The Lindsey Properties & Paul Street Extension

Request for Variations or Exceptions

October 5, 2026

City of Harrisonburg
Department of Community Development
473 South Main Street
Harrisonburg, Virginia 22801

RE: Paul Street Extension
Property: 473 S. Main Street, Harrisonburg, VA 22801
Tax Map Parcels: 025 J 2, 3, 4, 5, 6, 7, 15, 16, 17, 18 ("Property")

On behalf of TCP Link Harrisonburg LLC ("Applicant") and Trenton, Inc. and Bernard. LC (collectively "Owner"), we respectfully request approval of the following variations or exceptions pursuant to Section 10-2-2(a) of the City of Harrisonburg Subdivision Ordinance. The requests relate to the design and construction of the Paul Street extension to be installed under approved rezoning proffers for "The Lindsey" (the "Project"), a mixed-use development located between S Liberty Street and S Main.

Principal to the requested variations or exceptions is the existing location and geometry of Paul Street in relation to the Property. Strict application of design standards required by City Code and the City's Design and Construction Standards Manual (DCSM) would result in a mis-aligned roadway segment that would introduce greater turning movement conflicts with reduced efficiencies. The requested variations or exceptions address these site-specific conditions while still meeting minimum industry standards that fit well within the direct context of the existing Downtown Harrisonburg ("Downtown") street network, and are in full compliance with the Project's proffered Concept Plan submitted as part of the approved rezoning request.

1. Street and Right-of-Way Widths

We request variations/exceptions from Subdivision Ordinance Section 10-2-41(a), DCSM Section 3.6.4.1, and DCSM Appendix F, Typical Street Cross Sections, to permit a 24-foot-wide street within a 44-foot-wide right-of-way ("R/W") in lieu of the standard 34-foot-wide street within a 50-foot-wide R/W. Note that street widths referenced here are measured curb face to curb face.

The proposed roadway extension's corridor is constrained by both the existing Paul Street alignment and the adjoining Harrisonburg Baptist Church (HBC) property. Providing the standard street and R/W width minimums within the Property would force an offset in Paul Street centerline approaches to S Main Street, which is highly undesirable due to the permitted through movements; that is, forcing an offset through movement from Paul Street crossing S Main Street introduces a greater potential for accidents and injury. The requested 24-foot-wide roadway section allows for 12-foot-wide lanes, which is greater than the VDOT minimum standard of 10-foot-wide lanes for urban local street classification (GS-8). Street widths of this size are common throughout downtown Harrisonburg (Wolfe, Elizabeth, and Rock Streets, to name but a few) and thus will not feel out of place or character at this location. On-street parking will not be allowed in this reduced with, making the size appropriate and comfortable for users.

The reduced street width fits comfortably within a reduced R/W width of 44 feet, while still accommodating the required sidewalk elements, which are to be provided on both sides of the new roadway extension. Pedestrian movements will thus remain unhampered by the requested variances/exceptions, but rather are benefited through the reduction in travel distance when crossing the street.

2. Intersection Curb Radius

We request variations/exceptions from Subdivision Ordinance Section 10-2-41(a) and DCSM Section 3.6.1.4 to permit 12.5-foot curb radii, rather than the standard 25-foot minimum, at the four proposed curb returns where the Paul Street extension intersects S Main Street and S Liberty Street.

As stated above, the existing Paul Street centerline and HBC property boundary constrain the location and alignment of the proposed roadway extension. Similarly to wider R/W, utilization of standard curb returns would force greater separation between the street and the property line in order to fit within the Property's frontage, thereby creating a lateral offset between sections of Paul Street across S Main Street. Again, lateral offsets between opposing intersections are detrimental to safety, and should thus be avoided. The proposed reduction in radii, rather, allows the extension to follow the established street alignment within the available Property boundaries, and thus creates safer crossing of S Main Street.

Section 5.3.5 of AASHTO's Policy on Geometric Design of Highways and Streets ("AASHTO") states that, "the radius of the curb return should be no greater than that needed to accommodate the design turning radius," but "should be at least 5 ft" for urban local roadways, the appropriate classification for this Paul Street extension. Here, as all turning movements onto and from the Paul Street extension are left-turn movements due to the one-way nature of both S Liberty Street and S Main Street, the curb return can be of smaller radius and still accommodate vehicles quite well. Please refer to the attached Turning Movement Analysis provided as Figure 1.

The reduced curb radii are further appropriate to the downtown setting because they encourage slower turning movements and shorten pedestrian crossings compared with larger curb returns. Note that the curb return radii on the existing leg of Paul Street opposite S Main Street are approximately 10 ft, despite accommodating right-turn movements in both directions. A vast majority of intersections within Downtown employ radii of similar dimensions, and thus the requested variance/exception fits well within this context.

3. Access Management

3A. Access to Minor Arterials

We request variations/exceptions from Subdivision Ordinance Section 10-2-41(a) and DCSM Section 3.1.8.2 to permit one garage entrance on S Liberty Street and one on S Main Street. This request seeks relief from the restriction on direct arterial access where reasonable access can be provided from a lower-class roadway.

The parking deck is located north of the proposed building and connects to the arterial frontages through the access locations shown on the proffered Concept Plan. Directing all garage traffic to Paul Street would not only be in conflict with the Concept Plan and the approved TIA, but would have the undesirable effect of concentrating garage traffic near the rideshare / drop-off area, sidewalk, and potentially relocated church accesses. Further, given public concerns over increased traffic on Paul St, directing all site traffic to the roadway extension would be imprudent. The proposed entrance locations provide better direct-distribution of site-generated traffic onto the two arterial frontages and other downstream arterials.

3B. Entrance Spacing – Garage Entrances

We request variations/exceptions from DCSM Section 3.1.8.1, which states that access management on arterial roadways shall follow the guidelines presented in the Virginia Department of Transportation (VDOT) Road Design Manual, Appendix F, which requires 335-foot spacing for Type 3 Entrances (full access / directional crossover) per its Table 2-2. Requested minimum spacing is provided in the table below, which is consistent with the proffered Concept Plan.

Entrance and reference point	Required	Requested
S Liberty garage entrance to Lewis Street	355 feet	90 feet
S Main garage entrance to Union First National Bank Entrance	355 feet	40 feet

The existing City Hall entrance and the Paul Street connection constrain the South Main garage entrance from both directions; with only ~450 ft between those points of access, any new service cannot possibly meet the minimum standard. Similar distances are found along the Property's S Liberty St frontage, creating the same condition.

From a contextual standpoint, the minimum standards are rarely achieved anywhere within Downtown. Instead, close aggregation of entrances is quite common, and the provisions of the Project exceed most existing applications. VDOT specifically allows for waivers to their minimum spacing standards when projects are located within "older, established business corridor(s)" where existing spacing is noncompliant. Reason being that motorists are already accustomed to turning motorists throughout the corridor, and thus greater spacing has a reduced benefit to safety. The proposed conditions associated with the Project are deemed to meet this established criteria well, and believed to yield favorable and safe conditions.

3C. Entrance Spacing – Existing Church Entrances on S Liberty Street

We request variations/exceptions from DCSM Section 3.1.8.1 (again, pertaining to minimum entrance spacing on minor arterials) to permit the proposed location of the Paul St extension in relation to the existing Liberty Street entrance to the Harrisonburg Baptist Church (HBC) parking lot. As the entrance also qualifies as Type 3, the min spacing required by VDOT's Appendix F is 355 feet.

Existing HBC entrance	Required	Requested
S Liberty Street	355 feet	55 feet

The church entrance and parking-lot circulation are existing conditions. Extending Paul Street along its established alignment introduces intersections close to those entrances. While the rezoning's proffered conditions require the Project to accommodate relocation of the church's parking lot entrances onto Paul Street upon HBC's request, there is no obligation for HBC to make such a request. Should the HBC parking lot entrances remain as they are today, this waiver / exception is necessary for the construction of Paul Street's extension in compliance with the proffered Concept Plan.

As stated previously, the existing context of Downtown is such that close proximity of entrances and intersections is quite common. Given the nature of the HBC land use, traffic to/from the HBC parking lot is sporadic in nature and primarily not during peak hours. Per the reviewed and accepted TIA, traffic on the Paul Street extension is also relatively low. As such, conflicts between the Paul Street extension and

the HBC parking lot turning movements are few, and the proposed configuration is expected to operate both safely and efficiently.

3D. Entrance Spacing - Relocated Church Entrances on Paul Street (Extended)

We further request variations/exceptions from DCSM Section 3.10.2.3 to permit the relocation of the HBC parking lot entrances onto the Paul Street extension, upon HBC's election to do so within the terms of the Project's proffered conditions. This section requires that entrances be spaced with a minimum of 125 feet between intersection curb returns and the entrance curb return; as depicted in the proffered Concept Plan, we request an allowable reduction to 25 feet minimum for this application.

Shorter distances are required here to permit optimal traffic flow within the HBC's parking lot. As the relocation of parking lot entrances is only to occur upon the request of HBC, but would create reduced points of conflict within both the S Main Street and S Liberty Street corridors (including the forthcoming S Liberty Street cycle track), creating optimal efficiency within the impacted parking lot is highly desirable.

Again, due to the sporadic usage of the HBC parking lot and relatively low traffic volumes projected for the Paul Street extension, along with the close-proximity occurrence throughout Downtown, this proposed condition is expected to operate both safely and efficiently.

Granting the requested variations/exceptions would allow the Paul Street extension to be constructed in a manner that respects existing property boundaries while improving the overall street network. The proposed design would provide a direct continuation of Paul Street, improve circulation between South Main Street and South Liberty Street, support pedestrian connectivity, reduce access conflicts along the existing streets, and provide a context-sensitive street design appropriate for the downtown environment that is fully compliant with the proffered Concept Plan that is part of the approved rezoning request for the Property.

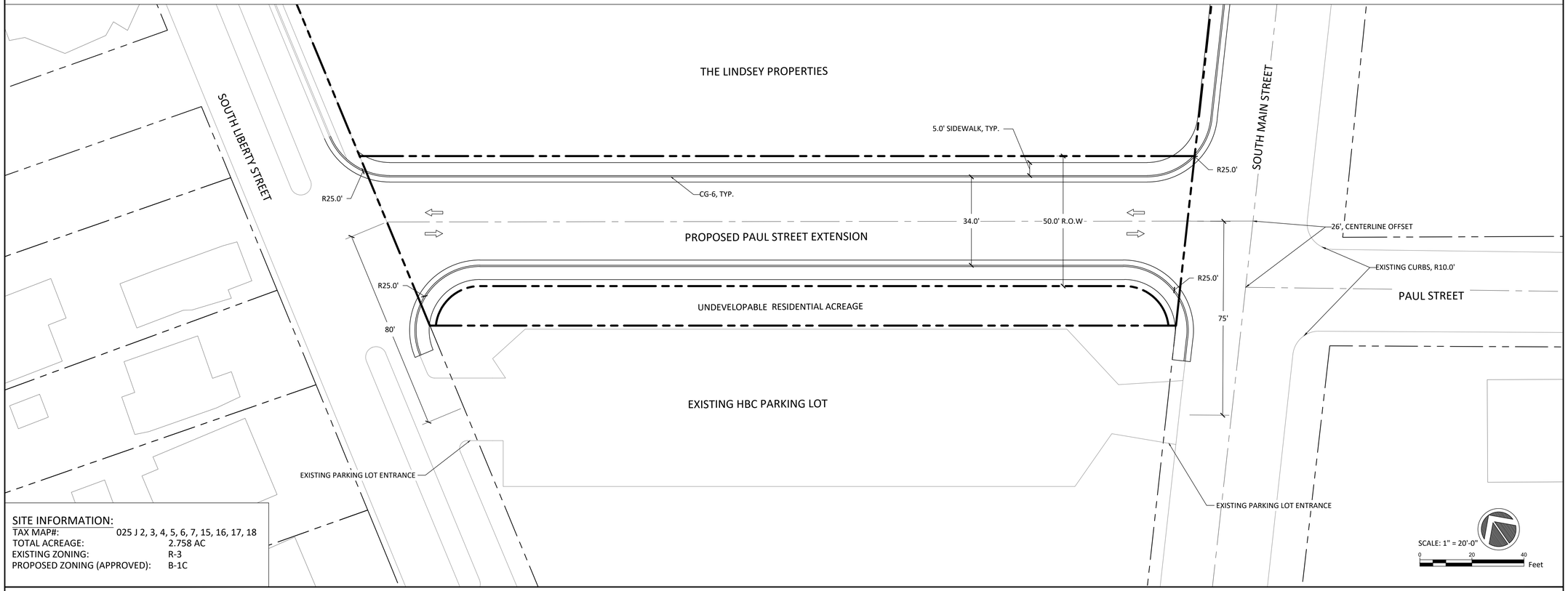
Sincerely,

Owen Piao

Owen Piao
Land Planner
Monteverde Engineering & Design Studio, PLC

Attachments, as noted

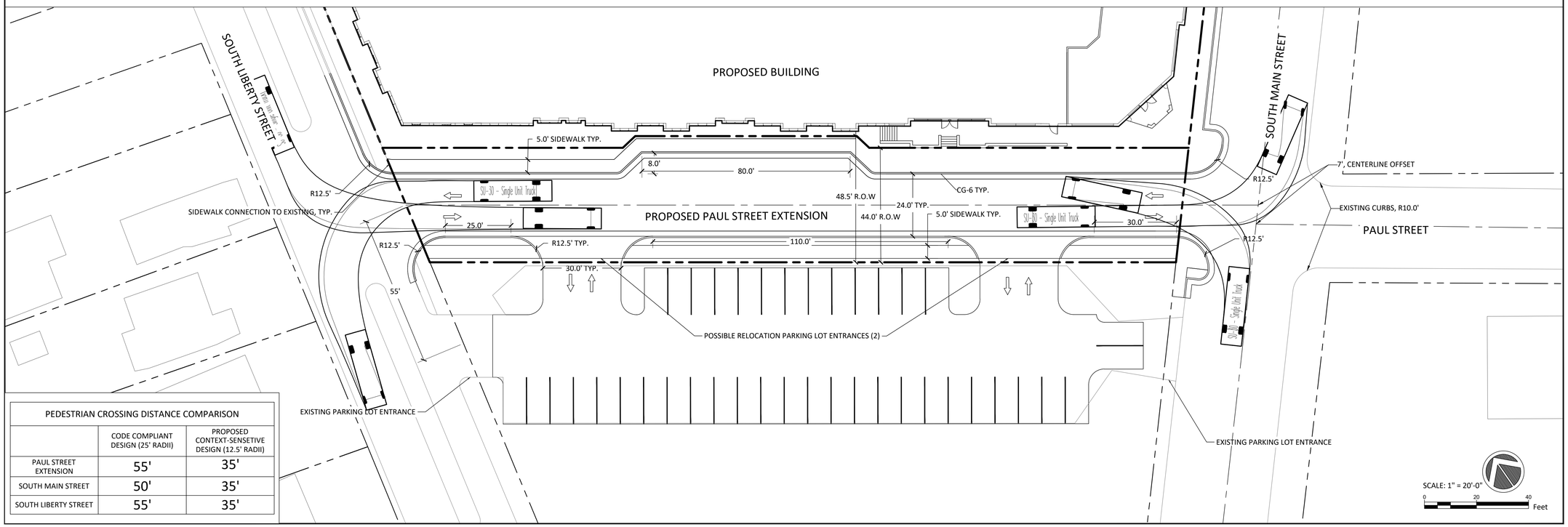
CODE COMPLIANT DESIGN



SITE INFORMATION:

TAX MAP#:	025 J 2, 3, 4, 5, 6, 7, 15, 16, 17, 18
TOTAL ACREAGE:	2.758 AC
EXISTING ZONING:	R-3
PROPOSED ZONING (APPROVED):	B-1C

PROPOSED CONTEXT-SENSITIVE DESIGN



PEDESTRIAN CROSSING DISTANCE COMPARISON		
	CODE COMPLIANT DESIGN (25' RADII)	PROPOSED CONTEXT-SENSETIVE DESIGN (12.5' RADII)
PAUL STREET EXTENSION	55'	35'
SOUTH MAIN STREET	50'	35'
SOUTH LIBERTY STREET	55'	35'

Monteverde
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PLAN OF DEVELOPMENT

LINDSEY PROPERTIES

473 S. MAIN STREET, HARRISONBURG, VA 22801

Revisions:

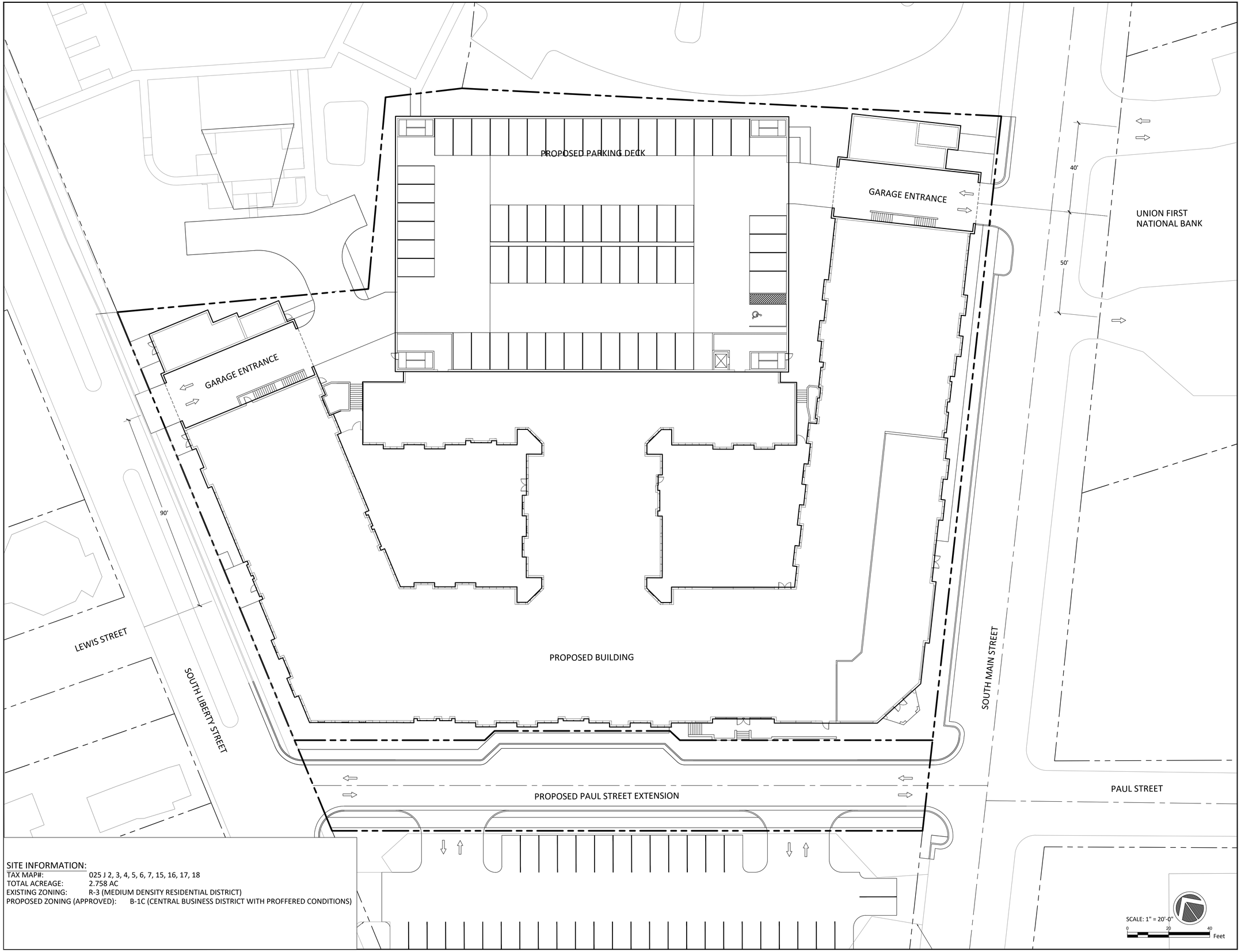
No.	Description	Date

PRELIMINARY ISSUE
NOT FOR CONSTRUCTION

PAUL STREET EXTENSION EXHIBIT

Project number:	24024C
Date:	OCT 08, 2026
Drawn by:	OP
Checked by:	OP

FIGURE 1



SITE INFORMATION:

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

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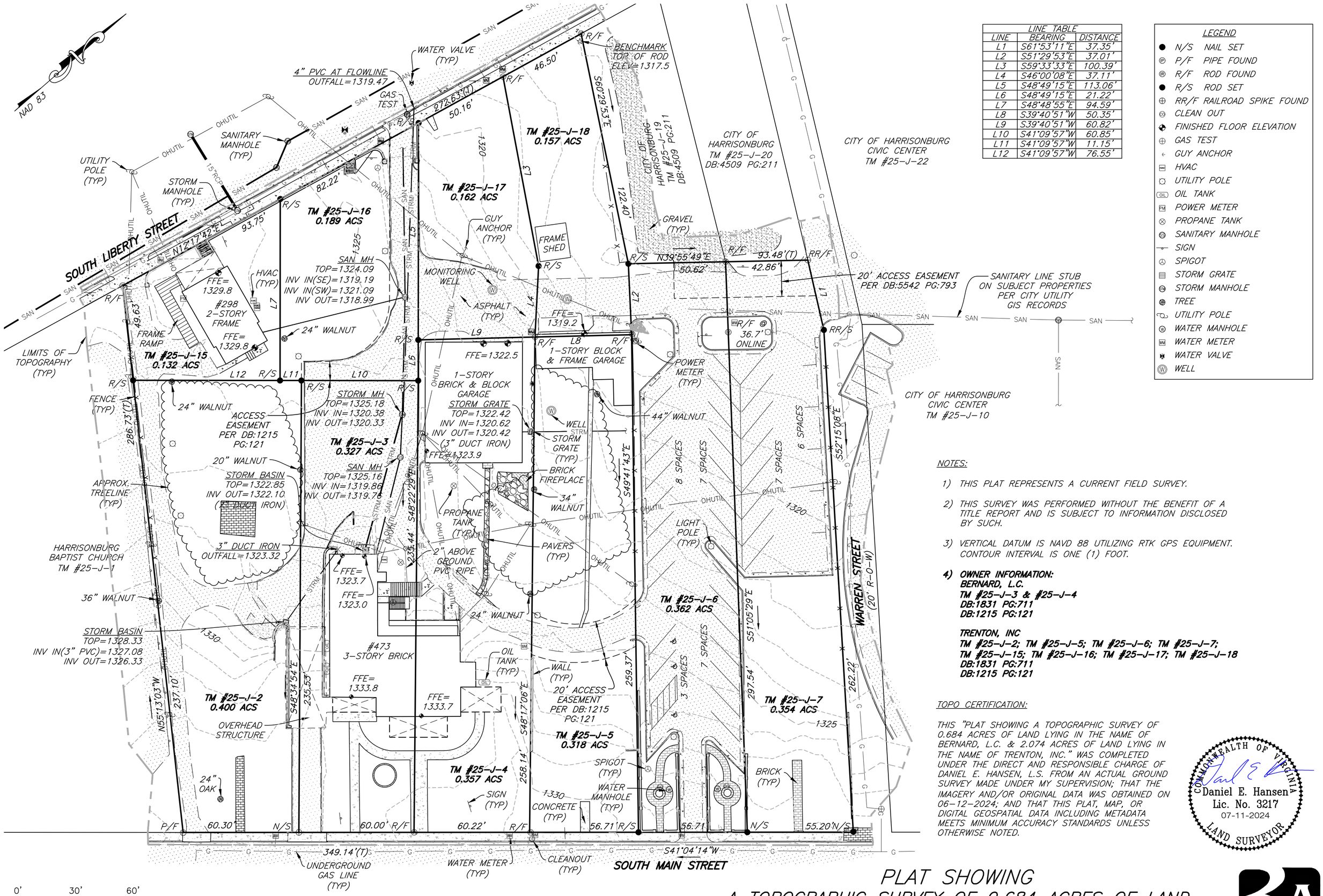
FIGURE 2



LINE TABLE		
LINE	BEARING	DISTANCE
L1	S61°53'11"E	37.35'
L2	S51°29'53"E	37.01'
L3	S59°33'33"E	100.39'
L4	S46°00'08"E	37.11'
L5	S48°49'15"E	113.06'
L6	S48°49'15"E	21.22'
L7	S48°48'55"E	94.59'
L8	S39°40'51"W	50.35'
L9	S39°40'51"W	60.82'
L10	S41°09'57"W	60.85'
L11	S41°09'57"W	11.15'
L12	S41°09'57"W	76.55'

LEGEND

- N/S NAIL SET
- P/F PIPE FOUND
- R/F ROD FOUND
- R/S ROD SET
- RR/F RAILROAD SPIKE FOUND
- CLEAN OUT
- FINISHED FLOOR ELEVATION
- GAS TEST
- GUY ANCHOR
- HVAC
- UTILITY POLE
- OIL TANK
- POWER METER
- PROPANE TANK
- SANITARY MANHOLE
- SIGN
- SPIGOT
- STORM GRATE
- STORM MANHOLE
- TREE
- UTILITY POLE
- WATER MANHOLE
- WATER METER
- WATER VALVE
- WELL

NOTES:

1) THIS PLAT REPRESENTS A CURRENT FIELD SURVEY.

2) THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A TITLE REPORT AND IS SUBJECT TO INFORMATION DISCLOSED BY SUCH.

3) VERTICAL DATUM IS NAVD 88 UTILIZING RTK GPS EQUIPMENT. CONTOUR INTERVAL IS ONE (1) FOOT.

4) **OWNER INFORMATION:**
BERNARD, L.C.
TM #25-J-3 & #25-J-4
DB:1831 PG:711
DB:1215 PG:121

TRENTON, INC
TM #25-J-2; TM #25-J-5; TM #25-J-6; TM #25-J-7; TM #25-J-15; TM #25-J-16; TM #25-J-17; TM #25-J-18
DB:1831 PG:711
DB:1215 PG:121

TOPO CERTIFICATION:

THIS "PLAT SHOWING A TOPOGRAPHIC SURVEY OF 0.684 ACRES OF LAND LYING IN THE NAME OF BERNARD, L.C. & 2.074 ACRES OF LAND LYING IN THE NAME OF TRENTON, INC." WAS COMPLETED UNDER THE DIRECT AND RESPONSIBLE CHARGE OF DANIEL E. HANSEN, L.S. FROM AN ACTUAL GROUND SURVEY MADE UNDER MY SUPERVISION; THAT THE IMAGERY AND/OR ORIGINAL DATA WAS OBTAINED ON 06-12-2024; AND THAT THIS PLAT, MAP, OR DIGITAL GEOSPATIAL DATA INCLUDING METADATA MEETS MINIMUM ACCURACY STANDARDS UNLESS OTHERWISE NOTED.

COMMONWEALTH OF VIRGINIA
Daniel E. Hansen
Lic. No. 3217
07-11-2024
LAND SURVEYOR

0' 30' 60'

REV: 07-11-2024
DATE: 06-14-2024
SCALE: 1" = 30'
JOB: 35240021.00
DRAWN BY: BSR

PLAT SHOWING
A TOPOGRAPHIC SURVEY OF 0.684 ACRES OF LAND LYING IN THE NAME OF BERNARD, L.C. & 2.074 ACRES OF LAND LYING IN THE NAME OF TRENTON, INC.

CITY OF HARRISONBURG, VIRGINIA

PLANNERS / ARCHITECTS / ENGINEERS / SURVEYORS
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104 Industry Way, Suite 102 / Staunton, Virginia 24401 / Phone (540) 248-3220 / www.balzer.cc

BALZER & ASSOCIATES