being made to the proffers, most of the issues we have discussed are not going to be impacted by these changes. There is a by-right use currently on the property, and it is an expired special use permit for sure, but the reality is the circumstances that neighbors are most concerned about, the material changes that are going to be made by us passing this or not are not going to be necessarily addressed by this. It might stop the development for a period of time. but the reality is this is going to move forward in some fashion by-right pretty much today. I go back to the applicant and say it would be well worth your time to talk to these folks and have a sit down. I think I even heard the one gentleman say he would probably support this if some of his concerns were addressed. I think that is a worthwhile process to engage in before it goes to Council regardless of how we vote, The reality is I feel like a lot of these circumstances which are unfortunate are not going to be impacted by this decision or the other.

Chair Baugh said I was tempted to do it earlier, just to be clear, what we are actually voting on here, slightly oversimplified, is we are okay with reducing the amount of commercial. They want to tweak the fencing. They are going to enhance some of the stuff at the intersection of South Main Street and East Weaver Avenue and the entrance on South Main Street is gone due to the reasons we went into. You could in theory vote against approving the special use permit to allow them to have more units in it or to do the commercial. But now if you do, you have got a property that is zoned R-5 for high density and it is in the Land Use Guide for Mixed Use and you are sort of saying you cannot have high density or mixed use.

Commissioner Kettler said I move to approve the rezoning and two special use permit requests with conditions submitted by the applicant with additional language recommended by staff.

Councilmember Dent seconded the motion.

Chair Baugh called for a roll call vote.

Commissioner Seitz	Aye
Commissioner Jezior	Aye
Councilmember Dent	Aye
Commissioner Alsindi	Aye
Commissioner Kettler	Aye
Vice Chair Porter	Aye
Chair Baugh	Aye

The motion to recommend approval of the rezoning request and two special use permit requests passed (7-0). The recommendation will move forward to City Council on June 9, 2026.

City of Harrisonburg

Rezoning

Proffer amendment, R-5C

Special Use Permits

Section 10-3-55.4 (1)

to allow multiple-family dwellings of more than twelve (12) Units

Section 10-3-55.4 (4)

to allow retail

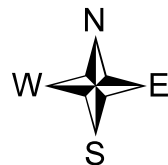
1340 South Main Street

Tax Map Parcel: 18-R-22

+/- 1.23-acres

**Medium
Density
Residential**

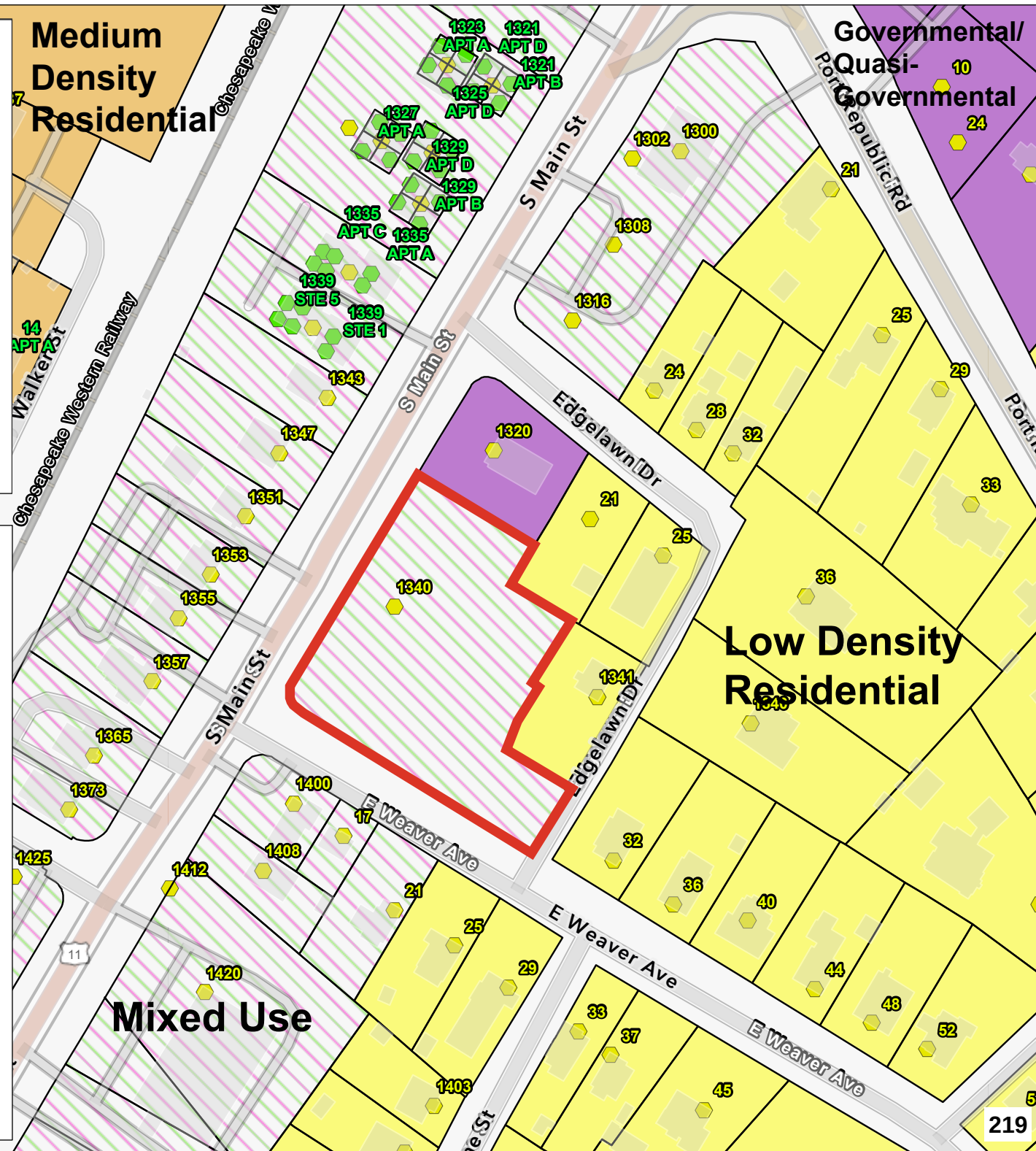
(Future) Land Use Guide



Mixed Use

**Low Density
Residential**

**Governmental/
Quasi-
Governmental**



City of Harrisonburg

Rezoning

Proffer amendment, R-5C

Special Use Permits

Section 10-3-55.4 (1)

to allow multiple-family dwellings of more than twelve (12) Units

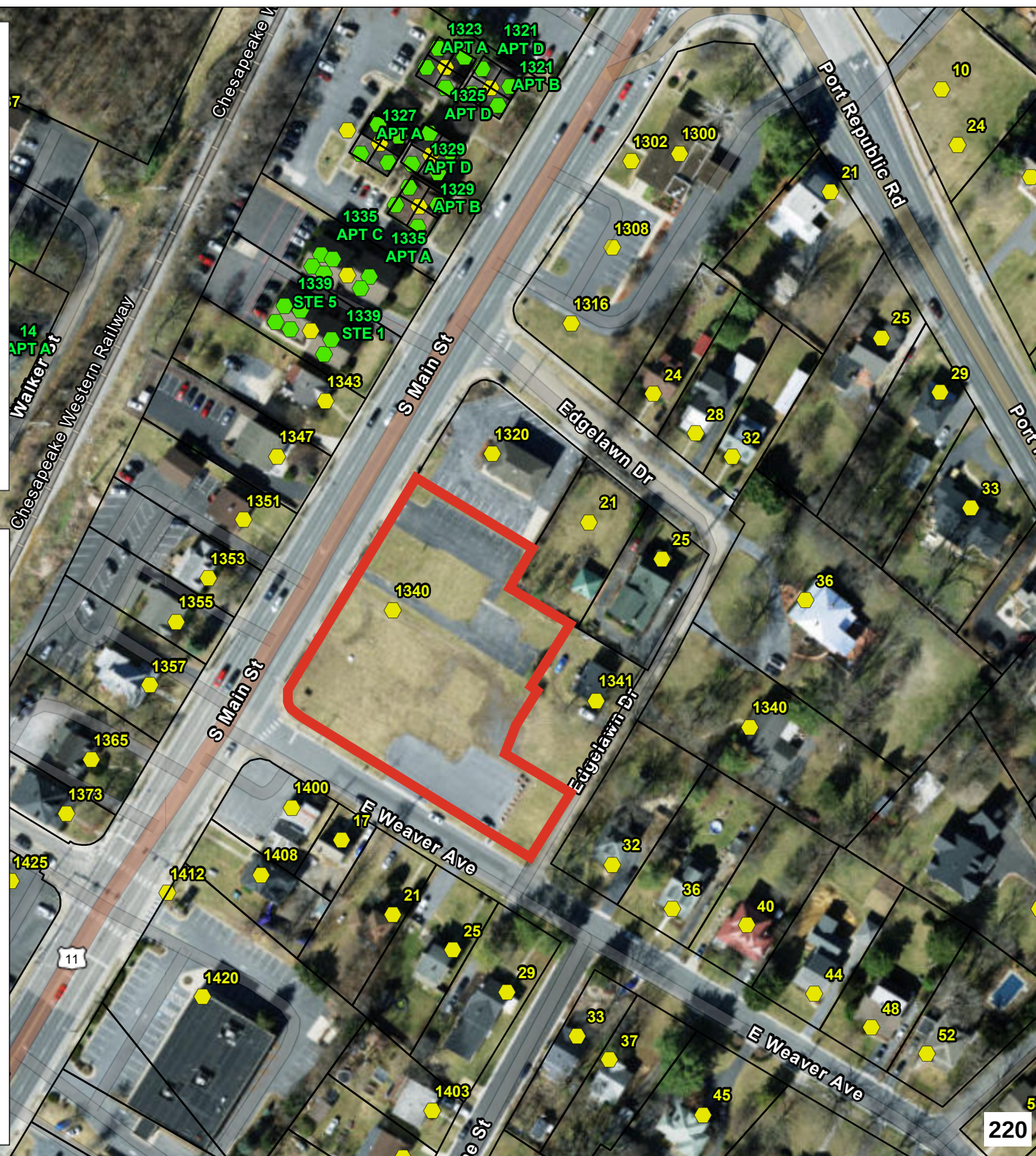
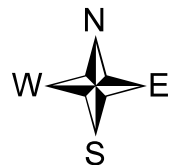
Section 10-3-55.4 (4)

to allow retail

1340 South Main Street

Tax Map Parcel: 18-R-22

+/- 1.23-acres





**CITY OF HARRISONBURG
COMMUNITY
DEVELOPMENT**

**Change of Zoning District
(Rezoning) Application**
www.harrisonburgva.gov/zoning

PROPERTY INFORMATION

1340 S. Main St., Harrisonburg, VA 22801 018 R 22 1.23 acres or sq. ft.
Property Address Tax Map Parcel/ID Total Land Area (circle)

Existing Zoning District: R5C Proposed Zoning District: R5C

Existing Comprehensive Plan Designation: Mixed Use

PROPERTY OWNER INFORMATION

Marilyn Pendlebury [Redacted]
Property Owner Name Telephone

6049 Shady Oak Ct. [Redacted]

Street Address E-Mail

Mechanicsville VA 23111

City State Zip

OWNER'S REPRESENTATIVE INFORMATION

Mike Hendricksen / Hans Harman (Contracted Purchasers) [Redacted]
Owner's Representative Telephone

222 Fairway Drive [Redacted]

Street Address E-Mail

Harrisonburg VA 22802

City State Zip

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.

May Pendlebury 3/26/2026
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.

TO BE COMPLETED BY PLANNING & ZONING DIVISION

3/30/26 Total Fees Due: \$ 455.60 Paid
Date Application and Fee Received Application Fee: \$550.00 + \$30.00 per acre

[Signature] -
Received By



**CITY OF HARRISONBURG
COMMUNITY
DEVELOPMENT**

Special Use Permit Application

www.harrisonburgva.gov/zoning

PROPERTY INFORMATION

1340 S. Main St., Harrisonburg, VA 22801 018 R 22 1.23 acres or sq.ft.
Property Address Tax Map Total Land Area (circle)

Existing Zoning Classification: R5C

Special Use being requested: Allow for a building of more than 12 residential units with some residential units on the ground level.

PROPERTY OWNER INFORMATION

Marilyn Pendlebury

Property Owner Name

6049 Shady Oak Ct.

Street Address

Mechanicsville

VA

23111

City

State

Zip

Telephone

E-Mail

OWNER'S REPRESENTATIVE INFORMATION

Mike Hendricksen / Hans Harman (Contracted Purchasers)

Owner's Representative

222 Fairway Drive

Street Address

Harrisonburg

VA

22802

City

State

Zip

Telephone

E-Mail

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Marilyn Pendlebury
PROPERTY OWNER

3/26/2026
DATE

REQUIRED ATTACHMENTS

- ☐ Site or Property Map
- ☐ Letter explaining proposed use & reasons for seeking a Special Use Permit.
- ☐ 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. This requirement is waived for the following SUPs: major family day homes, reducing required parking areas, reduction in required side yard setback, wireless telecommunication facilities, wall and fences, and short-term rentals. To prevent delays in reviewing your application, please consult with Planning staff to confirm your application does not require a TIA Determination Form or TIA Acceptance Letter.

Note: If applying for a Wireless Telecommunications Facility allowed only by SUP, then also submit a wireless telecommunications facility application.

TO BE COMPLETED BY PLANNING & ZONING DIVISION

3/30/26
Date Application and Fee Received

Total Fees Due: \$ *and 485 Paid*
Application Fee: \$425.00 + \$30.00 per acre

[Signature]
Received By



CITY OF HARRISONBURG COMMUNITY DEVELOPMENT

Special Use Permit Application

www.harrisonburgva.gov/zoning

PROPERTY INFORMATION

1340 S. Main St., Harrisonburg, VA 22801 018 R 22 1.23 acres or sq. ft.
Property Address Tax Map Total Land Area (circle)

Existing Zoning Classification: R5C

Special Use being requested: _____

Allow for retail, personal service, offices, restaurants, and convenience store.

PROPERTY OWNER INFORMATION

Marilyn Pendlebury
Property Owner Name
6049 Shady Oak Ct.
Street Address
Mechanicsville VA 23111
City State Zip
Telephone
E-Mail

OWNER'S REPRESENTATIVE INFORMATION

Mike Hendricksen / Hans Harman (Contracted Purchasers)
Owner's Representative
222 Fairway Drive
Street Address
Harrisonburg VA 22802
City State Zip
Telephone
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.

Marilyn Pendlebury
PROPERTY OWNER

3/25/2026
DATE

REQUIRED ATTACHMENTS

- ☐ Site or Property Map
- ☐ Letter explaining proposed use & reasons for seeking a Special Use Permit.
- ☐ 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. This requirement is waived for the following SUPs: major family day homes, reducing required parking areas, reduction in required side yard setback, wireless telecommunication facilities, wall and fences, and short-term rentals. To prevent delays in reviewing your application, please consult with Planning staff to confirm your application does not require a TIA Determination Form or TIA Acceptance Letter.

Note: If applying for a Wireless Telecommunications Facility allowed only by SUP, then also submit a wireless telecommunications facility application.

TO BE COMPLETED BY PLANNING & ZONING DIVISION

3/30/26 Total Fees Due: \$ 485 Paid
Date Application and Fee Received Application Fee: \$425.00 + \$30.00 per acre

[Signature]
Received By

1340 S. Main Street, Harrisonburg, VA

Site Map



Current Zoning – R5C



Comp Plan – Mixed Use

1340 S. Main St., Harrisonburg, VA

Proposed Use & Reasons for Seeking a Special Use Permit & Proffer Amendment

We are seeking to conform with the City of Harrisonburg Comprehensive Plan and have a mixed-use development on this site that consists of up to 5,000 SF of commercial space and up to 26 residential apartments.

The previously approved use on this site was for up to 10,000 SF of commercial space and 22 one-bedroom residential apartments. We believe that 10,000 SF of commercial space is an abundance of retail for a mixed use building on this site and for this location along the S. Main corridor and we are proposing to reduce this by 50% (from 'up to 10,000 SF' to 'up to 5,000 SF') while increasing the number of possible residential apartments by 18% (from 22 one-bedroom units up to a mix of a total of 26 one-bedroom and two-bedroom units).

Based on standards from the Institute of Transportation Engineers (ITE), our updated plan for up to 5,000 SF of commercial space and 26 residential apartments should generate less traffic than the previously approved plan. We do not know the exact use breakdown of the 5,000 SF of commercial space at this time, but, assuming it is retail use, based on ITE estimates we believe that by reducing the commercial space we will reduce estimated traffic to this site by approximately 220 daily trips. Adding four more residential apartment units is estimated to increase residential daily trips by 27 (ITE estimate is 6.6 daily trips for standard average low-rise apartments). Our proposed plan compared to the previously approved plan may have an estimated net result based on ITE estimates of lowering traffic to this site by approximately 193 daily trips (approximately 33% reduction). We believe this is a positive thing for this site and the surrounding community by reducing the anticipated traffic and increasing the safety of those entering and exiting S. Main St. in this area.

In meetings with City Staff, we have gained an understanding of the reasoning behind many of the aspects of the previously approved request (orienting the building closer to the street, no parking between the building and the public street, etc.) and are in agreement with the building placement and site buffers.

Research by Urban Land Institute and U.S. Environmental Protection Agency shows that mixed-use developments on infill sites such as these are generally positive for communities, offering sustainable growth, reducing sprawl, and increasing local tax bases. Sites that combine residential and commercial uses generally foster social interaction and

reduce vehicle dependency and our hope is that the occupants of this building will enjoy planned and impromptu interactions with one another on-site.-

We are seeking a Special Use Permit to:

Allow for a building of more than 12 residential units.

Allow for retail, personal service, offices, restaurants, and convenience store.

If granted the Special Use permit:

All traffic generating uses shall be limited to a combined total of 100 vehicle trips in either the AM or PM peak hour as calculated using the latest edition of the Institute of Transportation Engineer's Trip Generation Manual unless the property owner first, at their cost: (1) completes a Traffic Impact Analysis approved by the City Department of Public Works and (2) implements all identified mitigation measures or improvements. The City Department of Public Works may, in its sole discretion, waive, in whole or in part, completion of a Traffic Impact Analysis or any identified mitigation measures or improvements.

No drive-throughs will be permitted.

We are seeking to amend the previous 2017 proffers. Attached is a copy of the 2017 approved proffers as well as the proposed new proffer.

REVISED: August 8, 2017

~~March 23, 2017~~

Mrs. Thanh Dang, City Planner
City of Harrisonburg
Department of Planning and Community Development
409 South Main Street
Harrisonburg, VA 22801

Ref: Stone Suites – Rezoning R-3 & R-1 to R5 (TM: 18-R-22, 22A partial, 23 partial, 24, 24A)

Dear Mrs. Dang,

The concept Plan included with this submittal illustrates the parcels and portions of parcels for which rezoning to R-5 is being requested.

The following revised proffers are provided with the proposed rezoning:

1. Any building constructed on site shall contain residential and non-residential uses. The first floor of any building shall contain only non-residential uses.
2. The site shall contain no more than 22 one bedroom multiple-family units.
3. No parking lot (including travel lanes and drive aisles) shall be located between any buildings and the following streets: South Main Street and East Weaver Avenue.
4. Only one vehicular access point to South Main Street shall be permitted, and it shall be only for right-in/right-out traffic movements.
5. No vehicular access shall be permitted from the site to Edgelawn Drive.
6. A 6-foot opaque fence shall be installed at a minimum of 19-feet from the centerline of the existing Edgelawn Drive public street right-of-way.
7. A 6-foot opaque fence shall be installed along the northeastern property line adjoining tax map parcel # 18-R-20.
8. No structure including accessory buildings shall be constructed within 150 ft. of the shared property line with Edgelawn Dr. (excluding a dumpster containment).
9. Twice the number of required street trees shall be planted along Edgelawn Dr. than is required by the zoning ordinance.

I (we) hereby proffer that the development of the subject property on this application shall be in strict accordance with the conditions set for in this submission.

Sincerely



Giles Stone for Marusstodd Properties, LLC

1340 S. Main St., Harrisonburg, VA

Statement on Proffers

In connection with the rezoning request for the property located at 1340 South Main Street and identified as tax map parcel 18-R-22, I hereby proffer that the use and development of the subject property shall be in strict accordance with the conditions set forth in this submission.

1. Any building constructed on site (excluding accessory buildings) shall contain residential and non-residential uses. Commercial uses shall only be permitted on the first floor and shall not exceed 5,000 square feet throughout all buildings. Residential units may be located on the first floor.
2. The total number of dwelling units on the property shall not exceed twenty-six (26) units. One-bedroom and two-bedroom units shall be permitted with no more than six (6) of the units being two-bedroom units.
3. No parking lot (including travel lanes and drive aisles) shall be located between any buildings and the following streets: South Main Street and East Weaver Avenue.
4. No vehicular access shall be permitted from the site to Edgelawn Drive.
5. A 6-foot tall opaque fence shall be installed and maintained along the frontage of Edgelawn Drive.
6. A 6-foot tall opaque fence shall be installed and maintained along the property lines adjoining tax map parcel #18-R-20, 18-R-21, & 18-R-22-A.
7. No structure, excluding a dumpster containment, shall be constructed within 150 ft. of the shared property line with Edgelawn Dr.
8. A minimum of six (6) small/ornamental deciduous or evergreen trees shall be planted along the street frontage of Edgelawn Drive. Tree locations along the street frontage are at the discretion of the property owner/developer.

9. At the time of construction the applicant shall reconstruct the curb ramp at the northeast corner of the intersection of South Main Street and East Weaver Avenue to meet the Public Right-of-Way Accessibility Guidelines standards.

Marilyn Pendlebury
MARILYN PENDLEBURY, PROPERTY OWNER

2026-05-05
Date

CERTIFICATE *of* SIGNATURE

REF NUMBER

XPJYV NEGJR ZR4CC FGMS4

DOCUMENT COMPLETED BY ALL PARTIES ON

05 MAY 2026 17:20:33
UTC

SIGNER

MARILYN PENDLEBURY

EMAIL

PENDLEBURY@COMCAST.NET

TIMESTAMP

SENT

05 MAY 2026 15:44:33

VIEWED

05 MAY 2026 17:19:56

SIGNED

05 MAY 2026 17:20:33

SIGNATURE

Marilyn Pendlebury

IP ADDRESS

73.148.45.58

LOCATION

HENRICO, UNITED STATES

RECIPIENT VERIFICATION

EMAIL VERIFIED

05 MAY 2026 17:19:56



NEW POSSIBLE - PROPOSED USE AND PARKING REQUIREMENTS					
PROPOSED BUILDING	USE	QUANTITY	UNITS	RATE	SPACES REQUIRED
1	APARTMENTS	26 (20 @ 1 BED + 6 @ 2 BEDS)	1 BEDROOM 2 BEDROOM	1 1/4 UNIT 2 1/2 UNIT	45
1	COMMERCIAL	1	5,000 SF	2,000 SF	25
ARTICLE G SECTION 10-3-25 (7) SECTION 10-3-25 (15)					TOTAL SPACES REQUIRED
					70
					HANDICAP REQUIRED
					4
					TOTAL SPACES PROVIDED
					76
					HANDICAP PROVIDED
					4

TM# 018 R 21
OWNER: JCF VENTURES LLC C/O
MARILYN PENDLEBURY
ADDRESS: 6049 SHADY OAK CT
MECHANICSVILLE, VA 23111
ZONE: R-3

TM# 018 R 20
OWNER: HOFFMAN RANDY C KIMBERLY E
ADDRESS: 25 EDGELOWN DR
HARRISONBURG, VA 22801
ZONE: R-1

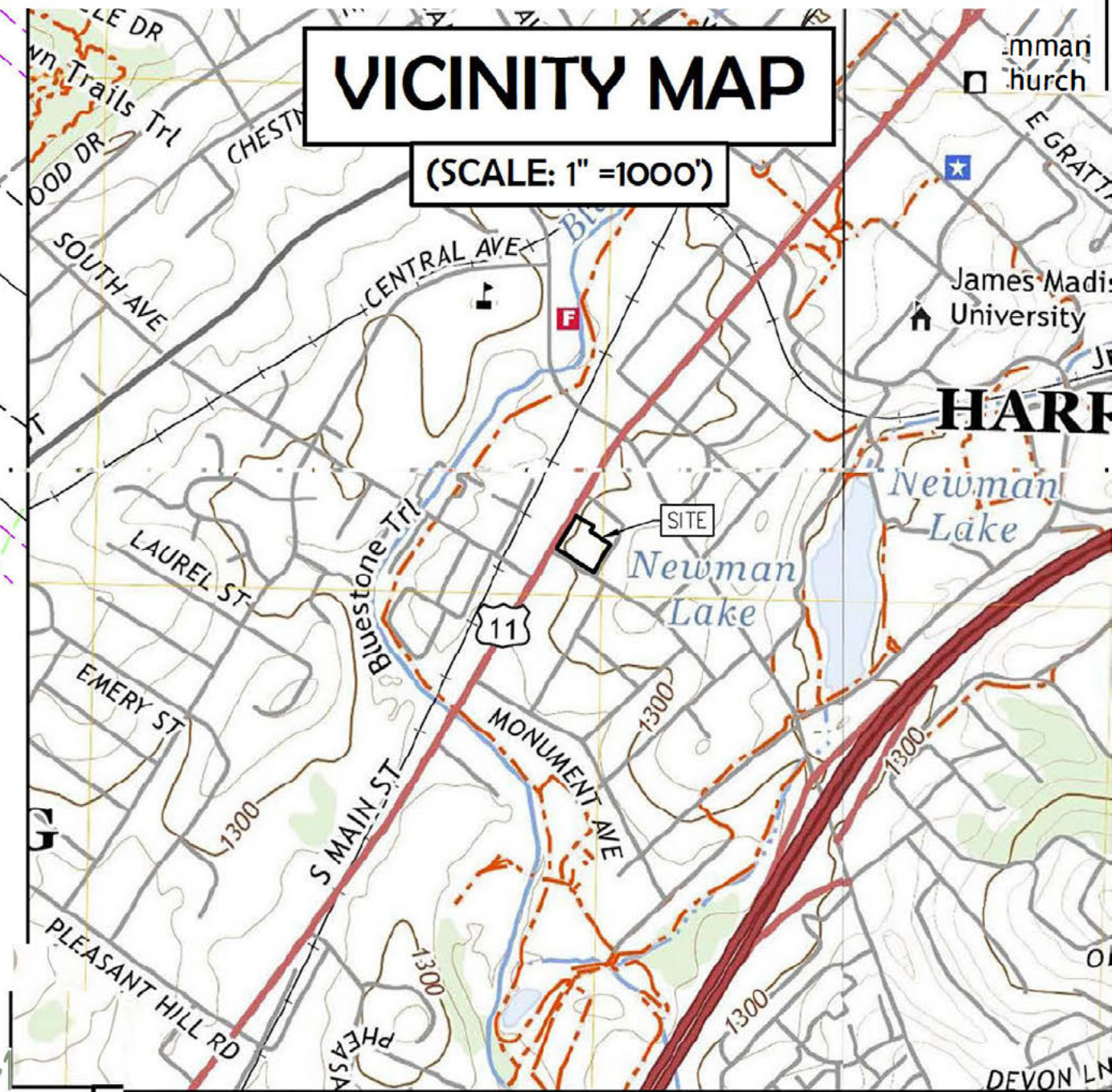
TM# 018 R 19
OWNER: HOFFMAN RANDY C KIMBERLY E
ADDRESS: 25 EDGELOWN DR
HARRISONBURG, VA 22801
ZONE: R-1

TM# 018 R 22
OWNER: MARUSSTODD PROPERTIES LLC
ADDRESS: 190 E MOSBY RD
HARRISONBURG, VA 22802
ZONE: R-5C

TM# 018 R 22-A
OWNER: MARUSSTODD PROPERTIES LLC
ADDRESS: 190 E MOSBY RD
HARRISONBURG, VA 22801
ZONE: R-1

VICINITY MAP

(SCALE: 1" = 1000')



LEGEND

- PROPOSED BUILDING
- PROPOSED SIDEWALK/DRIVEWAY
- PAVED AREA
- SITE BOUNDARY
- EX PROPERTY LINE
- PRO PROPERTY LINE
- SETBACK
- CENTERLINE
- EDGE OF PAVEMENT

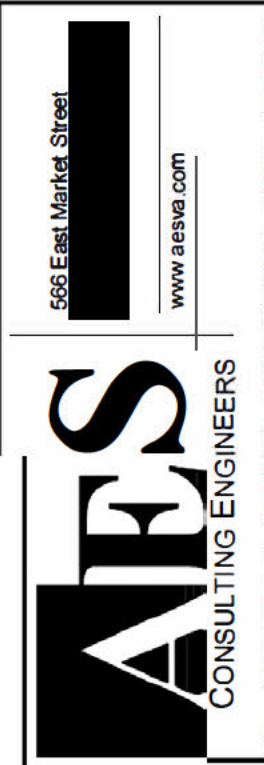
CIVIL DESIGN:
AES CONSULTING ENGINEERS
ATTN: ED BLACKWELL
568 EAST MARKET STREET
HARRISONBURG, VA 22801
540-432-9555

OWNER/DEVELOPER:
MARUSSTODD PROPERTIES LLC
190 E MOSBY RD
HARRISONBURG, VA 22802
540-908-7528

PROPERTY INFO:
TM# 018 R 22
1340 S MAIN ST
HARRISONBURG, VA 22801
AREA=1.23± ACRES
CURRENT ZONING: R-5C
PROPOSED ZONING: R-5C
EXISTING USE: UNDEVELOPED
PROPOSED USE: MIXED USE
COMMERCIAL & RESIDENTIAL
PROPOSED DENSITY: 32.5 U/A
FEMA FLOOD ZONE: X

DRAFT

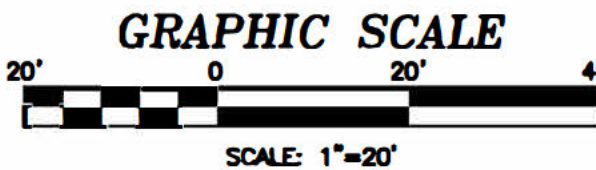
THIS PLAN HAS
NOT RECEIVED
FINAL APPROVAL
AND IS NOT
APPROVED FOR



PRELIMINARY LAYOUT
FOR
1340 S MAIN STREET
MIXED USE
MARUSSTODD PROPERTIES LLC
CITY OF HARRISONBURG, VIRGINIA

Project Contacts: EHB
Project Number: 3198
Scale: AS NOTED
Date: 5-14-25
Sheet Title: PRELIMINARY LAYOUT

Sheet Number
1





City of Harrisonburg, VA
Department of Public Works

**Determination of Need for a
Traffic Impact Analysis (TIA)**
www.harrisonburgva.gov/traffic-impact-analysis

For inclusion in an application for Planning Commission review (for Special Use Permit, Rezoning or Preliminary Plat), this form must be submitted to the Public Works Department at least 5 business days prior to the Planning Commission application deadline.

Contact Information				
Consultant Name:				
Telephone:				
E-mail:				
Owner Name:	Marilyn Pendlebury / Contracted Purchasers are Mike Hendricksen & Hans Harman			
Telephone:				
E-mail:				
Project Information				
Project Name:	1340 S. Main			
Project Address:	1340 South Main Street			
TM #:	018 R 22			
Existing Land Use(s):	Vacant			
Proposed Land Use(s): (if applicable)	Mixed-Use			
Submission Type:	Comprehensive Site Plan ☐	Special Use Permit ☒	Rezoning ☐	Preliminary Plat ☐
Project Description: (Include site plan or preliminary sketch and additional details on land use, acreage, access to site, etc)	We are seeking to conform with the City of Harrisonburg Comprehensive Plan on this 1.23 Acres site along S. Main St. and have a mixed-use development that consists of up to 5,000 SF of commercial space and up to 30 residential apartments (up to 24 one-bedroom apartments and up to 6 two-bedroom apartments) with more than the required parking on-site.			
Peak Hour Trip Generation (from row 15 on the second page)				
AM Peak Hour Trips:	32			
PM Peak Hour Trips:	47			

(reserved for City staff)

TIA required? Yes _____ No ☒

Comments:

Accepted by: Erin Mason

Date: 04/09/2026

Revised Date: December 2019

Peak Hour Trip Generation by Land Use

Row	ITE Land Use		ITE Land Use Code	Unit	Quantity	AM Peak Hour of Adjacent Street Traffic	PM Peak Hour of Adjacent Street Traffic
1	Proposed #1	Multi-Family Housing	220	Dwelling Units	30	12	16
2	Proposed #2	Commercial	822	Gross Leasable Area	5,000	20	31
3	Proposed #3						
4	Proposed #4						
5	Proposed #5						
6	Proposed #6						
7	Total New Trips					32	47
8	Existing #1	Vacant	NA			0	0
9	Existing #2						
10	Existing #3						
11	Existing #4						
12	Existing #5						
13	Existing #6						
14	Total Existing Trips					0	0
15	Final Total (Total New – Total Existing)					32	47

Instructions

Determination of trip generation rates shall be in conformance with ITE guidelines.

- Based on the intended use(s), calculate the AM Peak and PM Peak trip generation using the AM and PM Peak Hour of Adjacent Street Traffic rates from the most current version of the ITE Trip Generation Manual (rows 1-6). Attach additional sheets as necessary for more uses.
- Sum up all of the trips generated for the new uses in the Total New Trips row (row 7).
- If the development has any existing uses, calculate the AM Peak and PM Peak trip generations using the AM and PM Peak Hour of Adjacent Street Traffic rates from the most current version of the ITE Trip Generation Manual (rows 8-13). Attach additional sheets as necessary for more uses.
- Sum up all of the trips generated for the existing uses in the Total Existing Trips row (row 14).
- Subtract the total existing trips from the total new trips to get the final total number of trips generated by the development (row 15). Enter these numbers on the first page.



May 13, 2026 Planning Commission Meeting

Title

Consider Rezoning (Proffer Amendment) and Special Use Permits for 1340 South Main Street — Meg Rupkey, Community Development

Summary

Project name	N/A
Address/Location	1340 South Main Street
Tax Map Parcels	18-R-11
Total Land Area	+/- 1.23 acres
Property Owner	Marilyn S. Pendlebury
Owner's Representative	Mike Hendricksen and Hans Harman
Present Zoning	R-5C, High Density Residential Conditional
Proposed Zoning	R-5C, High Density Residential Conditional
Proposed Special Use Permit(s)	- Multiple-family dwellings of more than twelve (12) units per building per Section 10-3-55.4 (1) - Retail stores, convenience shops, personal service establishments, restaurants (excluding those with drive-through facilities), medical clinics, and business and professional offices per Section 10-3-55.4 (4)
Planning Commission	May 13, 2026 (Public Hearing)
City Council	Anticipated June 9, 2026 (First Reading/Public Hearing) Anticipated June 23, 2026 (Second Reading)

Recommendation

Option 1. Recommend approval of the rezoning and two special use permit requests with conditions submitted by the applicant with additional language recommended by staff.

Context & Analysis

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

Site: Vacant lot, zoned R-5C

North: Office building, zoned R-3, and single-family detached dwellings, zoned R-1

East: Single-family detached dwelling and across Edgelawn Drive single-family detached dwellings, zoned R-1

South: Across East Weaver Avenue single family detached dwellings, zoned R-1, and an office building, zoned B-2C
West: Across South Main Street, residential uses, zoned R-3

The applicant is requesting a proffer amendment and two special use permits (SUPs) for a +/- 1.23-acre property addressed as 1340 South Main Street and identified as tax map parcel 18-R-22. The property is zoned R-5C, High-Density Residential District Conditional. Regarding the requested SUPs, the first is per Section 10-3-55.4 (1) to allow multiple-family dwellings of more than twelve (12) units per building. The second is per Section 10-3-55.4 (4) to allow retail stores, convenience shops, personal service establishments, restaurants (excluding those with drive-through facilities), medical clinics, and business and professional offices.

History

In August 2017, City Council approved four requests from Marusstodd Properties, LLC, for the subject site, which at the time consisted of five parcels. The four requests included:

- An amendment to the Comprehensive Plan's Land Use Guide map from Professional and Low Density Residential to Mixed Use;
- A rezoning from R-1, Single-Family Residential and R-3, Medium-Density Residential to R-5C, High-Density Residential District Conditional;
- An SUP pursuant to Section 10-3-55.4(1) to allow multi-family dwellings with more than twelve (12) units per building; and
- An SUP pursuant to Section 10-3-55.4(4) to allow retail stores, convenience shops, personal service establishments, business and professional offices, and restaurants (excluding drive-through facilities).

In November 2018, City Council approved a preliminary plat that vacated internal property lines reducing the number of lots from five to two and approved the following Subdivision Ordinance variances:

- To not dedicate the standard public street right-of-way for Edgelawn Drive (Sections 10-2-41(a) and 10-2-66);
- To not dedicate the full 25 feet of public street right-of-way along the Edgelawn Drive frontage (Section 10-2-45); and
- To not construct or provide surety for frontage improvements along Edgelawn Drive and East Weaver Avenue at the time of subdivision (Sections 10-2-62 and 10-2-67).

The above noted Subdivision Ordinance variances were approved with the following condition:

- When frontage improvements along Edgelawn Drive are required as part of development or redevelopment of any property associated with the preliminary plat, the developer shall be responsible for constructing frontage improvements along Edgelawn Drive for all properties associated with the request. The frontage along Edgelawn Drive is shown as 210.63 linear feet on the approved preliminary plat.

In August 2019, the applicant recorded the final subdivision plat that vacated the internal property lines and created the subject site (1340 South Main Street), tax map parcel 18-R-22-A (1341 Edgelawn Drive) and dedicated 527 square feet of public street right-of-way along Edgelawn Drive.

The SUPs approved in 2017 have since expired because the uses were not established nor diligently pursued within the timeframe required by the Zoning Ordinance Section 10-3-130(c). Without a proffer amendment, the 2017 proffers would continue to require both residential and non-residential uses. Since the applicant still proposes commercial uses, a new SUP is required.

Proffers

The applicant has offered the following proffers (written verbatim):

1. Any building constructed on site (excluding accessory buildings) shall contain residential and non-residential uses. Commercial uses shall only be permitted on the first floor and shall not exceed 5,000 square feet throughout all buildings. Residential units may be located on the first floor.
2. The total number of dwelling units on the property shall not exceed twenty-six (26) units. One-bedroom and two-bedroom units shall be permitted with no more than six (6) of the units being two-bedroom units.
3. No parking lot (including travel lanes and drive aisles) shall be located between any buildings and the following streets: South Main Street and East Weaver Avenue.
4. No vehicular access shall be permitted from the site to Edgelawn Drive.
5. A 6-foot tall opaque fence shall be installed and maintained along the frontage of Edgelawn Drive.
6. A 6-foot tall opaque fence shall be installed and maintained along the property lines adjoining tax map parcel #18-R-20, 18-R-21, & 18-R-22-A.
7. No structure, excluding a dumpster containment, shall be constructed within 150 ft. of the shared property line with Edgelawn Dr.
8. A minimum of six (6) small/ornamental deciduous or evergreen trees shall be planted along the street frontage of Edgelawn Drive. Tree locations along the street frontage are at the discretion of the property owner/developer.
9. At the time of construction the applicant shall reconstruct the curb ramp at the northeast corner of the intersection of South Main Street and East Weaver Avenue to meet the Public Right-of-Way Accessibility Guidelines standards.

The conceptual site layout is not proffered.

Proffers 3, 4 (formerly Proffer 5), and 7 (formerly proffer 8) remain unchanged from the existing regulating proffers. A copy of the 2017-approved existing proffers have been included by the applicant in their supporting documents.

Proffer 1 has been amended to identify a maximum of 5,000 square feet of non-residential space and to allow residential uses on all floors of the development. Proffer 2 has been amended to allow a maximum of 26 multi-family dwelling units, compared to the previously proffered maximum of 22 one-bedroom units. The updated proffer allows a mix of one- and two-bedroom units, with no more than six (6) units being two-bedroom units. If approved, and if they provide the maximum allowed six units with two bedrooms, then 10 additional bedrooms would be provided compared to the existing, approved proffers.

Proffers 5 and 6 (formerly Proffers 6 and 7 respectively) have been updated to provide clarity regarding the location of fencing along property lines and Edgelawn Drive. Proffer 8 (formerly Proffer 9) has also been updated to provide additional guidance for the required amount and type of landscaping along Edgelawn Drive. The original proffer language was unclear and could have been interpreted in a way that if there was no parking lot along Edgelawn Drive, then no trees would have been required.

Proffer 9 is a new proffer that will require the reconstruction of the sidewalk ramp at the intersection of South Main Street and East Weaver Avenue to meet Public Right-of-Way Accessibility Guidelines (PROWAG) standards. In addition, although not included as a proffer, the applicant will be required to construct sidewalks along East Weaver Avenue and Edgelawn Drive as part of site development. While a Subdivision Ordinance variance granted in 2018 allowed the deferral of sidewalk construction along Edgelawn Drive at the time of subdivision, that approval included a condition that requires frontage improvements to be constructed during development or redevelopment of the property. If the applicant does not want to construct the sidewalk, a new variance to the Subdivision Ordinance is required.

The applicant has removed old Proffer 4, which allowed for an entrance on South Main Street. Since the 2017 approval, the City has updated its access management standards. The previously proposed right-in/right-out entrance does not meet current requirements, which requires a minimum spacing of 250 feet between access points on minor arterial streets. Since the distance between East Weaver Avenue and Edgelawn Drive along South Main Street is less than 450 feet, there is no appropriate location for a new access point. As a result, the applicant has removed this proffer.

Land Use

The Comprehensive Plan designates this site as Mixed Use and states:

The Mixed Use category includes both existing and proposed areas for mixed use. Mixed Use areas shown on the Land Use Guide map are intended to combine residential and non-residential uses in neighborhoods, where the different uses are finely mixed instead of separated. Mixed Use can take the form of a single building, a single parcel, a city block, or entire neighborhoods. Quality architectural design features and strategic placement of green spaces for large scale developments will ensure development compatibility of a mixed use neighborhood with the

surrounding area. These areas are prime candidates for “live-work” and traditional neighborhood developments (TND). Live-work developments combine residential and commercial uses allowing people to both live and work in the same area. The scale and massing of buildings is an important consideration when developing in Mixed Use areas. Commercial uses would be expected to have an intensity equivalent to a Floor Area Ratio of at least 0.4, although the City does not measure commercial intensity in that way. Downtown is an existing area that exhibits and is planned to continue to contain a mix of land uses.

The downtown Mixed Use area often has no maximum residential density, however, development should take into consideration the services and resources that are available (such as off-street parking) and plan accordingly. Residential density in Mixed Use areas outside of downtown should be around 24 dwelling units per acre, and all types of residential units are permitted: single-family detached, single-family attached (duplexes and townhomes), and multi-family buildings. Large scale developments, which include multi-family buildings are encouraged to include single-family detached and/or attached dwellings.

The applicant has proffered that there would be a maximum of 26 units on the site, which makes the site density 21 units per acre. Without proffers and if there are no commercial uses on the site, the applicant would be able to construct up to 30 units. However, Proffer 1 requires non-residential uses on the site and given the size of the lot and the R-5 district regulations, the maximum number of multifamily units allowed on the site is 26, the same number as proffered.

Staff believes that the proposed uses, with the submitted proffers, generally conform with the Mixed Use area designation.

Transportation and Traffic

The Determination of Need for a Traffic Impact Analysis (TIA) form (“TIA determination form”) for the proposed rezoning is attached. The TIA determination form indicated that the project would not generate 100 or more new peak hour trips, which is the threshold for staff to require a TIA. Therefore, a TIA was not required for the rezoning request.

The applicant has proposed the following two traffic-related conditions in relation to their SUP to allow retail stores, convenience shops, personal service establishments, business and professional offices, and restaurants. Staff supports the submitted two conditions with the additional text underlined below:

1. All traffic generating uses on the site, including uses not associated with the special use permit, shall be limited to a combined total of 100 vehicle trips in either the AM or PM peak hour as calculated using the latest edition of the Institute of Transportation Engineer’s Trip Generation Manual unless the property owner first,

at their cost: (1) completes a Traffic Impact Analysis accepted by the City Department of Public Works and (2) implements all identified mitigation measures or improvements. The City Department of Public Works may, in its sole discretion, waive, in whole or in part, completion of a Traffic Impact Analysis or any identified mitigation measures or improvements.

2. No drive-throughs will be permitted.

The additional text within condition #1 clarifies that all uses on the site will be included in the calculation of traffic generation, not just uses associated with the SUP. Staff appreciates the submission of condition #2 as it would prohibit any use from having a drive-through as current regulations only prohibit restaurants from having a drive-through.

Public Water and Sanitary Sewer

While staff does not anticipate issues regarding water or sanitary sewer service availability for the proposed development, the applicant has been advised that they will be responsible to complete a study of the water and sanitary sewer capacity as part of the engineered comprehensive site plan process. Any public system improvements required to meet the increased demands resulting from the project will be the responsibility of the developer.

Housing

The City's Comprehensive Housing Assessment and Market Study (Housing Study) places the subject site within Market Type B, which has "neighborhoods [that] are characterized by high income earning households, large volumes of housing sales and lower population growth." The Housing Study further notes that houses in these markets are quick to sell and that "[p]riorities and policies that are appropriate to Market Type B areas include the preservation of existing affordable housing while at the same time working to increase access to amenities."

Public Schools

The City contracted with the University of Virginia's Weldon Cooper Center for Public Service to complete a report titled "Population and School Enrollment Projects for the City of Harrisonburg" (April 2025). The report can be found at the following link: https://harrisonburgva.gov/sites/default/files/city-manager/HarrisonburgSchoolEnrollment_2025-04-30_Final.pdf. This report provides overall student enrollment projections through 2034 as well as estimated student generation by housing type for each elementary school attendance zone.

Based on the Weldon Cooper Center report's calculation, this development's proposed 26 residential units are estimated to generate nine K-12 students at full build-out. According to the School Board's current attendance boundaries, Keister Elementary School, Thomas Harrison Middle School, and Harrisonburg High School would serve the students residing in this development.

Conclusion

Staff believes that the amendments to the proffers do not change the intent of the of the 2017 rezoning and does not increase the intensity of the use of the site. Staff recommends approval of the rezoning and the two SUPs with the following conditions for the SUP to allow retail stores, convenience shops, personal service establishments, business and professional offices, and restaurants:

All traffic generating uses on the site, including uses not associated with the special use permit, shall be limited to a combined total of 100 vehicle trips in either the AM or PM peak hour as calculated using the latest edition of the Institute of Transportation Engineer's Trip Generation Manual unless the property owner first, at their cost: (1) completes a Traffic Impact Analysis accepted by the City Department of Public Works and (2) implements all identified mitigation measures or improvements. The City Department of Public Works may, in its sole discretion, waive, in whole or in part, completion of a Traffic Impact Analysis or any identified mitigation measures or improvements.

No drive-throughs will be permitted.

Options

1. Recommend approval of the rezoning and two special use permit requests with conditions submitted by the applicant with additional language recommended by staff.
2. Recommend approval of the rezoning and two special use permit requests with conditions as submitted by the applicant.
3. Recommend approval of the rezoning and two special use permit requests with other condition(s).
4. Recommend approval of the rezoning request and denial of one or both of the special use permit requests.
5. Recommend denial of the rezoning and special use permit requests.

Attachments

- Site maps
- Application and supporting documents

NOTICE OF PUBLIC HEARING

The Harrisonburg City Council will hold public hearings in the City Council Chambers, 409 South Main Street, Harrisonburg, VA on Tuesday, June 9, 2026, at 7:00 p.m., to consider the following:

Special Use Permit – 1315 Carrera Lane (Short-Term Rental in R-1)

A request from Kevin T. and Denise F. Goertzen for a special use permit per Section 10-3-34 (7) to allow a short-term rental in the R-1, Single-Family Residential District. The +/- 30,086-square foot property is addressed as 1315 Carrera Lane and is identified as tax map parcel 18-R-16.

Rezoning – 850 Canterbury Court (R-1 to R-8C)

A request from Robin L. Lake to rezone a +/- 12,692-square foot property from R-1, Single-Family Residential District to R-8C, Small Lot Residential District Conditional. The property is addressed as 850 Canterbury Court and is identified as tax map parcel 23-V-14.

Rezoning – 1351 and 1361 Peach Grove Avenue (R-5C (proffer amendment) & B-2 to R-5C)

A request from Skylar & Talli LLC and James Madison University Real Estate Foundation Inc to rezone two adjacent parcels totaling +/- 15.35-acres from R-5C, High Density Residential District Conditional and B-2, General Business District to R-5C, High Density Residential District Conditional. The parcels are addressed as 1351 & 1361 Peach Grove Avenue, are identified as tax map parcels 92-F-10 & 6, and are currently zoned R-5C and B-2, respectively.

Special Use Permit – 1351 and 1361 Peach Grove Avenue (To Allow Multiple-Family Dwellings of More Than 12 Units Per Building in R-5)

A request from Skylar & Talli LLC and James Madison University Real Estate Foundation Inc for a special use permit per Section 10-3-55.4 (1) to allow multiple-family dwellings of more than twelve (12) units per building in the R-5, High Density Residential District. The two adjacent parcels totaling +/- 15.35-acres are addressed as 1351 & 1361 Peach Grove Avenue and are identified as tax map parcels 92-F-10 & 6, respectively.

Rezoning – 1340 South Main Street (proffer amendment, R-5C)

A request from Marilyn S. Pendlebury to rezone a +/- 1.23-acre property to amend proffers for a property zoned R-5C, High Density Residential Conditional. The property is addressed as 1340 South Main Street and is identified as tax map parcel 18-R-22.

Special Use Permit - 1340 South Main Street (to allow multiple-family building with more than 12 units in R-5C)

A request from Marilyn S. Pendlebury for a special use permit per Section 10-3-55.4 (1) to allow multiple-family dwellings of more than twelve (12) units per building in the R-5C, High Density Residential District Conditional. The +/- 1.23-acre property is addressed as 1340 South Main Street and is identified as tax map parcel 18-R-22.

Special Use Permit - 1340 South Main Street (to allow retail, offices, restaurants, etc. in R-5C)

A request from Marilyn S. Pendlebury for a special use permit per Section 10-3-55.4 (4) to allow retail stores, convenience shops, personal service establishments, restaurants (excluding those with drive-through facilities), medical clinics, and business and professional offices under conditions set forth in subsections 10-3-55.6 (f) and (g) in the R-5C, High Density Residential District Conditional. The +/- 1.23-acre property is addressed as 1340 South Main Street and is identified as tax map parcel 18-R-22.

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.

Publication dates:

Wednesday, May 27, 2026

Wednesday, June 3, 2026

STATE OF VIRGINIA
CITY OF HARRISONBURG, to with:

I, Pamela Ulmer, city clerk, certify that the Harrisonburg City Council will be addressed on Tuesday, June 9, 2026, at 7:00 p.m., or as soon as the agenda permits, to consider the following:

Special Use Permit – 1315 Carrera Lane (Short-Term Rental in R-1)

A request from Kevin T. and Denise F. Goertzen for a special use permit per Section 10-3-34 (7) to allow a short-term rental in the R-1, Single-Family Residential District. The +/- 30,086-square foot property is addressed as 1315 Carrera Lane and is identified as tax map parcel 18-R-16.

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A request from Skylar & Talli LLC and James Madison University Real Estate Foundation Inc for a special use permit per Section 10-3-55.4 (1) to allow multiple-family dwellings of more than twelve (12) units per building in the R-5, High Density Residential District. The two adjacent parcels totaling +/- 15.35-acres are addressed as 1351 & 1361 Peach Grove Avenue and are identified as tax map parcels 92-F-10 & 6, respectively.

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Special Use Permit - 1340 South Main Street (to allow retail, offices, restaurants, etc. in R-5C)

A request from Marilyn S. Pendlebury for a special use permit per Section 10-3-55.4 (4) to allow retail stores, convenience shops, personal service establishments, restaurants (excluding those with drive-through facilities), medical clinics, and business and professional offices under conditions

set forth in subsections 10-3-55.6 (f) and (g) in the R-5C, High Density Residential District Conditional. The +/- 1.23-acre property is addressed as 1340 South Main Street and is identified as tax map parcel 18-R-22.

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.

Given under my hand this 18 day of May 2026



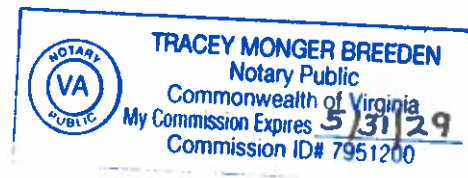
City Clerk

Subscribed and sworn to before me this 18 day of May, 2026 a Notary Public in and for the Commonwealth of Virginia.



Notary

My commission expires May 31, 2029



Peach Grove

RODNEY & SYLVIA EAGLE TRUSTEES
& RODNEY L EAGLE & SYLVIA L
EAGLE LIVING TRUST
1188 PORT REPUBLIC RD
HARRISONBURG VA 22801
JAMES MADISON UNIVERSITY REAL
ESTATE FOUNDATION INC
1031 HARRISON ST MSC 8501
HARRISONBURG VA 22807-1034

PCSC ASSOCIATES LLC
2529 VIRGINIA BEACH BLVD
VIRGINIA BEACH VA 23452-7650

County of Rockingham Attn: County
Administrator
PO Box 1252
HARRISONBURG VA 22803

RODNEY EAGLE & SYLVIA EAGLE
TRUSTEES & RODNEY L EAGLE &
SYLVIA L EAGLE LIVING TRUST
C/O CVS
COCKEYSVILLE MD 21030
DEER RUN FW LLC
1985 CEDERBRIDGE AVE STE 1
LAKEWOOD NJ 08701

HOLTZMAN FAMILY LIMITED
PARTNERSHIP #1
PO BOX 8
MT JACKSON VA 22842

HILLS SOUTH SH OWNER LLC
2 SCHOOL STREET
RYE NY 10580

SKYLAR & TALLI LLC
PO BOX 1039
HARRISONBURG VA 22803

MCDONALD'S CORPORATION
ATTN : DEPT 027 - REAL ESTATE TAX
CHICAGO IL 60607

Canterbury Court

CHANDLER HARRY L MARLENE A
747 FIR ST
HARRISONBURG VA 22801

WIGHTMAN WILLIAM H K MARGARET
O
840 CANTERBURY CT
HARRISONBURG VA 22801

County of Rockingham
Attn: County Administrator
PO Box 1252
Harrisonburg, VA 22803

J WAYNE LAMBERT TRUST AND
CHARLOTTE H CRAIG TRUST
851 CANTERBURY CT
HARRISONBURG VA 22801

LAKE ROBIN L
850 CANTERBURY CT
HARRISONBURG VA 22801

KRECH STEPHEN A JOYCE H
841 CANTERBURY CT
HARRISONBURG VA 22801

DIENER V EUGENE GLORIA Y
6087 MT CLINTON PIKE
ROCKINGHAM VA 22802

Carrera Lane

ROSTEM HASHIM M
101 PORT REPUBLIC RD
HARRISONBURG VA 22801

JOSHUA EDWARD GUSTIN &
HEATHER GUSTIN
9224 ARNIE CT
MANASSAS PARK VA 20111

GRAVES JOYCE L TRUSTEE
36 EDGELAWN DR
HARRISONBURG VA 22801

LANTZ JOHN D JR JESSICA LYNN
44 E WEAVER AVE
HARRISONBURG VA 22801

MATTHIAS BRUCE P KAREN K
54 WEAVER AVE
HARRISONBURG VA 22801

MANOLO AGUILAR OROZCO &
GLENDA MARTINEZ
57 PORT REPUBLIC RD
HARRISONBURG VA 22801

MEDLEY GREGORY L GRISELDA M
1340 EDGELAWN DR
HARRISONBURG VA 22801

KYLE CHRISTOPHER S MARJORIE C
1102 RIDGEWOOD RD
HARRISONBURG VA 22801

HUDSON GLORIA V TRUSTEE
45 PORT REPUBLIC RD
HARRISONBURG VA 22801

KEVIN T GOERTZEN & DENISE F
GOERTZEN
1315 CARRERA LANE
HARRISONBURG VA 22801

HEGG KEVIN J EATON LYNN E
40 WEAVER AVE
HARRISONBURG VA 22801

JOSEPH S ROBERTSON & SULONI
ROBERTSON
52 E WEAVER AVE
HARRISONBURG VA 22801

S Main St

GRAYSON K PRITCHARD & SARAH J
PRITCHARD
29 E WEAVER ST
HARRISONBURG VA 22801

LOHR BRIAN S JULIE V
1776 CROSS KEYS RD
HARRISONBURG VA 22801

MARILYN S PENDLEBURY
6049 SHADY OAK CT
MECHANICSVILLE VA 23111

SCOTT TAMMY LYNN
25 E WEAVER AVE
HARRISONBURG VA 22801

C & N REAL PROPERTIES LLC
15871 CITY VIEW DR STE 300
MIDLOTHIAN VA 23113

HOFFMAN RANDY C KIMBERLY E
25 EDGELAWN DR
HARRISONBURG VA 22801

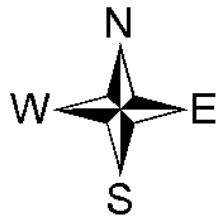
GARY L BEATTY TR & GARY L BEATTY
TRUST
450 S MASON ST
HARRISONBURG VA 22801

JCF VENTURES LLC & C/O MARILYN
PENDLEBURY
6049 SHADY OAK CT
MECHANICSVILLE VA 23111

Rezoning and SUPs – 10-3-55.4 (1) and (4)

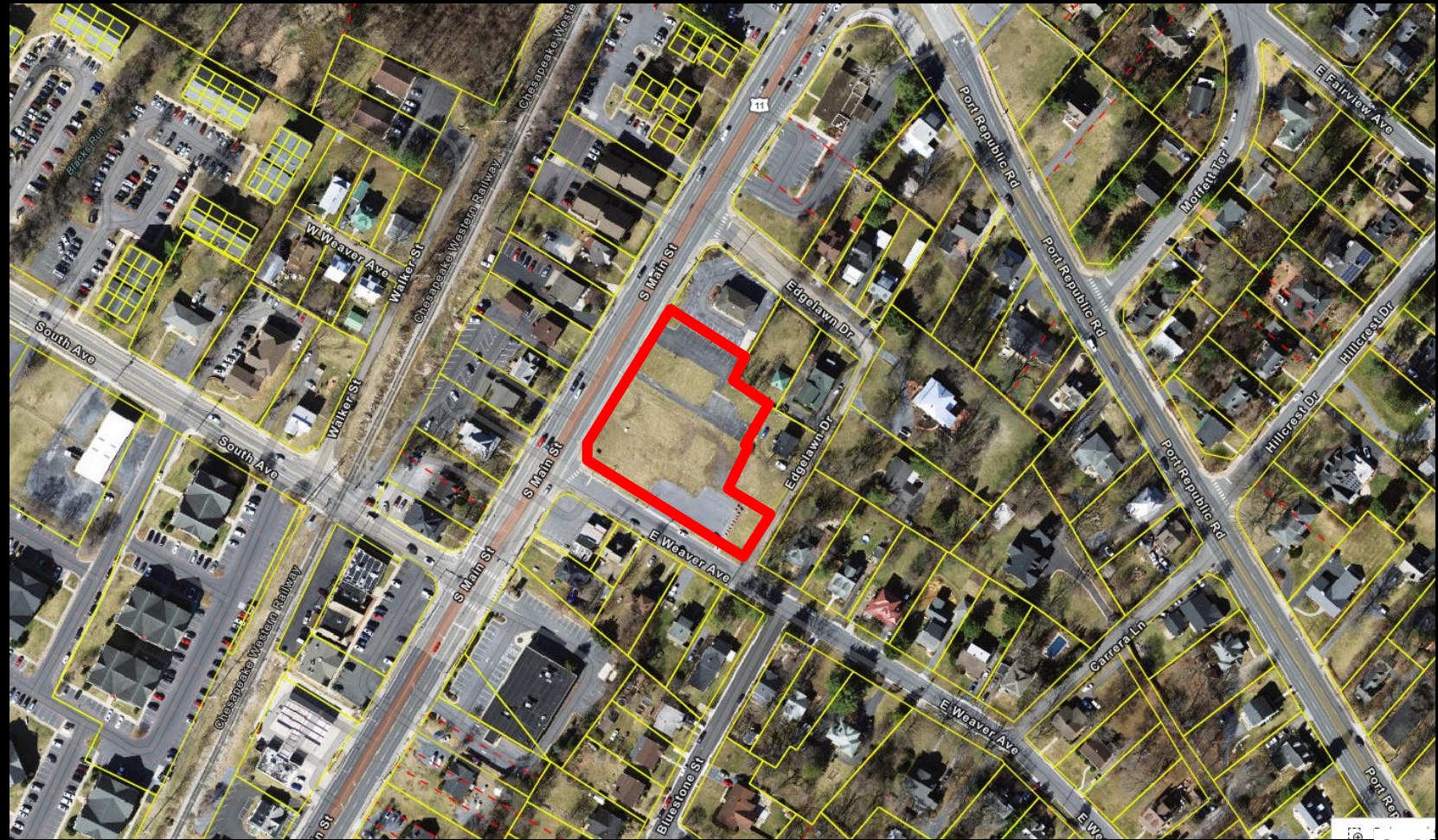
1340 South Main Street





Rezoning and SUPs – 10-3-55.4 (1) and (4)

1340 South Main Street









REZONING & SPECIAL
USE PERMIT(S)
PUBLIC HEARING - WITH NOTICE
OF CITY ACTION - ACCORDA MUNDIAL
REINTE
FOR INFORMATION/
PARA INFORMACION
COMMUNITY
840-432-7700
FOR MORE INFORMATION, VISIT US AT
CITY OF CHICAGO

August 2017:

- Comprehensive Plan Land Use Guide Map Amendment.
- Rezoning from R-1 and R-3 to R-5C for 22 one-bedroom units as well as retail uses.
- SUP to allow multi-family dwellings with more than 12 units per building.
- SUP to allow non-residential uses (excluding restaurant drive-through facilities)

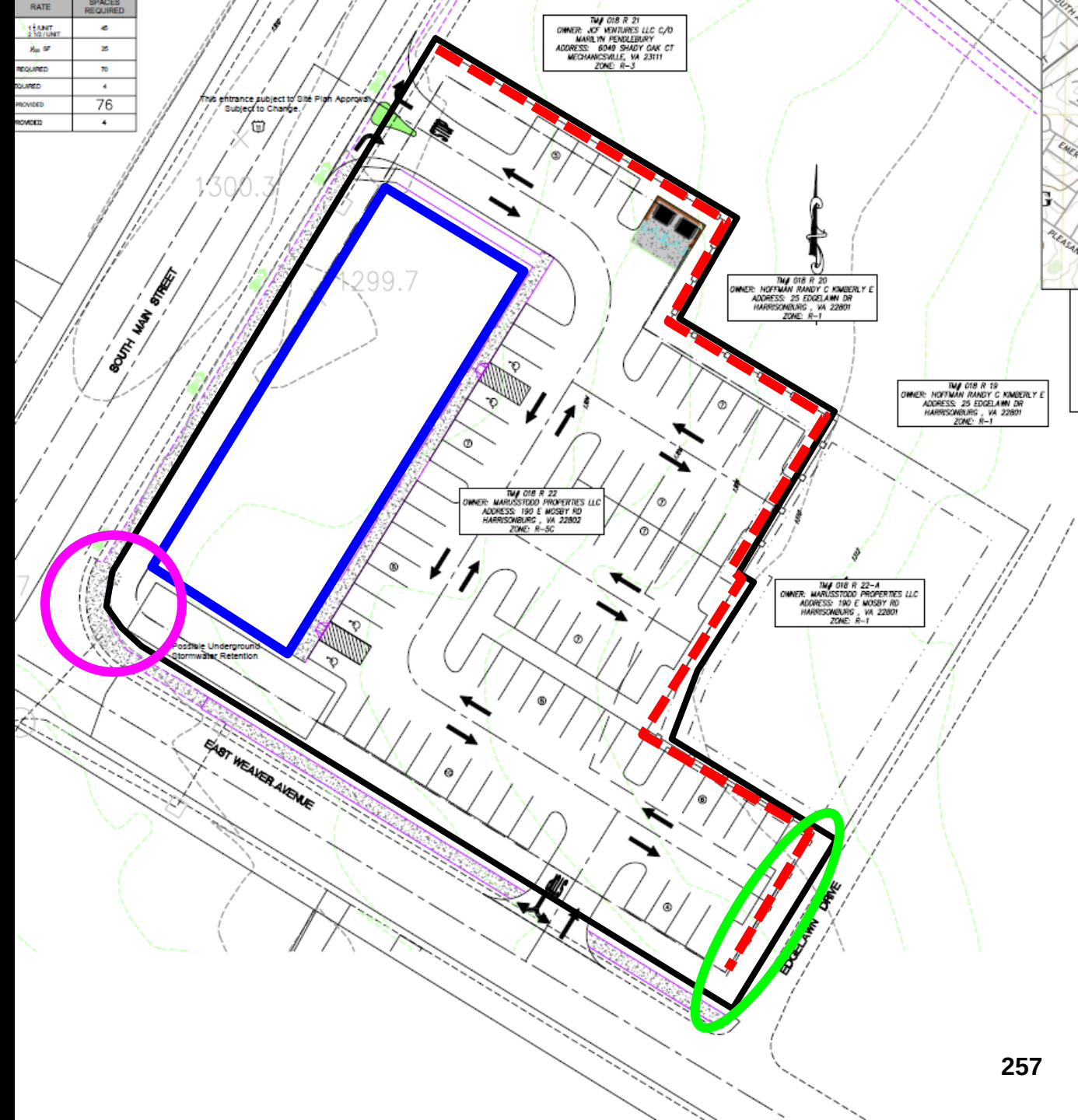
November 2018:

- PP and Sub. Ord. variances approved to not dedicate ROW along Edgelawn Drive and to not construct improvements along Edgelawn Drive and East Weaver Avenue during the subdivision.

August 2019:

- Final subdivision plat recorded with the dedication of 527 square feet of ROW along Edgelawn Drive.

1. Residential and non-residential uses, with no more than 5,000 sq. ft. of non-residential space.
2. 26 units consisting of 1 and 2 bedrooms with no more than 6 units with 2 bedrooms.
3. No parking lot between the building and South Main St. and East Weaver Ave.
4. No vehicular access to Edgelawn Dr.
5. 6-foot opaque fence along Edgelawn Dr.
6. 6-foot opaque fence along tax maps 18-R-20, 21, and 22A.
7. No structure, except a dumpster, shall be located within 150 ft. of Edgelawn Dr. ROW.
8. Minimum of 6 small ornamental deciduous or evergreen trees along Edgelawn Dr.
9. Reconstruct the curb ramp to accessibility guideline standards at corner of South Main St. and East Weaver Ave.



Proposed Proffer Amendments

Existing 2017-Approved Proffers	Proposed Proffer Amendments
1. Buildings shall contain residential and nonresidential uses. First floor shall contain non-residential uses.	1. Principle buildings shall contain residential and non-residential uses. Commercial uses shall only be permitted on the first floor and shall not exceed 5,000 square feet throughout all buildings. Residential units may be located on the first floor.
2. 22 one-bedroom multi-family units.	2. 26 total units with only one- and two-bedrooms. No more than 6 units may be two-bedroom units.
4. Only one vehicular access point to South Main Street, which shall only be right-in/right-out.	4. This proffer was removed.

SUP Requests

Section 10-3-55.4(1):

To allow multi-family dwellings with more than twelve (12) units per building.

Section 10-3-55.4(4):

Retail stores, convenience shops, personal service establishments, restaurants (excluding those with drive-through facilities), medical clinics, and business and professional offices under conditions set forth in subsections 10-3-55.6(f) and (g) and such other conditions deemed necessary by city council.

Suggested Conditions for SUP Section 10-3-55.4 (4)

1. All traffic generating uses on the site, including uses not associated with the special use permit, shall be limited to a combined total of 100 vehicle trips in either the AM or PM peak hour as calculated using the latest edition of the Institute of Transportation Engineer's Trip Generation Manual unless the property owner first, at their cost: (1) completes a Traffic Impact Analysis accepted by the City Department of Public Works and (2) implements all identified mitigation measures or improvements. The City Department of Public Works may, in its sole discretion, waive, in whole or in part, completion of a Traffic Impact Analysis or any identified mitigation measures or improvements.
2. No drive-throughs will be permitted.

Recommendation

Staff and Planning Commission (7-0) recommends approval of the rezoning and the two special use permit requests with the two conditions attached to the SUP per Section 10-3-55.4 (4) submitted by the applicant and amended by staff.



City of Harrisonburg

City Hall
409 South Main Street
Harrisonburg, VA 22801

Legislation Text

File #: ID 26-156, **Version:** 1

Subject:

Consider a request from Marilyn S. Pendlebury for a special use permit at 1340 South Main Street (to allow retail, offices, restaurants, etc.)

Presented By: Adam Fletcher, Department of Community Development

A request from Marilyn S. Pendlebury for a special use permit per Section 10-3-55.4 (4) to allow retail stores, convenience shops, personal service establishments, restaurants (excluding those with drive-through facilities), medical clinics, and business and professional offices under conditions set forth in subsections 10-3-55.6 (f) and (g) in the R-5C, High Density Residential District Conditional. The +/- 1.23-acre property is addressed as 1340 South Main Street and is identified as tax map parcel 18-R-22.

On June 9, 2026 Council heard this item as a public hearing and decided to table this item to allow for community engagement with the developer until the July 28, 2026 City Council meeting



June 9, 2026 City Council Meeting

Title

Consider Rezoning (Proffer Amendment) and Special Use Permits for 1340 South Main Street — Planning Commission and Adam Fletcher, Community Development

Summary

Project name	N/A
Address/Location	1340 South Main Street
Tax Map Parcels	18-R-11
Total Land Area	+/- 1.23 acres
Property Owner	Marilyn S. Pendlebury
Owner's Representative	Mike Hendricksen and Hans Harman
Present Zoning	R-5C, High Density Residential Conditional
Proposed Zoning	R-5C, High Density Residential Conditional
Proposed Special Use Permit(s)	- Multiple-family dwellings of more than twelve (12) units per building per Section 10-3-55.4 (1) - Retail stores, convenience shops, personal service establishments, restaurants (excluding those with drive-through facilities), medical clinics, and business and professional offices per Section 10-3-55.4 (4)
Planning Commission	May 13, 2026 (Public Hearing)
City Council	June 9, 2026 (First Reading/Public Hearing) Anticipated June 23, 2026 (Second Reading)

Recommendation

Option 1. Staff and Planning Commission (7-0) recommend approval of the rezoning and two special use permit requests with conditions submitted by the applicant with additional language recommended by staff.

Context & Analysis

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

Site: Vacant lot, zoned R-5C

North: Office building, zoned R-3, and single-family detached dwellings, zoned R-1

East: Single-family detached dwelling and across Edgelawn Drive single-family detached dwellings, zoned R-1

South: Across East Weaver Avenue single family detached dwellings, zoned R-1, and an office building, zoned B-2C
West: Across South Main Street, residential uses, zoned R-3

The applicant is requesting a proffer amendment and two special use permits (SUPs) for a +/- 1.23-acre property addressed as 1340 South Main Street and identified as tax map parcel 18-R-22. The property is zoned R-5C, High-Density Residential District Conditional. Regarding the requested SUPs, the first is per Section 10-3-55.4 (1) to allow multiple-family dwellings of more than twelve (12) units per building. The second is per Section 10-3-55.4 (4) to allow retail stores, convenience shops, personal service establishments, restaurants (excluding those with drive-through facilities), medical clinics, and business and professional offices.

History

In August 2017, City Council approved four requests from Marusstodd Properties, LLC, for the subject site, which at the time consisted of five parcels. The four requests included:

- An amendment to the Comprehensive Plan's Land Use Guide map from Professional and Low Density Residential to Mixed Use;
- A rezoning from R-1, Single-Family Residential and R-3, Medium-Density Residential to R-5C, High-Density Residential District Conditional;
- An SUP pursuant to Section 10-3-55.4(1) to allow multi-family dwellings with more than twelve (12) units per building; and
- An SUP pursuant to Section 10-3-55.4(4) to allow retail stores, convenience shops, personal service establishments, business and professional offices, and restaurants (excluding drive-through facilities).

In November 2018, City Council approved a preliminary plat that vacated internal property lines reducing the number of lots from five to two and approved the following Subdivision Ordinance variances:

- To not dedicate the standard public street right-of-way for Edgelawn Drive (Sections 10-2-41(a) and 10-2-66);
- To not dedicate the full 25 feet of public street right-of-way along the Edgelawn Drive frontage (Section 10-2-45); and
- To not construct or provide surety for frontage improvements along Edgelawn Drive and East Weaver Avenue at the time of subdivision (Sections 10-2-62 and 10-2-67).

The above noted Subdivision Ordinance variances were approved with the following condition:

- When frontage improvements along Edgelawn Drive are required as part of development or redevelopment of any property associated with the preliminary plat, the developer shall be responsible for constructing frontage improvements along Edgelawn Drive for all properties associated with the request. The frontage along Edgelawn Drive is shown as 210.63 linear feet on the approved preliminary plat.

In August 2019, the applicant recorded the final subdivision plat that vacated the internal property lines and created the subject site (1340 South Main Street), tax map parcel 18-R-22-A (1341 Edgelawn Drive) and dedicated 527 square feet of public street right-of-way along Edgelawn Drive.

The SUPs approved in 2017 have since expired because the uses were not established nor diligently pursued within the timeframe required by the Zoning Ordinance Section 10-3-130(c). Without a proffer amendment, the 2017 proffers would continue to require both residential and non-residential uses. Since the applicant still proposes commercial uses, a new SUP is required.

Proffers

The applicant has offered the following proffers (written verbatim):

1. Any building constructed on site (excluding accessory buildings) shall contain residential and non-residential uses. Commercial uses shall only be permitted on the first floor and shall not exceed 5,000 square feet throughout all buildings. Residential units may be located on the first floor.
2. The total number of dwelling units on the property shall not exceed twenty-six (26) units. One-bedroom and two-bedroom units shall be permitted with no more than six (6) of the units being two-bedroom units.
3. No parking lot (including travel lanes and drive aisles) shall be located between any buildings and the following streets: South Main Street and East Weaver Avenue.
4. No vehicular access shall be permitted from the site to Edgelawn Drive.
5. A 6-foot tall opaque fence shall be installed and maintained along the frontage of Edgelawn Drive.
6. A 6-foot tall opaque fence shall be installed and maintained along the property lines adjoining tax map parcel #18-R-20, 18-R-21, & 18-R-22-A.
7. No structure, excluding a dumpster containment, shall be constructed within 150 ft. of the shared property line with Edgelawn Dr.
8. A minimum of six (6) small/ornamental deciduous or evergreen trees shall be planted along the street frontage of Edgelawn Drive. Tree locations along the street frontage are at the discretion of the property owner/developer.
9. At the time of construction the applicant shall reconstruct the curb ramp at the northeast corner of the intersection of South Main Street and East Weaver Avenue to meet the Public Right-of-Way Accessibility Guidelines standards.

The conceptual site layout is not proffered.

Proffers 3, 4 (formerly Proffer 5), and 7 (formerly proffer 8) remain unchanged from the existing regulating proffers. A copy of the 2017-approved existing proffers have been included by the applicant in their supporting documents.

Proffer 1 has been amended to identify a maximum of 5,000 square feet of non-residential space and to allow residential uses on all floors of the development. Proffer 2 has been amended to allow a maximum of 26 multi-family dwelling units, compared to the previously proffered maximum of 22 one-bedroom units. The updated proffer allows a mix of one- and two-bedroom units, with no more than six (6) units being two-bedroom units. If approved, and if they provide the maximum allowed six units with two bedrooms, then 10 additional bedrooms would be provided compared to the existing, approved proffers.

Proffers 5 and 6 (formerly Proffers 6 and 7 respectively) have been updated to provide clarity regarding the location of fencing along property lines and Edgelawn Drive. Proffer 8 (formerly Proffer 9) has also been updated to provide additional guidance for the required amount and type of landscaping along Edgelawn Drive. The original proffer language was unclear and could have been interpreted in a way that if there was no parking lot along Edgelawn Drive, then no trees would have been required.

Proffer 9 is a new proffer that will require the reconstruction of the sidewalk ramp at the intersection of South Main Street and East Weaver Avenue to meet Public Right-of-Way Accessibility Guidelines (PROWAG) standards. In addition, although not included as a proffer, the applicant will be required to construct sidewalks along East Weaver Avenue and Edgelawn Drive as part of site development. While a Subdivision Ordinance variance granted in 2018 allowed the deferral of sidewalk construction along Edgelawn Drive at the time of subdivision, that approval included a condition that requires frontage improvements to be constructed during development or redevelopment of the property. If the applicant does not want to construct the sidewalk, a new variance to the Subdivision Ordinance is required.

The applicant has removed old Proffer 4, which allowed for an entrance on South Main Street. Since the 2017 approval, the City has updated its access management standards. The previously proposed right-in/right-out entrance does not meet current requirements, which requires a minimum spacing of 250 feet between access points on minor arterial streets. Since the distance between East Weaver Avenue and Edgelawn Drive along South Main Street is less than 450 feet, there is no appropriate location for a new access point. As a result, the applicant has removed this proffer.

Land Use

The Comprehensive Plan designates this site as Mixed Use and states:

The Mixed Use category includes both existing and proposed areas for mixed use. Mixed Use areas shown on the Land Use Guide map are intended to combine residential and non-residential uses in neighborhoods, where the different uses are finely mixed instead of separated. Mixed Use can take the form of a single building, a single parcel, a city block, or entire neighborhoods. Quality architectural design features and strategic placement of green spaces for large scale developments will ensure development compatibility of a mixed use neighborhood with the

surrounding area. These areas are prime candidates for “live-work” and traditional neighborhood developments (TND). Live-work developments combine residential and commercial uses allowing people to both live and work in the same area. The scale and massing of buildings is an important consideration when developing in Mixed Use areas. Commercial uses would be expected to have an intensity equivalent to a Floor Area Ratio of at least 0.4, although the City does not measure commercial intensity in that way. Downtown is an existing area that exhibits and is planned to continue to contain a mix of land uses.

The downtown Mixed Use area often has no maximum residential density, however, development should take into consideration the services and resources that are available (such as off-street parking) and plan accordingly. Residential density in Mixed Use areas outside of downtown should be around 24 dwelling units per acre, and all types of residential units are permitted: single-family detached, single-family attached (duplexes and townhomes), and multi-family buildings. Large scale developments, which include multi-family buildings are encouraged to include single-family detached and/or attached dwellings.

The applicant has proffered that there would be a maximum of 26 units on the site, which makes the site density 21 units per acre. Without proffers and if there are no commercial uses on the site, the applicant would be able to construct up to 30 units. However, Proffer 1 requires non-residential uses on the site and given the size of the lot and the R-5 district regulations, the maximum number of multifamily units allowed on the site is 26, the same number as proffered.

Staff believes that the proposed uses, with the submitted proffers, generally conform with the Mixed Use area designation.

Transportation and Traffic

The Determination of Need for a Traffic Impact Analysis (TIA) form (“TIA determination form”) for the proposed rezoning is attached. The TIA determination form indicated that the project would not generate 100 or more new peak hour trips, which is the threshold for staff to require a TIA. Therefore, a TIA was not required for the rezoning request.

The applicant has proposed the following two traffic-related conditions in relation to their SUP to allow retail stores, convenience shops, personal service establishments, business and professional offices, and restaurants. Staff supports the submitted two conditions with the additional text underlined below:

1. All traffic generating uses on the site, including uses not associated with the special use permit, shall be limited to a combined total of 100 vehicle trips in either the AM or PM peak hour as calculated using the latest edition of the Institute of Transportation Engineer’s Trip Generation Manual unless the property owner first,

at their cost: (1) completes a Traffic Impact Analysis accepted by the City Department of Public Works and (2) implements all identified mitigation measures or improvements. The City Department of Public Works may, in its sole discretion, waive, in whole or in part, completion of a Traffic Impact Analysis or any identified mitigation measures or improvements.

2. No drive-throughs will be permitted.

The additional text within condition #1 clarifies that all uses on the site will be included in the calculation of traffic generation, not just uses associated with the SUP. Staff appreciates the submission of condition #2 as it would prohibit any use from having a drive-through as current regulations only prohibit restaurants from having a drive-through.

Public Water and Sanitary Sewer

While staff does not anticipate issues regarding water or sanitary sewer service availability for the proposed development, the applicant has been advised that they will be responsible to complete a study of the water and sanitary sewer capacity as part of the engineered comprehensive site plan process. Any public system improvements required to meet the increased demands resulting from the project will be the responsibility of the developer.

Housing

The City's Comprehensive Housing Assessment and Market Study (Housing Study) places the subject site within Market Type B, which has "neighborhoods [that] are characterized by high income earning households, large volumes of housing sales and lower population growth." The Housing Study further notes that houses in these markets are quick to sell and that "[p]riorities and policies that are appropriate to Market Type B areas include the preservation of existing affordable housing while at the same time working to increase access to amenities."

Public Schools

The City contracted with the University of Virginia's Weldon Cooper Center for Public Service to complete a report titled "Population and School Enrollment Projects for the City of Harrisonburg" (April 2025). The report can be found at the following link: https://harrisonburgva.gov/sites/default/files/city-manager/HarrisonburgSchoolEnrollment_2025-04-30_Final.pdf. This report provides overall student enrollment projections through 2034 as well as estimated student generation by housing type for each elementary school attendance zone.

Based on the Weldon Cooper Center report's calculation, this development's proposed 26 residential units are estimated to generate nine K-12 students at full build-out. According to the School Board's current attendance boundaries, Keister Elementary School, Thomas Harrison Middle School, and Harrisonburg High School would serve the students residing in this development.

Conclusion

Staff believes that the amendments to the proffers do not change the intent of the of the 2017 rezoning and does not increase the intensity of the use of the site. Staff recommends approval of the rezoning and the two SUPs with the following conditions for the SUP to allow retail stores, convenience shops, personal service establishments, business and professional offices, and restaurants:

1. All traffic generating uses on the site, including uses not associated with the special use permit, shall be limited to a combined total of 100 vehicle trips in either the AM or PM peak hour as calculated using the latest edition of the Institute of Transportation Engineer's Trip Generation Manual unless the property owner first, at their cost: (1) completes a Traffic Impact Analysis accepted by the City Department of Public Works and (2) implements all identified mitigation measures or improvements. The City Department of Public Works may, in its sole discretion, waive, in whole or in part, completion of a Traffic Impact Analysis or any identified mitigation measures or improvements.
2. No drive-throughs will be permitted.

Options

1. Approve the rezoning and two special use permit requests with conditions submitted by the applicant with additional language recommended by staff.
2. Approve the rezoning and two special use permit requests with conditions as submitted by the applicant.
3. Approve the rezoning and two special use permit requests with other condition(s).
4. Approve the rezoning request and deny one or both of the special use permit requests.
5. Deny the rezoning and special use permit requests.

Attachments

- Extract from Planning Commission
- Site maps
- Application and supporting documents

Purcell Park Development Concerns

8 July 2026

Dear Mayor Reed; Vice-Mayor Flemi; Councilmembers Robinson, Dent, and Alsaadun; Director of Community Development Fletcher, and Deputy Director Dang:

The proposed multiple-use development on the east side of South Main Street between Edgelawn and Weaver has raised a number of concerns among citizens who live in the Purcell Park Neighborhood. In a previous letter of 6 July 2026, I addressed the overriding concerns: traffic and safety. In this letter, I would like to address the specific details of the proposal and its proffers, upon which the Council will vote on July 28.

To reiterate from my previous letter: My wife (Suzanne Fiederlein) and I have lived at 28 Edgelawn Drive—at the Northwest corner of the Purcell Park neighborhood—for 30+ years. We dearly love Harrisonburg in general and our “Norman Rockwell” neighborhood in particular. However that neighborhood is constantly under threat from commercial creep, JMU expansion, increased traffic (the subject of the letter of July 6), and unruly students in nearby frat houses.

In our experience it seems that about every five years the neighborhood faces a major threat, often in the form of proposed development that could have a significant negative impact on the neighborhood. Fortunately, the Council has voted down the most egregious proposals: for example, Lou Holtzman’s proposal two decades ago to build a Liberty gas station where the Starbucks now resides across Port Republic Road from the main entrance to JMU, or the recent proposal by 7 Brew Coffee to open a drive-thru coffee shop (with loud music) where the Marks & Harrison Law Office is now located at the corner of Port Republic Road and Main Street. In the three decades we have lived in the neighborhood, the City has approved several proposals that have had mildly negative, neutral, or slightly positive effects on the neighborhood, depending upon perspective: for example, the construction of a Rite Aid on South Main (now a Dollar Tree), the small strip mall across from the main entrance to JMU, re-zoning for the use of a former residence on South Main as a restaurant (Grilled Cheese Mania), and the re-purposing of the former SunTrust/Truist Bank branch office at Port Republic and Main as a law office (Marks & Harrison). I am grateful to the City for its historic wisdom in these difficult decisions that, for the most part, have preserved the integrity of the neighborhood.

The current proposal by developers Mike Hendricksen and Hans Harman falls into what I consider a gray area. It is not the best use of the property in my estimation; neither is it the worst. Whether or not the net effect on the neighborhood is negative or positive depends to a large extent on the specific details of the implementation, many yet to be determined.

Before I address those details, let me start with some givens. 1) Nature abhors a vacuum, and invariably some sort of development will go into the currently undeveloped space. 2)

The City has a dire shortage of single-family dwellings and one-bedroom apartments. 3) Mixed-use development **can** enhance the quality of life in a neighborhood, but whether or not the net impact is negative or positive depends strongly on the details of the project and what types of establishments occupy the commercial space.

Now to the details and their merits. The developers propose a three-story building (oriented along South Main Street between Weaver and Edgelawn) with 5000 square feet of commercial space on the ground floor and 26 apartments, up to 6 of which can be two-bedroom. The main entrance would be on Weaver because current state guidelines prohibit the right-in, right-out access on Main Street that both the developers and neighborhood residents would like to see. The parking area will be fence enclosed, with a six-foot high fence. A row of trees will be planted outside the fence along Edgelawn.

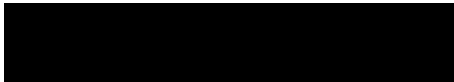
Here are some details that need to be addressed in assessing whether the proposed development will be a benefit or detriment to the neighborhood and the City.

- 1) According to the developers, traffic algorithms predict that the combined residential and commercial space will produce 400 additional automobile trips daily that emanate from the development. This will greatly impact the already problematic traffic situation in the neighborhood that was the subject of my previous letter. If the state disallows the proposed right-in, right-out access along Main Street, then traffic on Weaver, already problematic when JMU is in session, will become far worse. Moreover, some Weaver traffic will divert onto Edgelawn Drive, which is a one-lane alleyway not meant to be a thoroughfare. When combined with additional traffic associated with the imminent opening of the new Kids Castle in Purcell Park, the traffic associated with the proposed development will produce a dangerous traffic scenario for the neighborhood. In my judgement, if the state will not grant a waiver for right-in, right-out access on Main Street, the proposal should not be approved.
- 2) It is the opinion of this resident that a strictly residential use of the property would be a better option than mixed-use, specifically all townhomes or a courtyard full of attractive duplexes and/or triplexes, such as those shown in the accompanying photograph. Strictly residential use would decrease traffic impact and eliminate worries about how the commercial space is used. For example,
- 3) There should be no late-night or noisy uses of the commercial space: no vape shops, tattoo parlors, massage parlors, or restaurants with late-night bars.
- 4) To minimize impact to neighbors and their property values, the proffered fence should be 8 feet tall, not 6. Moreover, the property would be much more attractive (and less detrimental to nearby property values) if it included trees/landscaping within the parking area, not just along Edgelawn Drive.

- 5) What can be done to insure that the property will not be overtaken by unruly fraternities like those across Main Street?

Finally, I'd like to close with a rhetorical question for City Council members. The current modus operandi is that developers make a proposal, and one way or another, try to force it upon residents. If the neighborhood is lucky, sometimes the developers are reasonable enough to consider the concerns of the neighborhood and to tweak their proposals according, as has thankfully been the case for Giles Stone's original proposal and for Mike Hendricksen's modified proposal. However, this is still backwards. Why can't the City require developers to consult with residents BEFORE submitting proposals? Why can't residents and developers be on the same team for the betterment of the Friendly City? We could be, but it will take innovative thinking and some new ordinances.

Respectfully yours,
Dave Pruett
28 Edgelawn Drive





CITY OF HARRISONBURG COMMUNITY DEVELOPMENT

409 SOUTH MAIN STREET, HARRISONBURG, VA 22801

OFFICE (540) 432-7700 • FAX (540) 432-7777

June 1, 2026

**TO THE MEMBERS OF CITY COUNCIL
CITY OF HARRISONBURG, VIRGINIA**

SUBJECT: *Consider a request from Marilyn S. Pendlebury to rezone 1340 South Main Street*

Consider a request from Marilyn S. Pendlebury for a special use permit at 1340 South Main Street (to allow multifamily buildings with more than 12 units)

Consider a request from Marilyn S. Pendlebury for a special use permit at 1340 South Main Street (to allow retail, offices, restaurants, etc.)

**EXTRACT FROM THE DRAFT MINUTES OF HARRISONBURG PLANNING
COMMISSION MEETING HELD ON: May 13, 2026**

Chair Baugh read the request and asked staff to review.

Ms. Rupkey said the applicant is requesting a proffer amendment and two special use permits (SUPs) for a +/- 1.23-acre property addressed as 1340 South Main Street and identified as tax map parcel 18-R-22. The property is zoned R-5C, High-Density Residential District Conditional. Regarding the requested SUPs, the first is per Section 10-3-55.4 (1) to allow multiple-family dwellings of more than twelve (12) units per building. The second is per Section 10-3-55.4 (4) to allow retail stores, convenience shops, personal service establishments, restaurants (excluding those with drive-through facilities), medical clinics, and business and professional offices.

History

In August 2017, City Council approved four requests from Marusstodd Properties, LLC, for the subject site, which at the time consisted of five parcels. The four requests included:

- An amendment to the Comprehensive Plan's Land Use Guide map from Professional and Low Density Residential to Mixed Use;
- A rezoning from R-1, Single-Family Residential and R-3, Medium-Density Residential to R-5C, High-Density Residential District Conditional;
- An SUP pursuant to Section 10-3-55.4(1) to allow multi-family dwellings with more than twelve (12) units per building; and

- An SUP pursuant to Section 10-3-55.4(4) to allow retail stores, convenience shops, personal service establishments, business and professional offices, and restaurants (excluding drive-through facilities).

In November 2018, City Council approved a preliminary plat that vacated internal property lines reducing the number of lots from five to two and approved the following Subdivision Ordinance variances:

- To not dedicate the standard public street right-of-way for Edgelawn Drive (Sections 10-2-41(a) and 10-2-66);
- To not dedicate the full 25 feet of public street right-of-way along the Edgelawn Drive frontage (Section 10-2-45); and
- To not construct or provide surety for frontage improvements along Edgelawn Drive and East Weaver Avenue at the time of subdivision (Sections 10-2-62 and 10-2-67).

The above noted Subdivision Ordinance variances were approved with the following condition:

- When frontage improvements along Edgelawn Drive are required as part of development or redevelopment of any property associated with the preliminary plat, the developer shall be responsible for constructing frontage improvements along Edgelawn Drive for all properties associated with the request. The frontage along Edgelawn Drive is shown as 210.63 linear feet on the approved preliminary plat.

In August 2019, the applicant recorded the final subdivision plat that vacated the internal property lines and created the subject site (1340 South Main Street), tax map parcel 18-R-22-A (1341 Edgelawn Drive) and dedicated 527 square feet of public street right-of-way along Edgelawn Drive.

The SUPs approved in 2017 have since expired because the uses were not established nor diligently pursued within the timeframe required by the Zoning Ordinance Section 10-3-130(c). Without a proffer amendment, the 2017 proffers would continue to require both residential and non-residential uses. Since the applicant still proposes commercial uses, a new SUP is required.

Proffers

The applicant has offered the following proffers (written verbatim):

1. Any building constructed on site (excluding accessory buildings) shall contain residential and non-residential uses. Commercial uses shall only be permitted on the first floor and shall not exceed 5,000 square feet throughout all buildings. Residential units may be located on the first floor.
2. The total number of dwelling units on the property shall not exceed twenty-six (26) units. One-bedroom and two-bedroom units shall be permitted with no more than six (6) of the units being two-bedroom units.
3. No parking lot (including travel lanes and drive aisles) shall be located between any buildings and the following streets: South Main Street and East Weaver Avenue.
4. No vehicular access shall be permitted from the site to Edgelawn Drive.

5. A 6-foot tall opaque fence shall be installed and maintained along the frontage of Edgelawn Drive.
6. A 6-foot tall opaque fence shall be installed and maintained along the property lines adjoining tax map parcel #18-R-20, 18-R-21, & 18-R-22-A.
7. No structure, excluding a dumpster containment, shall be constructed within 150 ft. of the shared property line with Edgelawn Dr.
8. A minimum of six (6) small/ornamental deciduous or evergreen trees shall be planted along the street frontage of Edgelawn Drive. Tree locations along the street frontage are at the discretion of the property owner/developer.
9. At the time of construction the applicant shall reconstruct the curb ramp at the northeast corner of the intersection of South Main Street and East Weaver Avenue to meet the Public Right-of-Way Accessibility Guidelines standards.

The conceptual site layout is not proffered.

Proffers 3, 4 (formerly Proffer 5), and 7 (formerly proffer 8) remain unchanged from the existing regulating proffers. A copy of the 2017-approved existing proffers have been included by the applicant in their supporting documents.

Proffer 1 has been amended to identify a maximum of 5,000 square feet of non-residential space and to allow residential uses on all floors of the development. Proffer 2 has been amended to allow a maximum of 26 multi-family dwelling units, compared to the previously proffered maximum of 22 one-bedroom units. The updated proffer allows a mix of one- and two-bedroom units, with no more than six (6) units being two-bedroom units. If approved, and if they provide the maximum allowed six units with two bedrooms, then 10 additional bedrooms would be provided compared to the existing, approved proffers.

Proffers 5 and 6 (formerly Proffers 6 and 7 respectively) have been updated to provide clarity regarding the location of fencing along property lines and Edgelawn Drive. Proffer 8 (formerly Proffer 9) has also been updated to provide additional guidance for the required amount and type of landscaping along Edgelawn Drive. The original proffer language was unclear and could have been interpreted in a way that if there was no parking lot along Edgelawn Drive, then no trees would have been required.

Proffer 9 is a new proffer that will require the reconstruction of the sidewalk ramp at the intersection of South Main Street and East Weaver Avenue to meet Public Right-of-Way Accessibility Guidelines (PROWAG) standards. In addition, although not included as a proffer, the applicant will be required to construct sidewalks along East Weaver Avenue and Edgelawn Drive as part of site development. While a Subdivision Ordinance variance granted in 2018 allowed the deferral of sidewalk construction along Edgelawn Drive at the time of subdivision, that approval included a condition that requires frontage improvements to be constructed during development or redevelopment of the property. If the applicant does not want to construct the sidewalk, a new variance to the Subdivision Ordinance is required.

The applicant has removed old Proffer 4, which allowed for an entrance on South Main Street. Since the 2017 approval, the City has updated its access management standards. The previously proposed right-in/right-out entrance does not meet current requirements, which requires a

minimum spacing of 250 feet between access points on minor arterial streets. Since the distance between East Weaver Avenue and Edgelawn Drive along South Main Street is less than 450 feet, there is no appropriate location for a new access point. As a result, the applicant has removed this proffer.

Land Use

The Comprehensive Plan designates this site as Mixed Use and states:

The Mixed Use category includes both existing and proposed areas for mixed use. Mixed Use areas shown on the Land Use Guide map are intended to combine residential and non-residential uses in neighborhoods, where the different uses are finely mixed instead of separated. Mixed Use can take the form of a single building, a single parcel, a city block, or entire neighborhoods. Quality architectural design features and strategic placement of green spaces for large scale developments will ensure development compatibility of a mixed use neighborhood with the surrounding area. These areas are prime candidates for “live-work” and traditional neighborhood developments (TND). Live-work developments combine residential and commercial uses allowing people to both live and work in the same area. The scale and massing of buildings is an important consideration when developing in Mixed Use areas. Commercial uses would be expected to have an intensity equivalent to a Floor Area Ratio of at least 0.4, although the City does not measure commercial intensity in that way. Downtown is an existing area that exhibits and is planned to continue to contain a mix of land uses.

The downtown Mixed Use area often has no maximum residential density, however, development should take into consideration the services and resources that are available (such as off-street parking) and plan accordingly. Residential density in Mixed Use areas outside of downtown should be around 24 dwelling units per acre, and all types of residential units are permitted: single-family detached, single-family attached (duplexes and townhomes), and multi-family buildings. Large scale developments, which include multi-family buildings are encouraged to include single-family detached and/or attached dwellings.

The applicant has proffered that there would be a maximum of 26 units on the site, which makes the site density 21 units per acre. Without proffers and if there are no commercial uses on the site, the applicant would be able to construct up to 30 units. However, Proffer 1 requires non-residential uses on the site and given the size of the lot and the R-5 district regulations, the maximum number of multifamily units allowed on the site is 26, the same number as proffered.

Staff believes that the proposed uses, with the submitted proffers, generally conform with the Mixed Use area designation.

Transportation and Traffic

The Determination of Need for a Traffic Impact Analysis (TIA) form (“TIA determination form”) for the proposed rezoning is attached. The TIA determination form indicated that the project would not generate 100 or more new peak hour trips, which is the threshold for staff to require a TIA. Therefore, a TIA was not required for the rezoning request.

The applicant has proposed the following two traffic-related conditions in relation to their SUP to allow retail stores, convenience shops, personal service establishments, business and professional offices, and restaurants. Staff supports the submitted two conditions with the additional text underlined below:

1. All traffic generating uses on the site, including uses not associated with the special use permit, shall be limited to a combined total of 100 vehicle trips in either the AM or PM peak hour as calculated using the latest edition of the Institute of Transportation Engineer's Trip Generation Manual unless the property owner first, at their cost: (1) completes a Traffic Impact Analysis accepted by the City Department of Public Works and (2) implements all identified mitigation measures or improvements. The City Department of Public Works may, in its sole discretion, waive, in whole or in part, completion of a Traffic Impact Analysis or any identified mitigation measures or improvements.
2. No drive-throughs will be permitted.

The additional text within condition #1 clarifies that all uses on the site will be included in the calculation of traffic generation, not just uses associated with the SUP. Staff appreciates the submission of condition #2 as it would prohibit any use from having a drive-through as current regulations only prohibit restaurants from having a drive-through.

Public Water and Sanitary Sewer

While staff does not anticipate issues regarding water or sanitary sewer service availability for the proposed development, the applicant has been advised that they will be responsible to complete a study of the water and sanitary sewer capacity as part of the engineered comprehensive site plan process. Any public system improvements required to meet the increased demands resulting from the project will be the responsibility of the developer.

Housing

The City's Comprehensive Housing Assessment and Market Study (Housing Study) places the subject site within Market Type B, which has "neighborhoods [that] are characterized by high income earning households, large volumes of housing sales and lower population growth." The Housing Study further notes that houses in these markets are quick to sell and that "[p]riorities and policies that are appropriate to Market Type B areas include the preservation of existing affordable housing while at the same time working to increase access to amenities."

Public Schools

The City contracted with the University of Virginia's Weldon Cooper Center for Public Service to complete a report titled "Population and School Enrollment Projects for the City of Harrisonburg" (April 2025). The report can be found at the following link: https://harrisonburgva.gov/sites/default/files/city-manager/HarrisonburgSchoolEnrollment_2025-04-30_Final.pdf. This report provides overall student enrollment projections through 2034 as well as estimated student generation by housing type for each elementary school attendance zone.

Based on the Weldon Cooper Center report's calculation, this development's proposed 26 residential units are estimated to generate nine K-12 students at full build-out. According to the

School Board's current attendance boundaries, Keister Elementary School, Thomas Harrison Middle School, and Harrisonburg High School would serve the students residing in this development.

Conclusion

Staff believes that the amendments to the proffers do not change the intent of the of the 2017 rezoning and does not increase the intensity of the use of the site. Staff recommends approval of the rezoning and the two SUPs with the following conditions for the SUP to allow retail stores, convenience shops, personal service establishments, business and professional offices, and restaurants:

1. All traffic generating uses on the site, including uses not associated with the special use permit, shall be limited to a combined total of 100 vehicle trips in either the AM or PM peak hour as calculated using the latest edition of the Institute of Transportation Engineer's Trip Generation Manual unless the property owner first, at their cost: (1) completes a Traffic Impact Analysis accepted by the City Department of Public Works and (2) implements all identified mitigation measures or improvements. The City Department of Public Works may, in its sole discretion, waive, in whole or in part, completion of a Traffic Impact Analysis or any identified mitigation measures or improvements.
2. No drive-throughs will be permitted.

Ms. Rupkey asked if there were any questions for staff.

Commissioner Seitz said I noted that the site plan that was submitted as an example is not a proffered site plan, I get that. And I noticed that the date of it was about a year ago, 2025. I know we can ask the applicant this, do they have the capacity to make the building bigger or what is going to happen to this area where we are not going to have access to South Main Street?

Ms. Rupkey said that would be a question for the applicant, but they are not proffering the exact location of that building.

Commissioner Seitz said that was the other question...but it does say the building does need to be against [South] Main Street and against Weaver [Street] on the corner.

Ms. Rupkey said correct, but they could theoretically change the shape.

Commissioner Seitz said whatever the footprint it is pushed west and pushed south.

Chair Baugh asked if there were any more questions for staff. Hearing none, he invited the applicant or applicant's representative to speak to their request.

Mike Hendricksen, the applicant's representative and contract purchaser, came forward to speak to the request. He said for the last many years we have watched this site sit; as we all have. This, I would say, is an infill site. There are some other terms used to describe some other things earlier and I think this is an infill site and a perfect candidate for this type of mixed use development. I am one of the contractor purchasers by the way and I have a partner on this and when we sit down and talk through: hey let's look at the previous plan, what we like about it, and what we might not

like about it, and what do we think should be adjusted. Ten thousand square feet of commercial space on the previous plan there is a lot of commercial space for this site. It would generate a lot more traffic to this site than what we have proposed now at 5,000 square feet. On the residential side, I think it was 22 one-bedroom units, and if I am not mistaken, I think there was some shorter-term type of idea with renting those. These would be longer term units. Twenty-six apartments. Twenty of them, potentially, one-bedroom up to six two-bedroom units, and I think we would be maxed out at that six two-bedroom units so we would have to have a minimum of 20 one-bedroom units the way that we have presented it. In terms of overall ideas with mixed use buildings, we do believe that these help the social interactions that I think we are all wanting to continue to see in sites like this where you have a mix of uses. You have some potentially service type things. You have some residential. You have some impromptu and then planned interactions between the two, these different groups of people that are in our community. So, while this is not a large site like some previous ones that have been discussed, we think that there can be some types of interactions between residents, professionals, people needing services, all of that type of thing on this site. One thing I will just go back to right quick that was mentioned about the placement of the building, we want the building up along South Main [Street]. We do not want to put that back and put a bunch of parking right there. We would like to see the parking behind the building, as we have it drawn there. That date may have been last year but there have been significant updates on this plan since our initial work on this last year. Where we are, we would love to see this new iteration of the mixed-use plan that we have put forward move forward to the stage. Like I have said, we have watched this site sit for a very long time as everyone has kind of wondering, there was something that was approved at one time and nothing happened. We would like to see something be approved and happen here and corresponds with our Comprehensive Plan as well. I will be glad to answer any questions you have.

Commissioner Seitz said what makes this viable now? How come the previous approvals and stuff did not move ahead? What has changed to make this viable now that did not come together previously?

Mr. Hendricksen said I think the main thing from the previous plan, everyone on Commission knew the late [Mr. Giles] Stone and so I think at that stage where he was in his career and life, this was a pretty big project. This is a pretty big step forward. At that point in time, I am just not sure he wanted to take the risks. At this point, we see that it is here. It is in a corridor that is growing and will continue to grow especially with the announcements and things that have been mentioned about JMU's growth. Some of that additional staffing potentially that was discussed with that growth, maybe they can find a home here as well as some services.

Vice Chair Porter said have you had much discussion with the neighborhood? The folks that live on Weaver [Street] and some of the residential that is close to the site.

Mr. Hendricksen said we have not.

Chair Baugh said this is a neighborhood that has historically gotten quite engaged. I know some folks that are here and suspect that they are attached to some other people who are watching this pretty intently.

Chair Baugh asked if there were any more questions for the applicant's representative. Hearing none, he opened the public hearing and asked if there was anyone in the room or on the phone wishing to speak to the request.

Suzanne Fiederlein, a resident at 28 Edgelawn Drive, came forward to speak to the request. She said I were involved in the discussions back in 2017 as well. We have lived there 30 years and several of our neighbors have lived there even longer. Having read all of the documents related to this, I really appreciate the owner's attempt to be very honest and true to the agreements that were reached in 2017, adhering to the proffers that were presented then. What I would like to draw attention to is that there are other things that have changed around it since 2017. In particular, the traffic situation and what has happened elsewhere in the neighborhood. We have had major problems in the neighborhood with the apartments across [South] Main Street from us. This is right down from Port Republic Road and South Main Street, it is a horrible intersection. We cannot get in and out of our neighborhood easily at Edgelawn Drive or Weaver Avenue or Monument Avenue and that is only going to get worse when Kids Castle opens. There are times when I am trying to turn into my neighborhood going south toward South Main Street, I cannot get in at Edgelawn Drive, Weaver Avenue and Monument Avenue because it is all backed up. This one entrance now, no entrance off of Main Street, it is only going to be off of Weaver Avenue, and it is going to add a whole lot more traffic in and out of Weaver Avenue. With the fraternities having moved in at 17 and 21 Weaver Avenue there are excessive cars parked on the streets. The one good thing about having the open field is that the students have been parking in the old parking lot there and getting off the street. Students from across the street park there and on the street. We are only going to have more traffic in and out of Weaver Street as a result of this. It is a problem again of something much larger than this development itself. It would be really nice to use this land for a good residential purpose in our neighborhood. My concern is with the larger traffic problem in the area. The fact that we cannot get in and out of our neighborhood and coming from Port Republic Road which is horribly backed up as well and now you cannot turn left in various places at certain times into our neighborhood. We are really trapped in our neighborhood. Having more traffic and it will not just be coming from South Main Street they will be turning onto Crawford Avenue and coming down through South Main and Weaver Avenue. We have a wicked curve and wicked hill there. People walk in the street with their dogs and their kids. It is just a major problem. Since 2017, that aspect has become a lot worse. That is the main concern I want to draw your attention to about this. Not the development, per se, but the fact that it is really in a place that is going to have major traffic problems. Thank you.

Randy Hoffman, a resident at 25 Edgelawn Drive, came forward to speak to the request. He said my wife and I live at 25 Edgelawn Drive which is the one property on this block that is an owner residential property. There is the other residential spot behind our house that is the rental home right now. We clearly have a highly invested interest in this. It was interesting to me this evening hearing many of the presenters talk about approaching neighborhood before pitching their plans. I certainly wish that would have occurred and I wish I had a better understanding. As an example, the drawings that I saw showed an entry and an exit off South Main Street and unless I have misunderstood, I understand that is no longer going to be in the plan. There will be an entry and exit only off of Weaver Avenue. That is not what was shown on the information that we were sent. I think that this plan in general is probably the best of many bad alternatives for somebody who is living on the property. I will support your decision to approve it. I do think that there are

still some concerns that I want to voice. When we acquired this property in 2004 from Pete Shank, who I think deserves to be better recognized as a community leader than he seems to have gotten. I know he was never really involved in government, but he was a great guy for the community. We bought the house from him. It was really apparent when we bought this house that we were acquiring property very close to commercial. We are in essence half a block from one of the busiest intersections in Harrisonburg, either way. We are about half a block off of Port Republic Road. We are half a block off of South Main Street. At the time that we acquired this property, there were all commercial properties on South Main Street. All of those commercial properties were professional businesses, and it was our understanding that was the zoning. I realize things change over time, and I do not think zoning can be carved in stone, but as a homeowner in this situation, I find it disconcerting that after buying property and looking into the zoning that surrounded me that it somehow got pulled out from under my feet. It is now not just for business professionals, but it is also for high density residential. Again, I am not opposed to this particular plan. I think it probably is one of the best alternatives that we can expect in the neighborhood. I have concerns that with the traffic as it is laying out and especially hearing that people cannot enter or exit directly from South Main Street, you are going to put a lot of people going out onto Weaver Avenue and many of them are likely to try and circumvent what is going to be a backup to South Main Street by cutting through Edgelawn Drive. I am not sure how familiar you are with Edgelawn Drive but while Edgelawn Drive, as it leaves South Main Street and goes back to where it turns, is two lanes. Once it turns and heads towards Weaver Avenue it is about 11 feet wide and two cars cannot pass. Right now, if somebody is coming out of Edgelawn Drive and I am going in off Weaver Avenue one of us has to stop and go well hey neighbor I will get out of your way I will back up. It has not been an issue but somehow I am very worried about this since the entrance and exit off of South Main Street has been eliminated. I do not know that this was actually in a proffer but I think this may have been something that may have been a discussion with Giles Stone, who I know very well. By the way I do not think Giles was ready to give up on business ideas at the time he took this project on. I think it is probably likely that what he found was he did not have investors interested in 10,000 square feet of retail space. I think that is probably a little bit too much for the area myself. He had indicated however that the businesses that would go in there would not be around the clock and go until late at night. I am a little concerned that I do not see anything to that effect. I am not sure that I ever did in proffers, but I am concerned that those businesses that can go in there may be 24 hour and there is nothing that prevents the current or future owners from going ahead with that type of business. There are a couple of other things that I am sure that you can ask for in a proffer. Being the one residence there I would feel a whole lot more comfortable if the fence that separated this development from our property were taller than six foot. I would appreciate not having the people on the second floor of 22 apartments looking down into my backyard. I do not know what the height limits are. I think it would probably require a special use to go more than six feet. It seems like that would indicated in this case. I do not feel like I should have to pay for a 12-foot fence. I am also concerned that the current drawings reverted the dumpster location back to the corner right next to our home and not up against Weaver Avenue like it had been represented in the last set of drawings that Giles had submitted.

Tom Templeton, a resident of 131 East Weaver Avenue, came forward to speak to the request. He said we have been at our residence since August of 1992. We have been loyal members of that neighborhood. We have had a lot of good times in that neighborhood and we miss the people that

are no longer there. Each day I get up early in the morning and see a lot of traffic. If the City wants to make a lot of money they need to put a police officer up at the end of Weaver Avenue right where it meets Crawford Avenue. That is a dangerous intersection. I stand there in my yard and I watch. As far as this apartment building, I think it is hard on the integrity of the neighborhood. I do not know that it is necessary. If you go down to the bottom of Weaver Avenue where they want to build this thing there are two rentals on the south side of Weaver Avenue that Suzanne mentioned and those kids park in different directions all the time. It is a bottleneck right there. I leave for work anywhere from six o'clock to seven o'clock in the morning and a lot of times it is hard to get out onto Weaver Avenue especially coming back in the evenings. If you come up Port Republic Road and your blinking lights are running where you cannot turn left onto Crawford Avenue. You cannot turn left into the little alley of Hillcrest Drive so you have to come down to Route 11, turn left into Edgelawn Drive or turn left onto Weaver Avenue it is tough. It is a dangerous situation. I appreciate what you guys do here. My dad back in the 70s and 80s where I grew up in Western Pennsylvania he was President of Town Council and County Commissioner and he would appreciate what you girls and guys do here this evening and we appreciate what you do also.

Dave Pruett, a resident of 28 Edgelawn Drive, came forward to speak to the request. He said we are very concerned about several things. We have been in our house going on 31 years. We love the Purcell Park neighborhood. It is vibrant. The neighbors are great. We constantly feel under threat. JMU is buying us out through piecemeal. Frats have moved across South Main Street from us and we get parties three nights a week. It is supposed to end at 10 o'clock and it can go to 1 or so sometimes. It seems to me that one of your jobs is to at minimum preserve the integrity of neighborhoods. With that said, I recognize something has to be done with that property. Like Randy, I do not quite feel like it is the least bad alternatives I think there are a couple of alternatives. You may not remember but the very first proposal for that property was townhomes. I think even better than townhomes would be duplexes and triplexes. I am not a developer and I realize that the horse is out of the barn. I always find that the devil is in the details. Everything looks good on paper but how it is processed it can turn out very good or very bad. I am thankful that Giles worked with us before he passed away. That developer seems to be taking some of the concerns of the neighborhood into consideration which it would have certainly been nice if they had talked to us directly, which has not happened. My wife mentioned the traffic issue and it is not manufactured, it is a real problem. There are times when we absolutely cannot get out of our neighborhood and it is only going to get worse. As much as we love having the new kids' playground at Purcell Park that is going to attract a lot of traffic. I guess you know your business better than I do. Try not to do anything that is going to damage this wonderful neighborhood. It is hard to keep the integrity, it is real easy to break it.

Chair Baugh closed the public hearing and opened the matter for discussion.

Commissioner Jezior said I am not sure who this question is for but why was the entrance and exit onto South Main Street taken away?

Ms. Rupkey said it is still shown on the concept plan, the Engineer did not remove it from the concept plan but it is physically no longer allowed due to our access management standards. We

would not allow them to build that entrance based on what we allow for distances between entrances.

Commissioner Jezior said so it is too close to it?

Ms. Rupkey said yes it needs to be 250 feet away and to move it 250 feet away from Edgelawn Drive puts it too close to East Weaver Avenue. Moving it 200 feet from East Weaver Avenue is too close to Edgelawn Drive.

Vice Chair Porter said I have a question related to Edgelawn Drive because I lived on Bluestone Street for a period of time and I know that is a strange little road there that is effectively a one lane alley. I guess I am looking at City staff here, how do we view that road? Is it just a navigable normal City maintained road?

Ms. Rupkey said it is a public street. It is substandard and does not meet the requirements for width, curb and gutter, and sidewalks. It does not have any of that but it is a public street.

Vice Chair Porter said I am not sure that it would make the neighbors any happier to close it but I will tell you this would be a concern to me. I have taken that road a few times and I have been in that same situation the gentleman had brought up where someone is coming around the other way, and I have to back up and allow them to go past. I would think that putting 22 apartments and some commercial property next to this will definitely exacerbate the situation. I would be concerned about that condition regardless of where this goes.

Commissioner Kettler said I would wonder why someone would be going down Edgelawn Drive.

Commissioner Seitz said traffic just backs up and blocks Weaver Avenue and Edgelawn Drive. Then the minute that happens people that are in the neighborhood are taking whatever route they can to try to get to a point of access to these streets. I lived at 1210 South Main Street before it got torn down and turned into a parking lot. I understand the traffic situation in this neighborhood.

Commissioner Kettler said I look at the placement for this within the larger context and it is clearly an area that is increasing slowly in intensity but it is definitely car-centric now and so threading that needle of trying to improve it and increase housing and to do that in the context of what is actually economically possible conflicts with my general preference towards less parking and fewer trips. I think overall it is a good plan. I also think with Edgelawn Drive it just shows some of the limitations of not being a true alley or a full street.

Commissioner Seitz said I am constantly amazed how often individual developments bump up against systemic problems that are beyond the purview of the particular developer. I think that as the City that is where we need to step in and identify solutions that serve the needs of the residents and addresses the concerns of the folks that live in that neighborhood but also set the table for needed development. I am just saying that time and time again I hear legitimate concerns about the impact of projects and struggle to balance the legitimacy of the project

candidly. Outside of the context of this particular neighborhood and the traffic problems and stuff like that I think it is a good project. How do you reconcile that with bigger neighborhood wide issues? Going through the 2018 Comp Plan and there was a call in there for development of neighborhood area plans which are great. One got done for the Northeast Neighborhood and it was fantastic, much needed for the Northeast Neighborhood. To my knowledge that is the only one that got done. This is the perfect example of where you need a small neighborhood plan so that developers have guidance when they look at properties.

Vice Chair Porter said I think that is a very salient point. As someone who did live in this neighborhood for a period of time, I would agree with that. I think the City is failing this community a little bit by what is being allowed to happen on Weaver Avenue. There should be some enforcement related to these students that are parking in multiple different directions. I have seen that. As someone that used to live on Bluestone Street, I know what the party culture is like on that particular block and the kinds of conditions that you have coming through your neighborhood in the middle of the evening particularly on a Friday or Saturday night. This will probably exacerbate that. I do understand your concerns in that area, and I would have the same concerns. There are a lot of issues with entry and egress into this neighborhood. Going all the way up to Monument Avenue and then getting onto Port Republic Road that is an issue as well. The fact is if you have students that are jamming up that area and a lot of these fraternity houses are overpopulated and need to be addressed from a code enforcement perspective. This has been something I have been crusading on for a little while and I do think that this is a factor in this particular issue is that you do have the student population that is parking multiple different directions, parking in areas that are probably not permissible, and the fact that they are also illegally parking on this site. Which if I owned this property I would be concerned about it. Even though it probably gives you guys some relief the reality is that should not be happening. I feel like at some point the City, it is incumbent on them to look at the situation and whether that is code enforcement or police action to address it. I also know there is a lot speeding in that neighborhood as well. Those concerns are all really valid. I am not sure how germane it is to this actual development other than the fact that this development would certainly make it worse.

Commissioner Alsindi said I kind of disagree with you Commissioner Porter in a positive sense. I know this sounds more subjective but this is just my view, that having the area here generally with nothing and having just houses here I think it increases the possibility of people having those fraternity houses over there. The boredom and nothing to do of students probably is another factor that increases this kind of pattern. While I consider what I heard from people in the neighborhood, looking at it from a strategic and more futuristic perspective, having such kind of apartments there I think affects the behavior of civility and the practice of people how they live including students. The fact that there is nothing there I notice there is more calmness as a living neighborhood. There are also students here who are bothering people but generally speaking I think this pattern of development there I would assume they would behave in a different way when you have stores and businesses over there that are more developed. You can go to a restaurant and sit down rather than hanging in dark streets over there doing nothing and bothering people. I am just looking at it from that point of view that strategically having such developments would change the overall pattern of people living in urbanized neighborhoods.

Vice Chair Porter said as a former fraternity member in my youth I can tell you right now I have zero faith in our ability to be able to adjust our behavior based upon what is around us. I do think that neighborhood has been suffering from that issue for a while. There is commerce down the street and there are other things in the neighborhood and it does not change how those students behave in those areas. I think the only thing that would change that behavior is proper enforcement and making sure the right number of students are living in those homes and if they are parking in the wrong direction that they are being ticketed. If they are parking in areas that are not appropriate that they are being ticketed. Eventually they will get tired of paying those fines or having to call mom and dad to pay those fines. I think the bigger issue here is the fact that, I think it is probably where we are going to be headed here pretty quickly, is that this is not a bad development at all and I hope that there is a way that this can be discussed with the neighbors to try to be able to address some of these concerns before it comes to Council. I see this type of development as being in the right place and I do understand the concerns of the neighborhood certainly and I am arguing both sides of the issue here. I do see this as the type of place that we are looking for density and more units in our community, that if I was going to walk or bike to JMU I would be more likely to do it from this location than the place we just had a large issue about. I also think if it is managed properly and managed well it could actually be an asset to that neighborhood. Again, I think a lot of these concerns about dumpster placement and fence height are legitimate concerns that need to be worked on but at the end of the day we are not going to be able to make a lot of determination based on those details. I think what it comes down to is this a permissible use of this area and does it serve the public interest. I am of the belief that it does. I think a commercial space is something that would add something depending on what type of commercial space it is in that community. I think it is more are we doing a good enough job of managing this neighborhood and supporting the residents of this neighborhood to make this viable and so it is not a nuisance for the neighbors? I think that is my take on it.

Commissioner Kettler said in terms of getting to JMU from this general area, I went on the site visit but I did not go to JMU from there. I am not as familiar with this neighborhood. In order to do that they would basically have to go east and then north and go across Port Republic Road or they have to go right up South Main Street. Is that right?

Chair Baugh said pretty much. The foot traffic there as a point of reference, talking about things have changed, there was a time when the apartments on South Avenue was primarily student housing. Which is actually a little further away. There was time when there was even more foot traffic sort of from that area. That is right, that traffic funnels onto South Main Street for the most part. I think one of the concerns of the neighborhood over the years has been various little things that might pull people wander through the neighborhood but that is not really what this is I do not think. Really what has been the idea...there has been a lot of history with this neighborhood. I could vouch for some of the comments that were made. This has always been a neighborhood that has been concerned about what is going on around them and there have been some spots that if you actually know properties that have been purchased in the hope that one day the climate would change and that maybe to knock a house down and go to more intense development. That has never really happened. To be brutally frank the development now where the Starbucks is right off of the interchange that got approved by Council over the vehement objection of the neighborhood when it happened. I mean the neighborhood did not even like that going in there. Then the concern to a modestly lesser extent of those sort of

commercial, and I get it they were kind of quasi-professional office building spaces, that get you all the way up to the Port Republic Road corridor. Of course, it used to be a bank on the corner and now I guess it is a law firm in there. That has kind of been the history of that. I think maybe [unintelligible] recognition that well for the part that is on US Route 11 probably makes a little sense for that to have a little commercial or dense orientation. We are not too crazy about that. We are certainly not interested in seeing more.

Councilmember Dent said come to think of it, that former bank that is now law offices, there was a proposal there to put one of those drive- through coffee places.

Chair Baugh said yeah we shot that down.

Councilmember Dent said we shot it down because that would have been massively disruptive.

Chair Baugh said which is now down South Main Street on the other side and it is a much better location for it.

Councilmember Dent said clearly disruptive to the neighborhood. There are not any proffers or any such about the kinds of commercial that would go in there. It is also sort of up against South Main Street a drive through or any such.

Commissioner Kettler said I think something else that is important that I heard is there are concerns with something like this going in and students being nearby and density being part of that. The most consistent thing that I heard was traffic. I think that is something important to keep in mind as we head into the item three away from where we are at.

Councilmember Dent said come to think of it the large parking area is that because it is a multistory...how many stories is this? Commercial on the bottom even some apartments on the bottom with so many stories of apartments, 26 units. How many stories does that make it?

Chair Baugh said three stories.

Commissioner Seitz said it is 26 units, 6 of them are two-bedroom units so that is 12 plus 20 that is 32 units. Is it a [parking] space and a half per bedroom?

Ms. Dang said it depends on the breakdown.

Councilmember Dent said I suppose there is also allowance for the parking for the commercial.

Ms. Rupkey said they would be required for the one-bedroom to do one and a half spaces and for two-bedroom, two and a half spaces.

Councilmember Dent said how about for the commercial?

Ms. Rupkey said that would depend on what the final use ends up being.

Councilmember Dent said for example, correct me if I am wrong, it is conceivable if all of it got approved that the property owner could find a tenant but it would be a particular use that there are not enough parking spaces to accommodate that use. It would not be allowed even though that commercial use would otherwise generally be allowed. You still have to meet the parking requirements.

Commissioner Seitz said it just seems like if there was ever a case for parking reduction in parking requirements, this site is it.

Commissioner Jezior said it was 90 percent parking for the amount of bedrooms. They were not doing one and a half per.

Mr. Russ said for four bedrooms you need three and a half. Three bedroom you also need two and a half. Three and four bedrooms need fewer parking spaces per bedroom.

Commissioner Jezior said I think in talking about the traffic as well coming out, I like that the building is situated on South Main Street for the pedestrians especially with the commercial space. Sight lines though for traffic coming out from Weaver Avenue are probably going to be a problem as people are coming out and taking a left there and people cutting through. If you have the building set all the way forward you are not going to be able to see traffic going down South Main Street as well.

Ms. Dang said that is a good point and it will be evaluated during the site plan review.

Councilmember Dent said this possible underground stormwater retention might create an effective bit of setback off of Weaver Avenue. Is that right?

Mr. Fletcher said they will not be able to prohibit sight lines they have to meet sight distance requirements.

Commissioner Kettler said I do agree with what what you are generally saying of it being oriented toward the street and not back like right up against the existing residential property.

Chair Baugh said if I recall correctly whether you like it or not that was one of the things that as this thing was negotiated with folks in the neighborhood it was one of the results from that was to get the building placed in that spot. I think the original proposal was more of that sort of tradition kind of building in the middle or maybe skewed a little towards the front parking all around it.

Commissioner Kettler said I think this is a lot better then.

Councilmember Dent said that is one thing staff consistently recommends no parking in front of the building so that it is tucked behind and you are not looking at cars going down the street. More neighborhood walkability.

Ms. Dang said I just want to acknowledge that for all the traffic concerns that have been discussed and the parking issues on the street know that when you all have these discussions right

here and from these community members at public hearings, when the minutes are drafted we send a copy or send that excerpt to the other departments, Police and Public Works to make them aware so that it is going to somebody who can evaluate it.

Councilmember Dent said that is a good point because when they say they cannot get in and out of the neighborhood I wonder if the City needs to make some kind of adjustment like a traffic light at Monument Avenue. This could be a candidate for some of the traffic calming if people are speeding down some of the streets.

Chair Baugh said I know a lot of people do not like to do it, but the most effective thing you can do, and it really only has two layers to it... if its a traffic parking issue, call the Police Department. If it is too many people in a space, these folks [Community Development]. Certainly, on that civil side I can tell you for a fact because it is a complaint driven system. If somebody comes in and talks to Community Development somebody will go out there and take a look at it. You may not like the answer and a lot of times you find things like everybody is in the same family and that is why there is 15 people there. I can tell you from real world experience, particularly on the traffic stuff and again, I do not want to be that guy calling the cops, okay. When a City Council member goes to say I am hearing from constituents about all of these problems in this area the first thing you get is they look at their data and they see how many complaints they have had. If the answer is not a whole lot, people have been toughing it out they are going to say this is the first we have heard of it or we heard one time and it went away. I have known of instances where people sort of bought into okay I guess we are going to have to be the squeaky wheel for a while and it was sort of effective. It is kind of not the fun option on trying to deal with this challenge in my neighborhood. I have definitely found situations where you know darn well because you live close to it or got through there that there are issues in the neighborhood and HPD database does not have any data that supports it so that just tells you are starting at ground zero to get their attention.

Commissioner Kettler said I was just going to say however we feel about these, do we feel comfortable about doing them as one motion?

Chair Baugh said I will throw it out, if anybody does not feel comfortable voting on these in one motion whether because they want to vote for one and not for the other. Any other reason, speak up now or forever hold your peace. Are we okay with taking it up as one motion?

Vice Chair Porter said I wanted to point out as I am sitting here looking at the changes being made to the proffers, most of the issues we have discussed are not going to be impacted by these changes. There is a by-right use currently on the property, and it is an expired special use permit for sure, but the reality is the circumstances that neighbors are most concerned about, the material changes that are going to be made by us passing this or not are not going to be necessarily addressed by this. It might stop the development for a period of time. but the reality is this is going to move forward in some fashion by-right pretty much today. I go back to the applicant and say it would be well worth your time to talk to these folks and have a sit down. I think I even heard the one gentleman say he would probably support this if some of his concerns were addressed. I think that is a worthwhile process to engage in before it goes to Council regardless of how we vote, The reality is I feel like a lot of these circumstances which are unfortunate are not going to be impacted by this decision or the other.

Chair Baugh said I was tempted to do it earlier, just to be clear, what we are actually voting on here, slightly oversimplified, is we are okay with reducing the amount of commercial. They want to tweak the fencing. They are going to enhance some of the stuff at the intersection of South Main Street and East Weaver Avenue and the entrance on South Main Street is gone due to the reasons we went into. You could in theory vote against approving the special use permit to allow them to have more units in it or to do the commercial. But now if you do, you have got a property that is zoned R-5 for high density and it is in the Land Use Guide for Mixed Use and you are sort of saying you cannot have high density or mixed use.

Commissioner Kettler said I move to approve the rezoning and two special use permit requests with conditions submitted by the applicant with additional language recommended by staff.

Councilmember Dent seconded the motion.

Chair Baugh called for a roll call vote.

Commissioner Seitz	Aye
Commissioner Jezior	Aye
Councilmember Dent	Aye
Commissioner Alsindi	Aye
Commissioner Kettler	Aye
Vice Chair Porter	Aye
Chair Baugh	Aye

The motion to recommend approval of the rezoning request and two special use permit requests passed (7-0). The recommendation will move forward to City Council on June 9, 2026.

City of Harrisonburg

Rezoning

Proffer amendment, R-5C

Special Use Permits

Section 10-3-55.4 (1)

to allow multiple-family dwellings of more than twelve (12) Units

Section 10-3-55.4 (4)

to allow retail

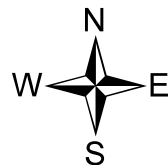
1340 South Main Street

Tax Map Parcel: 18-R-22

+/- 1.23-acres

Medium Density Residential

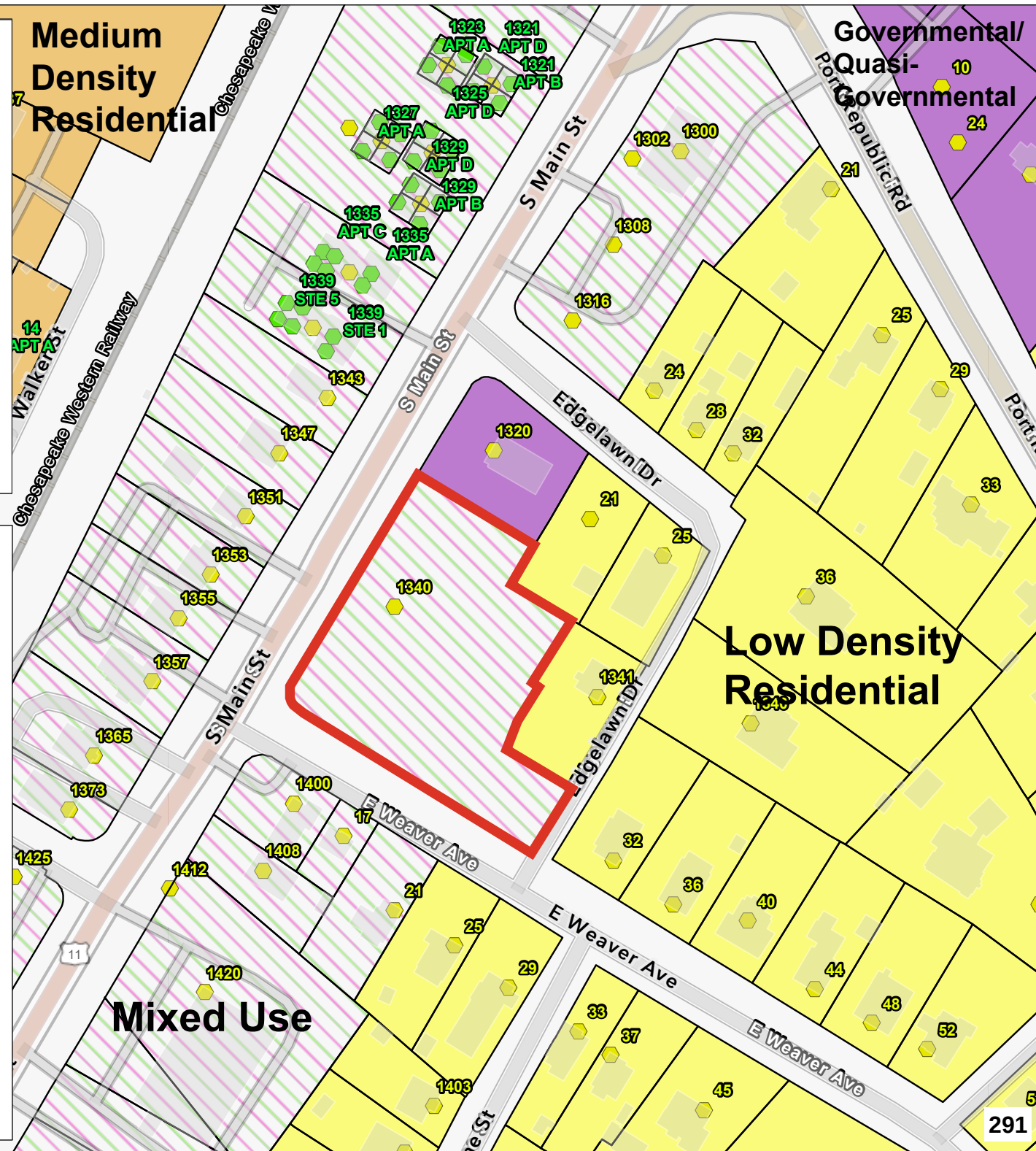
(Future) Land Use Guide



Mixed Use

Low Density Residential

Governmental/Quasi-Governmental



City of Harrisonburg

Rezoning

Proffer amendment, R-5C

Special Use Permits

Section 10-3-55.4 (1)

to allow multiple-family dwellings of more
than twelve (12) Units

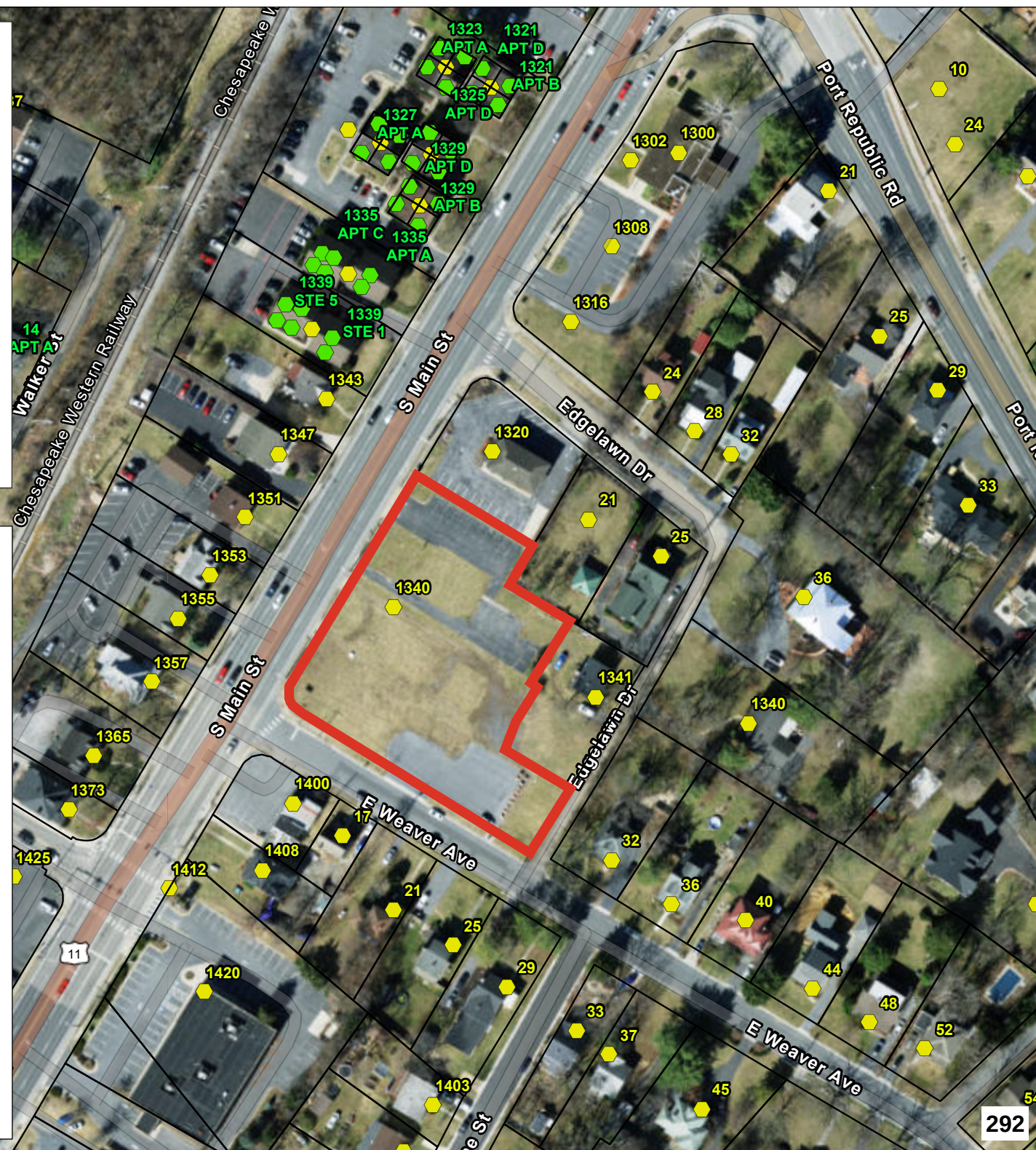
Section 10-3-55.4 (4)

to allow retail

1340 South Main Street

Tax Map Parcel: 18-R-22

+/- 1.23-acres





CITY OF HARRISONBURG
**COMMUNITY
DEVELOPMENT**

Change of Zoning District
(Rezoning) Application
www.harrisonburgva.gov/zoning

PROPERTY INFORMATION

1340 S. Main St., Harrisonburg, VA 22801

Property Address

018 R 22

Tax Map Parcel/ID

1.23

Total Land Area

acres or sq. ft.
(circle)

Existing Zoning District: R5C

Proposed Zoning District: R5C

Existing Comprehensive Plan Designation: Mixed Use

PROPERTY OWNER INFORMATION

Marilyn Pendlebury

Property Owner Name

6049 Shady Oak Ct.

Street Address

Mechanicsville

VA

23111

City

State

Zip

Telephone

E-Mail

OWNER'S REPRESENTATIVE INFORMATION

Mike Hendricksen / Hans Harman (Contracted Purchasers)

Owner's Representative

222 Fairway Drive

Street Address

Harrisonburg

VA

22802

City

State

Zip

Telephone

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.

Mary Pendlebury
PROPERTY OWNER

3/26/2026
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.

TO BE COMPLETED BY PLANNING & ZONING DIVISION

3/30/26

Date Application and Fee Received

Total Fees Due: \$ 455.60 Paid
Application Fee: \$550.00 + \$30.00 per acre

Received By



**CITY OF HARRISONBURG
COMMUNITY
DEVELOPMENT**

Special Use Permit Application

www.harrisonburgva.gov/zoning

PROPERTY INFORMATION

1340 S. Main St., Harrisonburg, VA 22801 018 R 22 1.23 acres or sq.ft.
Property Address Tax Map Total Land Area (circle)

Existing Zoning Classification: R5C

Special Use being requested: Allow for a building of more than 12 residential units with some residential units on the ground level.

PROPERTY OWNER INFORMATION

Marilyn Pendlebury

Property Owner Name

6049 Shady Oak Ct.

Street Address

Mechanicsville

VA

23111

City

State

Zip

Telephone

E-Mail

OWNER'S REPRESENTATIVE INFORMATION

Mike Hendricksen / Hans Harman (Contracted Purchasers)

Owner's Representative

222 Fairway Drive

Street Address

Harrisonburg

VA

22802

City

State

Zip

Telephone

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.

Marilyn Pendlebury
PROPERTY OWNER

3/26/2026
DATE

REQUIRED ATTACHMENTS

- ☐ Site or Property Map
- ☐ Letter explaining proposed use & reasons for seeking a Special Use Permit.
- ☐ 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. This requirement is waived for the following SUPs: major family day homes, reducing required parking areas, reduction in required side yard setback, wireless telecommunication facilities, wall and fences, and short-term rentals. To prevent delays in reviewing your application, please consult with Planning staff to confirm your application does not require a TIA Determination Form or TIA Acceptance Letter.

Note: If applying for a Wireless Telecommunications Facility allowed only by SUP, then also submit a wireless telecommunications facility application.

TO BE COMPLETED BY PLANNING & ZONING DIVISION

3/30/26
Date Application and Fee Received

Total Fees Due: \$ *and 485 Paid*
Application Fee: \$425.00 + \$30.00 per acre

[Signature]
Received By



**CITY OF HARRISONBURG
COMMUNITY
DEVELOPMENT**

Special Use Permit Application

www.harrisonburgva.gov/zoning

PROPERTY INFORMATION

1340 S. Main St., Harrisonburg, VA 22801 018 R 22 1.23 acres or sq. ft.
Property Address Tax Map Total Land Area (circle)

Existing Zoning Classification: R5C

Special Use being requested: _____

Allow for retail, personal service, offices, restaurants, and convenience store.

PROPERTY OWNER INFORMATION

Marilyn Pendlebury [Redacted]
Property Owner Name Telephone
6049 Shady Oak Ct. [Redacted]
Street Address E-Mail
Mechanicsville VA 23111
City State Zip

OWNER'S REPRESENTATIVE INFORMATION

Mike Hendricksen / Hans Harman (Contracted Purchasers) [Redacted]
Owner's Representative Telephone
222 Fairway Drive [Redacted]
Street Address E-Mail
Harrisonburg VA 22802
City State Zip

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.

Marilyn Pendlebury 3/25/2026
PROPERTY OWNER DATE

REQUIRED ATTACHMENTS

- ☐ Site or Property Map
- ☐ Letter explaining proposed use & reasons for seeking a Special Use Permit.
- ☐ 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. This requirement is waived for the following SUPs: major family day homes, reducing required parking areas, reduction in required side yard setback, wireless telecommunication facilities, wall and fences, and short-term rentals. To prevent delays in reviewing your application, please consult with Planning staff to confirm your application does not require a TIA Determination Form or TIA Acceptance Letter.

Note: If applying for a Wireless Telecommunications Facility allowed only by SUP, then also submit a wireless telecommunications facility application.

TO BE COMPLETED BY PLANNING & ZONING DIVISION

3/30/26 Total Fees Due: \$ 485 Paid
Date Application and Fee Received Application Fee: \$425.00 + \$30.00 per acre
[Signature]
Received By

1340 S. Main Street, Harrisonburg, VA

Site Map



Current Zoning – R5C



Comp Plan – Mixed Use

1340 S. Main St., Harrisonburg, VA

Proposed Use & Reasons for Seeking a Special Use Permit & Proffer Amendment

We are seeking to conform with the City of Harrisonburg Comprehensive Plan and have a mixed-use development on this site that consists of up to 5,000 SF of commercial space and up to 26 residential apartments.

The previously approved use on this site was for up to 10,000 SF of commercial space and 22 one-bedroom residential apartments. We believe that 10,000 SF of commercial space is an abundance of retail for a mixed use building on this site and for this location along the S. Main corridor and we are proposing to reduce this by 50% (from 'up to 10,000 SF' to 'up to 5,000 SF') while increasing the number of possible residential apartments by 18% (from 22 one-bedroom units up to a mix of a total of 26 one-bedroom and two-bedroom units).

Based on standards from the Institute of Transportation Engineers (ITE), our updated plan for up to 5,000 SF of commercial space and 26 residential apartments should generate less traffic than the previously approved plan. We do not know the exact use breakdown of the 5,000 SF of commercial space at this time, but, assuming it is retail use, based on ITE estimates we believe that by reducing the commercial space we will reduce estimated traffic to this site by approximately 220 daily trips. Adding four more residential apartment units is estimated to increase residential daily trips by 27 (ITE estimate is 6.6 daily trips for standard average low-rise apartments). Our proposed plan compared to the previously approved plan may have an estimated net result based on ITE estimates of lowering traffic to this site by approximately 193 daily trips (approximately 33% reduction). We believe this is a positive thing for this site and the surrounding community by reducing the anticipated traffic and increasing the safety of those entering and exiting S. Main St. in this area.

In meetings with City Staff, we have gained an understanding of the reasoning behind many of the aspects of the previously approved request (orienting the building closer to the street, no parking between the building and the public street, etc.) and are in agreement with the building placement and site buffers.

Research by Urban Land Institute and U.S. Environmental Protection Agency shows that mixed-use developments on infill sites such as these are generally positive for communities, offering sustainable growth, reducing sprawl, and increasing local tax bases. Sites that combine residential and commercial uses generally foster social interaction and

reduce vehicle dependency and our hope is that the occupants of this building will enjoy planned and impromptu interactions with one another on-site.-

We are seeking a Special Use Permit to:

Allow for a building of more than 12 residential units.

Allow for retail, personal service, offices, restaurants, and convenience store.

If granted the Special Use permit:

All traffic generating uses shall be limited to a combined total of 100 vehicle trips in either the AM or PM peak hour as calculated using the latest edition of the Institute of Transportation Engineer's Trip Generation Manual unless the property owner first, at their cost: (1) completes a Traffic Impact Analysis approved by the City Department of Public Works and (2) implements all identified mitigation measures or improvements. The City Department of Public Works may, in its sole discretion, waive, in whole or in part, completion of a Traffic Impact Analysis or any identified mitigation measures or improvements.

No drive-throughs will be permitted.

We are seeking to amend the previous 2017 proffers. Attached is a copy of the 2017 approved proffers as well as the proposed new proffer.

REVISED: August 8, 2017

~~March 23, 2017~~

Mrs. Thanh Dang, City Planner
City of Harrisonburg
Department of Planning and Community Development
409 South Main Street
Harrisonburg, VA 22801

Ref: Stone Suites – Rezoning R-3 & R-1 to R5 (TM: 18-R-22, 22A partial, 23 partial, 24, 24A)

Dear Mrs. Dang,

The concept Plan included with this submittal illustrates the parcels and portions of parcels for which rezoning to R-5 is being requested.

The following revised proffers are provided with the proposed rezoning:

1. Any building constructed on site shall contain residential and non-residential uses. The first floor of any building shall contain only non-residential uses.
2. The site shall contain no more than 22 one bedroom multiple-family units.
3. No parking lot (including travel lanes and drive aisles) shall be located between any buildings and the following streets: South Main Street and East Weaver Avenue.
4. Only one vehicular access point to South Main Street shall be permitted, and it shall be only for right-in/right-out traffic movements.
5. No vehicular access shall be permitted from the site to Edgelawn Drive.
6. A 6-foot opaque fence shall be installed at a minimum of 19-feet from the centerline of the existing Edgelawn Drive public street right-of-way.
7. A 6-foot opaque fence shall be installed along the northeastern property line adjoining tax map parcel # 18-R-20.
8. No structure including accessory buildings shall be constructed within 150 ft. of the shared property line with Edgelawn Dr. (excluding a dumpster containment).
9. Twice the number of required street trees shall be planted along Edgelawn Dr. than is required by the zoning ordinance.

I (we) hereby proffer that the development of the subject property on this application shall be in strict accordance with the conditions set for in this submission.

Sincerely



Giles Stone for Marusstodd Properties, LLC

1340 S. Main St., Harrisonburg, VA

Statement on Proffers

In connection with the rezoning request for the property located at 1340 South Main Street and identified as tax map parcel 18-R-22, I hereby proffer that the use and development of the subject property shall be in strict accordance with the conditions set forth in this submission.

1. Any building constructed on site (excluding accessory buildings) shall contain residential and non-residential uses. Commercial uses shall only be permitted on the first floor and shall not exceed 5,000 square feet throughout all buildings. Residential units may be located on the first floor.
2. The total number of dwelling units on the property shall not exceed twenty-six (26) units. One-bedroom and two-bedroom units shall be permitted with no more than six (6) of the units being two-bedroom units.
3. No parking lot (including travel lanes and drive aisles) shall be located between any buildings and the following streets: South Main Street and East Weaver Avenue.
4. No vehicular access shall be permitted from the site to Edgelawn Drive.
5. A 6-foot tall opaque fence shall be installed and maintained along the frontage of Edgelawn Drive.
6. A 6-foot tall opaque fence shall be installed and maintained along the property lines adjoining tax map parcel #18-R-20, 18-R-21, & 18-R-22-A.
7. No structure, excluding a dumpster containment, shall be constructed within 150 ft. of the shared property line with Edgelawn Dr.
8. A minimum of six (6) small/ornamental deciduous or evergreen trees shall be planted along the street frontage of Edgelawn Drive. Tree locations along the street frontage are at the discretion of the property owner/developer.

9. At the time of construction the applicant shall reconstruct the curb ramp at the northeast corner of the intersection of South Main Street and East Weaver Avenue to meet the Public Right-of-Way Accessibility Guidelines standards.

Marilyn Pendlebury
MARILYN PENDLEBURY, PROPERTY OWNER

2026-05-05
Date

CERTIFICATE *of* SIGNATURE

REF NUMBER

XPJYV NEGJR ZR4CC FGMS4

DOCUMENT COMPLETED BY ALL PARTIES ON

05 MAY 2026 17:20:33
UTC

SIGNER

MARILYN PENDLEBURY

EMAIL

PENDLEBURY@COMCAST.NET

TIMESTAMP

SENT

05 MAY 2026 15:44:33

VIEWED

05 MAY 2026 17:19:56

SIGNED

05 MAY 2026 17:20:33

SIGNATURE

Marilyn Pendlebury

IP ADDRESS

73.148.45.58

LOCATION

HENRICO, UNITED STATES

RECIPIENT VERIFICATION

EMAIL VERIFIED

05 MAY 2026 17:19:56



NEW POSSIBLE - PROPOSED USE AND PARKING REQUIREMENTS					
PROPOSED BUILDING	USE	QUANTITY	UNITS	RATE	SPACES REQUIRED
1	APARTMENTS	26 (20 @ 1 BED + 6 @ 2 BEDS)	1 BEDROOM 2 BEDROOM	1 1/4 UNIT 2 1/2 UNIT	45
1	COMMERCIAL	1	5,000 SF	2,000 SF	25
ARTICLE G SECTION 10-3-25 (7) SECTION 10-3-25 (15)					TOTAL SPACES REQUIRED
					70
					HANDICAP REQUIRED
					4
					TOTAL SPACES PROVIDED
					76
					HANDICAP PROVIDED
					4

TM# 018 R 21
OWNER: JCF VENTURES LLC C/O
MARILYN PENDLEBURY
ADDRESS: 6049 SHADY OAK CT
MECHANICSVILLE, VA 23111
ZONE: R-3

TM# 018 R 20
OWNER: HOFFMAN RANDY C KIMBERLY E
ADDRESS: 25 EDGELOWN DR
HARRISONBURG, VA 22801
ZONE: R-1

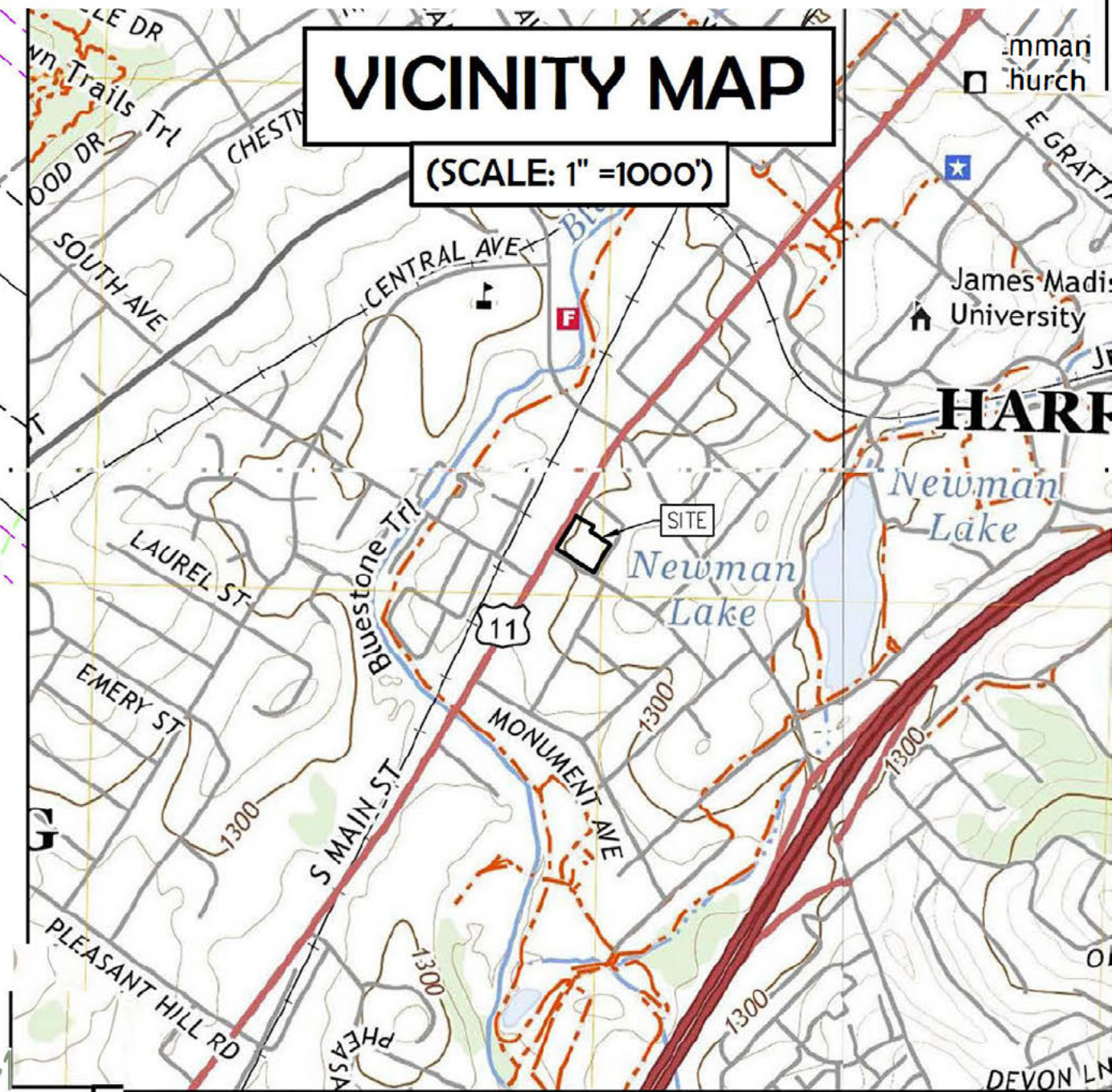
TM# 018 R 19
OWNER: HOFFMAN RANDY C KIMBERLY E
ADDRESS: 25 EDGELOWN DR
HARRISONBURG, VA 22801
ZONE: R-1

TM# 018 R 22
OWNER: MARUSSTODD PROPERTIES LLC
ADDRESS: 190 E MOSBY RD
HARRISONBURG, VA 22802
ZONE: R-5C

TM# 018 R 22-A
OWNER: MARUSSTODD PROPERTIES LLC
ADDRESS: 190 E MOSBY RD
HARRISONBURG, VA 22801
ZONE: R-1

VICINITY MAP

(SCALE: 1" = 1000')



LEGEND

- PROPOSED BUILDING
- PROPOSED SIDEWALK/DRIVEWAY
- PAVED AREA
- SITE BOUNDARY
- EX PROPERTY LINE
- PRO PROPERTY LINE
- SETBACK
- CENTERLINE
- EDGE OF PAVEMENT

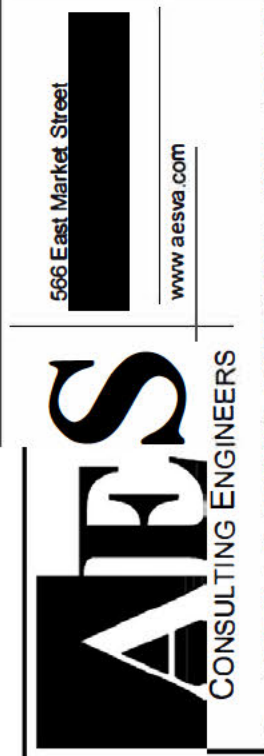
CIVIL DESIGN:
AES CONSULTING ENGINEERS
ATTN: ED BLACKWELL
566 EAST MARKET STREET
HARRISONBURG, VA 22801
540-432-9555

OWNER/DEVELOPER:
MARUSSTODD PROPERTIES LLC
190 E MOSBY RD
HARRISONBURG, VA 22802
540-908-7528

PROPERTY INFO:
TM# 018 R 22
1340 S MAIN ST
HARRISONBURG, VA 22801
AREA=1.23± ACRES
CURRENT ZONING: R-5C
PROPOSED ZONING: R-5C
EXISTING USE: UNDEVELOPED
PROPOSED USE: MIXED USE
COMMERCIAL & RESIDENTIAL
PROPOSED DENSITY: 32.5 U/A
FEMA FLOOD ZONE: X

DRAFT

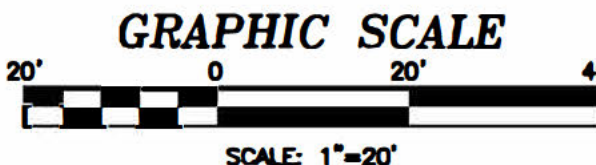
THIS PLAN HAS
NOT RECEIVED
FINAL APPROVAL
AND IS NOT
APPROVED FOR



PRELIMINARY LAYOUT
FOR
1340 S MAIN STREET
MIXED USE
MARUSSTODD PROPERTIES LLC
CITY OF HARRISONBURG, VIRGINIA

Project Contacts: EHB
Project Number: 3196
Scale: AS NOTED
Date: 5-14-25
Sheet Title: PRELIMINARY LAYOUT

Sheet Number
1





City of Harrisonburg, VA
Department of Public Works

**Determination of Need for a
Traffic Impact Analysis (TIA)**
www.harrisonburgva.gov/traffic-impact-analysis

For inclusion in an application for Planning Commission review (for Special Use Permit, Rezoning or Preliminary Plat), this form must be submitted to the Public Works Department at least 5 business days prior to the Planning Commission application deadline.

Contact Information				
Consultant Name:				
Telephone:				
E-mail:				
Owner Name:	Marilyn Pendlebury / Contracted Purchasers are Mike Hendricksen & Hans Harman			
Telephone:				
E-mail:				
Project Information				
Project Name:	1340 S. Main			
Project Address:	1340 South Main Street			
TM #:	018 R 22			
Existing Land Use(s):	Vacant			
Proposed Land Use(s): (if applicable)	Mixed-Use			
Submission Type:	Comprehensive Site Plan ☐	Special Use Permit ☒	Rezoning ☐	Preliminary Plat ☐
Project Description: (Include site plan or preliminary sketch and additional details on land use, acreage, access to site, etc)	We are seeking to conform with the City of Harrisonburg Comprehensive Plan on this 1.23 Acres site along S. Main St. and have a mixed-use development that consists of up to 5,000 SF of commercial space and up to 30 residential apartments (up to 24 one-bedroom apartments and up to 6 two-bedroom apartments) with more than the required parking on-site.			
Peak Hour Trip Generation (from row 15 on the second page)				
AM Peak Hour Trips:	32			
PM Peak Hour Trips:	47			

(reserved for City staff)

TIA required? Yes _____ No ☒

Comments:

Accepted by: Erin Mason

Date: 04/09/2026

Revised Date: December 2019

Peak Hour Trip Generation by Land Use

Row	ITE Land Use		ITE Land Use Code	Unit	Quantity	AM Peak Hour of Adjacent Street Traffic	PM Peak Hour of Adjacent Street Traffic
1	Proposed #1	Multi-Family Housing	220	Dwelling Units	30	12	16
2	Proposed #2	Commercial	822	Gross Leasable Area	5,000	20	31
3	Proposed #3						
4	Proposed #4						
5	Proposed #5						
6	Proposed #6						
7	Total New Trips					32	47
8	Existing #1	Vacant	NA			0	0
9	Existing #2						
10	Existing #3						
11	Existing #4						
12	Existing #5						
13	Existing #6						
14	Total Existing Trips					0	0
15	Final Total (Total New – Total Existing)					32	47

Instructions

Determination of trip generation rates shall be in conformance with ITE guidelines.

1. Based on the intended use(s), calculate the AM Peak and PM Peak trip generation using the AM and PM Peak Hour of Adjacent Street Traffic rates from the most current version of the ITE Trip Generation Manual (rows 1-6). Attach additional sheets as necessary for more uses.
2. Sum up all of the trips generated for the new uses in the Total New Trips row (row 7).
3. If the development has any existing uses, calculate the AM Peak and PM Peak trip generations using the AM and PM Peak Hour of Adjacent Street Traffic rates from the most current version of the ITE Trip Generation Manual (rows 8-13). Attach additional sheets as necessary for more uses.
4. Sum up all of the trips generated for the existing uses in the Total Existing Trips row (row 14).
5. Subtract the total existing trips from the total new trips to get the final total number of trips generated by the development (row 15). Enter these numbers on the first page.

Revised Date: December 2019



May 13, 2026 Planning Commission Meeting

Title

Consider Rezoning (Proffer Amendment) and Special Use Permits for 1340 South Main Street — Meg Rupkey, Community Development

Summary

Project name	N/A
Address/Location	1340 South Main Street
Tax Map Parcels	18-R-11
Total Land Area	+/- 1.23 acres
Property Owner	Marilyn S. Pendlebury
Owner's Representative	Mike Hendricksen and Hans Harman
Present Zoning	R-5C, High Density Residential Conditional
Proposed Zoning	R-5C, High Density Residential Conditional
Proposed Special Use Permit(s)	- Multiple-family dwellings of more than twelve (12) units per building per Section 10-3-55.4 (1) - Retail stores, convenience shops, personal service establishments, restaurants (excluding those with drive-through facilities), medical clinics, and business and professional offices per Section 10-3-55.4 (4)
Planning Commission	May 13, 2026 (Public Hearing)
City Council	Anticipated June 9, 2026 (First Reading/Public Hearing) Anticipated June 23, 2026 (Second Reading)

Recommendation

Option 1. Recommend approval of the rezoning and two special use permit requests with conditions submitted by the applicant with additional language recommended by staff.

Context & Analysis

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

Site: Vacant lot, zoned R-5C

North: Office building, zoned R-3, and single-family detached dwellings, zoned R-1

East: Single-family detached dwelling and across Edgelawn Drive single-family detached dwellings, zoned R-1

South: Across East Weaver Avenue single family detached dwellings, zoned R-1, and an office building, zoned B-2C
West: Across South Main Street, residential uses, zoned R-3

The applicant is requesting a proffer amendment and two special use permits (SUPs) for a +/- 1.23-acre property addressed as 1340 South Main Street and identified as tax map parcel 18-R-22. The property is zoned R-5C, High-Density Residential District Conditional. Regarding the requested SUPs, the first is per Section 10-3-55.4 (1) to allow multiple-family dwellings of more than twelve (12) units per building. The second is per Section 10-3-55.4 (4) to allow retail stores, convenience shops, personal service establishments, restaurants (excluding those with drive-through facilities), medical clinics, and business and professional offices.

History

In August 2017, City Council approved four requests from Marusstodd Properties, LLC, for the subject site, which at the time consisted of five parcels. The four requests included:

- An amendment to the Comprehensive Plan's Land Use Guide map from Professional and Low Density Residential to Mixed Use;
- A rezoning from R-1, Single-Family Residential and R-3, Medium-Density Residential to R-5C, High-Density Residential District Conditional;
- An SUP pursuant to Section 10-3-55.4(1) to allow multi-family dwellings with more than twelve (12) units per building; and
- An SUP pursuant to Section 10-3-55.4(4) to allow retail stores, convenience shops, personal service establishments, business and professional offices, and restaurants (excluding drive-through facilities).

In November 2018, City Council approved a preliminary plat that vacated internal property lines reducing the number of lots from five to two and approved the following Subdivision Ordinance variances:

- To not dedicate the standard public street right-of-way for Edgelawn Drive (Sections 10-2-41(a) and 10-2-66);
- To not dedicate the full 25 feet of public street right-of-way along the Edgelawn Drive frontage (Section 10-2-45); and
- To not construct or provide surety for frontage improvements along Edgelawn Drive and East Weaver Avenue at the time of subdivision (Sections 10-2-62 and 10-2-67).

The above noted Subdivision Ordinance variances were approved with the following condition:

- When frontage improvements along Edgelawn Drive are required as part of development or redevelopment of any property associated with the preliminary plat, the developer shall be responsible for constructing frontage improvements along Edgelawn Drive for all properties associated with the request. The frontage along Edgelawn Drive is shown as 210.63 linear feet on the approved preliminary plat.

In August 2019, the applicant recorded the final subdivision plat that vacated the internal property lines and created the subject site (1340 South Main Street), tax map parcel 18-R-22-A (1341 Edgelawn Drive) and dedicated 527 square feet of public street right-of-way along Edgelawn Drive.

The SUPs approved in 2017 have since expired because the uses were not established nor diligently pursued within the timeframe required by the Zoning Ordinance Section 10-3-130(c). Without a proffer amendment, the 2017 proffers would continue to require both residential and non-residential uses. Since the applicant still proposes commercial uses, a new SUP is required.

Proffers

The applicant has offered the following proffers (written verbatim):

1. Any building constructed on site (excluding accessory buildings) shall contain residential and non-residential uses. Commercial uses shall only be permitted on the first floor and shall not exceed 5,000 square feet throughout all buildings. Residential units may be located on the first floor.
2. The total number of dwelling units on the property shall not exceed twenty-six (26) units. One-bedroom and two-bedroom units shall be permitted with no more than six (6) of the units being two-bedroom units.
3. No parking lot (including travel lanes and drive aisles) shall be located between any buildings and the following streets: South Main Street and East Weaver Avenue.
4. No vehicular access shall be permitted from the site to Edgelawn Drive.
5. A 6-foot tall opaque fence shall be installed and maintained along the frontage of Edgelawn Drive.
6. A 6-foot tall opaque fence shall be installed and maintained along the property lines adjoining tax map parcel #18-R-20, 18-R-21, & 18-R-22-A.
7. No structure, excluding a dumpster containment, shall be constructed within 150 ft. of the shared property line with Edgelawn Dr.
8. A minimum of six (6) small/ornamental deciduous or evergreen trees shall be planted along the street frontage of Edgelawn Drive. Tree locations along the street frontage are at the discretion of the property owner/developer.
9. At the time of construction the applicant shall reconstruct the curb ramp at the northeast corner of the intersection of South Main Street and East Weaver Avenue to meet the Public Right-of-Way Accessibility Guidelines standards.

The conceptual site layout is not proffered.

Proffers 3, 4 (formerly Proffer 5), and 7 (formerly proffer 8) remain unchanged from the existing regulating proffers. A copy of the 2017-approved existing proffers have been included by the applicant in their supporting documents.

Proffer 1 has been amended to identify a maximum of 5,000 square feet of non-residential space and to allow residential uses on all floors of the development. Proffer 2 has been amended to allow a maximum of 26 multi-family dwelling units, compared to the previously proffered maximum of 22 one-bedroom units. The updated proffer allows a mix of one- and two-bedroom units, with no more than six (6) units being two-bedroom units. If approved, and if they provide the maximum allowed six units with two bedrooms, then 10 additional bedrooms would be provided compared to the existing, approved proffers.

Proffers 5 and 6 (formerly Proffers 6 and 7 respectively) have been updated to provide clarity regarding the location of fencing along property lines and Edgelawn Drive. Proffer 8 (formerly Proffer 9) has also been updated to provide additional guidance for the required amount and type of landscaping along Edgelawn Drive. The original proffer language was unclear and could have been interpreted in a way that if there was no parking lot along Edgelawn Drive, then no trees would have been required.

Proffer 9 is a new proffer that will require the reconstruction of the sidewalk ramp at the intersection of South Main Street and East Weaver Avenue to meet Public Right-of-Way Accessibility Guidelines (PROWAG) standards. In addition, although not included as a proffer, the applicant will be required to construct sidewalks along East Weaver Avenue and Edgelawn Drive as part of site development. While a Subdivision Ordinance variance granted in 2018 allowed the deferral of sidewalk construction along Edgelawn Drive at the time of subdivision, that approval included a condition that requires frontage improvements to be constructed during development or redevelopment of the property. If the applicant does not want to construct the sidewalk, a new variance to the Subdivision Ordinance is required.

The applicant has removed old Proffer 4, which allowed for an entrance on South Main Street. Since the 2017 approval, the City has updated its access management standards. The previously proposed right-in/right-out entrance does not meet current requirements, which requires a minimum spacing of 250 feet between access points on minor arterial streets. Since the distance between East Weaver Avenue and Edgelawn Drive along South Main Street is less than 450 feet, there is no appropriate location for a new access point. As a result, the applicant has removed this proffer.

Land Use

The Comprehensive Plan designates this site as Mixed Use and states:

The Mixed Use category includes both existing and proposed areas for mixed use. Mixed Use areas shown on the Land Use Guide map are intended to combine residential and non-residential uses in neighborhoods, where the different uses are finely mixed instead of separated. Mixed Use can take the form of a single building, a single parcel, a city block, or entire neighborhoods. Quality architectural design features and strategic placement of green spaces for large scale developments will ensure development compatibility of a mixed use neighborhood with the

surrounding area. These areas are prime candidates for “live-work” and traditional neighborhood developments (TND). Live-work developments combine residential and commercial uses allowing people to both live and work in the same area. The scale and massing of buildings is an important consideration when developing in Mixed Use areas. Commercial uses would be expected to have an intensity equivalent to a Floor Area Ratio of at least 0.4, although the City does not measure commercial intensity in that way. Downtown is an existing area that exhibits and is planned to continue to contain a mix of land uses.

The downtown Mixed Use area often has no maximum residential density, however, development should take into consideration the services and resources that are available (such as off-street parking) and plan accordingly. Residential density in Mixed Use areas outside of downtown should be around 24 dwelling units per acre, and all types of residential units are permitted: single-family detached, single-family attached (duplexes and townhomes), and multi-family buildings. Large scale developments, which include multi-family buildings are encouraged to include single-family detached and/or attached dwellings.

The applicant has proffered that there would be a maximum of 26 units on the site, which makes the site density 21 units per acre. Without proffers and if there are no commercial uses on the site, the applicant would be able to construct up to 30 units. However, Proffer 1 requires non-residential uses on the site and given the size of the lot and the R-5 district regulations, the maximum number of multifamily units allowed on the site is 26, the same number as proffered.

Staff believes that the proposed uses, with the submitted proffers, generally conform with the Mixed Use area designation.

Transportation and Traffic

The Determination of Need for a Traffic Impact Analysis (TIA) form (“TIA determination form”) for the proposed rezoning is attached. The TIA determination form indicated that the project would not generate 100 or more new peak hour trips, which is the threshold for staff to require a TIA. Therefore, a TIA was not required for the rezoning request.

The applicant has proposed the following two traffic-related conditions in relation to their SUP to allow retail stores, convenience shops, personal service establishments, business and professional offices, and restaurants. Staff supports the submitted two conditions with the additional text underlined below:

1. All traffic generating uses on the site, including uses not associated with the special use permit, shall be limited to a combined total of 100 vehicle trips in either the AM or PM peak hour as calculated using the latest edition of the Institute of Transportation Engineer’s Trip Generation Manual unless the property owner first,

at their cost: (1) completes a Traffic Impact Analysis accepted by the City Department of Public Works and (2) implements all identified mitigation measures or improvements. The City Department of Public Works may, in its sole discretion, waive, in whole or in part, completion of a Traffic Impact Analysis or any identified mitigation measures or improvements.

2. No drive-throughs will be permitted.

The additional text within condition #1 clarifies that all uses on the site will be included in the calculation of traffic generation, not just uses associated with the SUP. Staff appreciates the submission of condition #2 as it would prohibit any use from having a drive-through as current regulations only prohibit restaurants from having a drive-through.

Public Water and Sanitary Sewer

While staff does not anticipate issues regarding water or sanitary sewer service availability for the proposed development, the applicant has been advised that they will be responsible to complete a study of the water and sanitary sewer capacity as part of the engineered comprehensive site plan process. Any public system improvements required to meet the increased demands resulting from the project will be the responsibility of the developer.

Housing

The City's Comprehensive Housing Assessment and Market Study (Housing Study) places the subject site within Market Type B, which has "neighborhoods [that] are characterized by high income earning households, large volumes of housing sales and lower population growth." The Housing Study further notes that houses in these markets are quick to sell and that "[p]riorities and policies that are appropriate to Market Type B areas include the preservation of existing affordable housing while at the same time working to increase access to amenities."

Public Schools

The City contracted with the University of Virginia's Weldon Cooper Center for Public Service to complete a report titled "Population and School Enrollment Projects for the City of Harrisonburg" (April 2025). The report can be found at the following link: https://harrisonburgva.gov/sites/default/files/city-manager/HarrisonburgSchoolEnrollment_2025-04-30_Final.pdf. This report provides overall student enrollment projections through 2034 as well as estimated student generation by housing type for each elementary school attendance zone.

Based on the Weldon Cooper Center report's calculation, this development's proposed 26 residential units are estimated to generate nine K-12 students at full build-out. According to the School Board's current attendance boundaries, Keister Elementary School, Thomas Harrison Middle School, and Harrisonburg High School would serve the students residing in this development.

Conclusion

Staff believes that the amendments to the proffers do not change the intent of the of the 2017 rezoning and does not increase the intensity of the use of the site. Staff recommends approval of the rezoning and the two SUPs with the following conditions for the SUP to allow retail stores, convenience shops, personal service establishments, business and professional offices, and restaurants:

All traffic generating uses on the site, including uses not associated with the special use permit, shall be limited to a combined total of 100 vehicle trips in either the AM or PM peak hour as calculated using the latest edition of the Institute of Transportation Engineer's Trip Generation Manual unless the property owner first, at their cost: (1) completes a Traffic Impact Analysis accepted by the City Department of Public Works and (2) implements all identified mitigation measures or improvements. The City Department of Public Works may, in its sole discretion, waive, in whole or in part, completion of a Traffic Impact Analysis or any identified mitigation measures or improvements.

No drive-throughs will be permitted.

Options

1. Recommend approval of the rezoning and two special use permit requests with conditions submitted by the applicant with additional language recommended by staff.
2. Recommend approval of the rezoning and two special use permit requests with conditions as submitted by the applicant.
3. Recommend approval of the rezoning and two special use permit requests with other condition(s).
4. Recommend approval of the rezoning request and denial of one or both of the special use permit requests.
5. Recommend denial of the rezoning and special use permit requests.

Attachments

- Site maps
- Application and supporting documents

NOTICE OF PUBLIC HEARING

The Harrisonburg City Council will hold public hearings in the City Council Chambers, 409 South Main Street, Harrisonburg, VA on Tuesday, June 9, 2026, at 7:00 p.m., to consider the following:

Special Use Permit – 1315 Carrera Lane (Short-Term Rental in R-1)

A request from Kevin T. and Denise F. Goertzen for a special use permit per Section 10-3-34 (7) to allow a short-term rental in the R-1, Single-Family Residential District. The +/- 30,086-square foot property is addressed as 1315 Carrera Lane and is identified as tax map parcel 18-R-16.

Rezoning – 850 Canterbury Court (R-1 to R-8C)

A request from Robin L. Lake to rezone a +/- 12,692-square foot property from R-1, Single-Family Residential District to R-8C, Small Lot Residential District Conditional. The property is addressed as 850 Canterbury Court and is identified as tax map parcel 23-V-14.

Rezoning – 1351 and 1361 Peach Grove Avenue (R-5C (proffer amendment) & B-2 to R-5C)

A request from Skylar & Talli LLC and James Madison University Real Estate Foundation Inc to rezone two adjacent parcels totaling +/- 15.35-acres from R-5C, High Density Residential District Conditional and B-2, General Business District to R-5C, High Density Residential District Conditional. The parcels are addressed as 1351 & 1361 Peach Grove Avenue, are identified as tax map parcels 92-F-10 & 6, and are currently zoned R-5C and B-2, respectively.

Special Use Permit – 1351 and 1361 Peach Grove Avenue (To Allow Multiple-Family Dwellings of More Than 12 Units Per Building in R-5)

A request from Skylar & Talli LLC and James Madison University Real Estate Foundation Inc for a special use permit per Section 10-3-55.4 (1) to allow multiple-family dwellings of more than twelve (12) units per building in the R-5, High Density Residential District. The two adjacent parcels totaling +/- 15.35-acres are addressed as 1351 & 1361 Peach Grove Avenue and are identified as tax map parcels 92-F-10 & 6, respectively.

Rezoning – 1340 South Main Street (proffer amendment, R-5C)

A request from Marilyn S. Pendlebury to rezone a +/- 1.23-acre property to amend proffers for a property zoned R-5C, High Density Residential Conditional. The property is addressed as 1340 South Main Street and is identified as tax map parcel 18-R-22.

Special Use Permit - 1340 South Main Street (to allow multiple-family building with more than 12 units in R-5C)

A request from Marilyn S. Pendlebury for a special use permit per Section 10-3-55.4 (1) to allow multiple-family dwellings of more than twelve (12) units per building in the R-5C, High Density Residential District Conditional. The +/- 1.23-acre property is addressed as 1340 South Main Street and is identified as tax map parcel 18-R-22.

Special Use Permit - 1340 South Main Street (to allow retail, offices, restaurants, etc. in R-5C)

A request from Marilyn S. Pendlebury for a special use permit per Section 10-3-55.4 (4) to allow retail stores, convenience shops, personal service establishments, restaurants (excluding those with drive-through facilities), medical clinics, and business and professional offices under conditions set forth in subsections 10-3-55.6 (f) and (g) in the R-5C, High Density Residential District Conditional. The +/- 1.23-acre property is addressed as 1340 South Main Street and is identified as tax map parcel 18-R-22.

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.

Publication dates:

Wednesday, May 27, 2026

Wednesday, June 3, 2026

STATE OF VIRGINIA
CITY OF HARRISONBURG, to with:

I, Pamela Ulmer, city clerk, certify that the Harrisonburg City Council will be addressed on Tuesday, June 9, 2026, at 7:00 p.m., or as soon as the agenda permits, to consider the following:

Special Use Permit – 1315 Carrera Lane (Short-Term Rental in R-1)

A request from Kevin T. and Denise F. Goertzen for a special use permit per Section 10-3-34 (7) to allow a short-term rental in the R-1, Single-Family Residential District. The +/- 30,086-square foot property is addressed as 1315 Carrera Lane and is identified as tax map parcel 18-R-16.

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Special Use Permit – 1351 and 1361 Peach Grove Avenue (To Allow Multiple-Family Dwellings of More Than 12 Units Per Building in R-5)

A request from Skylar & Talli LLC and James Madison University Real Estate Foundation Inc for a special use permit per Section 10-3-55.4 (1) to allow multiple-family dwellings of more than twelve (12) units per building in the R-5, High Density Residential District. The two adjacent parcels totaling +/- 15.35-acres are addressed as 1351 & 1361 Peach Grove Avenue and are identified as tax map parcels 92-F-10 & 6, respectively.

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A request from Marilyn S. Pendlebury for a special use permit per Section 10-3-55.4 (4) to allow retail stores, convenience shops, personal service establishments, restaurants (excluding those with drive-through facilities), medical clinics, and business and professional offices under conditions

set forth in subsections 10-3-55.6 (f) and (g) in the R-5C, High Density Residential District Conditional. The +/- 1.23-acre property is addressed as 1340 South Main Street and is identified as tax map parcel 18-R-22.

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.

Given under my hand this 18 day of May 2026



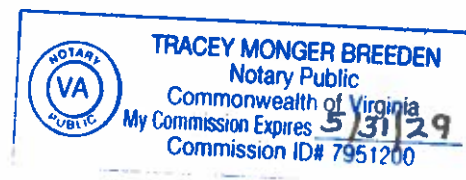
City Clerk

Subscribed and sworn to before me this 18 day of May, 2026 a Notary Public in and for the Commonwealth of Virginia.



Notary

My commission expires May 31, 2029



Peach Grove

RODNEY & SYLVIA EAGLE TRUSTEES
& RODNEY L EAGLE & SYLVIA L
EAGLE LIVING TRUST
1188 PORT REPUBLIC RD
HARRISONBURG VA 22801
JAMES MADISON UNIVERSITY REAL
ESTATE FOUNDATION INC
1031 HARRISON ST MSC 8501
HARRISONBURG VA 22807-1034

PCSC ASSOCIATES LLC
2529 VIRGINIA BEACH BLVD
VIRGINIA BEACH VA 23452-7650

County of Rockingham Attn: County
Administrator
PO Box 1252
HARRISONBURG VA 22803

RODNEY EAGLE & SYLVIA EAGLE
TRUSTEES & RODNEY L EAGLE &
SYLVIA L EAGLE LIVING TRUST
C/O CVS
COCKEYSVILLE MD 21030
DEER RUN FW LLC
1985 CEDERBRIDGE AVE STE 1
LAKEWOOD NJ 08701

HOLTZMAN FAMILY LIMITED
PARTNERSHIP #1
PO BOX 8
MT JACKSON VA 22842

HILLS SOUTH SH OWNER LLC
2 SCHOOL STREET
RYE NY 10580

SKYLAR & TALLI LLC
PO BOX 1039
HARRISONBURG VA 22803

MCDONALD'S CORPORATION
ATTN : DEPT 027 - REAL ESTATE TAX
CHICAGO IL 60607

Canterbury Court

CHANDLER HARRY L MARLENE A
747 FIR ST
HARRISONBURG VA 22801

WIGHTMAN WILLIAM H K MARGARET
O
840 CANTERBURY CT
HARRISONBURG VA 22801

County of Rockingham
Attn: County Administrator
PO Box 1252
Harrisonburg, VA 22803

J WAYNE LAMBERT TRUST AND
CHARLOTTE H CRAIG TRUST
851 CANTERBURY CT
HARRISONBURG VA 22801

LAKE ROBIN L
850 CANTERBURY CT
HARRISONBURG VA 22801

KRECH STEPHEN A JOYCE H
841 CANTERBURY CT
HARRISONBURG VA 22801

DIENER V EUGENE GLORIA Y
6087 MT CLINTON PIKE
ROCKINGHAM VA 22802

Carrera Lane

ROSTEM HASHIM M
101 PORT REPUBLIC RD
HARRISONBURG VA 22801

JOSHUA EDWARD GUSTIN &
HEATHER GUSTIN
9224 ARNIE CT
MANASSAS PARK VA 20111

GRAVES JOYCE L TRUSTEE
36 EDGELAWN DR
HARRISONBURG VA 22801

LANTZ JOHN D JR JESSICA LYNN
44 E WEAVER AVE
HARRISONBURG VA 22801

MATTHIAS BRUCE P KAREN K
54 WEAVER AVE
HARRISONBURG VA 22801

MANOLO AGUILAR OROZCO &
GLENDA MARTINEZ
57 PORT REPUBLIC RD
HARRISONBURG VA 22801

MEDLEY GREGORY L GRISELDA M
1340 EDGELAWN DR
HARRISONBURG VA 22801

KYLE CHRISTOPHER S MARJORIE C
1102 RIDGEWOOD RD
HARRISONBURG VA 22801

HUDSON GLORIA V TRUSTEE
45 PORT REPUBLIC RD
HARRISONBURG VA 22801

KEVIN T GOERTZEN & DENISE F
GOERTZEN
1315 CARRERA LANE
HARRISONBURG VA 22801

HEGG KEVIN J EATON LYNN E
40 WEAVER AVE
HARRISONBURG VA 22801

JOSEPH S ROBERTSON & SULONI
ROBERTSON
52 E WEAVER AVE
HARRISONBURG VA 22801

S Main St

GRAYSON K PRITCHARD & SARAH J
PRITCHARD
29 E WEAVER ST
HARRISONBURG VA 22801

LOHR BRIAN S JULIE V
1776 CROSS KEYS RD
HARRISONBURG VA 22801

MARILYN S PENDLEBURY
6049 SHADY OAK CT
MECHANICSVILLE VA 23111

SCOTT TAMMY LYNN
25 E WEAVER AVE
HARRISONBURG VA 22801

C & N REAL PROPERTIES LLC
15871 CITY VIEW DR STE 300
MIDLOTHIAN VA 23113

HOFFMAN RANDY C KIMBERLY E
25 EDGELAWN DR
HARRISONBURG VA 22801

GARY L BEATTY TR & GARY L BEATTY
TRUST
450 S MASON ST
HARRISONBURG VA 22801

JCF VENTURES LLC & C/O MARILYN
PENDLEBURY
6049 SHADY OAK CT
MECHANICSVILLE VA 23111

Rezoning and SUPs – 10-3-55.4 (1) and (4)

1340 South Main Street



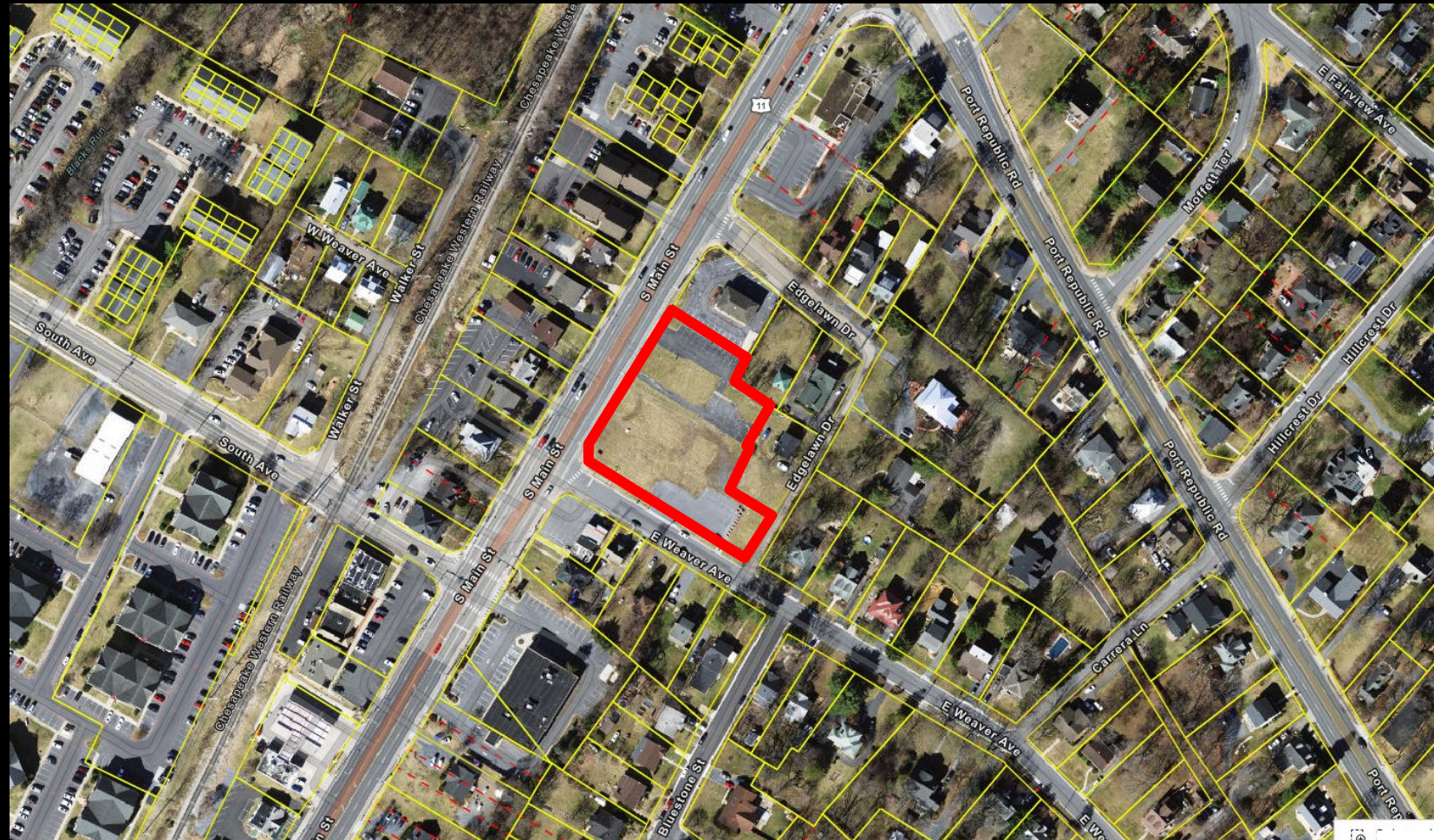
Rezoning and SUPs – 10-3-55.4 (1) and (4)

1340 South Main Street



Rezoning and SUPs – 10-3-55.4 (1) and (4)

1340 South Main Street









August 2017:

- Comprehensive Plan Land Use Guide Map Amendment.
- Rezoning from R-1 and R-3 to R-5C for 22 one-bedroom units as well as retail uses.
- SUP to allow multi-family dwellings with more than 12 units per building.
- SUP to allow non-residential uses (excluding restaurant drive-through facilities)

November 2018:

- PP and Sub. Ord. variances approved to not dedicate ROW along Edgelawn Drive and to not construct improvements along Edgelawn Drive and East Weaver Avenue during the subdivision.

August 2019:

- Final subdivision plat recorded with the dedication of 527 square feet of ROW along Edgelawn Drive.

Proposed Proffer Amendments

Existing 2017-Approved Proffers	Proposed Proffer Amendments
1. Buildings shall contain residential and nonresidential uses. First floor shall contain non-residential uses.	1. Principle buildings shall contain residential and non-residential uses. Commercial uses shall only be permitted on the first floor and shall not exceed 5,000 square feet throughout all buildings. Residential units may be located on the first floor.
2. 22 one-bedroom multi-family units.	2. 26 total units with only one- and two-bedrooms. No more than 6 units may be two-bedroom units.
4. Only one vehicular access point to South Main Street, which shall only be right-in/right-out.	4. This proffer was removed.

SUP Requests

Section 10-3-55.4(1):

To allow multi-family dwellings with more than twelve (12) units per building.

Section 10-3-55.4(4):

Retail stores, convenience shops, personal service establishments, restaurants (excluding those with drive-through facilities), medical clinics, and business and professional offices under conditions set forth in subsections 10-3-55.6(f) and (g) and such other conditions deemed necessary by city council.

Suggested Conditions for SUP Section 10-3-55.4 (4)

1. All traffic generating uses on the site, including uses not associated with the special use permit, shall be limited to a combined total of 100 vehicle trips in either the AM or PM peak hour as calculated using the latest edition of the Institute of Transportation Engineer's Trip Generation Manual unless the property owner first, at their cost: (1) completes a Traffic Impact Analysis accepted by the City Department of Public Works and (2) implements all identified mitigation measures or improvements. The City Department of Public Works may, in its sole discretion, waive, in whole or in part, completion of a Traffic Impact Analysis or any identified mitigation measures or improvements.
2. No drive-throughs will be permitted.

Recommendation

Staff and Planning Commission (7-0) recommends approval of the rezoning and the two special use permit requests with the two conditions attached to the SUP per Section 10-3-55.4 (4) submitted by the applicant and amended by staff.



City of Harrisonburg

City Hall
409 South Main Street
Harrisonburg, VA 22801

Legislation Text

File #: ID 26-269, **Version:** 1

Subject:

Presentation of the proposed Legislative Strategy

Presented By: Brian Vandenberg, assistant to the city manager

Presentation of the framework for the City's proposed legislative strategy. While no Council action is needed at this time, staff seek support and feedback on the direction presented.



July 28, 2026 City Council Meeting

Title

Legislative Strategy Overview—Brian Vandenberg, City Manager's Office

Summary

Brian Vandenberg, Assistant to the City Manager, will present the framework for the City's proposed legislative strategy. While no Council action is needed at this time, staff seek support and feedback on the direction presented.

Legislative Strategy Overview



Core Functions

Relationship management

Agenda development

Bill monitoring

Internal alignment



Calendar

May-June

- Start internal issue intake

July-August

- Prioritize issues
- Draft agenda
- Schedule legislator meetings

September-October

- Council adoption
- Identify patrons
- Hold legislator meetings

November-December

- Align outreach with organizations

January-February

- Monitor legislation
- Advocate on priorities
- Attend hearings

March-April

- Debrief session outcomes
- Thank delegation



Legislative Agenda Outline

Cover statement

- Policy principles

5 proactive asks

- Selected by matrix
- One-page issue briefs

2-5 budget requests

- Ranked, minimal description

Protect/oppose section

- Paragraphs each

Monitor section for awareness but not action





City of Harrisonburg

City Hall
409 South Main Street
Harrisonburg, VA 22801

Legislation Text

File #: RES 26-005, **Version:** 1

Subject:

Consider adopting a Resolution and Policy regarding the use of Automatic License Plate Recognition Systems in the City of Harrisonburg

Presented By: Chris Brown, City Attorney

The Harrisonburg Police Department currently uses an ALPR system under a contract dated June 30, 2023 between the City and Flock. At its meeting on July 14, 2026, City Council directed staff to prepare a policy prohibiting the use or procurement of ALPR systems using fixed, mounted cameras in the City. City Council further directed staff to terminate the Contract with Flock, to cease using the City's current ALPR system, and to secure the removal of the ALPR system, including its cameras.



July 28, 2026 City Council Meeting

Title

Proposed Resolution and Policy regarding the use of Automatic License Plate Recognition Systems in the City of Harrisonburg—Chris Brown, City Attorney

Summary

Consider adopting a resolution adopting a policy prohibiting the use of automatic license plate recognition systems (ALPR systems) with mounted, fixed cameras in the City of Harrisonburg and directing staff to terminate an existing contract with Flock Group, Inc. (Flock) for the use of the City's existing ALPR system.

Recommendation

N/A

Fiscal Impact

N/A

Context & Analysis

The Harrisonburg Police Department currently uses an ALPR system under a contract dated June 30, 2023 between the City and Flock. At its meeting on July 14, 2026, City Council directed staff to prepare a policy prohibiting the use or procurement of ALPR systems using fixed, mounted cameras in the City. City Council further directed staff to terminate the Contract with Flock, to cease using the City's current ALPR system, and to secure the removal of the ALPR system, including its cameras.

Staff prepared the attached resolution, which adopts the attached policy and directs staff to carry out City Council's directives regarding the Contract.

Options

1. Adopt the proposed resolution and policy;
2. Direct changes to the proposed resolution and policy;
3. Decline to adopt the proposed resolution and policy.

Attachments

1. Proposed resolution
2. Proposed policy

Automatic License Plate Recognition System Policy

City of Harrisonburg, Virginia

The City of Harrisonburg values the privacy of its community members and visitors, the protection of their civil rights and civil liberties, and the trust between members of the Harrisonburg community and the Harrisonburg Police Department (HPD or the Department). This Automatic License Plate Recognition Policy is adopted by the Harrisonburg City Council in order to help secure such privacy, protection, and trust.

Purpose and Scope

HPD is required to preserve the public peace, prevent the commission of crime, arrest offenders, protect the rights of persons and of property, and enforce the laws of the Commonwealth of Virginia and the City of Harrisonburg. The Department's mission is to fulfill its duties and partner with the community to reduce crime, solve problems and improve the quality of life in the City.

HPD has used a stationary camera automatic license plate recognition system (ALPR system) since 2024 to assist in carrying out its duties and mission. An ALPR system is defined in Virginia Code Section 2.2-5517 as "a system of one or more high-speed cameras used in combination with computer algorithms to convert images of license plates, vehicles, or a combination of both into computer-readable data." HPD's use of the ALPR system is highly regulated by Virginia Code Section 2.2-5517 and HPD Policy 604. HPD considers its ALPR system in the City to be an important investigative tool.

Harrisonburg City Council has received information and input from members of the Harrisonburg community regarding the use of ALPR systems. Such information and input highlighted, among other things, concerns regarding equity, privacy and data security associated with the use of ALPR systems. While there is no evidence of the abuse or misuse of HPD's ALPR system or its data by its officers or other law enforcement officers in the Commonwealth, there have been documented cases around the Country of unauthorized access of other ALPR systems and misuse of data by law enforcement agencies.

City Council believes that concerns regarding equity, privacy, and data security may adversely affect the trust between HPD and members of the Harrisonburg community, which trust is vital to HPD effectively and fairly carrying out its duties and mission. City Council has determined that the benefits of ALPR systems using stationary cameras are outweighed by concerns regarding equity, privacy, and data security and the potential diminished trust between members of the Harrisonburg community and HPD.

This Policy applies to all City departments and employees, including contractors and volunteers. Employees, consultants, volunteers, and vendors while working on behalf of the City are required to comply with this policy. This Policy shall not apply to the Harrisonburg-Rockingham Emergency Communications Center or its employees, as the HRECC per a joint services agreement with Rockingham County is overseen by the HRECC Administrative Board and is not directed by the City Council or the City Manager. The City acknowledges the HRECC as a regional provider of emergency communications services may be required by a law enforcement agency or agencies it serves, including the Rockingham County Sheriff's Office, to have access privileges to an ALPR system through a law enforcement agency's contract other than HPD and may be directed by the law enforcement agency to use an ALPR system in such agency's jurisdiction.

POLICY STATEMENT

After consideration by City Council of the benefits and the risks associated with the use of ALPR systems, it is the policy of the City that ALPR systems using stationary cameras shall not be procured, operated, or maintained by the City without the express approval of City Council by a vote taken at a duly called public meeting and the appropriation by City Council of the necessary funds through the Annual Budget process. City Council strongly encourages future City Councils that evaluate this technology to thoroughly consider the concerns set forth above related to equity, privacy and data security.

This prohibition set forth in this Policy shall not include photo speed monitoring devices as defined in Virginia Code Section 46.2-882.1 or vehicle mounted ALPR systems. The use of vehicle mounted ALPR systems by HPD is governed by Virginia Code Section 2.2-5517 and HPD Policy 604 and all requirements and restrictions set forth therein.

Description of Technology

At the time of and as part of HPD's annual budget submission, the Chief of Police shall send the City Manager a copy of the list of surveillance technologies filed by the Department with the Virginia Department of Criminal Justice. Additionally, the Chief of Police shall include a brief description of each surveillance technology and its use. The City Manager shall provide City Council such list and description of surveillance technologies for review and consideration during the Annual Budget process.

EFFECTIVE DATE

The Effective Date of this Policy is July 28, 2026. This Policy may be repealed or amended only by City Council by vote at a duly called meeting.

Date

Alexander Banks, VI, City Manager

RESOLUTION ADOPTING A POLICY REGARDING THE USE OF AUTOMATIC LICENSE PLATE RECOGNITION SYSTEMS BY THE CITY OF HARRISONBURG

WHEREAS, the City of Harrisonburg (the City) and Flock Group, Inc. (Flock) entered into a contract dated June 30, 2023 (the Contract) for hardware in the form of Flock Falcon and Falcon Flex cameras and an investigative software license for an automatic license plate recognition system (ALPR system) for use by the Harrisonburg Police Department (HPD); and

WHEREAS, an ALPR system is defined in Virginia Code Section 2.2-5517 as “a system of one or more high-speed cameras used in combination with computer algorithms to convert images of license plates, vehicles, or a combination of both into computer-readable data;” and

WHEREAS, since January of 2024 Flock, in accordance with the Contract, has installed thirty-one (31) Flock Falcon and provided two (2) Falcon Flex cameras, which remain the property of Flock, for use on public property along public streets to photograph the license plates of vehicles driving on public streets in the City limits; and

WHEREAS, City Council has received briefings from staff, including the Chief of Police, on the use of ALPR systems by HPD, the use of which is governed by Virginia Code Section 2.2-5517 and by HPD Policy 604; and

WHEREAS, the Harrisonburg City Council also has received information and input from members of the Harrisonburg community regarding, among other things, concerns about equity, privacy, data security, and the potential diminished community trust in law enforcement associated with the use of ALPR systems generally and by the City specifically; and

WHEREAS, as a result of the input and information received from members of the Harrisonburg community, City Council has determined that the benefits of ALPR systems using stationary cameras are outweighed by concerns regarding equity, privacy, and data security and the potential diminished trust between members of the Harrisonburg community and HPD; and

WHEREAS, City Council, at its meeting on July 14, 2026, after consideration of the concerns set forth above, directed City staff to prepare a policy prohibiting the procurement of or use by HPD of ALPR systems in the form of stationary cameras without the express approval of City Council by a vote taken at a duly called public meeting and the appropriation by City Council of the necessary funds through the Annual Budget process; and

WHEREAS, City Council further directs City staff to (1) not renew the Contract with Flock or any subsidiary, successor, or related entity, (2) terminate the Contract (including any amendments, purchase orders, or other agreements related thereto) as quickly as possible in accordance with the Contract terms and applicable law and incur any associated termination expense, (3) cease HPD's use of the ALPR system installed and operated under the Contract and any related agreements within seven days of the date of this Resolution, (4) promptly ensure that the cameras used in the ALPR system are no longer operational and (5) secure expeditiously the removal by Flock of the ALPR system cameras installed through the Contract; and

WHEREAS, City staff prepared the policy as directed and presented it to City Council for its review and consideration; and

WHEREAS, City staff has notified Flock of the cancellation of the Contract and is working with Flock on the removal of the ALPR system, including the cameras; and

WHEREAS, City Council strongly encourages future City Councils that evaluate this technology to thoroughly consider the concerns set forth above related to equity, privacy and data security.

NOW, THEREFORE, BE IT RESOLVED, that the Harrisonburg City Council adopts the Automatic License Plate Recognition System Policy dated July 28, 2026, which is attached to and incorporated in this Resolution and in furtherance thereof directs staff to continue fulfilling the directives of Council as set forth above.

Adopted this 28th day of July, 2026

MAYOR

ATTEST:

CITY CLERK



City of Harrisonburg

City Hall
409 South Main Street
Harrisonburg, VA 22801

Legislation Text

File #: ORD 26-017, **Version:** 1

Subject:

Consider adopting an amendment to Section 7-2-19(b)(7) of the City Code, Conservation of water during emergencies or drought of the Harrisonburg City Code

Presented By: Chris Brown, city attorney

DEQ issued a minor modification to the City's water withdrawal permit removing the requirement that the City declare a drought whenever Rockingham County declares a drought. This ordinance amendment aligns City Code with the City's VWP Individual Permit from DEQ.



July 28, 2026 City Council Meeting

Title

Proposed Amendment to Section 7-2-19(b)(7) of the City Code—Wesley Russ, Deputy City Attorney

Summary

Consider adopting an amendment to Section 7-2-19(b)(7) of the City Code, Conservation of water during emergencies or drought.

Recommendation

Adopt the amendment as presented.

Fiscal Impact

N/A

Context & Analysis

DEQ issued a minor modification to the City's water withdrawal permit removing the requirement that the City declare a drought whenever Rockingham County declares a drought. This ordinance amendment aligns City Code with the City's VWP Individual Permit from DEQ.

The affects only Section 7-2-19(b)(7). No other portion of Section 7-2-19 is affected.

Options

1. Adopt the ordinance amendment as presented

Attachments

1. Proposed ordinance amendment
2. Minor Modification Package
3. Letter Approving Minor Modification

ORDINANCE AMENDING AND RE-ENACTING
SECTION 7-2-19(b)(7) – CONSERVATION OF WATER DURING EMERGENCIES OR
DROUGHT, OF THE CODE OF ORDINANCES
CITY OF HARRISONBURG, VIRGINIA

Be it ordained by the Council of the City of Harrisonburg, Virginia:

The following Section be amended as shown:

Sec. 7-2-19(b)(7). Conservation of water during emergencies or drought.

- (7) Upon notification to the city council that a drought stage exists, the city council may pass a resolution declaring a drought stage. The city council may declare a drought stage in the absence of a declaration by the Commonwealth of Virginia; however, the city council must declare a drought emergency upon the declaration of a drought emergency by the Commonwealth of Virginia in the Shenandoah Drought Evaluation Region or by the ~~Roekingham County, Virginia Board of Supervisors~~City in accordance with ~~Roekingham County~~City's Drought Management Ordinance.

ADOPTED AND APPROVED this _____ day of _____, 2026.

MAYOR

ATTEST: _____
City Clerk



Commonwealth of Virginia

VIRGINIA DEPARTMENT OF ENVIRONMENTAL QUALITY

www.deq.virginia.gov

David L. Bulova
Secretary of Natural and Historic Resources

Michael S. Rolband, PE, PWD, PWS Emeritus
Director

July 8, 2026

City of Harrisonburg
c/o Mike Collins, Director of Public Utilities
21255 Beery Road
Harrisonburg, VA 22801

BY E-MAIL:
Mike.Collins@harrisonburgva.gov
**RECEIPT CONFIRMATION
REQUESTED**

Re: **Approval of Minor Modification**
Virginia Water Protection (VWP) Individual Permit No. 16-0730
Harrisonburg Water System, Harrisonburg, Virginia

Dear Mike Collins:

The Virginia Department of Environmental Quality (Department) received a modification request for VWP Individual Permit No. 16-0730, issued on June 28, 2016. The modification request dated June 11, 2026, requested modification to update Part I- Special Condition D 12 and 13 to reflect the City of Harrisonburg's Drought Management Plan.

The Department has determined that the request qualifies for a minor modification in accordance with VWP Permit Program Regulation 9VAC25-210-380 B 2. In accordance with your request and pursuant to the VWP Permit Program Regulation 9VAC25-210 and § 401 of the Clean Water Act Amendments of 1977, Public Law 95-217, the Department approves your request to modify VWP Permit No. 16-0730.

Please note that this letter and the attachments are an official component of the permit. Please retain this letter in your files and replace the original Permit Cover Page and Part I Special Conditions with the modified Permit Cover Page and Part I Special Conditions provided herein. This permit addresses only the requirements of the VWP Program and does not evaluate, approve, or imply approval of any other permits or authorizations under the authority of the Virginia Department of Environmental Quality (DEQ). Issuance of this permit does not create, obligate, assure, or justify any financially backed expectation that additional permits from other DEQ programs will be issued. All future permit applications will be reviewed independently in accordance with the Code of Virginia, applicable regulations, and DEQ policies.

Mike Collins
VWP Individual Permit No. 16-0730
Page 2 of 2

Should you have any questions, please contact Courtney Priddy at courtney.priddy@deq.virginia.gov or (804)971-6063.

Respectfully,



Eric Seavey
Office of Water Withdrawal Permitting and Compliance Manager
Virginia Department of Environmental Quality
1111 East Main St., Suite 1600
Richmond, VA 23219
(804) 754-6250

Enclosures: Modification Permit Package: Modified Permit Cover Page, Modified Part I Special Conditions,
and Minor Modification Summary

Cc (by e-mail): Andrea W. Wortzel, Troutman Pepper Locke; Andrea.Wortzel@troutman.com

July 8, 2026

Minor Modification Summary Sheet
Virginia Water Protection Individual Permit No. 16-0730
Harrisonburg Water System, Rockingham County

The Department of Environmental Quality (Department) has reviewed the request for modification of the Virginia Water Protection (VWP) Individual Permit No. 16-0763 and has determined that the request qualifies for a minor modification in accordance with VWP Permit Program Regulation 9VAC25-210-380 B 2.

The following details the minor modification application review process.

1. Processing Dates:

Modification Request Received:	June 11, 2026
Request Issued:	July 8, 2026

2. Minor Modification Description:

The Permittee requested a modification to VWP Permit No. 16-0730 June 11, 2026, to provide amendment to the City of Harrisonburg Drought Management Plans in accordance with Part I - Special Condition D 12, and to remove “*Rockingham County*” from the drought emergency condition in Part I-Special Condition D 13. The modification is in response to the Permittees update to the Drought Management Plan and pending revision of the City’s drought ordinance.

3. Revisions to Part I - Special Conditions:

Staff revised the following conditions of the permit:

Part I Special Condition D 12 & 13 was modified to remove Rockingham County within each condition as an initiator for drought emergency declarations. When a drought emergency is declared by the Commonwealth of Virginia in the Shenandoah Drought Evaluation Region or by the City of Harrisonburg in accordance with the City’s Drought Management Ordinance, the Permittee shall implement either the provisions directed by the Commonwealth, the Drought Management Plan, or the mandatory conservation measures as detailed in Attachment A of the permit, whichever is the most restrictive.

4. Staff Findings:

In compliance with § 401 of the Clean Water Act, as amended (33 USC § 1341) and the State Water Control Law and regulations adopted pursuant thereto, the department has determined that there is a reasonable assurance that this VWP permit, if complied with, will protect instream beneficial uses, will not violate applicable water quality standards, and will not cause or contribute to a significant impairment of state waters or fish and wildlife resources. In issuing this VWP permit, the department has not taken into consideration the structural stability of any proposed activities.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF ENVIRONMENTAL QUALITY

VWP Individual Permit Number 16-0730

Effective Date: June 28, 2016

Minor Modification Date: July 8, 2026

Expiration Date: June 28, 2031

VIRGINIA WATER PROTECTION PERMIT ISSUED PURSUANT TO THE STATE WATER CONTROL LAW AND SECTION 401 OF THE CLEAN WATER ACT

Based upon an examination of the information submitted by the owner, and in compliance with § 401 of the Clean Water Act as amended (33 USC 1341 et seq.) and the State Water Control Law and regulations adopted pursuant thereto, the State Water Control Board (board) has determined that there is a reasonable assurance that the activity authorized by this permit, if conducted in accordance with the conditions set forth herein, will protect instream beneficial uses and will not violate applicable water quality standards. The board finds that the effect of the impact, together with other existing or proposed impacts to surface waters, will not cause or contribute to a significant impairment to state waters or fish and wildlife resources.

Permittee: City of Harrisonburg

Address: c/o Mr. A. Mike Collins,
2155 Beery Road
Harrisonburg, Virginia 22801

Activity Location: The project consists of three separate existing surface water intakes that comprise an integrated surface water supply project. These intakes are 1) the South Fork intake on the South Fork of the Shenandoah River, 2) the North River intake on the North River, and 3) the Dry River intake on the Dry River near Rawley Springs. All three intakes are located in Rockingham County.

Activity Description: The City of Harrisonburg proposes to continue operation of an integrated surface water withdrawal system to withdraw surface water at the following intake locations:

- a. South Fork Intake on the South Fork of the Shenandoah River
- b. North River intake on the North River, a tributary to the South Fork of the Shenandoah River
- c. Dry River intake on the Dry River, a tributary to the North River

This permit authorizes the operation of the surface water withdrawals from the three locations as an integrated system.

The permitted activity shall be in accordance with this Permit Cover Page, Part I - Special Conditions, and Part II - General Conditions.

A handwritten signature in blue ink, appearing to read "Bryant Thomas".

Bryant Thomas
Water Resources Division Director

July 8, 2026
Date

Part I – Special Conditions

A. Authorized Activities

1. This permit authorizes the operation of an integrated surface water supply project to withdraw surface water at the following intake locations as described in Part I.D:
 - a. South Fork Intake on the South Fork of the Shenandoah River
 - b. North River intake on the North River, a tributary to the South Fork of the Shenandoah River
 - c. Dry River intake on the Dry River, a tributary to the North River
2. Authorized activities shall be conducted as described in the Joint Permit Application dated July 2, 2014 and received July 2, 2014, as well as supplemental materials, revisions and clarifications received through January 29, 2016.
3. The permittee shall notify the DEQ prior to any impacts to surface waters, including wetlands; and of any modifications to any of the intake structures. Any additional impacts, modifications, or changes shall be subject to individual permit review and/or modification of this permit.

B. Permit Term

1. This permit is valid for fifteen (15) years from the date of issuance. A new permit may be necessary for the continuance of the authorized activities, including water withdrawals, or any permit requirement that has not been completed. If the authorized activities will continue beyond the expiration date of the permit, submittal of an application for reissuance shall be made within 180 days of the date of permit expiration.

C. Standard Project Conditions

1. The activities authorized by this permit shall be executed in such a manner that any impacts to beneficial uses are minimized. As defined in § 62.1-10(b) of the Code, "beneficial use" means both instream and offstream uses. Instream beneficial uses include, but are not limited to, the protection of fish and wildlife habitat, maintenance of waste assimilation, recreation, navigation, and cultural and aesthetic values. Offstream beneficial uses include, but are not limited to, domestic (including public water supply), agricultural, electric power generation, commercial, and industrial uses. Public water supply uses for human consumption shall be considered the highest priority.
2. No activity shall substantially disrupt the movement of aquatic life indigenous to the water body, including those species that normally migrate through the area, unless the primary purpose of the activity is to impound water.
3. Flows downstream of the project area shall be maintained to protect all uses.
4. Virginia Water Quality Standards shall not be violated in any surface waters as a result of the project activities.

5. All required notifications and submittals shall include project name and permit number and be submitted to the DEQ office stated below, to the attention of the Water Withdrawal Permit Manager, unless directed in writing by DEQ subsequent to the issuance of this permit: Department of Environmental Quality-Office of Water Supply, P.O. Box 1105, Richmond, Virginia 23219.
6. All reports required by this permit and other information requested by DEQ shall be signed by the permittee or a person acting in the permittee's behalf, with the authority to bind the permittee. A person is a duly authorized representative only if *both* criteria below are met. If a representative authorization is no longer valid because of a change in responsibility for the overall operation of the facility, a new authorization shall be immediately submitted to DEQ.
 - a. The authorization is made in writing by the permittee.
 - b. The authorization specifies either an individual or a position having responsibility for the overall operation of the regulated facility or activity, such as the position of plant manager, superintendent, or position of equivalent responsibility. A duly authorized representative may thus be either a named individual or any individual occupying a named position.
7. All submittals shall contain the following signed certification statement:
 - a. *"I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."*
8. Any fish kills or spills of fuels or oils shall be reported to DEQ immediately upon discovery at (804) 698-4000. If DEQ cannot be reached, the spill shall be reported to the Virginia Department of Emergency Management (DEM) at 1-800-468-8892 or the National Response Center (NRC) at 1-800-424-8802.
9. DEQ shall be notified in writing within 24 hours or as soon as possible on the next business day when potential environmentally threatening conditions are encountered which require debris removal or involve potentially toxic substances. Measures to remove the obstruction, material, or toxic substance or to change the location of any structure are prohibited until approved by DEQ.

D. Surface Water Withdrawals

1. Surface water withdrawn from the South Fork of the Shenandoah River, the Dry River and the North River and authorized under this permit shall be only used for public water supply.

2. The safe yield of the surface water withdrawal project as authorized under this permit is the annual average daily volume of 11.88 million gallons per day (mgd).
3. The combined total withdrawal of water from the permittee's intakes on the South Fork of the Shenandoah River, the North River and the Dry River shall not exceed the limits established in the table below. The withdrawal limits described as Tier 2 are to be phased in based upon documentation of a higher total demand growth rate in comparison with that used to forecast the Tier 1 withdrawal volume and/or completion of service agreements and related capital improvements necessary to begin water service to new customers that would cause demand to exceed the Tier 1 limits.

Tier	Maximum Daily Withdrawal (mgd)	Maximum Annual Withdrawal (mg)
1	12.24	3158
2	15.33	4348

- a. Tier 1 contains the withdrawal limits to meet the justified demands of the Harrisonburg service area for the 15-year permit period ending in 2031.
- b. Tier 2 contains the withdrawal limits to meet the justified demands of the service area identified in Tier 1, plus additional demands documented by the submittal of one or more signed agreements for new customers and/or documentation of increased service to previously unserved portions of the City's service area.
4. The permittee may submit to DEQ for review and approval a request for authorization of withdrawal limits established for Tier 2. Any such request shall include a justification for the requested increase in allowable withdrawal volumes. Justification shall consist of one or more of the following:
 - a. Sales or usage records over a minimum period of five years that indicate an increasing trend in demand growth rate that would cause the Tier 1 withdrawal limits to be exceeded prior to the permit expiration date,
 - b. A signed agreement(s) for providing water service to new commercial, industrial or municipal customer(s) that would cause the Tier 1 withdrawal limits to be exceeded prior to the permit expiration date,
 - c. A schedule for completion of capital improvements needed to supply water to new commercial, industrial or municipal customer(s) identified in Part I.D.4.b prior to the permit expiration date.

Upon review and approval by DEQ of the request, the allowable maximum daily and maximum annual withdrawal volumes shall equal those listed for Tier 2 in Part I.D.3. If the justification for an increase in withdrawal limits indicates that the demand will exceed the Tier 1 limits, but not reach the Tier 2 limits listed in Part I.D. 3 within the 15-year permit term, DEQ may revise the Tier 2 limits to equal the revised demand projected for the end of the permit term. Unless and until a request is made and approved for Tier 2 limits, the total allowable withdrawal volumes equal the Tier 1 values in Part. I.D.3.

South Fork Intake:

5. The permittee shall estimate stream flows at the South Fork Intake in units of cubic feet per second (cfs) on a daily basis by monitoring the stream flow gage described below and by applying the equation “Flows at the intake = $Q_{SF} * 1.01$,” where:
- Q_{SF} is the previous day’s provisional mean daily flow at the DEQ gage no. 01628500 (South Fork Shenandoah River near Lynnwood, VA);
 - 1.01 is the adjustment factor for drainage area.
6. At no time shall Net Withdrawals from the South Fork Intake exceed 10% of the stream flow at the South Fork Intake as estimated using the equation described by Part I.D.5, where:
- Net Withdrawal = the total volume withdrawn from the South Fork intake minus Return Flow, where
 - Return Flow = $(Flow_{SFI} * 0.1) * 0.66$, where
 - $Flow_{SFI}$ = flow at the South Fork Intake estimated as described by Part I.D.5, and 0.66 represents the approximate portion of the total withdrawal returned to the South Fork of the Shenandoah River upstream via treated wastewater discharge
 - Example calculation for the lowest recorded flow (84 cfs) at DEQ gage no. 01628500:
 - Flow SFI = $84 * 1.01 = 84.8$ cfs
 - Return Flow = $(84.8 * 0.1) * 0.66 = 5.6$ cfs
 - Maximum Net Withdrawal = $84.8 * 0.1 = 8.5$ cfs
 - Maximum Total Withdrawal = $8.5 + 5.6 = 14.1$ cfs (9.1 mgd).

North River Intake:

7. The permittee shall estimate flows at the North River Intake in cfs on a daily basis by monitoring the stream flow gage described below and by applying the equation “Flows at the intake = $Q_{NR} * 0.75$,” where:
- Q_{NR} is the previous day’s provisional mean daily flow at the DEQ gage no. 01622000 (North River near Burketown, VA);
 - 0.75 is the adjustment factor for drainage area.
8. At no time shall withdrawals from the North River Intake exceed 12% of the stream flow at the North River Intake as estimated using the equation described by Part I.D.7.
- Example calculation for the lowest recorded daily mean flow at DEQ gage no. 01622000:
 - Flow at the North River intake = $22 \text{ cfs} * 0.75 = 16.5$ cfs
 - Maximum allowable withdrawal from the North River Intake = $16.5 \text{ cfs} * 0.12 = 2$ cfs (1.3 mgd)

Dry River Intake:

9. The permittee shall estimate flows in the Dry River in cfs on a daily basis and adjust withdrawals from the Dry River intake so that a minimum of 0.774 cfs (0.5 mgd) is released to the Dry River

below the low-head dam at the Dry River intake. No withdrawals will be allowed from this intake if the estimated flow at the intake is 0.774 cfs or less

10. The permittee shall submit a plan to DEQ review and approval for monitoring stream flow at the Dry River intake within 120 days of permit issuance. The monitoring plan shall contain, at a minimum:
 - a. A detailed description of the methodology used to monitor flow at the location of the intake to ensure that withdrawals will be in compliance with Part I.D.9.
 - b. A detailed design and description of any existing or planned structure(s) to be used or installed for stream flow monitoring at the intake location.

Intake Screens and Drought Management:

11. Within two years of permit issuance, the permittee shall submit for DEQ review and approval a plan to install new screens at the South Fork intake, the North River intake and the Dry River intake in order to protect aquatic species from impingement and entrainment. The plan shall include, at a minimum:
 - a. A schedule for installing new screens at each intake that are designed so that screen openings are not larger than 1 millimeter in width and height and the screen face intake velocities are not greater than 0.25 feet per second. The permittee may propose alternative screen mesh and intake velocity designs for each intake. For each alternative design proposed, the plan shall include an entrainment/impingement monitoring strategy. Each entrainment/impingement monitoring strategy shall be designed with the input of the Virginia Department of Game and Inland Fisheries (VDGIF) and shall include a schedule for implementation of entrainment/impingement monitoring. The results of the impingement/entrainment monitoring shall be submitted to DEQ and VDGIF for review and approval. If the monitoring results indicate that the proposed alternative design is not protective of aquatic species, maximum screen openings of 1 millimeter in width and height and a maximum screen face intake velocity of 0.25 feet per second will be required.
 - b. Detailed design plans for each intake that will allow withdrawals at the maximum allowable rates while remaining in compliance with Part I.D.11.a.
12. The permittee shall submit a drought management plan to DEQ for review and approval within 120 days of permit issuance. Any future revisions to the approved plan shall be submitted to DEQ for review and approval prior to implementing the change. The plan shall include, at a minimum, the following:
 - a. Development of drought stages, including when and how each stage will be implemented. The emergency drought stage shall be initiated when a drought emergency is declared by the Commonwealth of Virginia in the Shenandoah Drought Evaluation Region or by the City of Harrisonburg in compliance with either municipality's Drought Management Ordinance.
 - b. A description of the conservation measures to be implemented during each drought stage.

13. When a drought emergency is declared by the Commonwealth of Virginia in the Shenandoah Drought Evaluation Region or by the City of Harrisonburg in accordance with the City's Drought Management Ordinance, the permittee shall implement either the provisions directed by the Commonwealth, the Drought Management Plan or the mandatory conservation measures as detailed in Attachment A of this permit, whichever is the most restrictive. The permittee shall be responsible for determining when drought emergencies are declared. The permittee shall retain records documenting that mandatory conservation measures were implemented during declared drought emergencies.

E. Monitoring, Recordation and Reporting Conditions

1. The permittee shall monitor withdrawals from the South Fork of the Shenandoah River, the North River and the Dry River on a daily basis using flow totalizer technology to confirm that the withdrawals at each intake are in compliance with this permit. Such meters shall produce volume determinations within plus or minus 10% of actual flows. A defective meter or other device must be repaired or replaced within 60 days. A defective meter is not grounds for not reporting the withdrawals. During any period when a meter is defective, generally accepted engineering practice shall be used to estimate withdrawals and the period during which the meter was defective must be clearly identified in the report.
2. On each day that pumping occurs, the permittee must monitor and record the following, for each intake:
 - a. Date and time.
 - b. Total amount of water withdrawn each day.
 - c. The maximum rate of withdrawal that occurred each date (in gpm).
 - d. The provisional stream flow in cfs as measured at the following stream gages: DEQ gage no. 01628500 (South Fork Shenandoah River near Lynnwood, VA) and DEQ gage no. 01622000 (North River near Burketown, VA)
 - e. The provisional stream flow at the South Fork intake and at the North River intake in cfs as estimated in accordance with Part I.D.5 and Part I.D.7, respectively
 - f. The stream flow at the Dry River intake in cfs as estimated in accordance with Part I.D.9
3. The permittee shall submit a water withdrawal monitoring report to DEQ semi-annually. The semi-annual monitoring period shall be as follows: January through June and July through December. The daily records shall be tabulated by month. The report shall be submitted to DEQ by January 31st and July 31st of every year within the permit term. Submittal of the report may take the form of electronic reporting or another form determined to be acceptable by DEQ. In the event the electronic reporting system is not available, the permittee may submit the report by electronic mail. The report shall include the following information:

- a. The permittee's name and address.
 - b. The permit number.
 - c. The source(s) from which water is withdrawn.
 - d. The location (latitude and longitude) of the water withdrawal.
 - e. Information listed in Part I.E.2.
 - f. The cumulative volume (million gallons) of water withdrawn each month and for the calendar year.
 - g. The average daily volume (mgd) of water withdrawn as calculated the last day of the monitoring period.
 - h. In the last report for the calendar year, the largest single day withdrawal volume (mgd) that occurred in the year and the month in which it occurred.
 - i. The method of measuring each withdrawal.
 - j. If during a semi-annual reporting period a drought emergency is declared, the report shall include a summary of mandatory conservation measures implemented during the drought event.
4. Water withdrawal monitoring and reporting activities shall comply with this section, Part I.C, and Part II. All records and information that result from the monitoring and reporting activities required by this permit, including any records of maintenance activities to the withdrawal system, shall be retained for the life of the permit. This period of retention shall be extended automatically during the course of any unresolved litigation regarding the regulated activity or as requested by the State Water Control Board.



City of Harrisonburg

City Hall
409 South Main Street
Harrisonburg, VA 22801

Legislation Text

File #: ID 26-274, **Version:** 1

Subject:

Consider a supplemental appropriation for the Harrisonburg City School Board

Presented By: City Staff

This supplemental appropriation request will appropriate state and federal funds for the School Board through the recently passed state budget in June.



July 21, 2026 City Council Meeting

Title

Consider a supplemental appropriation for the Harrisonburg City School Board (HCPS) — Larry Propst, Department of Finance

Summary

This supplemental appropriation request will appropriate additional state and federal funds for the HCPS through the recently passed state budget. **This request will require no additional local dollars from the city.**

Recommendation

Option 1. Approve the supplemental appropriation.

Fiscal Impact

This supplemental appropriation will increase the School Fund and School Nutrition Fund budgets by \$1,724,238 and \$3,253, respectively.

Context & Analysis

The HCPS will receive additional funding for FY 2026-2027 due to the recently passed state budget in June. The HCPS School Board approved the budget adjustment at their July 7, 2026 meeting. These funds may only be expended for these purposes.

Options

1. Approve the supplemental appropriation

Attachments

1. Supplemental Appropriation
2. School Finance Director Memorandum

CITY OF HARRISONBURG, VIRGINIA
REQUEST FOR: SUPPLEMENTAL APPROPRIATION
For Fiscal Year Ended June 30, 2027

Revenues:

FUND	CODE	ACCOUNT DESCRIPTION	AMOUNT
1111	32442	SCHOOL REVENUE-STATE	1,437,738.00
1111	33301	SCHOOL REVENUE-FEDERAL	286,500.00
		<i>Subtotal</i>	<i>1,724,238.00</i>
1114	31010	AMOUNT FROM FUND BALANCE	(110,009.00)
1114	32442	SCHOOL REVENUE-STATE	113,262.00
		<i>Subtotal</i>	<i>3,253.00</i>
GRAND TOTAL			1,727,491.00

Expenditures:

FUND	CODE	ACCOUNT DESCRIPTION	AMOUNT
1111	111114-40610	INSTRUCTION	1,526,867.00
1111	111114-40620	ADMIN-ATTEND-HEALTH SER.	132,513.00
1111	111114-40640	OPERATIONS & MAINTENANCE	(13,222.00)
1111	111114-40680	TECHNOLOGY	78,080.00
		<i>Subtotal</i>	<i>1,724,238.00</i>
1114	111414-40650	FOOD SERVICES	3,253.00
GRAND TOTAL			1,727,491.00

Reason: To appropriate additional from the approved state budget.
This appropriation requires no additional local dollars from the city.

Requested by:


 Head of Department

7/22/26
 Date

Funds Available:

Approved Through Legistar
 Director of Finance

 Date

Recommended & Approved:

Approved Through Legistar
 City Manager

 Date

City Council Approval:

 (1st reading)

City Council Approval:

 (2nd reading)

FINANCE DEPARTMENT'S POSTING

NAME

DATE

JV #



Harrisonburg City Public Schools

One Court Square • Harrisonburg, VA 22801
Phone: 540.434.9916 • Fax: 540.434.5196

"A place where learning has no limits and together we work for the success of all."

TO: Ande Banks, City Manager
Larry Propst, Finance Director
City of Harrisonburg

FROM: Daniel Kirwan, HCPS Executive Director of Finance

DATE: July 17, 2026

SUBJECT: Amended School Operating FUND (1111) and School Nutrition Fund (1114) budgets for FY27

City Council approval is being requested to amend the School Operating Fund (1111) and the School Nutrition Fund budget for Harrisonburg City Public Schools. The State of Virginia finalized their budget on June 29, 2026 resulting in updated state revenue. Additionally, we have updated federal revenue.

No new local tax dollars are required from the City Council to make this budget amendment. The Harrisonburg City Public School Board approved these amendments on July 7, 2026. The following tables will show the School Nutrition and Operating budget appropriations if these amendments are approved. Please see the attached budget worksheet with budget codes and reallocations.

Operating (1111) Revenue Source	Adopted	Amended	Variance
State	75,430,649	76,868,387	1,437,738
Federal	4,114,978	4,401,478	286,500
Recovered Costs	635,398	635,398	\$0
City Appropriation	48,224,305	48,224,305	\$0
City CTE Supp	518,000	518,000	\$0
Total	\$128,923,330	\$130,647,568	\$1,724,238

Nutrition (1114) Revenue Source	Adopted	Amended	Variance
State	206,125	319,387	113,262
Federal	6,561,925	6,561,925	0
Receipts/Rebates	185,000	185,000	0
Fund Balance	216,282	106,273	(110,009)
Total	\$7,169,332	\$7,172,585	\$3,253

Operating (1111) Expenditures by Function	Adopted	Amended	Variance
61 INSTRUCTION	100,254,772	101,781,639	1,526,867
62 ADMIN ATTEND & HEALTH	6,739,824	6,872,337	132,513
63 PUPIL TRANSPORTATION	6,728,020	6,728,020	0
64 OPERATION & MAINT.	9,278,903	9,265,681	-13,222
67 DEBT SERVICE	168,500	168,500	0
68 TECHNOLOGY	5,753,311	5,831,391	78,080
	\$128,923,330	\$130,647,568	\$1,724,238

School Nutrition (1114) Expenditures	Adopted	Amended	Variance
FOOD SVCS	4,351,300	4,351,300	0
SAL/BENEFITS	2,777,032	2,780,285	3,253
TECHNOLOGY	41,000	41,000	0
Total	\$7,169,332	\$7,172,585	\$3,253

Thank you for your consideration of this request.



City of Harrisonburg

City Hall
409 South Main Street
Harrisonburg, VA 22801

Legislation Text

File #: ID 26-276, **Version:** 1

Subject:

Harrisonburg Rockingham Regional Sewer Authority

Presented By: Pamela Ulmer, City Clerk

Four members of the board have terms due to expire July 14, 2022. HRRSA requesting council approval to renew all members to a term to expire July 14, 2026. On the July 14, 2026 City Council meeting Council reappointed Mr. Light and Mr. Chewning. Council still needs to reappoint the following:

Mr. Mike Collins and Mr. Ande Banks with Amy Snider as Mr. Banks alternate



HRRRSA

www.hrrsa.org

P.O. Box 8
856 North River Road
Mt. Crawford, VA 22841
PH(540) 434-1053 • FX(540) 434-5160

MEMBERS

Bridgewater • Dayton • Harrisonburg
Mt. Crawford • Rockingham Co.

July 7, 2026

Ms. Deanna R. Reed, Mayor
City of Harrisonburg
409 S. Main Street
Harrisonburg, VA 22801

RE: Harrisonburg-Rockingham Regional
Sewer Authority Appointments

Dear Ms. Reed:

The terms of office for the current appointed members and alternate members from your jurisdiction expire on July 14, 2026. Member and alternate member terms are for four (4) year periods, and all members and alternate members of the Authority are eligible for reappointment.

The current members and alternate member from Harrisonburg are:

<u>Members</u>		<u>Alternate Member</u>
R. Bradley Chewning	Ande Banks	Amy E. Snider
A. Mike Collins	Matthew W. Light	

I have enclosed an excerpt from HRRSA's By-Laws that is relative to member and alternate member appointments.

Please notify me of any formal action taken by your jurisdiction regarding these appointments.

Sincerely,

Amanda L. Berry
Office Manager

Enclosure

cc w/enclosure: A. Banks, City Manager, A. E. Snider, Deputy City Manager, A. M. Collins, Director of Public Utilities, M. W. Light, and R. B. Chewning,

BY-LAWS

HARRISONBURG-ROCKINGHAM REGIONAL
SEWER AUTHORITY

Adopted February 2, 1981

B Y - L A W S
O F
HARRISONBURG-ROCKINGHAM REGIONAL SEWER AUTHORITY

ARTICLE I

General Purposes

The purposes for which this Authority is formed and the powers which it may exercise are set forth in the Articles of Incorporation of the Authority.

ARTICLE II

Name and Location

Section 1: The name of this Authority is HARRISONBURG-ROCKINGHAM REGIONAL SEWER AUTHORITY.

Section 2: The principal office shall be located approximately 1 mile east of Mt. Crawford, in Rockingham County, Virginia.

ARTICLE III

Seal

Section 1: The seal shall have inscribed thereon the name of the Authority and the year of its organization (1970).

Section 2: The secretary shall have custody of the seal.

Section 3: The seal may be used by causing it or a facsimile thereof to be impressed or affixed or reproduced or otherwise.

ARTICLE IV

Members

Section 1: There shall be eight members of the Authority, four appointed

by the governing body of the City of Harrisonburg, Virginia, and one by the governing bodies of each of the following political subdivisions: Rockingham County, Town of Bridgewater, Town of Dayton, and Town of Mt. Crawford. Each member of the Authority shall serve for four years. Each governing body shall have the right to select an alternate for each member appointed by it. The term of each alternate shall be the same as the term of the member for whom each serves as alternate. The alternate's term shall not expire because of the member's death, disqualification or resignation. If a member is not present at a meeting of the Authority, the alternate for that member shall have all the voting and other rights of a member and shall be counted for purposes of determining a quorum at any meeting of the Authority. The governing body shall notify the Authority in writing of members and/or alternates elected by that body and no member or alternate may act prior to receipt by the Authority of such notice.

Section 2: The successor of each member shall be appointed by the governing body of his respective political subdivision for a term of four years and until his successors shall have been duly appointed and qualified, except that any person appointed to fill a vacancy shall serve only the unexpired term of office. Any member of the Authority shall be eligible for reappointment.

Section 3: The members of the Authority shall have an annual meeting just preceding the regular meeting held in the month of September of each year.

Section 4. The regular monthly meetings of the members of the Authority shall be held on the first Monday of each month at 3:00 p.m. at the offices of the Authority or at such date, time and place as may be designated by the Authority from time to time.

Section 5: Special meetings of the members may be held upon the call of a majority of the members of the Authority, or by call of the Chairman. Notice

of any meeting not held at a time fixed by a resolution of the Authority shall be given to each member at least 24 hours before the meeting at his residence or business address or by delivering such notice to him or by telephoning or telegraphing it to him at least 24 hours before the meeting. Any such notice shall contain the time and place of the meeting but need not contain the purpose of any meeting. Meetings may be held without notice if all of the members are present or those not present waive notice before or after the meeting.

Section 6: A majority of the members shall constitute a quorum at any meeting of the members. The voting powers of the members shall be equal and each member shall have one vote.

Section 7: In the event of a tie vote, the issue under determination shall be submitted to the governing bodies of the political subdivisions making up the Authority. In such event and on such deadlock issue, each governing body shall have one vote and the said vote of the governing bodies shall be final on the question.

Section 8: The order of business at the regular meeting and so far as practical at all other meetings shall be:

1. Calling to order and proof of quorum.
2. Proof of notice of meeting.
3. Reading and action of any unapproved minutes.
4. Reports of officers and committees.
5. Unfinished business.
6. New business.
7. Adjournment.

BY-LAWS**HARRISONBURG-ROCKINGHAM REGIONAL
SEWER AUTHORITY****Adopted February 2, 1981**

B Y - L A W S
O F
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