CITY OF HARRISONBURG

October 14, 2026 Planning Commission Meeting

Title

Consider a request for variations/exceptions from the Subdivision Ordinance related to public street design standards at South Main Street, South Liberty Street, and future Paul Street extended (The Lindsey) — Meg Rupkey, Community Development

Summary

Project name	The Lindsey / Paul Street Extension
Address/Location	435, 445, 457, 473, 483 & 495 South Main Street and 282, 288, 294 & 298 South Liberty Street
Tax Map Parcels	25-J-2, 3, 4, 5, 6, 7, 15, 16, 17 and 18
Total Land Area	+/- 2.75-acres
Property Owner	Trenton Inc. and Bernard L C
Owner's Representatives	Timberwolf Capital Partners LLC and Clark and Bradshaw PC
Subdivision Ordinance and Design and Construction Standards Manual Variations and Exceptions Requests	• Subdivision Ordinance Section 10-2-41(a) – Street Design Standards shall conform to the standards and specifications outlined in the DCSM • DCSM Section 3.6.1.4 – Street Intersection Curb Radius • DCSM Sections 3.1.8.1 and 3.1.8.2 — Access management and entrance spacing. • DCSM Section 3.6.4.1 – Typical Street Sections • DCSM Appendix F – Typical Street Cross Sections • DCSM 3.10.2.3 - Entrance spacing from intersection curb returns
Planning Commission	October 14, 2026
City Council	Anticipated November 10, 2026

Recommendation

Option 1. Recommend approval of the variations and exceptions as requested.

Context & Analysis

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

Site: Lindsey Funeral Home, zoned B-1C

North: City Hall, Turner Pavilion, parking lots, zoned B-1

East: Across South Main Street, commercial properties, zoned B-1C and B-2C

South: Harrisonburg Baptist Church, zoned R-3

West: Across South Liberty Street, residential uses, zoned R-3

The property at 435, 445, 457, 473, 483, and 495 South Main Street and 282, 288, 294, and 298 South Liberty Street consists of approximately 2.75 acres. The property was rezoned to B-1C, Central Business District Conditional, on September 22, 2026, to allow a four-story multi-family building consisting of up to 180 dwelling units, between 2,500 to 5,000 square feet of non-residential space, and a five-level parking garage consisting of a minimum of 320 off-street parking spaces.

Requested Variations and Exceptions
The applicant proposes to extend Paul Street between South Main Street and South Liberty Street. The extension is intended to continue the existing Paul Street alignment, improve connectivity within the downtown street network, and provide pedestrian and vehicular circulation associated with the adjacent development. As presented, the new Paul Street extension would require variations and exceptions to the Subdivision Ordinance (SO) and Design and Construction Standards Manual (DCSM).

South Main Street and South Liberty Street are one-way streets classified as Minor Arterials. The proposed Paul Street extension would be a two-way street connecting the two one-way minor arterial streets. The applicant states that the existing Paul Street alignment, established property boundaries, adjoining development, and the surrounding downtown street network create the circumstances necessitating variations and exceptions to the following SO and DCSM sections:

- SO Section 10-2-41(a) – Street Design Standards
- DCSM Section 3.6.1.4 – Street Intersection Curb Radius
- DCSM Sections 3.1.8.1 and 3.1.8.2 — Access management and entrance spacing
- DCSM Section 3.6.4.1 – Typical Street Sections
- DCSM Section 3.10.2.3 — Entrance spacing from intersection curb returns
- DCSM Appendix F – Typical Street Cross Sections

Street and Right-of-Way Width Request
The applicant requests a variation or exception from SO Section 10-2-41(a), DCSM Section 3.6.4.1, and DCSM Appendix F to permit a 24-foot-wide street within a 44-foot-wide public right-of-way, rather than the standard 34-foot-wide street within a 50-foot-wide public right-of-way. Street width is measured curb face to curb face.

The applicant states that the reduced street and right-of-way dimensions are necessary to continue the existing Paul Street alignment within the existing property boundaries. The proposed 24-foot street section would provide two 12-foot travel lanes. No on-street parking is proposed along the extension, however, a pull off area is proposed for deliveries and ride share. The 44-foot public

right-of-way would be widened to 48.5 feet at the planned pull off to accommodate required sidewalk elements on both sides of the extension.

The applicant has confirmed that the proposed street design will be compliant with applicable VDOT Secondary Street Acceptance Requirements (SSAR). The applicant notes that narrow street sections are common in downtown Harrisonburg and that the proposed section is designed for the anticipated operational context.

Intersection Curb Radii Request

The applicant is requesting a variation and exception from SO Section 10-2-41(a) and DCSM Section 3.6.1.4 to permit 12.5-foot intersection curb radii, where a 25-foot minimum radius is required per the DCSM.

The applicant states that reducing the curb radii to 12.5 feet is appropriate at this location because the smaller radii would support slower turning speeds and shorter pedestrian crossing distances at the new intersections. Since South Main Street and South Liberty Street are one-way streets, the intersection movements are constrained primarily to left turns between the arterial streets and the proposed two-way Paul Street extension, reducing the need for larger radii associated with conventional right-turn movements. The applicant also notes that curb radii on the existing Paul Street leg opposite South Main Street are approximately 10 feet. Staff is comfortable with the reduced radii of 12.5 feet.

Access Management

The applicant requests variations or exceptions from SO Section 10-2-41(a), DCSM Sections 3.1.8.1 and 3.1.8.2, and DCSM Section 3.10.2.3 for the following items:

- To allow one parking-deck entrance on South Liberty Street and one parking-deck entrance on South Main Street. The DCSM restricts direct arterial access when reasonable access can be provided from a lower-classification street.
- To allow reduced entrance spacing for the proposed parking-deck entrances. The requested spacing is 95 feet between the proposed South Liberty Street garage entrance and Lewis Street; and 40 feet between the proposed South Main Street garage entrance and existing Atlantic Union Bank entrance. The applicable minimum spacing is 355 feet for Type 3 access classifications per access management standards (VDOT Road Design Manual, Appendix F). Three-leg unsignalized accesses on two-lane roads where turning movements are not restricted are considered by to be a Type 3 access.
- To allow reduced spacing between the proposed Paul Street intersection and the existing Harrisonburg Baptist Church parking-lot entrance along South Liberty Street. The requested spacing is approximately 55 feet on South Liberty Street, rather than 355 feet that is required for Type 3 access. Note that the proposed intersection at Paul Street and South Main Street would form the fourth leg of an existing intersection, which is allowable

by VDOT's access management standards and therefore does not require a variation or exception for entrance spacing and access management standards.

- If Harrisonburg Baptist Church elects to relocate its parking-lot entrances to the Paul Street extension as shown on the Concept Plan, the applicant is requesting a reduction from the required 125 feet distance between an intersection and an entrance to a minimum of 25 feet. Note that there is not a minimum distance required between entrances on a local street.

The applicant states that directing all parking-deck traffic to Paul Street would conflict with the proffered Concept Plan and the accepted traffic impact analysis. The applicant further states that concentrating parking-deck traffic on Paul Street could increase conflicts near the planned rideshare/drop-off area and pedestrian facilities, and increase traffic volumes on the Paul Street extension. Providing separate garage entrances on South Main Street and South Liberty Street would distribute site traffic between the two arterial frontages.

The applicant also states that the existing City Hall entrance, the existing Harrisonburg Baptist Church entrances, and the Paul Street extension constrain the site's ability to meet standard entrance- and intersection-spacing requirements based on existing conditions. The applicant notes that closely spaced entrances and intersections are common in downtown Harrisonburg.

Conclusion
Staff supports the requested variations and exceptions as presented by the applicant in their exhibits identified as Figures 1 and 2. These variations and exceptions would allow for the extension of Paul Street to continue within the established street alignment and would be similar to other locations in the downtown street network. The reduced curb radii, narrower street and right-of-way widths, and modified access arrangement are appropriate given the existing operation of the adjoining streets.

The final street design and any necessary transportation improvements would be reviewed through the City's engineering and construction plan review processes.

Options
1. Recommend approval of the variations or exceptions as requested.
2. Recommend denial of the request.

Attachments
- Site maps
- Applicant's supporting documents