Planning Commission Meeting
Agenda
Wednesday, July 16, 2025, 7:00 PM

Work Session, 6:00 PM, Council Chambers Conference Room, City Hall, 114 North Broad Street, Salem, Virginia 24153

Regular Session, 7:00 PM, City Hall, 114 North Broad Street, Salem, Virginia 24153

WORK SESSION

1. Call to Order

2. New Business

A. Items from the July agenda.
1. 106-110 Butt Hollow Road rezone from BCD to LM with proffered conditions
2. 319 Rowan Street special exception request for a cell tower
3. 638 Dalewood Avenue rezone from AG to RSF
   638, 672, and 696 Dalewood Avenue special exception request for Cluster Housing Overlay
4. 1002 and 1108 Newman Drive rezone from LM with proffered condition to RMF
5. Introduction of proposed time change for work session and regular meetings.
6. Remote participation policy

B. Items from the August agenda.
1. Comprehensive Plan review, work session
2. 1507-1511 Eddy Avenue special exception request for non-residential uses out of doors
4. Amendment to the PC bylaws regarding time change for meetings

3. Adjournment

REGULAR SESSION

1. Call to Order

A. **Pledge of Allegiance**

B. **Roll Call**

2. Consent Agenda

A. **Minutes**

1) Consider acceptance of the minutes from the June 11, 2025 work session and regular meeting.

2) Consider acceptance of the minutes from the June 25, 2025, joint work session with City Council.

3. New Business

A. **Rezoning Request and Special Exception Permit**

Hold a public hearing to consider the request of J Cline Properties LLC, property owner, to rezone the property located at 106-110 Butt Hollow Road (Tax Map #174-1-7) from BCD Business Commerce District to LM Light Manufacturing District with proferred conditions and to request the issuance of a Special Exception Permit to allow athletic instruction services.

B. **Special Exception Permit**

Hold a public hearing to consider the request of McJohn Investments LLC, property owner, for the issuance of a Special Exception Permit to allow a telecommunications tower on the property located at 319 Rowan Street (Tax Map #232-1-1).

C. **Rezoning Request and Special Exception Permit**

Hold a public hear to consider the request of Brad Graham Real Estate LLC, contract purchaser, to rezone the property located at 638 Dalewood Avenue (Tax Map #33-2-3) from AG Agricultural District to RSF Residential Single-Family District and to request the issuance of a Special Exception Permit for 638, 672 and 696 Dalewood Avenue (Tax Map #s 33-2-3, 33-2-2 and 33-2-1) to allow the inclusion in the Cluster Housing Overlay.

D. **Rezoning Request**

Hold a public hearing to consider the request of ABoone Real Estate Inc., contract purchaser, to rezone the properties located at 1002 and 1108 Newman Drive (Tax Map #s 58-1-1 and 58-1-2) from LM Light Manufacturing District with proferred conditions to RMF Residential Multi-Family District.

E. **Planning Commission Bylaws**

Introduce the proposal to amend Article 4: Meetings of the Planning Commission Bylaws to adjust work and regular session meeting times to be considered at a future meeting.

F. **Remote Participation Policy**

Consider resolution to adopt a Remote Participation Policy for Commissioner participation in Planning Commission meetings for Fiscal Year 2025-2026.

4. Adjournment

PLANNING COMMISSION
MINUTES

Wednesday, June 11, 2025, at 7:00 PM

Work Session, 6:00 PM, Council Chambers Conference Room, City Hall,
114 North Broad Street, Salem, Virginia 24153
Regular Session, 7:00 PM, City Hall, 114 North Broad Street, Salem, Virginia 24153

WORK SESSION

1. Call to Order

A work session meeting of the Planning Commission of the City of Salem, Virginia, was held in the Council Chambers Conference Room, City Hall, 114 North Broad Street, at 6:00 p.m., on Wednesday, June 11, 2025, there being present the following members of said Commission, to wit: Denise P. King, Reid Garst, Jackson Beamer, Mark Henrickson, and Nathan Routt, constituting a legal quorum, with Chair King, presiding; together with Christopher Dorsey, City Manager, ex officio member of said Commission; William L. Simpson, Jr., Assistant Director of Community Development; Mary Ellen Wines, Planning & Zoning Administrator, Maxwell S. Dillon, Planner, and Jim H. Guynn, Jr., City Attorney; and the following business was transacted:

Chair Denise King reported that this date, place, and time had been set in order for the Commission to hold a work session. The work session meeting was called to order at 6:01 p.m.

2. New Business

A. **Discussion of items on the June agenda**

1) 132 Electric Road

B. **Discussion of items on the July agenda**

1) Butt Hollow Road Rezoning/Special Exception Permit
2) Dalewood Avenue Rezoning/Special Exception Permit
3) Newman Drive Rezoning
4) Rowan Street Special Exception Permit

3. Adjournment

Chair King adjourned at 6:54 p.m.

REGULAR SESSION

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1. Call to Order

A regular meeting of the Planning Commission of the City of Salem, Virginia, was held in the Council Chambers Conference Room, City Hall, 114 North Broad Street, at 7:00 p.m., on Wednesday, June 11, 2025, there being present the following members of said Commission, to wit: Denise P. King, Reid Garst, Jackson Beamer, Mark Henrickson, and Nathan Routt, constituting a legal quorum, with Chair King, presiding; together with Christopher Dorsey, City Manager, ex officio member of said Commission; William L. Simpson, Jr., Assistant Director of Community Development; Mary Ellen Wines, Planning & Zoning Administrator, Maxwell S. Dillon, Planner, and Jim H. Guynn, Jr., City Attorney; and the following business was transacted:

Chair Denise King reported that this date, place, and time had been set in order for the Commission to hold a public meeting. The meeting was called to order at 7:00 p.m.

A. **Pledge of Allegiance**

B. **Roll call**

Mr. Routt - Here
Mr. Henrickson - Here
Mr. Beamer - Here
Mr. Garst - Here
Chair King – Here

2. Consent Agenda

A. **Minutes**

Consider acceptance of the minutes from May 14, 2025, work session and regular meeting.

Chair King pointed out that there were two minor typographical errors found on Pages 3 and 5 of those minutes. The word property became proper. She asked if there were any questions or comments about the amended minutes. No questions were raised, and the minutes were accepted as presented, as amended.

Chair King announced that there will be a joint work session of the Planning Commission and City Council on June 25, 2025, at the Salem Civic Center at 5:30 pm. The work session will be regarding the Comprehensive Plan now being revised for the City of Salem. She stated that, for everyone that might wish to attend, it is not a public hearing, but it is a public meeting which means that the public may be in attendance.

3. New Business

A. **Special Exception Permit**

Hold a public hearing and consider the request of R & S Investments LLC, property owners, for the issuance of a special exception permit to allow a retail sales, smoke shop for the property located at 132 Electric Road (Tax Map #80-2-1).

Property legal notice has been given and all adjoining property owners have been notified of said hearing.

Chair King asked if anyone was in attendance that would like to speak tonight on behalf of the applicant. She asked them to come forward and give their name, address and information regarding this request.

Antuon Nasser of 111 Wayward Hills Drive, Vinton, VA 24179 addressed the Commission. Mr. Nasser stated that they have smoke shops located in Vinton, Daleville, Lynchburg and Roanoke. Some of their loyal customers asked them to open a new store in Salem and that is what they are trying to do. He introduced his co-owner, Amanda Akers as someone who would like to speak.

Chair King stated that it would be fine and asked if she was part of the application tonight.

Amanda Akers stated she was not part of the application.

Chair King opened the public hearing at 7:04 p.m. She stated that anyone that wanted to speak on this topic may come forward and they need to state their name and address.

Amanda Akers of 1220 Walnut Shell Drive, Vinton VA 24179 addressed the Commission and stated she had a pamphlet of items she would like to discuss. She handed out the pamphlet to the members of the Planning Commission as follows:

I know Salem already has a number of smoke shops. That's actually why I've taken the time to design something different good for Salem something that fills a gap in the current market.

Premium focus: High-end glass, CBD, local exclusive products. Handmade local pipes, vintage signs, ash trays, vintage Tabacco signs and Humidor room for Cigars

Clean, upscale design: We will offer a boutique-style experience that's professional and inviting, not sketchy or cluttered. Local Products

Specialization: Local products, variety, knowable staff ,we want be part of Neighborhood

Education-oriented: Knowable Staff well trained, product guides, community Q&As.

- **Strict ID policies / age verification**.
- **Security**: Cameras, good lighting, safety practices.
- **No loitering**: Clear store policies.
- **Local employment**: You'll hire from within Salem.
- **Clean storefront & attractive signage**.

"I'm committed to operating in a way that reflects positively on the city—clean, safe, and fully compliant.

Imagine a modern, welcoming smoke shop that's closer to a wellness lounge than a head shop. Somewhere people feel safe asking questions, learning about their choices, and shopping responsibly.

Local Products Community Support

- **Honey from local farms** like. Ostrom Honey
- **Virginia-roasted coffee**. like Bean Bliss or Mill Mountain
- **Local artisans'** candles, art, crafts, even CBD products, Gift corner, custom made pipes

"This creates a win-win—we support other Salem businesses while offering unique items you can't get at a chain or gas station

Salem doesn't need just *another* smoke shop. It needs a better one—something clean, safe, community-minded, and truly unique. That's exactly what I'm building. I'm here for the long term, and I want this to be a point of pride for the neighborhood

Amanda co-owner Puff N' Pas

Request Special exception Permit for---- 132 Electric rd. Salem VA

Miss Akers stated that this was her first time as a business owner. As Mr. Nasser stated, they have other sister stores that she manages, and they are successful with those. They have had customers ask them to bring a location to Salem. They have customers that drive from Salem to their other locations and ask that they come to Salem. She stated that they are committed to operating responsibly that includes strict ID verification, compliance with all local laws and creating a safe, well-maintained storefront that reflects well on the City. Also, she stated that they are mindful of being respectful neighbors. They do not allow loitering around their storefront, and they do not plan to stay open late. Their goal is to maintain a quiet, clean and safe retail space that contributes positively to the Salem community. They pride themselves on being highly knowledgeable about their products. They are proud to hold an average 4.8-star rating on Google at their current

locations which reflected their commitment to quality and customer satisfaction. She stated they are more than just a smoke shop. They are proud supporters of local small businesses. They carry hand-blown glass pipes made by Virginia artists, as well as a selection of handmade gifts such as lotions, candles, knives and other locally crafted items. The plan would feature a walk-in Humidor stocked with handcrafted cigars offering customers a high-quality climate-controlled space to explore premium small batch products. While they recognized that there are other similar shops in the area, they believe that there was still space for a shop that serves customers in a more personalized, professional way. She stated they were excited to invest in the area and bring life to the space.

Chair King asked if she was the property owner.

Amanda Akers stated she was not the property owner.

Chair King asked if the owner of the property was here and if they would come up to answer a question. She asked them to state their name and address.

Steve Hartman of 130 Antietam Hill Road, Daleville VA 24083 addressed the Commission. He stated that he was a partner in the property at 132 Electric Road.

Chair King asked about the building that sits to the rear of the requested location of the smoke shop. She asked what the history and relationship of that property was to where the smoke shop would be.

Steve Hartman asked if she meant right behind the building.

Chair King indicated that it was directly behind the building.

Steve Hartman stated that the building was a house that they lease out and have had leased out for a while. He stated that probably 30 years ago, they bought Davis Pizza which was the name of the property. If they could imagine, that little house was a duplex with two separate homes and the main building was three units; an apartment in the back, Flowers by Louise and Davis Pizza that served pizza on newspaper. They have had the property for 30 years and have had multiple different tenants over this time. He stated he can speak on what he knows that the applicant wants to do unless the Commission has more questions.

Chair King asked if anyone had a question. None were stated.

Steve Hartman stated that he owns property in different places in the valley. One property was in Daleville across from Lord Botetourt High School and is known as the Botetourt Plaza. When one thinks of that property, they would not want a gun shop or a smoke shop, and they have had both in there. The applicant is a tenant at the very end of that building which is right across the street from the high school. They have had no problems and it has not been an issue whatsoever. The tenant asks for IDs and there are no high school students that even come over there because they know this is not the place to go. They are not going to get any product from this location. It is not a hangout place. It is

not a place where people come and go. They have 20 tenants and there is a lot of road exposure. The applicant mentioned to him that they would like to be a part of Salem and that is how they looked at this spot. He stated he thinks that they have a lot more to offer than just a typical tobacco shop. They are going to try to get things from local people and maybe do other things than just vape. He was glad to hear that, and he thinks they really fix a property up. He thinks it would look nice and not be an eye sore. He stated it would not be run down, and they would try to keep it up. The last tenant that was in this location did have some issues with the homeless in the back and they cleared all of that up. He knows that there are a lot of tobacco shops around. He just thinks the applicant is going to try to do something a little different than a typical one. The cigar shop that they put in is an enclosure that is heated and, for someone that smokes cigars, that is a big deal. It would be a sizable space that is heated. At Daleville, it is a real popular place because of Ashley Plantation. They stop and get their cigars before they go to the golf course. They have been good tenants. He sees them in Vinton. Mr. Hartman stated he has property in Vinton. They are not tenants of his there, but they do have a nice place in Vinton. He knows they have a location on Route 460. Lynchburg was mentioned, but he did not know about Lynchburg. Antuon is bringing Amanda in as a partner on this one. Mr. Hartman Stated that he is excited for her because he feels that she has been working for a good while and this is a big step for her to become a partner. He stated that he has had people where just the word vape shop and tobacco can turn them off. They think that no good thing happens there. He was probably that way 8 to 10 years ago. When someone came and wanted to do that, he would not let them come into the Botetourt Plaza. It took him probably a year because he did not want that. In his mind, even though they had a gun shop across from the high school, he just did not think that was what he wanted. Mr. Hartman stated he had gotten to know the applicant and they are good people. He feels like Amanda really wants a shot to have her own place and he thinks she would do Salem well. He thinks she has the personality. She is not going to let underage people come in. That is not going to happen. He has not seen it at any other place. She has not been written up for anything like that and they have good reviews. He hoped that the Commission would consider it. He is invested in Salem and thinks the applicant would be a good tenant. Just like everywhere else, there are tobacco shops. He thinks they are going to try to set themselves apart from that and offer a lot of other things. He told them to come get involved with Salem, come to the Salem market and find vendors that they could put their products in the store. There are always people, if they are into smoking, who may want old signs or something like that. People are looking for that type of thing. He thought that a portion of their store could become part of that. They have reaffirmed that. They talked this over quite extensively before he ever signed the contract to say, if this gets approved, they could come here. He did not take it lightly either. He would not want to put something up here that the City would come back to him and question what in the world did you do that for. He tries to have a good reputation, and they have been in the valley all their lives. His whole family has been in Roanoke for their whole lives. They own the local electronic store called Lee Hartman & Sons, so they have been here. He would not stand up here and promote them if he did not think they would be a real good fit.

Chair King asked if anyone else was present tonight to speak on this matter. Seeing none, she closed the public hearing at 7:16 p.m.

Mr. Beamer asked Chair King if she could get one of the speakers to come back up and answer questions.

Mr. Garst asked if Antuon Nasser could come back up.

Chair King asked Mr. Nasser to come back up to the podium.

Mr. Garst asked if he had a store currently in operation that closely models what they plan to do here or is this going to be very different than anything they had done before.

Mr. Nasser stated that all the stores they currently have were the same. They plan to do something different, like local artists and more local products in this store, because he has a co-owner. He was trying to give her an opportunity, a chance for a better life.

Mr. Garst asked if he was saying this one would be different.

Mr. Nasser confirmed that this one would be a little bit different.

Mr. Beamer asked if just he owned the other stores, and she is going to be part owner of this one.

Mr. Nasser answered yes. Because she manages some of the stores; with this one, she will be a co-owner.

Mr. Beamer asked what he meant by the term different and what did he envision.

Mr. Nasser asked if what he meant was the difference between the older stores and the new store.

Mr. Beamer confirmed that is what he meant.

Mr. Nasser stated the older stores were like any regular smoke shop but cleaner than anybody else he guaranteed with their reviews, the staff and the knowledge. Because she had been working for him for the past 3 to 4 years and he knew how she worked. He can trust her. She always comes up with new ideas. All the customers liked the new ideas so that is why it would be different, because it would be hers too.

Mr. Beamer asked if they would be open 7 days a week.

Mr. Nasser confirmed 7 days a week.

Mr. Beamer asked what hours.

Mr. Nasser stated 9 am to 9 pm.

Mr. Beamer asked if that was every day.

Mr. Nasser confirmed yes.

Chair King asked if anyone else had a question.

Mr. Light asked if the Commission issued a special exemption permit and that was what the vote was for, does that stay with the business or property. He asked if the applicant went out of business and then something else came in, does that mean a regular smoke shop could take its place.

Chair King stated that was her question too because she was concerned about the second building on the property. They were being asked to allow a special exception for the tax parcel.

Ms. Wines confirmed that it was a special exception for the property for a smoke shop so, if they were to leave, another smoke shop would be able to come in. The approval stays with the property. It also would cover the building in the rear. It would have to go through the building official for a change of use, but the use would be allowed in the building in the rear. The Commission can put conditions on the permit. If the Commission decided to approve it, a recommendation can be made to City Council that certain conditions be applied.

Mr. Routt asked if they could include just that one space.

Mr. Garst stated just the use of the brick building.

Mr. Routt stated he thought they could make it renewable. That way, if it did change over, it would only be for a short period of time.

Mr. Garst asked if they could make the exception permit renewable.

Ms. Wines confirmed that they could, but it might be hard to keep up with in the long term. They typically do not have those types of special exceptions.

Mr. Routt stated they would not have to worry about it if the people who were there are doing a good job. It is their successor that they are worried about. With the renewable part, they would be able to not renew it.

Chair King confirmed that it was a concern.

Ms. Wines asked if that was a condition that can be put on there.

Mr. Routt confirmed that if it expired. It must be reapplied for.

Chair King asked for confirmation that the house behind was currently being used for residential leasing.

Mr. Hartman confirmed and said the house behind it has a separate address of 1609 Springfield.

Chair King stated that it is part of the same parcel.

Mr. Henrickson confirmed it is part of the same parcel.

Mr. Hartman confirmed that they do get one tax bill. He did not know why it was not split because it has a separate entranceway. It had always been like that. The person that lives at that location has been there probably 8 or 10 years. He lives by himself. It is really a nice small 700 S.F. house but that is all he needs. He asked if this would carry on. If the applicant left, he would sign something. He only likes them. He would be precise about who he would let in the property.

Chair King stated that she understands but, if the special exception permit was issued, it would go with the property, not the property owner. It would be assigned to the property itself.

Chair King asked if there were any further questions or comments and asked if there was a motion.

Mr. Routt made a motion to deny. Mr. Henrickson seconded the motion.

Chair King stated that one of the things that the Commission considers when they are looking at zoning or special exception permits was the best and highest use of the property. Her concern was that there are 11 other smoke shops within the City of Salem and the City is a very small locality. She was not sure that a third smoke shop on Electric Road was the best and highest use of this property. There are 2 smoke shops located across the street.

Chair King acknowledged that there was a motion on the floor that had been seconded and asked if there was anything further.

Mr. Garst commented that they had been discussing that if the City had a good smoke shop that could potentially put lesser smoke shops out of business, it would be beneficial to let the market determine who was best and who was not. If they put the other two out of business across the street, then maybe that retail space could be used for something different in the mall.

Mr. Henrickson stated he did not disagree.

Chair King stated that it was a possibility.

Mr. Garst stated that it seemed like the applicant had an idea that extended beyond just a smoke shop if they are going to sell Mr. Ostrom's honey, coffee beans and arts and crafts. It was a bit more than a traditional smoke shop. If they were successful, they could win over the local business and put somebody else out of business. That effect was about the same as far as the number of stores was concerned. He stated that he would rather have a good smoke shop than a bad smoke shop.

Chair King stated there was a motion on the floor that had been seconded to deny this application. She asked for a roll call vote:

Mr. Routt - Aye
Mr. Henrickson - Aye
Mr. Beamer - Nay
Mr. Garst - Nay
Chair King - Aye

Chair King stated that the motion for denial was 3 to 2 and this matter would now go to City Council. She explained that the Planning Commission is a research and recommending body to the City Council. Attendees will need to appear at the City Council meeting when placed on their Agenda. They will be notified of the time and date once it has been scheduled.

4. Adjournment

Chair King asked if there was any additional business for the Planning Commission. There being no further business, Chair King adjourned the meeting at 7:25 p.m.

JOINT WORK SESSION
OF
CITY COUNCIL
AND
PLANNING COMMISSION

MINUTES
Wednesday, June 25, 2025, at 5:30 PM
Community Room, Salem Civic Center, Salem, Virginia 24153

1. Call to Order

   A. Roll Call

      1) Renée Ferris Turk, Mayor
         Salem City Council

      2) Denise P. King, Chair
         Planning Commission of the City of Salem, Virginia

A Joint Special Meeting/Work Session of the Council of the City of Salem, Virginia, along with the Planning Commission of the City of Salem was held at the Salem Civic Center, Community Room,1001 Roanoke Boulevard, Salem, Virginia, 24153, on June 25, 2025, at 5:30 p.m., there being present the following members of said Council , to wit: Renée Ferris Turk, Mayor; Anne Marie Green, Vice-Mayor; Council members: Byron Randolph Foley (absent), H. Hunter Holliday; and John Saunders; Chris Dorsey, City Manager and Executive Secretary; H. Robert Light, Assistant City Manager, Clerk of Council, and Deputy Executive Secretary to the Planning Commission; and Laura Lea Harris, Deputy Clerk. Also present were Chuck Van Allman, Director of Community Development; Will Simpson, Assistant Director of Community Development and City Engineer; Mary Ellen Wines, Planning and Zoning Administrator; Max Dillon, Planner; and the following members of the Planning Commission: Denise P. King, Chair; Reid Garst, Vice-Chair; Jackson Beamer; Nathan Routt; and Mark Henrickson. In addition, Glenn Walters, owner, TownStudio, was present; and the following business was transacted:

Chair King and Mayor Turk called the respective meetings to order, did a Roll Call, and reported that this date, place, and time had been set for The Planning Commission and City Council to hold a Special Meeting/Joint Work Session.

2. Pledge of Allegiance

3. New Business

Joint Work Session with the Planning Commission

This meeting is an informational meeting only for the presentation and discussion of Comprehensive Plan 2045 - Back to Salem's Future."

Glenn Walters, owner, TownStudio, presented the proposed "Comprehensive Plan 2045 - Back to Salem's Future."

Discussion was held on the proposed Comprehensive Plan between Council and the Planning Commission. Questions they had were responded to by Mr. Walters and City Staff.

Recommendations were made by Mr. Walker for options in moving forward with finalizing the plan.

The next step will be for members of both the Planning Commission and City Council to note the goals they view as most important for the City. Staff will coordinate another meeting of both bodies to review this information and move forward with finalization of the plan.

4. Adjournment

There being no further business, Mayor Turk and Chair King adjourned the respective meetings of Salem City Council and the Planning Commission at 7:11 p.m.

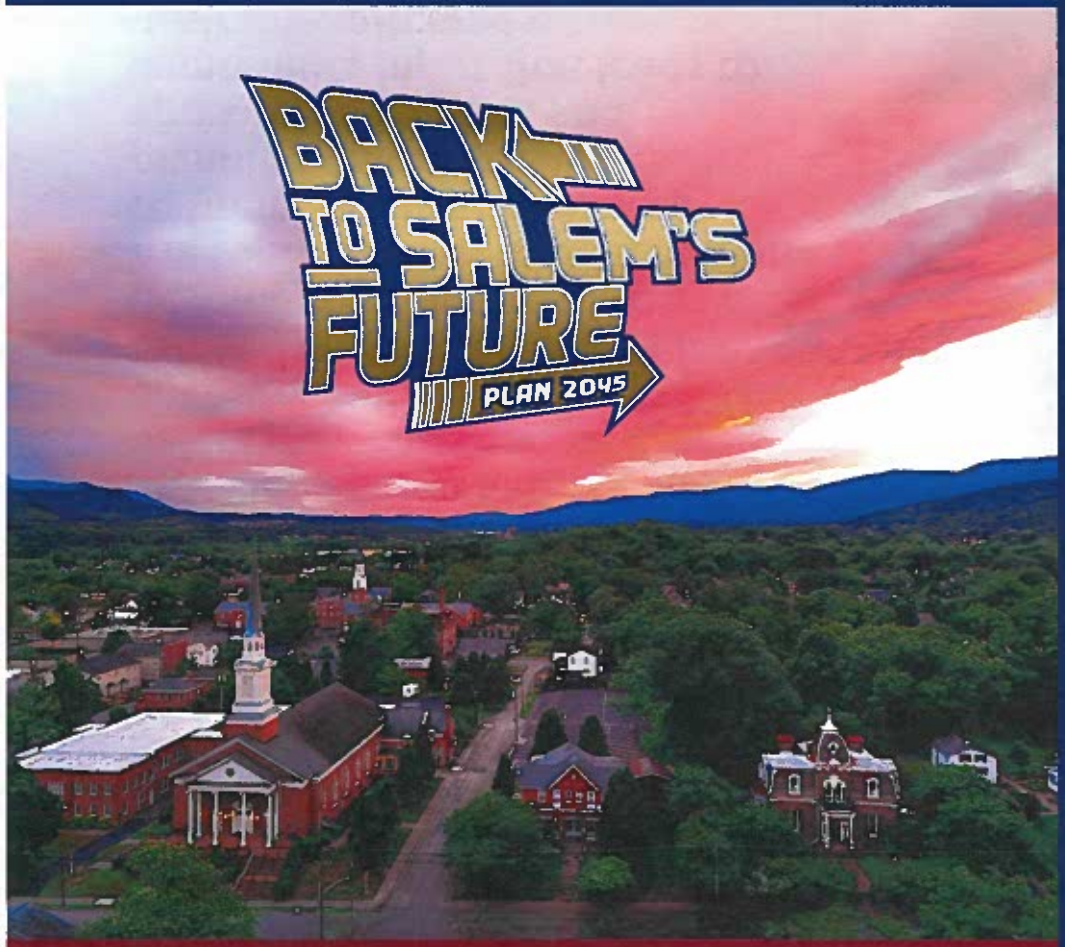
Submitted by:

H. Robert Light
Clerk of Council

Approved by:

Renée Ferris Turk
Mayor

CITY OF SALEM



Comprehensive Plan 2045

SALEM VA

The City of Salem boasts one of the richest histories in the Commonwealth, from our treasured downtown to our diverse neighborhoods. Through the formulation of this plan we envision a harmonious blend of cherished history and cutting-edge innovation, where the roots of our heritage remain firmly planted as we strive for continued progress and evolution. Our vision is to preserve the elements of our history that have proven successful, while seamlessly integrating forward-thinking strategies to embrace a dynamic and promising future.

CONTEXT

The Salem Comprehensive Plan was created during a time of uncertainty about change and a community discussion about how it should accept new development when opportunities arise.

The Plan acknowledges that Salem may not grow fast, or encourage accelerated growth. But it should be prepared for new development opportunities with the tools needed to best respond to them, such as small area planning, housing policies, appropriate zoning, and community input that leads to desirable outcomes.

Investments in planning should be scoped to create the tools needed to provide the protection and preservation outcomes expressed by residents, incentivize new housing that is more diverse and affordable, attract new businesses in walkable patterns, and create small area plans that define how new developments will encourage a revitalized city over time, in support of the Comprehensive Plan's Vision.

SMALL CITY TRENDS

Salem is like many small to medium sized cities that are trying to retain their special qualities while also remaining competitive.

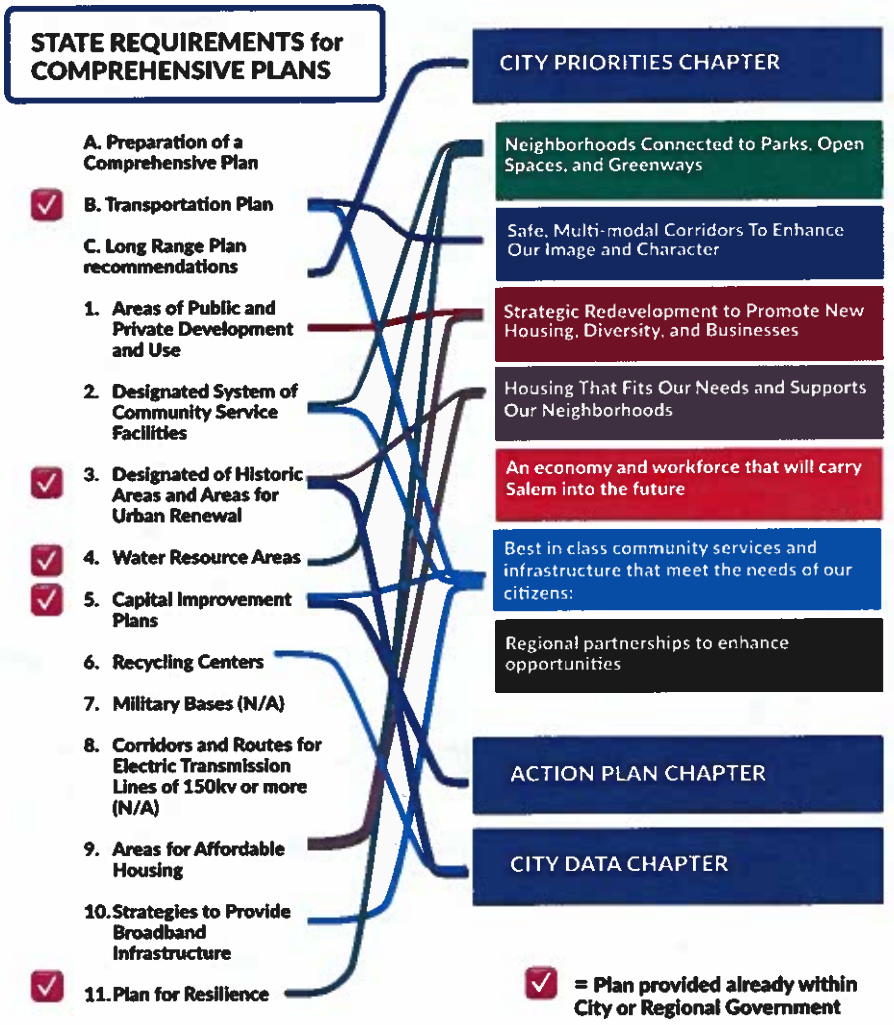
Our work in other similar sized cities remind us that to remain competitive, Salem needs to pursue quality of life and economic development strategies to retain population and to attract the next generations of businesses, residents, and visitors.

COMMON ISSUES & PRIORITIES:

- Downtown revitalization
- Talent attraction & workforce development
- Expanding tourism opportunities and infrastructure
- Regional collaboration
- Housing stock, diversity, affordability and quality
- Aging population and the pull of larger cities for young people
- Aging retail shopping centers
- Walkability / bikeability
- Access to parks and greenways

CRITICAL GOALS OF THE PLAN:

1. **Integrate existing plans and initiatives into a community-wide vision for the future.**
2. **Create a resource to inform policy decisions.**
3. **Set priorities and responsibilities.**
4. **Outline specific goals and strategies to achieve the vision.**
5. **Align Strategic Plans, Capital Improvement Plans (CIP), Budgets, and Department Action Plans.**
6. **Used by Staff and Leadership to initiate tasks and make decisions.**



VISION STATEMENT

The Salem Comprehensive Plan is the result of engaged citizens and stakeholders contributing to a shared and agreed-upon vision for their community.

Five in person public workshops were conducted with the community:

1. **Plan, Vision, and Themes**
2. **Transportation corridors**
3. **Parks, trails, and open space systems**
4. **Housing**
5. **Strategies and Vision for the East Bottom District**

"Salem is a beautiful and proud city in the mountains. Our people are our greatest assets, and our "small-town" feel defines our character.

Our commitment to economic opportunities, nature and the outdoors, diverse neighborhoods, history, community services, sports, and best-in-class schools foster a pride of place and a unique quality of life that is shared by all our citizens.

As we encounter change, we will respond wisely, learning from our history and embracing the future with a fresh mindset and a commitment to excellence."

CITY PRIORITIES

Together, these priorities, derived from the community process, shape a shared vision for Salem - one rooted in respect for the past, responsiveness to present needs, and readiness for a resilient, inclusive future.

- Salem residents overwhelmingly expressed pride and satisfaction in calling this city home.
- When growth happens it does so with care and intentionality.
- Historic neighborhoods, beloved for their character and heritage, are deeply valued.
- Housing emerged as a key issue.
- There was broad agreement on the need to reimagine Salem's major transportation corridors.
- Recreation and green space access remain vital community values.
- Concerns about property maintenance and the appearance of certain areas were also raised.

SUMMARY OF RECOMMENDATIONS

1. Identify Areas to Capture Potential Growth – Define priority areas for new place-based development while preserving existing neighborhoods.

2. Expand Mixed-Use Development – Expand and refine the definition of Mixed Use to foster walkable, vibrant communities.

3. Promote Revenue-Generating Development – Support business growth and job creation through strategic investments and policies.

4. Address Housing Needs – Explore strategies to improve housing affordability, diversity, and accessibility, with a focus on younger generations and seniors.

5. Create Walkable Neighborhoods – Develop and implement Complete Streets that prioritize pedestrian-and bike friendly neighborhoods

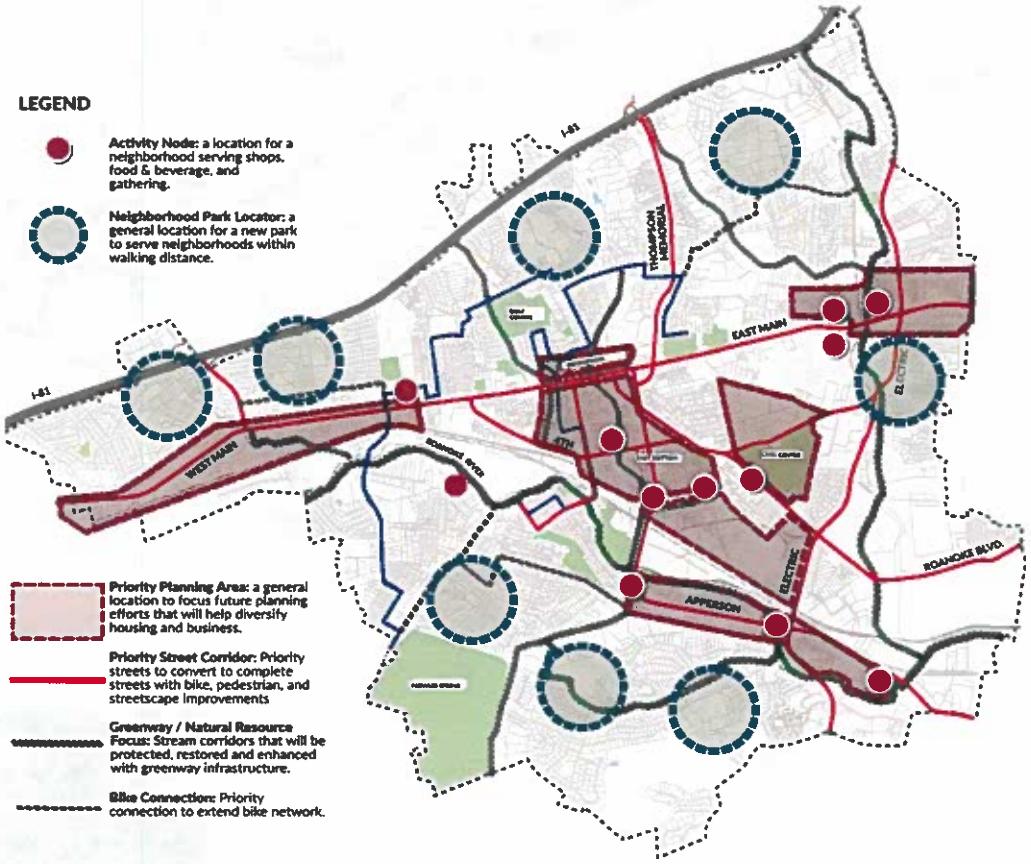
6. Provide Neighborhood Parks – Ensure access to equitably distributed parks within both existing and future neighborhoods.

7. Expand and Enhance the Roanoke River Greenway Experience – Extend the Greenway into Salem to improve neighborhood access and connectivity. Position Salem as a premier "trail-oriented town," leveraging outdoor recreation.

8. Continue to provide excellent Community Services – Provide the resources and and staffing needed to continue to offer these services into the future.

9. Strengthen Regional Collaboration – Promote collaboration around economic growth, connectivity, open space preservation, and housing solutions across the region.

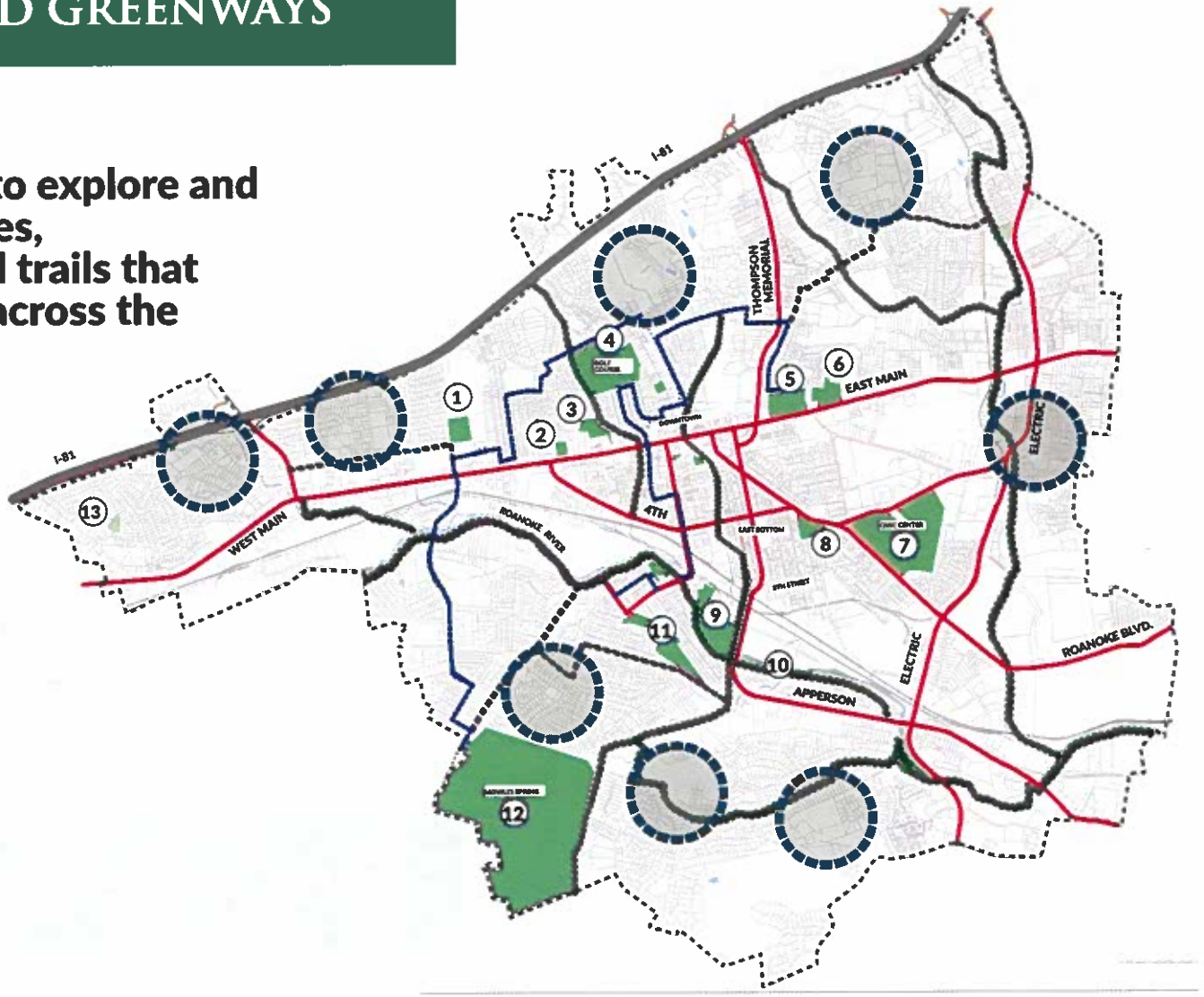
10. Align Actions with Budget Priorities – Define and prioritize key initiatives within budget constraints and across departments.



CONNECTED NEIGHBORHOODS THROUGH PARKS AND GREENWAYS

Goal:

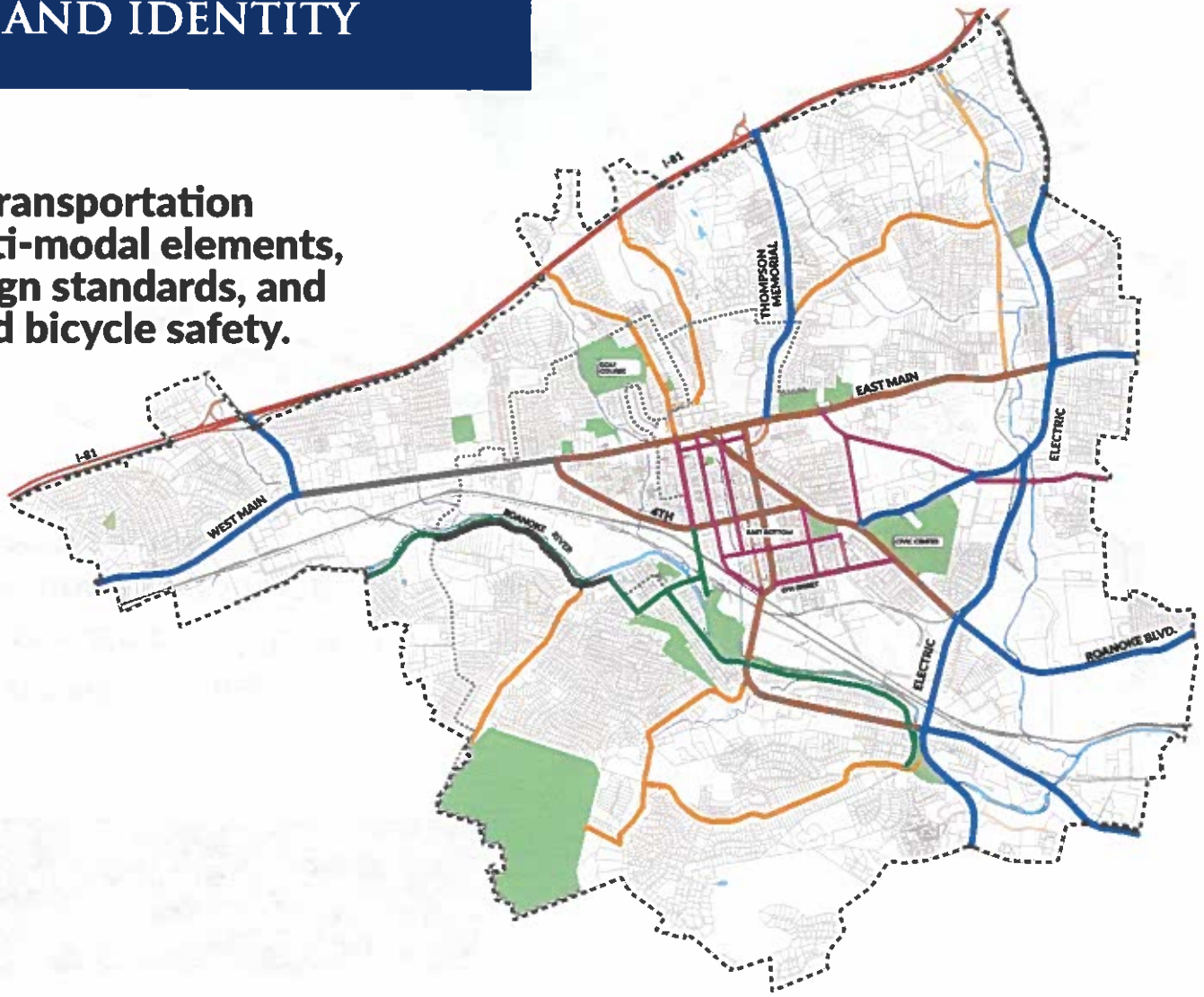
Commit planning efforts to explore and develop parks, open spaces, greenways, bikeways, and trails that link with neighborhoods across the City.



SAFE, MULTI-MODAL CORRIDORS THAT SUPPORT MOBILITY AND IDENTITY

Goal:

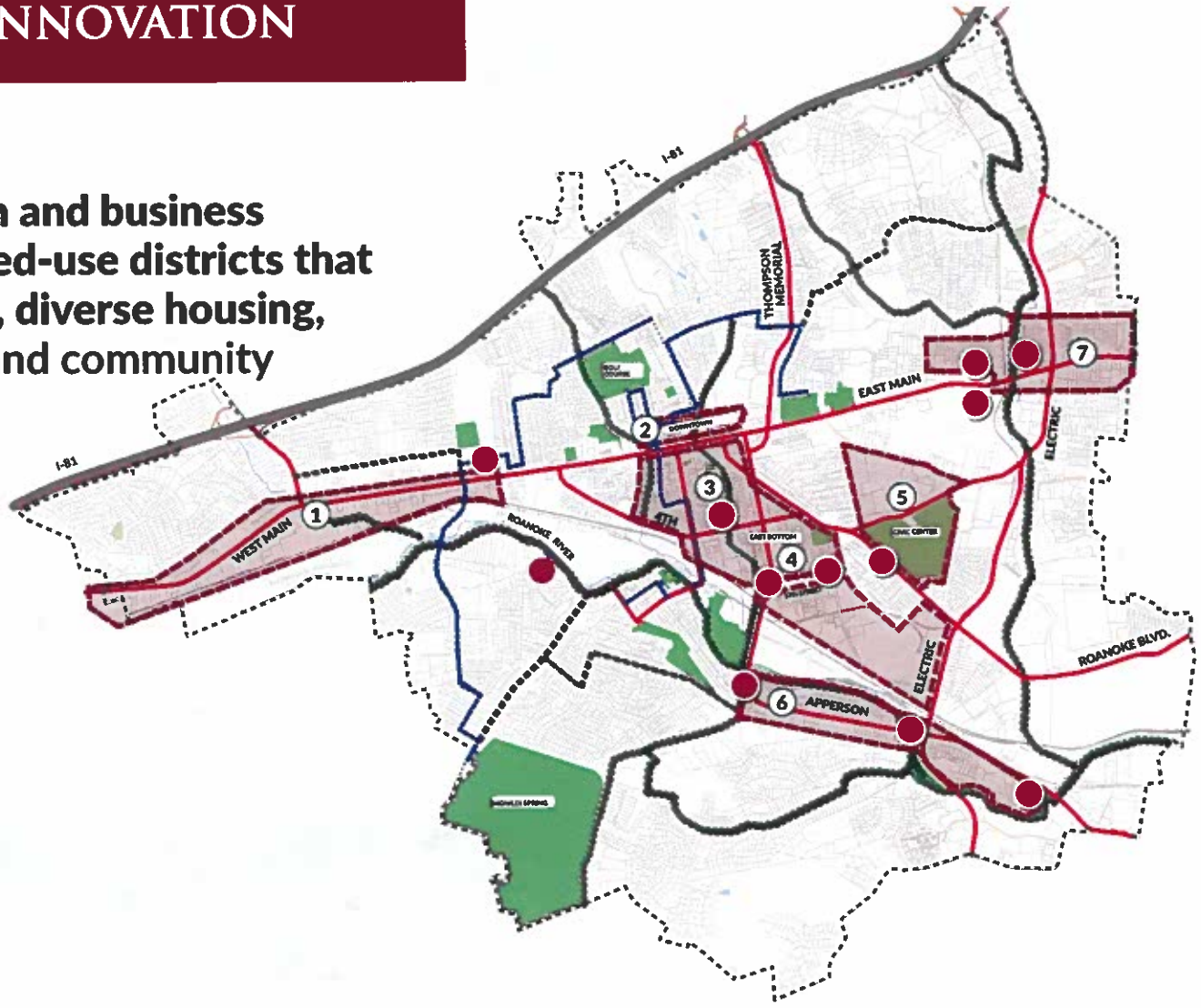
Reconstruct important transportation corridors to include multi-modal elements, streetscapes, urban design standards, and enhanced pedestrian and bicycle safety.



VIBRANT REDEVELOPMENT DISTRICTS FOR GROWTH AND INNOVATION

Goal:

Accommodate population and business growth within active mixed-use districts that possess unique identities, diverse housing, complete streets, parks, and community support elements.

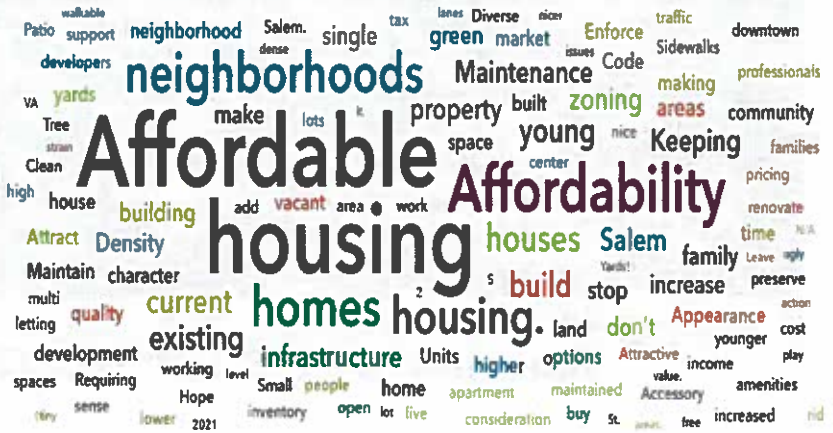


DIVERSE HOUSING FOR ALL STAGES OF LIFE

Goal:

Create the tools and policies that allow for and enhance housing diversity, promote affordability, enhance the character of our neighborhoods.

If I could prioritize one thing related to housing it would be…



Quote From Community Engagement Process:

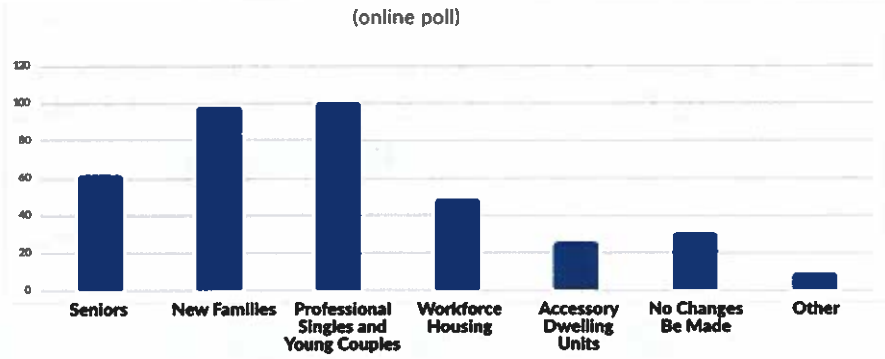
"We've lived in Salem for many years and our son is a sophomore at the high school. We are still in an apartment, though, because we cannot begin to afford a house in the city limits. I don't know how this could be changed, but after our son graduates high school, we will most likely have to look for a house outside of Salem if the prices don't come down."

CAPTURE FROM COMMUNITY

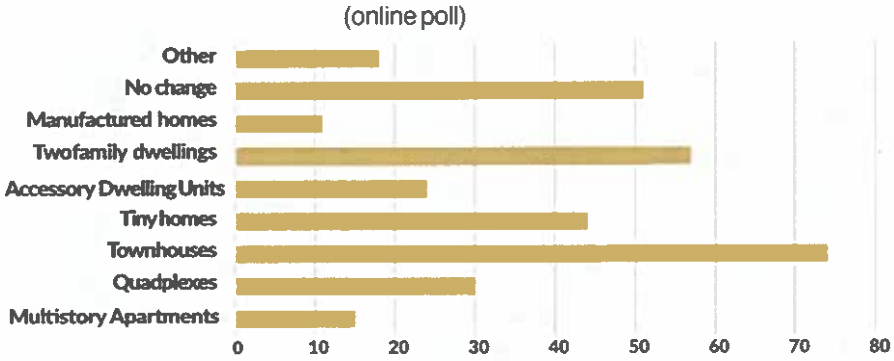
Various polling exercises conducted throughout the process focused on housing, growth, and development to get a feel for how Salem might best accommodate the production of housing that is affordable to more of its citizens.

The polling suggested that Salem is divided on growth and housing. Many residents didn't want the City to grow or grow slowly, while others were more accommodating of growth. Interestingly, the polling also showed that many residents would like more houses that were attractive to more market segments, would be appealing to a younger generation, and would be priced more modestly.

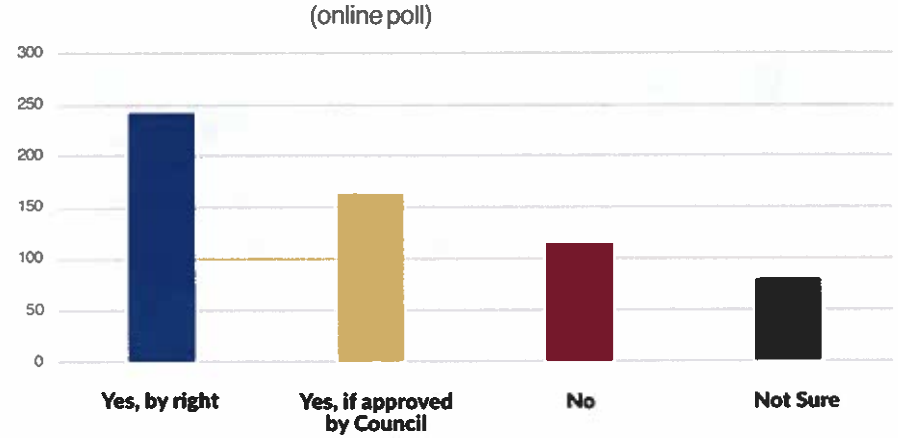
BROADENING SALEM'S HOUSING OFFERINGS SHOULD FOCUS ON:



TYPES OF HOUSING RESIDENTS WOULD LIKE TO BECOME MORE ACCESSIBLE / AVAILABLE

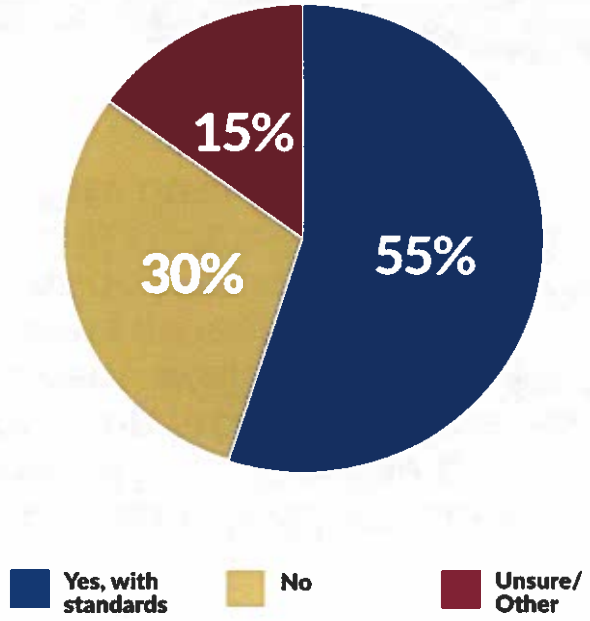


SHOULD ACCESSORY DWELLING UNITS BE ALLOWED?



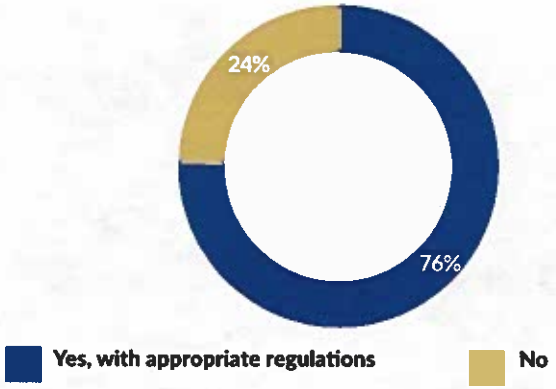
CONSIDERING MANUFACTURED HOUSING AS A MEANS IMPROVING HOUSING AVAILABILITY AND AFFORDABIL

(Online Poll)



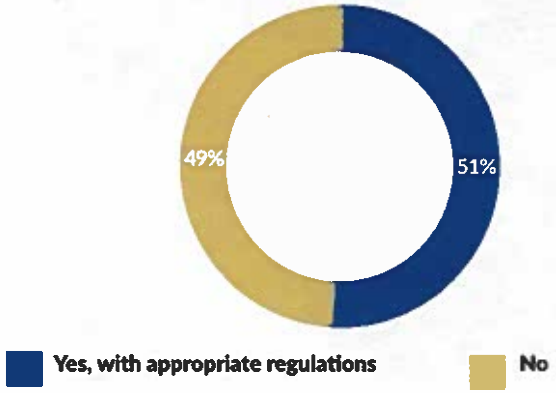
SHOULD ADU'S BE CONSIDERED / ALLOWED?

(August 2024 Open House)



SHOULD MANUFACTURED HOUSING BE EXPLORED OUTSIDE OF MANUFACTURED HOME PARKS?

(from August 2024 Open House)



A RESILIENT ECONOMY FOR THE NEXT GENERATION

Goal:

Set an economic development strategy that's rooted in sustainable growth with industry diversification and real estate development, achievable goals for talent and business attraction and retention and establishing stronger regional and statewide partnerships to help our City thrive.

Downtown Salem is coming alive with new streetscapes and businesses. Downtown is a key economic driver and an essential component of the City's economic development.

OUTSTANDING COMMUNITY SERVICES AND INFRASTRUCTURE

Goal:

Provide the citizens of Salem with outstanding parks and recreation, electricity, water and sewer, police, fire, EMT, street maintenance, schools, engineering services, plan reviews, and building inspections.

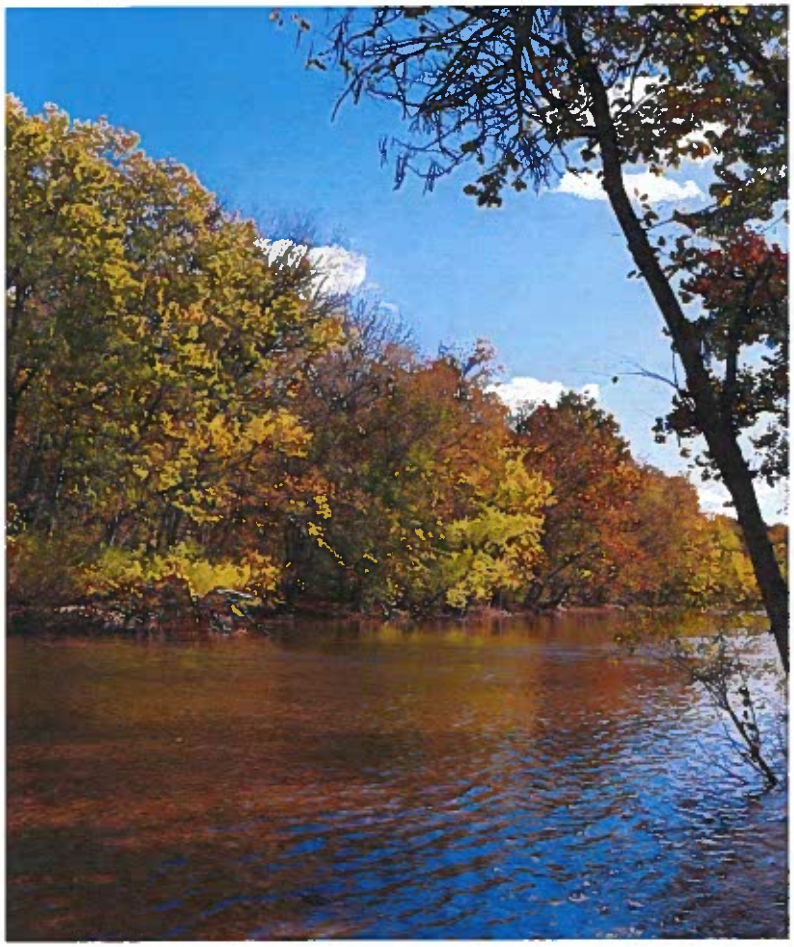
Salem has historically committed itself to providing excellent community services and investing in its infrastructure.

REGIONAL COLLABORATION TO EXPAND OPPORTUNITY

Goal:

Expand our opportunities for success by increased collaboration with regional and state partnerships that best position Salem for success.

Salem is a hub for sports and sports tourism, hosting many national and regional events - earning it the title of "Championship City".



The Roanoke River provides the City and the Region with a special recreational, environmental, and economic development asset.

ACTION PLAN

CONNECTED NEIGHBORHOODS THROUGH PARKS AND GREENWAYS

ACTION

Create a long term, holistic strategy to develop or refurbish city parks, especially in areas that are currently lacking facilities, to increase equity and improve the balance between active parks and less programmed parks

INVESTMENT

HIGH

TIMING

LONG TERM

TEAMS

PARKS AND RECREATION DEPARTMENT

ACTION

Pursue the completion of the Roanoke Greenway, the Mason Creek Greenway, and other opportunities such as Dry Branch that extend the greenways into the city's neighborhoods and to Downtown.

INVESTMENT

HIGH

TIMING

NEAR -MID TERM

TEAMS

COMMUNITY DEVELOPMENT - ENGINEERING

ACTION

Create a plan to expand bikeways (bike lanes, bike ways, or sharrows) and sidewalks that create additional connections between existing and proposed parks, open spaces and greenways.

INVESTMENT

LOW (FOR THE PLAN)

TIMING

NEAR TERM

TEAMS

COMMUNITY DEVELOPMENT - ENGINEERING / PLANNING & ZONING

SAFE, MULTI-MODAL CORRIDORS THAT SUPPORT MOBILITY AND IDENTITY

ACTION

Coordinate priorities and design standards with RVARC and VDOT to discuss how Salem can work towards creating "Complete Streets" within the City.

INVESTMENT

LOW

TIMING

NEAR TERM

TEAMS

COMMUNITY DEVELOPMENT - ENGINEERING / PLANNING AND ZONING

ACTION

Create and coordinate the development of a Bike and Pedestrian Plan to expand those elements within the City to connect community assets with neighborhoods.

INVESTMENT

MED

TIMING

NEAR TERM

TEAMS

COMMUNITY DEVELOPMENT - ENGINEERING / PLANNING AND ZONING

ACTION

Create a city-wide signage and wayfinding plan that articulates and brands greenway connective elements, street names, districts, directions, locations for key city elements.

INVESTMENT

MED

TIMING

MID TERM

TEAMS

COMMUNITY DEVELOPMENT - ENGINEERING / PLANNING AND ZONING & COMMUNICATIONS

VIBRANT REDEVELOPMENT DISTRICTS FOR GROWTH AND INNOVATION

ACTION	ACTION	ACTION
Investigate methods to attract and expedite industrial development in targeted zones.	Enhance the awareness of parking availability in the Downtown District through physical improvements (signage, colored markings, etc.) and by promoting other educational platforms (website, GIS application,	Create a Small Area Redevelopment Plan for the East Main District to include extensions of streetscape improvements, and a mix of uses that include lodging, higher density residential, commercial, and retail nodes adjacent to the Greenway.
INVESTMENT	**INVESTMENT**	**INVESTMENT**
LOW	MED	MED
TIMING	**TIMING**	**TIMING**
NEAR - LONGTERM	NEAR TERM	MID TERM
TEAMS	**TEAMS**	**TEAMS**
ECONOMIC DEVELOPMENT	COMMUNITY DEVELOPMENT, COMMUNICATIONS & STREETS	COMMUNITY DEVELOPMENT - PLANNING AND ZONING

DIVERSE HOUSING FOR ALL STAGES OF LIFE

ACTION	ACTION	ACTION
Consider and implement strategies to retain character of both designated and eligible historic neighborhoods.	Consider innovative strategies to better assist with housing affordability.	Review current Zoning Code to determine its appropriateness for achieving its vision related to pursuing housing diversity and affordability.
INVESTMENT	**INVESTMENT**	**INVESTMENT**
LOW-MED	LOW	MED
TIMING	**TIMING**	**TIMING**
NEAR TERM	NEAR TERM	MIDTERM
TEAMS	**TEAMS**	**TEAMS**
COMMUNITY DEVELOPMENT - PLANING AND ZONING	COMMUNITY DEVELOPMENT - PLANING AND ZONING	COMMUNITY DEVELOPMENT - PLANING AND ZONING

OUTSTANDING COMMUNITY SERVICES AND INFRASTRUCTURE

ACTION

Identify transportation needs and anticipate areas of development/ redevelopment with the intent to pursue/ install corresponding projects that will improve capacity, connectivity, and level of service for pedestrian, active, and vehicular traffic.

INVESTMENT

MED

TIMING

LONG TERM

TEAMS

COMMUNITY DEVELOPMENT - ENGINEERING

ACTION

Develop and install an Access Management Plan to better guide the location, spacing, and design of entrances, street intersections, median openings, and traffic signals.

INVESTMENT

MED

TIMING

MID TERM

TEAMS

COMMUNITY DEVELOPMENT - ENGINEERING

ACTION

As previously utilized railways become less utilized and even abandoned, pursue Rails to Trails projects that help reimagine public spaces that create desirable, safe methods of alternative transportation and outdoor experiences.

INVESTMENT

MED

TIMING

LONG TERM

TEAMS

COMMUNITY DEVELOPMENT - PLANING AND ZONING

OUTSTANDING COMMUNITY SERVICES AND INFRASTRUCTURE

ACTION

Create a comprehensive list of stormwater management projects to be explored, prioritized, designed, pursued, and funded.

INVESTMENT

LOW

TIMING

NEAR TERM

TEAMS

COMMUNITY DEVELOPMENT - ENGINEERING

ACTION

Conduct a city-wide analysis of the storm system to develop a prioritized list of problem areas to address.

INVESTMENT

MED

TIMING

MID TERM

TEAMS

COMMUNITY DEVELOPMENT - ENGINEERING

ACTION

Initiate the formulation of a new zoning, subdivision, and sign ordinance designed to accomplish the goals set forth in this plan, notably those related to housing diversity/ affordability, and business attraction/ retention.

INVESTMENT

HIGH

TIMING

NEAR TERM

TEAMS

COMMUNITY DEVELOPMENT - ENGINEERING / PLANING AND ZONING

OUTSTANDING COMMUNITY SERVICES AND INFRASTRUCTURE

ACTION

Where physically and financially feasible, proactively relocate problematic overhead utility lines underground to reduce system vulnerability.

INVESTMENT

HIGH

TIMING

LONG TERM

TEAMS

ELECTRIC DEPARTMENT

ACTION

Conduct a feasibility study to identify avenues to attract and situate additional hotel/ meeting space within the City.

INVESTMENT

LOW

TIMING

NEAR TERM

TEAMS

ECONOMIC DEVELOPMENT, TOURISM, PLANNING AND ZONING

ACTION

Enhance the tools available on the GIS Web Application to provide more advanced analytics for users of the platform.

INVESTMENT

LOW

TIMING

NEAR TERM

TEAMS

COMMUNITY DEVELOPMENT - GIS

REGIONAL COLLABORATION TO EXPAND OPPORTUNITY

ACTION

Promote and participate in regional greenway and trail expansion projects as a highly marketable regional asset.

INVESTMENT

MED

TIMING

NEAR TERM

TEAMS

ECONOMIC DEVELOPMENT

ACTION

Participate in regional economic development activities to promote the region, while maintaining Salem's unique roles and advantages.

INVESTMENT

LOW

TIMING

NEAR TERM

TEAMS

ECONOMIC DEVELOPMENT

ACTION

Be an active participant in expanding the connectivity and quality of transportation choices.

INVESTMENT

LOW

TIMING

NEAR TERM

TEAMS

COMMUNITY DEVELOPMENT - ENGINEERING

HOW TO USE THIS COMPREHENSIVE PLAN

The Comprehensive Plan is more than a vision document. It represents an agreed upon framework of Policy Directives, made implementable through an Action Plan that prioritizes public/private investment opportunities, and guides development decisions based on fiscal responsibility, and sustainable economic, social, and environmental practices.

1. Understand the Vision - it is the direction the community has articulated that it wants to go in over the next 20 years.

2. Align citywide priorities with Policy Directives - it is though alignment of priorities that success will be achieved in reaching the Vision.

3. Engage Strategies through the Action Plan - The Action Plan should function as a living document, updated regularly in alignment with annual budget cycles, departmental work programs, and capital improvement planning.

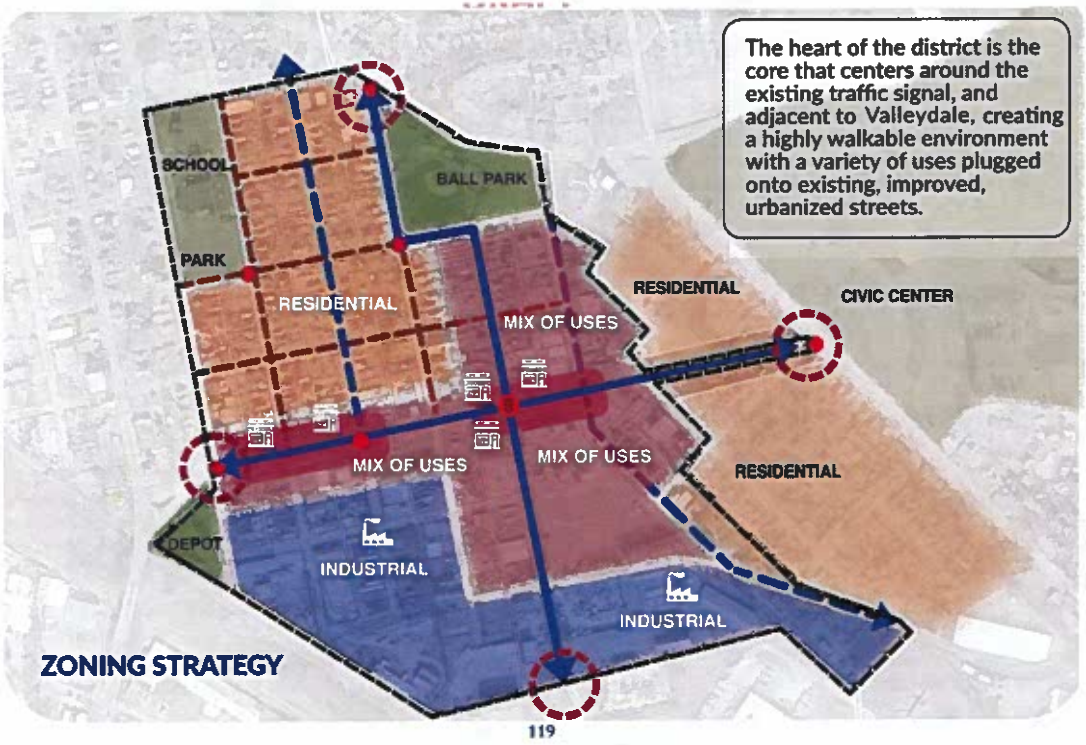
4. Enact planning efforts based on the Action Plan that enable a deeper dive into the priorities to further engage the community and to foster more clarity.

5. Review and update regularly so that the plan stays current.

EAST BOTTOM SMALL AREA CONCEPT

A successful component of the process initiated a small area plan for East Bottom. Recommendations included:

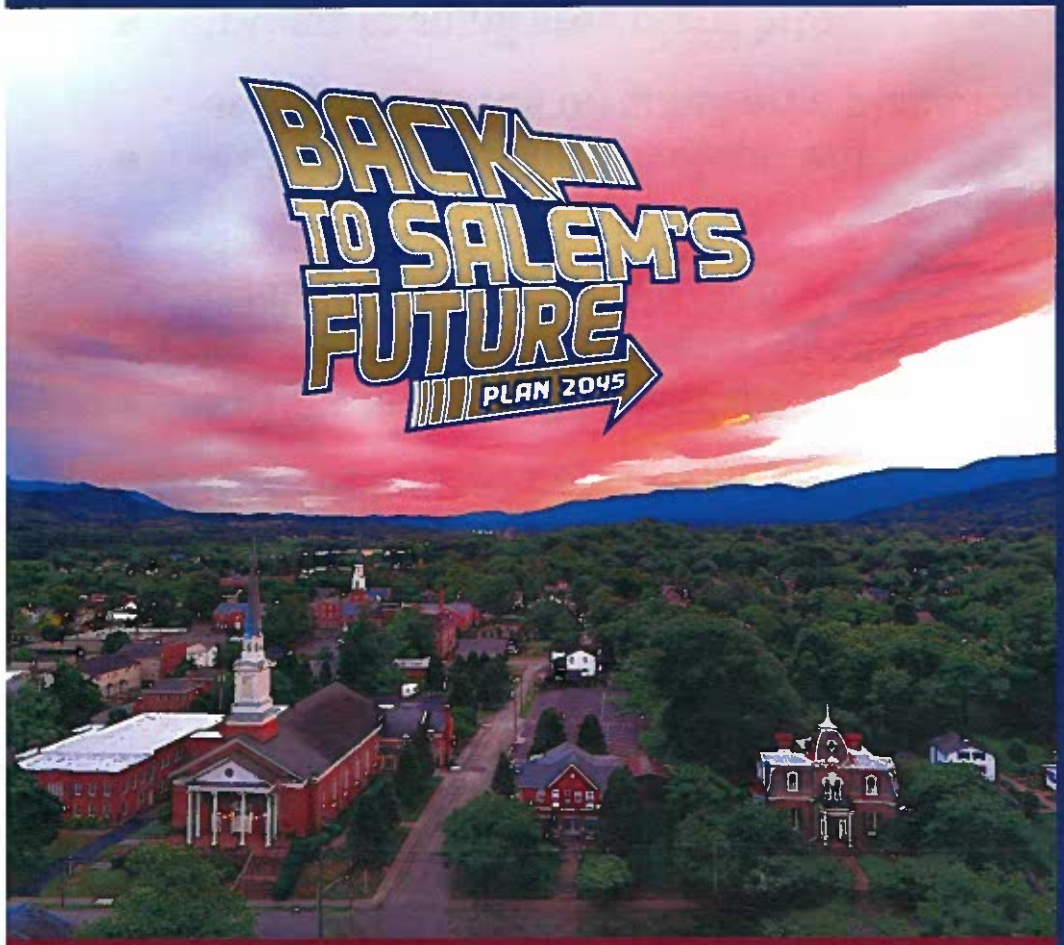
1. **Providing Mixed-Use Zoning within the core area to encourage a walkable core with denser housing and retail.**
2. **Maintaining Industrial Zoning in the southern area.**
3. **Proposing and enforcing code enforcement policies that fit with Zoning.**
4. **Complete Streets / Streetscapes.**
5. **Branded Signage and Wayfinding.**
6. **Traffic Calming.**



NEXT STEPS - THE END OF THE BEGINNING:

1. Act on the recommendations of the Plan!
2. Continue discussions with the Community on what the areas targeted for small area plans should become over time so as to avoid controversy and process delays on new development.
   - Ensure that small area plans provide specific direction to departments, community, leadership, and development community.
   - Adjust zoning and development standards based on small area plans.
   - Integrate small area plans into economic development plans, infrastructure plans, community services plans, etc.
3. Regularly update the Action Plan as needs arise and to create accountability.
4. Consider creating a dashboard to track success on completing the recommendations to create transparency and accountability.

CITY OF SALEM



Comprehensive Plan 2045

SALEM VA

THANK YOU!

This process and plan sets a solid direction for Salem to protect what is cherished, while positioning it for future opportunities that will lead to a bright future.

We thank the Community, Staff and City for their input and support in its creation.

AT A REGULAR MEETING OF THE PLANNING COMMISSION OF THE CITY OF SALEM, VIRGINIA held in the Council Chambers of City Hall, 114 North Broad Street Salem, VA 24153

AGENDA ITEM: **Amendment to the Zoning Ordinance and Special Exception Permit**

Consider the request of J Cline Properties LLC, property owner, to rezone the property located at 106-110 Butt Hollow Road (Tax Map #174-1-7) from BCD Business Commerce District to LM Light Manufacturing District with proffered conditions and to request the issuance of a Special Exception Permit to allow athletic instruction services.

SUBMITTED BY: Max Dillon, Planner

SUMMARY OF INFORMATION:

SITE CHARACTERISTICS:

Zoning: BCD Business Commerce District
Land Use Plan Designation: Commercial
Existing Use: Construction yard
Proposed Use: Addition of wrestling practice facility (*athletic instruction services*)

106-110 Butt Hollow consists of an approximately 1.13-acre tract of land which currently sits within the BCD Business Commerce District zoning designation. The property was previously rezoned in 2000 from B-3 to BCD to allow for a construction yard, and it is currently utilized by an electrical contractor. The applicant is requesting a rezoning of the property from BCD Business Commerce District to LM Light Manufacturing with proffered conditions which, if approved, would also allow the existing structure to accommodate a private wrestling practice facility for middle-high school-aged kids. The footprint of the building is not planned to change, and proposed hours of use for the space would be weekday evenings and weekends.

The applicant has submitted a voluntary proffer statement which eliminates several of the most intensive uses permitted in the LM Light Manufacturing District, including Truck Stop, Manufactured Home Sales, Transfer Station, Truck Terminal, and Industry Type I.

The Future Land Use Map (FLUM) identifies this area as commercial.

REQUIREMENTS:

The proposal meets the requirements of Section 106-218.3., LM site development regulations.

RECOMMENDATION:

Staff recommends approval of this request.

City of Salem Community Development Application

Request for REZONING or CONDITIONAL REZONING

Case #: _____

APPLICANT INFORMATION

Owner: J Cline Properties, Jerry Cline
Contact Name: Jerry Cline
Address: 106 Butt Hollow Rd Salem VA 24153

Telephone No. 540-580-9780
Fax No. _____
Email Address jcline@callclineelectrical.com

Applicant/Contract Purchaser: _____
Contact Name: _____
Address: _____

Telephone No. _____
Fax No. _____
Email Address _____

[ ]

PARCEL INFORMATION For multiple parcels, please attach a page ☐

(Tax ID #'s) 174-1-7

Deed Book _____ Page 240001520
Subdivision McAdam Road

Location Description (Street Address, if applicable)
106-110 Butt Hollow Road

Total Area (acres/square feet) 1.13 ac
Current Zoning BCD
Requested Zoning LM
Requested Use construction yard and wrestling practice facility
Current Use construction yard

☒ Conditional Zoning Request: See Attached Proffer sheets

SIGNATURE OF OWNER ☒ **CONTRACT PURCHASER** ☐ *(attach contract)* ☐

As owner or authorized agent of this property, I hereby certify that this application is complete and accurate to the best of my knowledge, and I hereby grant permission to the agents and employees of the City of Salem to enter the property for the purposes of processing and reviewing this request.

Signature _____ Date 5/27/2025
Print Name Jerry W. Cline
Signature _____ Date _____
Print Name _____

QUESTIONS/ LETTERS/ SHOULD BE FORWARDED TO THE FOLLOWING:**

Name Jerry W. Cline
Address: 106 Butt Hollow Rd. Salem VA 24153

Telephone No. 540-580-9780
Fax No. ____
Email Address jcline@callclineelectrical.com

**It is the responsibility of the contact person to provide copies of all correspondence to other interested parties to the application.

ACKNOWLEDGEMENT OF APPLICATION FEE PAYMENT PROCEDURE

Application fees must be submitted at the time of submittal. I hereby acknowledge that this application is not complete until the payment for all applicable fees has been received by the City of Salem Community Development Department. I acknowledge that I am responsible for ensuring that such fees are received by the City of Salem. I further acknowledge that any application fee submitted after the deadline shall result in the application being considered filed for the next month's meetings.

Signature of applicant/authorized agent _____ Date: 5/27/2025

Print Name: Jerry W. Cline

Signature of applicant/authorized agent _____ Date: _____

Print Name: _____

If you would like your correspondence emailed and/or faxed, please make selections, and provide the information below:

☒ Email jcline@callclineelectrical.com ☐ Fax: _____

FEES:

All application fees must be paid at the time of submittal. Please make checks payable to the City of Salem:

Rezoning application fee $1,000

FOR STAFF USE ONLY

Staff Reviewer: _____ Application Complete? ☐ YES ☐ NO

Date: _____

PLEASE RESPOND FOR ALL REZONING APPLICATIONS:

1. What is the Future Land Use Designation for the subject property? Home Service Contractor (Electrical) / Wrestling Club.
2. Describe in detail the proposed use of the property. Electrical Contracting business and wrestling training for youth kids
3. List any sensitive environmental or unique features on the property. Are there any high voltage transmission lines, public utility lines, or others? N/A
4. Is the subject property located within the Floodplain District? ☐ YES ☒ NO If yes, describe the proposed measures for meeting the standards of the Floodplain Ordinance.
5. Is the subject property listed as a historic structure or located within a historic district? ☐ YES ☒ NO
   If yes, describe the proposed measures for meeting the standards of the Department of Historic Resources.
6. Have you provided a conceptual plan of the proposed development, including general lot configurations and road locations? Are the proposed lot sizes compatible with existing parcel sizes in the area? N/A

PLEASE RESPOND FOR COMMERCIAL REZONING APPLICATIONS

1. What provisions will be made to ensure safe and adequate access to the subject property? existing Access
2. How will the traffic impact of this development be addressed? private coaching, NO tournaments, family + kids only
3. Describe why the proposed use is desirable and appropriate for the area. What measure will be taken to assure that the proposed use will not have a negative impact on the surrounding vicinity? no impact. limit outdoor training. Typical evening and weekends.
4. What type of signage is proposed for the site? Building Sign only
5. Have architectural/building elevations been submitted with this application? N/A

TAX MAP NO.: _____

_____

_____

Return to: Office of Community Development
21 South Bruffey Street
Salem, Virginia 24153

This document prepared by:
(NAME AND ADDRESS): _____

_____

_____

PROFFER STATEMENT

WHEREAS, Jerry Clive, JClive Properties, _____,
("the Owner(s)") is/are the owner(s) of certain real property known as
106-110 Bullhollow Rd. *(property description/location)* ("the Property") totaling approximately
_____ acres, located in the City of Salem, Virginia which is more particularly described as follows:
All permitable uses will not include Truck stop, manufactured homes, Transfer station, Truck Terminal, Industry type 1
_____ *(legal description or an attachment containing a legal description. Also include tax map #); and*

WHEREAS, the Owner(s) has/have filed an application to rezone the Property from current zoning of BCD *(current zoning)* to LM *(proposed zoning)*, c onditional, pursuant to the City of Salem Zoning Ordinance (the "Zoning Ordinance"); and

WHEREAS, the Owner desires to proffer to the City of Salem (the "City") certain conditions in connection with the development of the Property that will protect the City and its citizens, provide for the orderly development of the Property, and offset the impacts of development; and

WHEREAS, the below-listed proffers are designed and intended to mitigate impacts that have been identified; and

WHEREAS, the Owner certifies that all below-listed proffers are voluntary, reasonable, and directly related to the rezoning applied for; and

WHEREAS, the City is authorized to accept these proffers pursuant to the Code of Virginia, and the Zoning Ordinance; and

WHEREAS, in the event that there is any conflict between these proffers and the Zoning Ordinance, the conflict shall be resolved by the City's Zoning Administrator, subject to appeal to the Board of Zoning Appeals and the courts as provided by law; and

WHEREAS, these proffers shall be binding upon and shall inure to the benefit of the parties hereto, and their respective heirs, successors and assigns; and

WHEREAS, the Owner(s) acknowledges that impacts of development not offset by the below-listed proffers may be cause for denial of the rezoning request.

NOW, THEREFORE, the Owner(s) agrees to meet and comply with the following proffers in connection with the development of the Property should the Owner's application to rezone the property be approved:

PROFFERS

1. *(proffer 1)* Allowable uses will not include Truck stop, manufactured homes, transfer station, Truck Terminal, and Industry type1
2. *(proffer 2)*
3. *(proffer 3)*
4. *etc.*

(Indicate if you intend the proffers to be offered as a group (i.e. "all or nothing". Otherwise, each will be considered to be individually offered for separate consideration by the City. The City does not have to accept proffers that are offered)

Once proffered and accepted as part of an amendment to the zoning ordinance, these conditions shall continue in full force and effect until a subsequent amendment changes the zoning on the property covered by these conditions; provided, however, that such conditions shall continue if the subsequent amendment is part of a comprehensive implementation of a new or substantially revised zoning ordinance.

WITNESS the following signature and seal:

By: JCline Properties
Owner

COMMONWEALTH OF VIRGINIA CITY OF SALEM, to wit:

The foregoing instrument was acknowledged before me this 28 day of May, 20 25

by Jerry Cline.
Owner

Notary Public

My commission expires: 10-31-2028

TAMMY DUNN NOTARY PUBLIC REG # 00272427 COMMISSION EXPIRES 10/31/2028 COMMONWEALTH OF VIRGINIA

7

Acceptance:

The Proffers herein have been accepted as follows: ("All" or list specific proffers accepted)

_____

_____

_____

_____

_____

_____

_____

by action of the Council of the City of Salem on _____
Date

ATTEST:

_____
Clerk of Council
Salem, Virginia

City of Salem Community Development Application

Request for SPECIAL EXCEPTION/USE NOT PROVIDED FOR PERMIT

Case #: _____

APPLICANT INFORMATION

Owner: Jerry Cline JCline Properties
Contact Name: Jerry Cline
Address: 106 Butt Hollow Rd.

Telephone No. 540-580-9780
Fax No. _____
Email Address jcline@callclinecleatrical.com

Applicant/Contract Purchaser: _____
Contact Name: _____
Address: _____

Telephone No. _____
Fax No. _____
Email Address _____

PARCEL INFORMATION

For multiple parcels, please attach a page ☐

(Tax ID #'s) 174-1-7

Deed Book _____ Page 240001520

Subdivision McAdam Rd

Location Description (Street Address, if applicable)
106-110 Butt Hollow Road

Total Area (acres/square feet) 1.13 ac

Current Zoning BCD with request to change to LM

Requested Use ☒Special Exception ☐Use Not Provided For

athletic instruction services

SIGNATURE OF OWNER ☒ CONTRACT PURCHASER ☐ *(attach contract)* ☐ *LESSEE*

As owner or authorized agent of this property, I hereby certify that this application is complete and accurate to the best of my knowledge, and I hereby grant permission to the agents and employees of the City of Salem to enter the property for the purposes of processing and reviewing this request.

Signature _____ Date 5/28/25
Print Name Jerry Cline
Signature _____ Date _____
Print Name _____

QUESTIONS/ LETTERS/ SHOULD BE FORWARDED TO THE FOLLOWING**:

Name Jerry Cline
Address: 106 Butt Hollow Rd.
Salem VA 24153

Telephone No. 540-580-9780
Fax No. _____
Email Address jcline@callclinecleatrical.com

**It is the responsibility of the contact person to provide copies of all correspondence to other interested parties to the application.

ACKNOWLEDGEMENT OF APPLICATION FEE PAYMENT PROCEDURE

Application fees must be submitted at the time of submittal. I hereby acknowledge that this application is not complete until the payment for all applicable fees has been received by the City of Salem Community Development Department. I acknowledge that I am responsible for ensuring that such fees are received by the City of Salem. I further acknowledge that any application fee submitted after the deadline shall result in the application being considered filed for the next month's meetings.

Signature of applicant/authorized agent _____ Date: 5/28/25

Print Name: Jerry Cline

Signature of owner/authorized agent _____ Date: _____

Print Name: _____

If you would like your correspondence emailed and/or faxed, please make selections, and provide the information below:

☐Email jcline@cntlcliveelectrical.com ☐Fax: _____

FEES:

All application fees must be paid at the time of submittal. Please make checks payable to the City of Salem:

Special Exception/Use Not Provided For/Use Not Provided For Permit application fee:

$500

FOR STAFF USE ONLY

Staff Reviewer: _____ Application Complete? ☐ YES ☐ NO

Date: _____

PLEASE RESPOND FOR ALL SPECIAL EXCEPTION/USE NOT PROVIDED FOR APPLICATIONS:

1. This Special Exception/Use Not Provided For is being requested in order to?
   Athletic training - Wrestling club for youth training

2. Describe how you plain to develop the property for the proposed use and any associated uses.
   There will be in unit 110 w/ use of outdoor fenced area.

3. Describe why the proposed use or exception is desirable and appropriate for the area. What measures will be taken to assure that the proposed use or exception will not have a negative impact on the surrounding vicinity? (This could include traffic or environmental impacts.)
   NO impact. Limited outdoor training. Typical evening and weekends

4. Is the subject property located within the Floodplain District? ☐ YES ☒ NO If yes, describe the proposed measures for meeting the standards of the Floodplain Ordinance.

5. Have you provided a conceptual plan of the proposed development, including general lot configurations and road locations? Are the proposed lot sizes compatible with existing parcel sizes in the area?
   N/A

6. Is the subject property listed as a historic structure or located within a historic district? ☐ YES ☒ NO
   If yes, describe the proposed measures for meeting the standards of the Department of Historic Resources.

PAYMENT DATE
05/28/2025

COLLECTION STATION
Engineering/Inspections

RECEIVED FROM
Jerry Cline

DESCRIPTION

City of Salem
P.O. Box 869
Salem, VA 24153

BATCH NO.
2025-00006511

RECEIPT NO.
2025-00124129

CASHIER
Tammy Dunn

PAYMENT CODE	RECEIPT DESCRIPTION	TRANSACTION AMOUNT
CD LAND USE	Land Use Application Fees Rezoning and Special Exception Permit for 110 Butt Hollow Rd.	$1,500.00

Total Cash	**$0.00**
Total Check	**$1,500.00**
Total Charge	**$0.00**
Total Wire	**$0.00**
Total Other	**$0.00**
Total Remitted	**$1,500.00**
Change	**$0.00**
Total Received	**$1,500.00**

Total Amount: **$1,500.00**

Customer Copy

WHEREAS, it is now the desire of the Grantors to convey the hereinafter described parcel of land to the Grantee herein.

THAT FOR AND IN CONSIDERATION of the sum of TEN DOLLARS ($10.00), cash in hand paid, by the Grantee unto the Grantors, and other good and valuable consideration, the receipt of which is hereby acknowledged, the Grantors do hereby GRANT, BARGAIN, SELL and CONVEY, with GENERAL WARRANTY and MODERN ENGLISH COVENANTS OF TITLE, unto **J. CLINE PROPERTIES, LLC, a Virginia Limited Liability Company,** the Grantee, all the following-described parcel of land, together with any improvements thereon, lying and being in the City of Salem, State of Virginia, to-wit:

> BEGINNING at a point on the east side of Butt Hollow Road also known as Va. Sec. Rte. 640 and at a point of intersection 200 feet, more or less, to W. Main Street (Rt. 11); thence along Butt Hollow Road, N. 46° 15' 00" W. 219.01 total feet; thence N. 43° 45' 00" E. 4.17 feet to a point; thence N. 86° 43' 00" E. 403.13 feet to a point; thence S. 03° 17' 00" E. 139.66 total feet to a point; thence S. 86° 43' 00" W. 174.17 feel to a point; thence S. 70° 54' 00" W. 86.00 feet to the point of BEGINNING, and being shown as PARCEL III and PARCEL IV, containing 1.13 acres on "Survey for AFFORDABLE EFFICIENCIES, INC., Butt Hollow Road...", prepared by Balzer and Associates, Inc., L.S., dated March 25, 1997, a copy of which is attached to Deed of record in the Clerk's Office of the Circuit Court for the City of Salem, Virginia, in Deed Book 334, page 81.

This conveyance is made subject to all easements, conditions, restrictions and reservations of record now affecting said property.

JAMES T. JORDAN
ATTORNEY AT LAW
25 EAST MAIN STREET
SALEM, VIRGINIA 24153

PREPARER OF THIS DEED HAS NOT RELIED ON A SURVEY

The remainder of this page intentionally left blank.

AFFIDAVIT OF MAILING PURSUANT TO S15.2-2204
CODE OF VIRGINIA

PLANNING COMMISSION **ITEM #3A**
JULY 16, 2025

This is to certify that I mailed letters in reference to the request of J Cline Properties LLC, property owner, for rezoning of the property located at 106-110 Butt Hollow Road (Tax Map #174-1-7) from BCD Business Commerce District to LM Light Manufacturing District with proffered conditions and request the issuance of a Special Exception Permit allowing athletic instruction services to the following property owners and adjacent property owners on June 27, 2025, in the 2:00 p.m. mail:

HARWOOD, DORA MAE
129 BUTT HOLLOW RD
SALEM VA 24153

PX3 PROPERTIES LLC
1147 WELCH RD
ROANOKE VA 24015

NORTHWEST HARDWARE COMPANY INC
2303 WILLIAMSON RD NE
ROANOKE VA 24012

TRUSTEES FORT LEWIS CHRISTIAN CHURCH
2931 W MAIN ST
SALEM VA 24153

JEANNE ALDERMAN ROBINSON REVOCABLE TRUST
120 BUTT HOLLOW RD
SALEM VA 24153

PRILLAMAN CARLYLE B
PRILLAMAN LESLIE K
116 BUTT HOLLOW RD
SALEM VA 24153

RR SALEM LLC
5171 S SPENCER ST
SEATTLE WA 98118

NEW LIFE PRESBYTERIAN CHURCH
101 KEESLING AVE
SALEM VA 24153

POARCH JOSEPH W II
POARCH CHRISTINE LOCKHART
101A KEESLING AVE
SALEM VA 24153

COMMONWEALTH OF VA
DEPT OF STATE POLICE
PO BOX 27472
RICHMOND VA 23261-7472

BLUE EAGLE CREDIT UNION
2121 ELECTRIC RD
ROANOKE VA 24018

DRENNEN, CONNIE Y
2821 W MAIN ST
SALEM VA 24153

LARSON FAMILY TRUST
2826 W MAIN ST
SALEM VA 24153

KEMBA ROANOKE FEDERAL CREDIT UNION
2812 W MAIN ST
SALEM VA 24153

JCC PROPERTIES LLC
2618 PUCKETT CIR
SALEM VA 24153

MFC REALTY LLC
5226 MEADOW CREEK DR
ROANOKE VA 24018

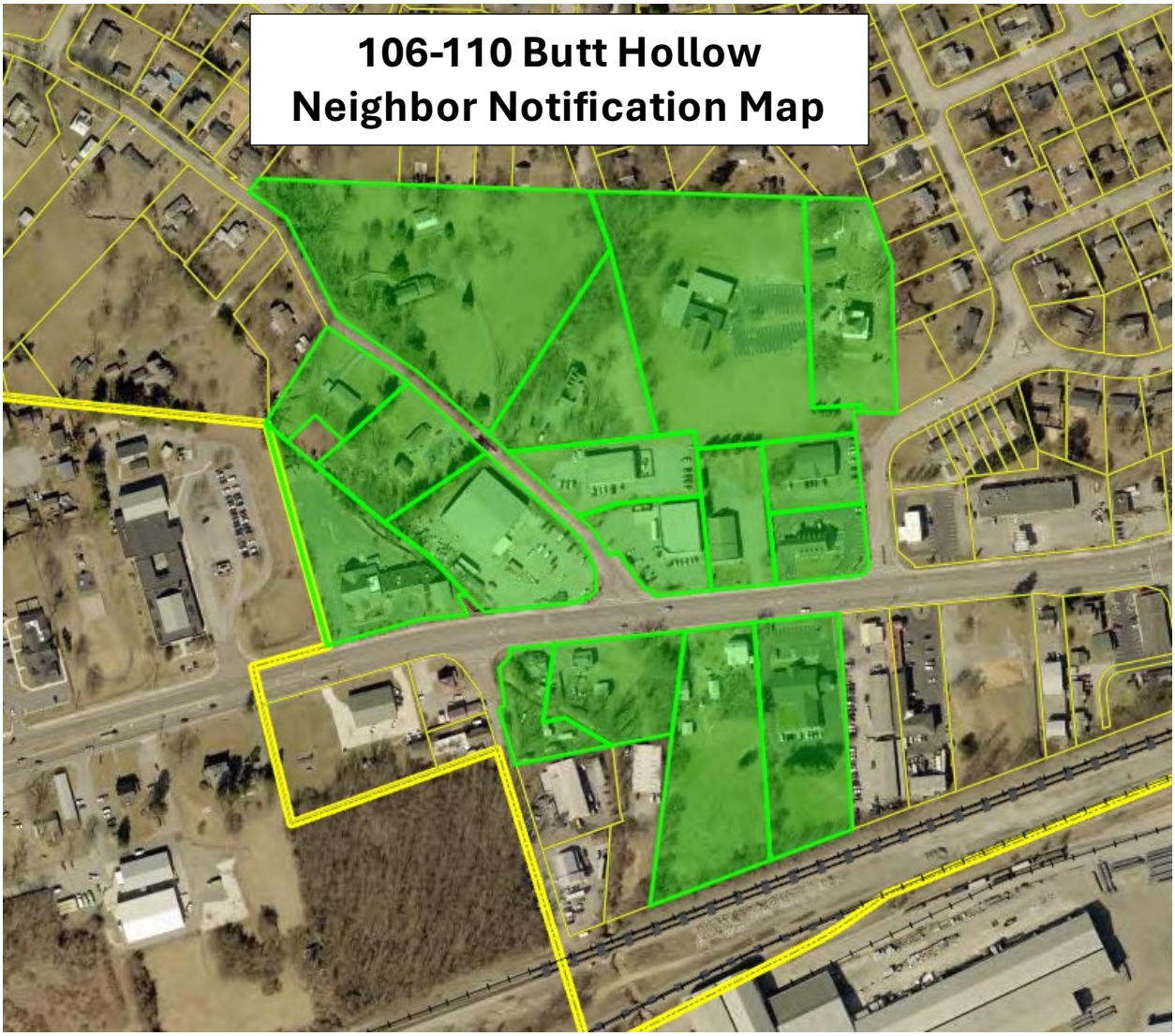
Signed _____ Date 7/7/25

City of Salem
Commonwealth of Virginia
The foregoing instrument was acknowledged before me this 7th day of July, 2025 by

Tammy Dunn

Notary Public
My commission expires: 10/31/2028

TAMMY DUNN NOTARY PUBLIC REG # 00272427 COMMISSION EXPIRES 10/31/2028 COMMONWEALTH OF VIRGINIA


106-110 Butt Hollow
Neighbor Notification Map

AT A REGULAR MEETING OF THE PLANNING COMMISSION OF THE CITY OF SALEM, VIRGINIA held in the Council Chambers of City Hall, 114 North Broad Street Salem, VA 24153

AGENDA ITEM: **Special Exception Permit**

Consider the request of McJohn Investments LLC, property owner, for the issuance of a Special Exception Permit to allow a telecommunications tower on the property located at 319 Rowan Street (Tax Map #232-1-1).

SUBMITTED BY: Max Dillon, Planner

SUMMARY OF INFORMATION:

SITE CHARACTERISTICS:

Zoning: HM Heavy Manufacturing
Land Use Plan Designation: Industrial
Existing Use: Transport/Hauling business
Proposed Use: Addition of cell tower

The subject property, 319 Rowan Street, consists of a 13.498-acre parcel that sits within the HM Heavy Manufacturing zoning designation. Cellco Partnership, more commonly known as Verizon Wireless, is requesting the issuance of a Special Exception Permit to allow the construction of a 199-foot (total) tower to extend and enhance the coverage that it currently provides in the area. According to the City of Salem Zoning Ordinance, towers are permitted by Special Exception in the HBD, BCD, LM and HM zoning districts.

The proposed tower is also subject to the standards set forth in Section 106-314.5. Towers, aside from items (D), (O), and (T) which, since their implementation many years ago, are now inconsistent with updated Virginia State Code regulations.

If approved, the project would be required to meet the appropriate City of Salem and State of Virginia development standards which are integrated into the standard site plan review process.

REQUIREMENTS:

The proposal meets the requirements of Section 106-220.3., HM Heavy Manufacturing site development regulations, and 106-314.5 standards for Towers.

RECOMMENDATION:

Staff recommends approval of this request.

Sec. 106-314.5. - Towers.

(A) Intent. These minimum standards are intended to govern the location of all towers and the installation of antennas and accessory equipment structures.

(B) Towers, with related unmanned equipment buildings, shall be permitted only by special exception in HBD, BCD, LM and HM zoning districts as specified in Article II District Regulations. Towers shall also be allowed by special exception in any zoning district on property owned or controlled by the City of Salem.

(C) As part of the review and approval of any special exception permit for a tower, Council may waive any of the requirements of this section, or prescribe such reasonable additional conditions in connection therewith as to assure that the design and installation of the tower and related facilities will conform to sound planning principals.

(D) No tower or related facilities shall be located within 500 feet of any residential district.

(E) No tower shall exceed 199 feet in height, including antennas.

(F) Towers shall be monopole in design, and subject to any applicable standards of the FCC or FAA, be painted a neutral color.

(G) At any tower site, the design of the buildings and related structures shall use materials, colors, textures, screening, and landscaping that will blend the facilities to the natural setting and the built environment. The related unmanned equipment structure shall not contain more than 750 square feet of gross floor area or be more than 12 feet in height, and shall be located in accordance with the requirements of the zoning district in which located.

(H) Towers shall not be artificially lighted, unless required by the FCC or FAA. If lighting is required, the council may review the available lighting alternatives and approve the design that would cause the least disturbances to surrounding views.

(I) No advertising of any type shall be allowed on any tower.

(J) Satellite and microwave dishes attached to monopoles shall not exceed two feet in diameter or six feet in diameter when attached to towers.

(K) All towers must meet or exceed current standards and regulations of the FAA, the FCC, and any other agency of the federal government with the authority to regulate towers. If such standards and regulations are changed, then the owners of the tower governed by this section shall bring such structures into compliance with such revised standards as required. Failure to bring a tower into compliance with such revised standards and regulations shall constitute grounds for the revocation of the special exception permit, and removal of the tower at the owner's expense.

(L) The owner of any tower shall ensure that it is constructed and maintained in compliance with standards contained in applicable federal, state, and local building codes and regulations.

(M) Each applicant requesting a special exception permit for a new tower shall submit 18 copies of a scaled site plan and a scaled elevation view and other supporting drawing, calculations, and other documentation, signed and sealed by appropriate licensed professionals, showing the location and dimensions of all improvements, including information concerning topography, radio frequency coverage, height requirements, setbacks, drives, parking, fencing, landscaping, easements, adjacent uses, and other information deemed necessary by the city to assess compliance with the regulations of this chapter. Additionally the applicant shall provide actual photographs of the site from designated relevant views that include a simulated photographic image of the proposed monopole or tower. The photograph with the simulated image shall include the foreground, the mid-ground, and the background of the site. An engineering report, certifying that the proposed tower and site are compatible for co-location with a minimum of three similar users including the primary user, must accompany the application. The applicant shall provide copies of their co-location policy.

(N) In addition to any reasonable application fees established by council, the applicant shall be financially responsible for the cost of any professional engineering and or related services that may be procured by the city to independently verify the application information submitted by the applicant.

(O) No new tower shall be permitted unless the applicant demonstrates to the reasonable satisfaction of the council that no existing tower, or structure can accommodate the proposed antenna. Evidence submitted to demonstrate that no existing tower, or structure can accommodate the applicant's proposed antenna may consist of any of the following:

1. No existing towers, or structures are located within the geographic area required to meet the applicant's engineering requirements.
2. Existing towers, or structures are not of sufficient height to meet the applicant's engineering requirements.
3. Existing towers, or structures are not of sufficient structural strength to support the applicant's proposed antenna or related equipment.
4. The applicant's proposed antenna would cause electromagnetic interference with existing antenna, or the antenna on the existing towers, or structures would cause interference with the applicants proposed antenna.
5. The applicant demonstrates that there are other limiting factors that render existing towers, or structures unsuitable.

(P) Towers, guys, and accessory facilities must satisfy the minimum zoning district setback requirements for primary structures

(Q) Towers shall be enclosed by security fencing not less than six feet high and shall be equipped with an appropriate anti-climbing device.

(R) Tower facilities shall be landscaped with a buffer of plant materials that effectively screens the view of the support buildings from adjacent property. The standard buffer shall consist of a landscaping strip of at least four feet wide outside the perimeter of the compound. Existing mature tree growth and natural land form on the site shall be preserved to the maximum extent possible. Antennas and other equipment located on the top or side of a building or structure shall be screened from public view.

(S) Any tower, that is not operational for a continuous period of 90 days shall be considered abandoned, and the owner of such tower shall remove same within 90 days of receipt of notice from the building official or city manager notifying the owner of such removal requirement. Removal includes the removal of the tower, all subterranean tower and fence footers, underground cables and support buildings. The buildings may remain with the approval of the landowner. If there are two or more users of a single tower, then this provision shall not become effective until all users cease using the tower. If the tower is not removed per this section, the city may require the landowner to have it removed. In all cases, the site shall be returned as closely as possible to its original conditions.

(T) Every applicant for a special exception permit for a tower shall, as a condition for the issuance of the special exception permit, file with the building official a continuing bond in the penal sum of not less than $10,000.00, and conditioned for the faithful observance of the provisions of this chapter and all amendments thereto, and of all the laws and ordinances relating to towers, and which shall indemnify and save harmless the city from any and all damages, judgments, costs, or expenses which the city may incur by reason of the removal or the causing to be removed any tower as provided for in this section.

(Ord. of 3-14-05(2); Ord. of 1-23-2017(2))

As mentioned in the staff report, text highlighted in blue represents regulations inconsistent with Virginia State Code.

City of Salem Community Development Application

Request for SPECIAL EXCEPTION/USE NOT PROVIDED FOR PERMIT

Case #: _____

APPLICANT INFORMATION

Owner: McJohn Investments, LLC
Contact Name: John Lipscomb
Address: 3330 Hollins Rd NE, Suite A, Roanoke, VA 24012

Telephone No. _____
Fax No. _____
Email Address lmprop@verizon.net

Applicant/Contract Purchaser: Verizon Wireless
Contact Name: Stuart P. Squier, AICP
Address: 513 Stewart St. Suite E, Charlottesville, VA 22902

Telephone No. 804-901-7433
Fax No. _____
Email Address stuart.squier@gdnsites.com

PARCEL INFORMATION

For multiple parcels, please attach a page ☐

(Tax ID #'s) 232-1-1

Deed Book 160002101 Page _____

Subdivision _____

Location Description (Street Address, if applicable)
319 Rowan St, Salem, VA 24153

Total Area (acres/square feet) 13.498 acres

Current Zoning HM

Requested Use ☒Special Exception ☐Use Not Provided For
199 foot overall height communications facility in an HM district

SIGNATURE OF OWNER ☐ CONTRACT PURCHASER ◉ *(attach contract)* ☐ *LESSEE*

As owner or authorized agent of this property, I hereby certify that this application is complete and accurate to the best of my knowledge, and I hereby grant permission to the agents and employees of the City of Salem to enter the property for the purposes of processing and reviewing this request.

Signature _____ Date 5/30/2025

Print Name Stuart Squier for Verizon Wireless

Signature _____ Date _____

Print Name _____

QUESTIONS/ LETTERS/ SHOULD BE FORWARDED TO THE FOLLOWING**:

Name Stuart P. Squier, AICP
Address: 513 Stewart St. Suite E, Charlottesville, VA 22902

Telephone No. 804-901-7433
Fax No. _____
Email Address stuart.squier@gdnsites.com

**It is the responsibility of the contact person to provide copies of all correspondence to other interested parties to the application.

ACKNOWLEDGEMENT OF APPLICATION FEE PAYMENT PROCEDURE

Application fees must be submitted at the time of submittal. I hereby acknowledge that this application is not complete until the payment for all applicable fees has been received by the City of Salem Community Development Department. I acknowledge that I am responsible for ensuring that such fees are received by the City of Salem. I further acknowledge that any application fee submitted after the deadline shall result in the application being considered filed for the next month's meetings.

Signature of applicant/authorized agent _____ Date: May 19, 2025

Print Name: Stuart Squier

Signature of owner/authorized agent _____ Date: 5-20-25

Print Name: John Lipscomb

If you would like your correspondence emailed and/or faxed, please make selections, and provide the information below:

■Email stuart.squier@gdnsites.com ❐Fax: _____

FEES:

All application fees must be paid at the time of submittal. Please make checks payable to the City of Salem:

Special Exception/Use Not Provided For/Use Not Provided For Permit application fee:

$500

FOR STAFF USE ONLY

Staff Reviewer: _____ Application Complete? ☐ YES ☐ NO

Date: _____

PLEASE RESPOND FOR ALL SPECIAL EXCEPTION/USE NOT PROVIDED FOR APPLICATIONS:

1. This Special Exception/Use Not Provided For is being requested in order to?
   Construct a 199-foot overall height wireless communications facility in an HM district.

2. Describe how you plain to develop the property for the proposed use and any associated uses.
   Verizon will construct a 195-foot monopole antenna support structure, topped with a four-foot lightning rod, for an overall height of 199 feet. The monopole will be enclosed within an 80'x35' fenced equipment compound that will contain supporting equipment including a raised metal platform with transmitting equipment cabinet, H-frame utility stand, backup emergency power generator, and propane tank. The monopole will be engineered to support four (4) total colocators, and the compound will include space for future carrier equipment.

3. Describe why the proposed use or exception is desirable and appropriate for the area. What measures will be taken to assure that the proposed use or exception will not have a negative impact on the surrounding vicinity? (This could include traffic or environmental impacts.)
   The proposed wireless communications facility will enhance the use of the area by improving communications for residents, businesses, travelers, and emergency responders. The facility will be unmanned and once constructed will not generate traffic except for periodic visits by a technician. The upper portion of the facility will be visible from the surrounding area but will be a slim-profile monopole with non-reflective appurtenances and no lighting. The facility will include a sound-attenuated emergency generator that will run during testing or in the case of power loss.

4. Is the subject property located within the Floodplain District? ■ YES ❒ NO If yes, describe the proposed measures for meeting the standards of the Floodplain Ordinance.
   The proposed use is located in the 100 year floodplain. Supporting ground equipment (utility stand, transmitting cabinet, generator) will be elevated above the six (6) foot flood plain elevation in order to minimize flood damage.

5. Have you provided a conceptual plan of the proposed development, including general lot configurations and road locations? Are the proposed lot sizes compatible with existing parcel sizes in the area?
   A conceptual plan is provided with this application. The proposed use will only cover 2,800 square feet of the 13.498 acre parcel.

6. Is the subject property listed as a historic structure or located within a historic district? ❒ YES ■ NO
   If yes, describe the proposed measures for meeting the standards of the Department of Historic Resources.
   The proposed use is not located within a historic district.

MCJOHN INVESTMENTS LLC
3330 Hollins Rd NE
Suite A
Roanoke, Virginia 24012

June 20, 2025

City of Salem Planning and Zoning
Attention: Max Dillon, CZA
21 South Bruffey Street, Salem, VA 24153

Re: Owner Authorization for Land Use Matters

To Whom It May Concern:

The undersigned is the owner of City of Salem Parcel ID 232-1-1 (the "Property"). This letter authorizes Cellco Partnership d/b/a Verizon Wireless (the "Applicant") and its agents to file all applications and act as agent for the sole purpose of obtaining all governmental approvals necessary to construct a Wireless Communications Facility with monopole, antennas, and supporting equipment on the Property. Authorized agents of the Applicant include the employees, affiliates and agents of GDN Sites (including, without limitation, Stuart Squier) and the attorneys at Williams Mullen (including, but not limited to, Lori Schweller) to submit the land use applications and other materials as required by the City for processing the land use applications.

Sincerely,

MCJOHN INVESTMENTS LLC
a Virginia corporation

By: Signed by: John Lipscomb BC2C753547EC477...

Name: John Lipscomb

Title: Member

CELLCO PARTNERSHIP D/B/A VERIZON WIRELESS
"POFF" WIRELESS COMMUNICATIONS FACILITY

Project Description:

Cellco Partnership, doing business as Verizon Wireless, respectfully requests approval of a Special Exception Permit pursuant to Sections 106-524. and 106-314.5 of the Salem Zoning Ordinance in order to allow the installation of a 199-foot overall height tower in an HM Heavy Manufacturing District. The proposed facility would include a steel monopole that is 195-foot tall, with an additional four feet of height for the lightning rod, for a total maximum height of 199 feet. The monopole will initially be equipped with panel antennas, radios, and associated components for Verizon Wireless's use. This project is intended to expand Verizon's network of services into an area of the City of Salem that currently has low to marginal levels of wireless coverage, while also meeting the needs for increased network capacity in the surrounding areas that are being served by existing, neighboring facilities that are currently overstressed.

The proposed facility will initially include a sectored mounting array allowing space for up to twelve (12) antennas with remote radio heads and fiber optics junction boxes connected behind the antennas. Verizon's base station cabinets housing transmit / receive radios and an emergency back-up generator will be placed on a platform elevated above the floodplain. Other boxes for electrical and communications utilities such as power meters, fiber optic and telephone service circuits would be attached on an H-frame stand. The monopole and all base station equipment will be installed within a 35' x 80' fenced compound and 50'x100' (5,000 square-foot) leased area that Verizon leases from the property's owner, McJohn Investments LLC. In addition to allowing the deployment of the different technologies for which Verizon is licensed to provide throughout the City of Salem, the monopole serving this facility will also be engineered and constructed with additional structural capacity to support the co-location of antennas and components of additional providers of wireless services.

Description of the Property and Character of the Area:

The subject property, containing 13.498 acres, is identified as Tax Parcel Number 232-1-1, which is accessed from an existing, gated entrance on the north side of Rowan Street, and approximately 1,600 east of the intersection with South Colorado Street. Access to the facility will then be provided by an easement over an existing paved area. The proposed facility will be located 612'4" north of the nearest residentially zoned district, which is identified as Tax Parcel Number 233-6-1 owned by the City of Salem and zoned RSF Residential Single Family.

The subject property is zoned HM Heavy Manufacturing. Adjacent properties surrounding the subject property and to the north are similarly zoned HM districts containing manufacturing, warehousing, and railroad uses. The property is bounded to the south by the Roanoke River which is zoned RSF. The properties to the south of the river are similarly zoned RSF and RMF and contain a mix of single and multi-family housing. The proposed tower will be located approximately 900 feet from the nearest residential structure.

Network Objectives:

Verizon Wireless is licensed, by the Federal Communications Commission (FCC), to provide state-of-the-art wireless telecommunications services within the City of Salem using a combination of four (4) separate bands on the frequency spectrum. These consist of the 850 MHz band for Cellular (CDMA), the 1900 MHZ frequency band for Personal Communications Services (PCS), the 4G Long Term Evolution (LTE) on 700 MHz band and Advance Wireless Services (AWS) on the 2100 MHz band. The current network offers data upload and download transmission speeds that are much faster than the previous generations of wireless technologies and Verizon has also recently added high-definition calling capabilities in the form of its Voice Over LTE (VOLTE) service.

The proposed facility will provide expanded in-building coverage and additional capacity for residents, businesses, and other nearby establishments in the surrounding area. The site will also provide service improvements at the street level and people traveling in cars on Colorado St/College Ave, Electric Rd, Roanoke Blvd, and other nearby local roads.

In addition to serving coverage needs in the immediate area, this facility will also provide improvements to overall network performance by adding more network capacity to transfer data throughout a much greater area. This objective is important for network stability, because it reduces the total number of customers that are relying on the marginal levels of coverage currently being provided by existing, neighboring facilities at farther distances away from this site. If the proposed facility is constructed, then the users that currently receive marginal coverage will have access to stronger signals that are in concentrated in closer proximity, while those closer to other existing facility sites will also experience improvements, because they will now be competing with fewer overall users for access to the services provided by the facilities in their own areas.

The City of Salem Comprehensive Plan

The City of Salem Comprehensive Plan specifically prioritizes wireless communications infrastructure development in Chapter IV: Goals, Objectives, and Strategies under the **Technology** section:

"**Salem continues to invest in technologies that are both flexible and scalable to support and meet the demands of the city's strategic initiatives relating to education, economic development, quality of life and overall management and operation of the city.**

"Goal: Ensure infrastructure exists and is in place to support the school system's Comprehensive Plan relating to instructional support and technology.

Objective: Provide current technology to address the schools technical needs for now and the future.

Strategy: Coordinate with the City of Salem Schools to ensure the needed technology services and infrastructures are available and accessible.

"Goal: Coordinate with Planning and Economic Development to meet the needs of technology-based initiatives for business and industry.

Objective: Support innovative technology-based development opportunities.

Strategy: Continue expansion and investment in core telecommunications infrastructure to support both wired and wireless opportunities.

Strategy: Continue to seek and expand public-private partnerships that foster economic development initiatives.

"Goal: Leverage opportunities with other public and private organizations to support technology initiatives in the region.

Objective: Actively pursue opportunities to enhance technology in the region.

Strategy: Pursue and coordinate public-private partnerships that foster technology innovation and support economic development initiatives.

Approval of this Special Exception Permit for a new communications tower would allow the expansion of high quality wireless communications that would support existing and future residents, industry and business, all of which increasingly rely on communications infrastructure for everyday life. Wireless communications enable remote work, support advanced agricultural applications, improve processes for commercial business, support emergency services, and instructional support.

By enhancing communications for business, education, and public safety, the proposed facility would support and not conflict with the goals identified in the Comprehensive Plan.

The City of Salem's provisions for Towers

The Salem Zoning Ordinance provides the following requirements for Towers in Section 106-314.5. The applicant's responses to the code requirements follow in bold italics:

Sec. 106-314.5. Towers.

(A) Intent. These minimum standards are intended to govern the location of all towers and the installation of antennas and accessory equipment structures.

(B) Towers, with related unmanned equipment buildings, shall be permitted only by special exception in HBD, BCD, LM and HM zoning districts as specified in Article II District Regulations. Towers shall also be allowed by special exception in any zoning district on property owned or controlled by the City of Salem.

The proposed facility will be located in an HM zoning district and is in compliance with this subsection.

(C) As part of the review and approval of any special exception permit for a tower, Council may waive any of the requirements of this section, or prescribe such reasonable additional conditions in connection therewith as to assure that the design and installation of the tower and related facilities will conform to sound planning principals.

Due to unique site conditions the applicant is requesting Council waive the requirement for a planted landscape buffer per subsection (R) of the tower ordinance. The entire parcel is paved and is within the 100-year flood zone. Therefore the proposed equipment will be elevated on a platform above the floodplain, six (6) feet above grade. Planted landscaping would not conceal the facility equipment from view.

Additionally, there are several areas of existing mature vegetation between the proposed facility and the residential structures to the south, which are on the other side of the Roanoke River along East Riverside Drive. View 2 of the included photo simulations shows the existing vegetation which screens the view of the industrial area on Rowan Street where the proposed tower will be located. Due to the screening effect of this existing vegetation the applicant proposes Council may waive the requirement for a planted landscape buffer and the facility will still conform to sound planning principles.

(D) No tower or related facilities shall be located within 500 feet of any residential district.

The proposed tower will be located 612'-4" from the nearest residential district and is in compliance with this subsection.

(E) No tower shall exceed 199 feet in height, including antennas.

The proposed tower will be 195 feet in height with an additional 4 feet lightning rod, for an overall height of 199 feet.

(F) Towers shall be monopole in design, and subject to any applicable standards of the FCC or FAA, be painted a neutral color.

The proposed tower will be a monopole design with a galvanized matte finish. The tower will be in compliance with all relevant FCC and FAA standards. Additionally, the applicant has provided FCC and FAA pre-screening reports demonstrating the proposed tower does not require registration.

(G) At any tower site, the design of the buildings and related structures shall use materials, colors, textures, screening, and landscaping that will blend the facilities to the natural setting and the built environment. The related unmanned equipment structure shall not contain more than 750 square feet of gross floor area or be more than 12 feet in height, and shall be located in accordance with the requirements of the zoning district in which located.

The proposed facility will utilize outdoor equipment cabinets to contain transmitting and electrical equipment. The cabinets must be elevated six (6) feet above the floodplain, but will not exceed twelve (12) feet in height. See Sheets C-1 and S-1 of the Plans for elevation views of proposed equipment.

(H) Towers shall not be artificially lighted, unless required by the FCC or FAA. If lighting is required, the council may review the available lighting alternatives and approve the design that would cause the least disturbances to surrounding views.

The proposed tower will not be lighted. No lighting is required by the FCC or FAA due to the overall height of 199 feet.

(I) No advertising of any type shall be allowed on any tower.

The applicant affirms compliance with this subsection.

(J) Satellite and microwave dishes attached to monopoles shall not exceed two feet in diameter or six feet in diameter when attached to towers.

The applicant affirms compliance with this subsection. No dishes are proposed with Verizon's initial installation.

(K) All towers must meet or exceed current standards and regulations of the FAA, the FCC, and any other agency of the federal government with the authority to regulate towers. If such standards and regulations are changed, then the owners of the tower governed by this section shall bring such structures into compliance with such revised standards as required. Failure to bring a tower into compliance with such revised standards and regulations shall constitute grounds for the revocation of the special exception permit, and removal of the tower at the owner's expense.

The applicant affirms compliance with all regulatory requirements.

(L) The owner of any tower shall ensure that it is constructed and maintained in compliance with standards contained in applicable federal, state, and local building codes and regulations.

The applicant affirms compliance with all applicable building codes and regulations.

(M) Each applicant requesting a special exception permit for a new tower shall submit 18 copies of a scaled site plan and a scaled elevation view and other supporting drawing, calculations, and other documentation, signed and sealed by appropriate licensed professionals, showing the location and dimensions of all improvements, including information concerning topography, radio frequency coverage, height requirements, setbacks, drives, parking, fencing, landscaping, easements, adjacent uses, and other information deemed necessary by the city to assess compliance with the regulations of this chapter. Additionally the applicant shall provide actual photographs of the site from designated relevant views that include a simulated photographic image of the proposed monopole or tower. The photograph with the simulated image shall include the foreground, the mid-ground, and the background of the site. An engineering report, certifying that the proposed tower and site are

compatible for co-location with a minimum of three similar users including the primary user, must accompany the application. The applicant shall provide copies of their co-location policy.

The applicant has submitted all required documents electronically per the City's current protocol, and will provide hard copies upon request. Included with the submittal are: 1) a complete set of plans; 2) a set of actual photographs and simulated photographs of the proposed site; 3) a stamped PE letter certifying the proposed tower will be compatible for co-location; and (4) a copy of Verizon's co-location policy. Regarding radio frequency coverage, the applicant notes the following:

Va. Code § 15.2-2316.4:2 provides as follows:

"A. In its receiving, consideration, and processing of a complete application submitted under subsection A of § 15.2-2316.4:1 or for any zoning approval required for a standard process project, a locality shall not:
2. Require an applicant to provide proprietary, confidential, or other business information to justify the need for the project, including propagation maps and telecommunications traffic studies…"

(N) In addition to any reasonable application fees established by council, the applicant shall be financially responsible for the cost of any professional engineering and or related services that may be procured by the city to independently verify the application information submitted by the applicant.

Noted.

(O) No new tower shall be permitted unless the applicant demonstrates to the reasonable satisfaction of the council that no existing tower, or structure can accommodate the proposed antenna. Evidence submitted to demonstrate that no existing tower, or structure can accommodate the applicant's proposed antenna may consist of any of the following:

1. No existing towers, or structures are located within the geographic area required to meet the applicant's engineering requirements.
2. Existing towers, or structures are not of sufficient height to meet the applicant's engineering requirements.
3. Existing towers, or structures are not of sufficient structural strength to support the applicant's proposed antenna or related equipment.
4. The applicant's proposed antenna would cause electromagnetic interference with existing antenna, or the antenna on the existing towers, or structures would cause interference with the applicants proposed antenna.
5. The applicant demonstrates that there are other limiting factors that render existing towers, or structures unsuitable.

The applicant conducted a search of the geographic area and found no existing telecommunications support structures. There is an existing power transmission line nearby, however the types of support structures used on the line are not suitable for colocation of communications equipment. There are also a few small stacks on nearby industrial buildings but they are not suitable for colocation. A map of the geographic area with a half-mile radius of the proposed facility follows below:

Figure 1: half-mile radius around proposed tower

(P) Towers, guys, and accessory facilities must satisfy the minimum zoning district setback requirements for primary structures

The proposed tower is located in the HM Heavy Manufacturing district, which has no minimum setback requirements.

(Q) Towers shall be enclosed by security fencing not less than six feet high and shall be equipped with an appropriate anti-climbing device.

The proposed tower will be enclosed by a six (6) foot tall chain link fence, topped with an additional one (1) foot of barbed wire as an anti-climbing device.

(R) Tower facilities shall be landscaped with a buffer of plant materials that effectively screens the view of the support buildings from adjacent property. The standard buffer shall consist of a landscaping strip of at least four feet wide outside the perimeter of the compound. Existing mature tree growth and natural land form on the site shall be preserved to the maximum extent possible. Antennas and other equipment located on the top or side of a building or structure shall be screened from public view.

The applicant is requesting Council waive the requirement for a planted landscape buffer due to unique site conditions. The proposed site is located in the 100-year flood zone and all equipment will be elevated six (6) feet above grade level, therefore landscaping on the ground would not screen the equipment. The entire parcel is paved and not suitable for planted landscaping. Additionally the nearest residentially-zoned district to the south contains the Roanoke River which has mature vegetation along its banks that will screen the facility

from view of the houses along East Riverside Drive and Yorkshire Street. A view from this perspective is included in the photo simulation package as View 2. The applicant proposes the facility will still conform to the intent of this subsection without the implementation of planted landscape screening.

(S) Any tower, that is not operational for a continuous period of 90 days shall be considered abandoned, and the owner of such tower shall remove same within 90 days of receipt of notice from the building official or city manager notifying the owner of such removal requirement. Removal includes the removal of the tower, all subterranean tower and fence footers, underground cables and support buildings. The buildings may remain with the approval of the landowner. If there are two or more users of a single tower, then this provision shall not become effective until all users cease using the tower. If the tower is not removed per this section, the city may require the landowner to have it removed. In all cases, the site shall be returned as closely as possible to its original conditions.

The applicant affirms compliance with this subsection.

(T) Every applicant for a special exception permit for a tower shall, as a condition for the issuance of the special exception permit, file with the building official a continuing bond in the penal sum of not less than $10,000.00, and conditioned for the faithful observance of the provisions of this chapter and all amendments thereto, and of all the laws and ordinances relating to towers, and which shall indemnify and save harmless the city from any and all damages, judgments, costs, or expenses which the city may incur by reason of the removal or the causing to be removed any tower as provided for in this section.

The applicant affirms compliance with this subsection.

(Ord. of 3-14-05(2); Ord. of 1-23-2017(2))

Conclusion:

Verizon Wireless is confident that the proposed Tower meets the Zoning Ordinance's criteria for approval of Special Exception Permits and is in accord with the goals and objectives set forth in the City of Salem's Comprehensive Plan. Approval of this application will support the provision of Verizon's full range of wireless communications and data services within an area of the City that currently needs greater access to high quality voice, data and broadband services. While this facility will directly benefit customers in close proximity to this site, it will also facilitate greater improvements to Verizon's overall network in the City of Salem by offloading strains on other existing facilities in outlying areas. This is because the total number of users who are relying on services currently provided by neighboring on-air sites will be reduced, which means those sites will then have fewer users that are competing for access to the network.

The tower serving this facility will meet the City's design preferences of a neutral finish and monopole structural design, which has a smaller profile than self-supporting lattice structures. The base station equipment would not be visible from the nearest residentially zoned district, and the monopole will not be lighted. Therefore, it will not impose any unexpected, adverse impacts upon the neighboring properties or the adjacent roadways.

Sincerely,

Stuart P. Squier, AICP
GDNsites
Site Development Consultant to Verizon Wireless

June 12, 2025

Stuart Squire
Zoning Manager
DGN Sites

Subject: Certification of Code Compliance for Proposed Telecommunications Tower
NB+C Project No. 100912

Dear Mr. Squire:

NB+C Engineering Services, LLC (NB+C) is pleased to submit this certification letter outlining the approximate design parameters for a proposed telecommunications structure. It is our understanding that Arcola Towers intends to build a new wireless telecommunications facility at the below-mentioned site to include a new Monopole Tower as defined in the zoning drawings by NB+C dated May 20, 2025.

This letter certifies that the tower will be designed and manufactured to meet all structural requirements and safety specifications outlined in the codes and standards listed below as well as local code requirements. Please see below for tower site information, approximate geometry, design parameters, and design loading summary:

Tower Site Information

Tower Owner:	Vertical Bridge “The Towers”
Site Name:	US-VA-5216 - “Poff”
Latitude:	37° 16’ 38.4457” N
Longitude:	80° 02’ 50.9508” W
Address:	319 Rowan Street, Salem, VA 24153

Approximate Monopole Loading Summary

Tower Height:	195 ft
Minimum # of Design Carriers:	1 Initial + 3 future (4 Total)

Tower Site Design Parameters

Building Code:	2021 Virginia Construction Code (2018 IBC)
TIA-222 Revision:	TIA-222-H

Should you have any questions or require additional information, please feel free to contact us.

Respectfully submitted by:

COMMONWEALTH OF VIRGINIA
ERIK M. BOWERS
Lic. No. 57974
6/12/2025
PROFESSIONAL ENGINEER

NB&C ENGINEERING SERVICES, LLC

Erik Bowers, PE
Engineering Market Manager
VA License No. 57974

Know what's **below.**
Call before you dig.

verizon

SITE NAME: POFF
VERIZON RAWLAND

319 ROWAN ST
SALEM, VA 24153
CITY OF SALEM

SITE INFORMATION

PROJECT DESCRIPTION:	RAWLAND: PROPOSED INSTALLATION OF TELECOMMUNICATIONS TOWER AND RELATED EQUIPMENT WITHIN SECURED COMPOUND.
SITE ADDRESS:	319 ROWAN ST SALEM, VA 24153
LATITUDE (NAD 83): LONGITUDE (NAD 83):	37° 16' 38.4457" (37.277346) -80° 02' 50.9508" (-80.047486)
GROUND ELEVATION:	996.0'± AMSL
FLOOD PLANE:	ZONE AE
BASE FLOOD ELEVATION:	1002.0'± AMSL
JURISDICTION:	CITY OF SALEM
ZONING:	HM
PARCEL ID:	232-1-1
PARCEL AREA:	13.498± ACRES
PARCEL OWNER:	MCJOHN INVESTMENTS LLC 3330 HOLLINS RD NE STE A ROANOKE, VA 24012
TOWER OWNER:	VERIZON WIRELESS 1831 RADY CT RICHMOND, VA 23222
STRUCTURE TYPE:	MONOPOLE
HEIGHT OF STRUCTURE:	195.0'± AGL
OVERALL HEIGHT OF STRUCTURE:	199.0'± AGL
TOTAL LEASE AREA:	5,000± SQ. FT.
TOTAL AREA OF DISTURBANCE:	2,800± SQ. FT.
POWER PROVIDER:	CITY OF SALEM (540) 375-3030
TELCO PROVIDER:	VERIZON (800) 837-4966

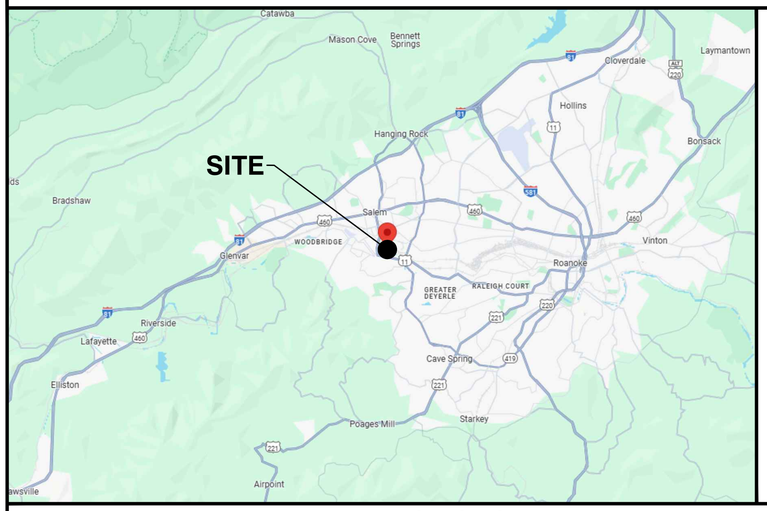
EMERGENCY INFORMATION:

FIRE & RESCUE DEPARTMENT:	(540) 375-3098
POLICE OFFICE:	(540) 375-3078

PROJECT TEAM

APPLICANT:	VERIZON WIRELESS 1831 RADY COURT RICHMOND, VA 23222
PROJECT MANAGEMENT FIRM:	GDN NATHAN HOLLAND (757) 305-8420
ENGINEERING FIRM:	NB+C ENGINEERING SERVICES, LLC. 120 EASTSHORE DRIVE, SUITE 300 GLEN ALLEN, VA 23059 (804) 548-4079

VICINITY MAP



DIRECTIONS

FROM 6750 THIRLANE RD NW, ROANOKE, VA 24019:
TURN RIGHT ONTO THIRLANE RD, TURN RIGHT ONTO VA-117 S/PETERS CREEK RD, TURN RIGHT ONTO MELROSE AVE, USE THE 2ND FROM THE LEFT LANE TO TURN LEFT ONTO S ELECTRIC RD, KEEP RIGHT TO CONTINUE ON TEXAS ST, CONTINUE ONTO ROANOKE BLVD, TURN LEFT ONTO E 4TH ST, TURN LEFT ONTO S COLLEGE AVE, CONTINUE ONTO SHANKS CROSS RD, TURN LEFT ONTO S COLORADO ST, TURN LEFT AT THE 1ST CROSS STREET ONTO ROWAN ST AND THE DESTINATION IS ON THE LEFT.

CODE COMPLIANCE

ALL WORK AND MATERIALS SHALL BE PERFORMED AND INSTALLED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE FOLLOWING CODES AS ADOPTED BY THE LOCAL GOVERNING AUTHORITIES. NOTHING IN THESE PLANS IS TO BE CONSTRUED TO PERMIT WORK NOT CONFORMING TO THE LATEST EDITIONS OF THE FOLLOWING CODES.

- 2021 VIRGINIA CONSTRUCTION CODE
- 2020 NATIONAL ELECTRICAL CODE
- 2021 NFPA 101, LIFE SAFETY CODE
- 2021 VIRGINIA STATEWIDE FIRE PREVENTION CODE
- AMERICAN CONCRETE INSTITUTE
- AISC MANUAL OF STEEL CONSTRUCTION 15TH EDITION
- ANSI/TIA-222-H
- TIA 607
- INSTITUTE FOR ELECTRICAL & ELECTRONICS ENGINEER 81
- IEEE C2 NATIONAL ELECTRIC SAFETY CODE LATEST EDITION
- TELCORDIA GR-1275
- ANSI/T 311

APPROVAL BLOCK

		APPROVED	APPROVED AS NOTED	DISAPPROVED /REVISE
VERTICAL BRIDGE	DATE	☐	☐	☐
SITE ACQUISITION	DATE	☐	☐	☐
CONSTRUCTION MANAGER	DATE	☐	☐	☐
ZONING	DATE	☐	☐	☐
RF ENGINEERING	DATE	☐	☐	☐

DRAWING INDEX

DO NOT SCALE DRAWINGS

THESE DRAWINGS ARE FORMATTED TO BE SCALED AT FULL SIZE (22"X34") AND MAY NOT SCALE WHEN PRINTED AT OTHER SIZES. CONTRACTOR SHALL VERIFY ALL PLANS AND EXISTING DIMENSIONS AND CONDITIONS ON THE JOB SITE AND SHALL IMMEDIATELY NOTIFY THE DESIGNER / ENGINEER IN WRITING OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK OR MATERIAL ORDERS OR BE RESPONSIBLE FOR THE SAME. CONTRACTOR SHALL USE BEST MANAGEMENT PRACTICE TO PREVENT STORM WATER POLLUTION DURING CONSTRUCTION.

ENGINEERING FIRM

NB+C TOTALLY COMMITTED.
NB+C ENGINEERING SERVICES, LLC.
120 EASTSHORE DRIVE, SUITE 300
GLEN ALLEN, VA 23059
(804) 548-4079

APPLICANT

verizon
1831 RADY COURT
RICHMOND, VA 23222

SITE INFORMATION

POFF
VERIZON RAWLAND
NB+C PROJECT #: 100374
319 ROWAN ST
SALEM, VA 24153
CITY OF SALEM

DESIGN RECORD

REVISIONS

REV	DATE	DESCRIPTION	BY
2	05/20/25	REVISED	AA
1	03/26/25	REVISED	AT
0	03/17/25	FINAL ZDS	JC
A	03/17/25	PRELIMINARY ZDS	JC

PROFESSIONAL STAMP

COMMONWEALTH OF VIRGINIA
JOHN A. DAUGHTREY III
Lic. No. 0402052122
05/20/25
PROFESSIONAL ENGINEER

ENGINEER

JOHN A. DAUGHTREY III, P.E.
VA PROFESSIONAL ENGINEER
LIC. #052122

SHEET TITLE

TITLE SHEET

SHEET NUMBER

T-1

LAST PLOTTED: 05/28/2025 9:39 AM

SITE ACTIVITY REQUIREMENTS:

1. PRIOR TO THE START OF CONSTRUCTION, ALL REQUIRED JURISDICTIONAL PERMITS SHALL BE OBTAINED. THIS INCLUDES, BUT IS NOT LIMITED TO, BUILDING, ELECTRICAL, MECHANICAL, FIRE, FLOOD ZONE, ENVIRONMENTAL AND ZONING. AFTER ONSITE ACTIVITIES AND CONSTRUCTION ARE COMPLETED, ALL REQUIRED PERMITS SHALL BE SATISFIED AS CLOSED OUT ACCORDING TO LOCAL JURISDICTIONAL REQUIREMENTS.
2. ALL CONSTRUCTION MEANS AND METHODS; INCLUDING BUT NOT LIMITED TO, ERECTION PLANS, RIGGING PLANS, CLIMBING PLANS, AND RESCUE PLANS SHALL BE THE RESPONSIBLY OF THE GENERAL CONTRACTOR RESPONSIBLE FOR THE EXECUTION OF THE WORK CONTAINED HEREON, AND SHALL MEET ANIS/ASSE A10.48 (LATEST EDITION): FEDERAL, STATE, AND LOCAL REGULATIONS; AND ANY APPLICABLE INDUSTRY CONSENSUS STANDARDS RELATED TO THE CONSTRUCTION ACTIVITIES BEING PERFORMED. ALL RIGGING PLANS SHALL ADHERE TO ANSI/ASSE A10.48 (LATEST EDITION) AND THE REQUIRED INVOLVEMENT OF A QUALIFIED ENGINEER FOR CLASS IV CONSTRUCTION, TO CERTIFY THE SUPPORTING STRUCTURE(S) IN ACCORDANCE WITH ANSI/TIA-322 (LATEST EDITION).
3. ALL SITE WORK TO COMPLY WITH OAS-STD-10068 "INSTALLATION STANDARDS FOR CONSTRUCTION ACTIVITIES" STANDARD FOR INSTALLATION OF MOUNTS AND APPURTENANCES, AND LATEST VERSION OF ANSI/TIA-1019-A-2012 "STANDARD FOR INSTALLATION, ALTERATION, AND MAINTENANCE OF ANTENNA SUPPORTING STRUCTURES AND ANTENNAS."
4. IF THE SPECIFIED EQUIPMENT CAN NOT BE INSTALLED AS SHOWN ON THESE DRAWINGS, THE CONTRACTOR SHALL PROPOSE AN ALTERNATIVE INSTALLATION FOR APPROVAL BY TOWER OWNER PRIOR TO PROCEEDING WITH ANY SUCH CHANGE OF INSTALLATION.
5. ALL MATERIALS FURNISHED AND INSTALLED SHALL BE IN STRICT ACCORDANCE WITH ALL APPLICABLE CODES REGULATIONS AND ORDINANCES. CONTRACTOR SHALL ISSUE ALL APPROPRIATE NOTICES AND COMPLY WITH ALL LAWS, ORDINANCES, RULES, REGULATIONS AND LAWFUL ORDERS OF ANY PUBLIC AUTHORITY REGARDING THE PERFORMANCE OF THE WORK. ALL WORK CARRIED OUT SHALL COMPLY WITH ALL APPLICABLE MUNICIPAL AND UTILITY COMPANY SPECIFICATIONS AND LOCAL JURISDICTIONAL CODES, ORDINANCES AND APPLICABLE REGULATIONS.
6. THE CONTRACTOR SHALL INSTALL ALL EQUIPMENT AND MATERIALS IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS UNLESS SPECIFICALLY STATED OTHERWISE.
7. THE CONTRACTOR SHALL CONTACT UTILITY LOCATING SERVICES PRIOR TO THE START OF CONSTRUCTION.
8. ALL EXISTING ACTIVE SEWER, WATER, GAS, ELECTRIC AND OTHER UTILITIES WHERE ENCOUNTERED IN THE WORK, SHALL BE PROTECTED AT ALL TIMES AND WHERE REQUIRED FOR THE PROPER EXECUTION OF THE WORK, SHALL BE RELOCATED AS DIRECTED BY CONTRACTOR. EXTREME CAUTION SHOULD BE USED BY THE CONTRACTOR WHEN EXCAVATING OR DRILLING PIERS AROUND OR NEAR UTILITIES. CONTRACTOR SHALL PROVIDE SAFETY TRAINING FOR THE WORKING CREW. THIS WILL INCLUDE BUT NOT BE LIMITED TO A) FALL PROTECTION B) CONFINED SPACE C) ELECTRICAL SAFETY D) TRENCHING AND EXCAVATION E) CONSTRUCTION SAFETY PROCEDURES.
9. ALL SITE WORK SHALL BE AS INDICATED ON THE STAMPED CONSTRUCTION DRAWINGS AND PROJECT SPECIFICATIONS, LATEST APPROVED REVISION.
10. CONTRACTOR SHALL KEEP THE SITE FREE FROM ACCUMULATING WASTE MATERIAL, DEBRIS, AND TRASH AT THE COMPLETION OF THE WORK. IF NECESSARY, RUBBISH, STUMPS, DEBRIS, STICKS, STONES AND OTHER REFUSE SHALL BE REMOVED FROM THE SITE AND DISPOSED OF LEGALLY.
11. ALL EXISTING INACTIVE SEWER, WATER, GAS, ELECTRIC AND OTHER UTILITIES, WHICH INTERFERE WITH THE EXECUTION OF THE WORK, SHALL BE REMOVED AND/OR CAPPED, PLUGGED OR OTHERWISE DISCONTINUED AT POINTS WHICH WILL NOT INTERFERE WITH THE EXECUTION OF THE WORK, SUBJECT TO THE APPROVAL OF CONTRACTOR, TOWER OWNER AND/OR LOCAL UTILITIES.
12. THE CONTRACTOR SHALL PROVIDE SITE SIGNAGE IN ACCORDANCE WITH THE TECHNICAL SPECIFICATION FOR SITE SIGNAGE REQUIRED BY LOCAL JURISDICTION AND SIGNAGE REQUIRED ON INDIVIDUAL PIECES OF EQUIPMENT, ROOMS, AND SHELTERS.
13. THE SITE SHALL BE GRADED TO CAUSE SURFACE WATER TO FLOW AWAY FROM THE CARRIER'S EQUIPMENT AND TOWER AREAS.
14. THE SUB GRADE SHALL BE COMPACTED AND BROUGHT TO A SMOOTH UNIFORM GRADE PRIOR TO FINISHED SURFACE APPLICATION.
15. THE AREAS OF THE OWNERS PROPERTY DISTURBED THE WORK AND NOT COVERED BY THE TOWER, EQUIPMENT OR DRIVEWAY, SHALL BE GRADED TO A UNIFORM SLOPE, AND STABILIZED TO PREVENT EROSION AS SPECIFIED ON THE CONSTRUCTION DRAWINGS AND/OR PROJECT SPECIFICATIONS.
16. CONTRACTOR SHALL MINIMIZE DISTURBANCE TO EXISTING SITE DURING CONSTRUCTION. EROSION CONTROL MEASURES, IF REQUIRED DURING CONSTRUCTION, SHALL BE N CONFORMANCE WITH THE LOCAL GUIDELINES FOR EROSION AND SEDIMENT CONTROL.
17. THE CONTRACTOR SHALL PROTECT EXISTING IMPROVEMENTS, PAVEMENTS, CURBS, LANDSCAPING AND STRUCTURES. ANY DAMAGED PART SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE TO THE SATISFACTION OF OWNER.
18. CONTRACTOR SHALL LEGALLY AND PROPERLY DISPOSE OF ALL SCRAP MATERIALS SUCH AS COAXIAL CABLES AND OTHER ITEMS REMOVED FROM THE EXISTING FACILITY. ANTENNAS REMOVED SHALL BE RETURNED TO THE OWNER'S DESIGNATED LOCATION.
19. CONTRACTOR SHALL LEAVE PREMISES IN CLEAN CONDITION. TRASH AND DEBRIS SHOULD BE REMOVED FROM SITE ON A DAILY BASIS.
20. NO FILL OR EMBANKMENT MATERIAL SHALL BE PLACED ON FROZEN GROUND. FROZEN MATERIALS, SNOW OR ICE SHALL NOT BE PLACED IN ANY FILL OR EMBANKMENT.

GROUNDING NOTES:

1. ALL GROUND ELECTRODE SYSTEMS (INCLUDING TELECOMMUNICATIONS, RADIO, LIGHTNING PROTECTION AND AC POWER GES'S) SHALL BE BONDED TOGETHER AT OR BELOW GRADE, BY TWO OR MORE COPPER BONDING CONDUCTORS IN ACCORDANCE WITH THE NEC.
2. THE CONTRACTOR SHALL PERFORM IEEE FALL-OF-POTENTIAL RESISTANCE TO EARTH TESTING (PER IEEE 1100 AND 81 STANDARDS) FOR GROUND ELECTRODE SYSTEMS, THE CONTRACTOR SHALL FURNISH AND INSTALL SUPPLEMENTAL GROUND ELECTRODES AS NEEDED TO ACHIEVE A TEST RESULT OF 5 OHMS OR LESS.
3. THE CONTRACTOR IS RESPONSIBLE FOR PROPERLY SEQUENCING GROUNDING AND UNDERGROUND CONDUIT INSTALLATION AS TO PREVENT ANY LOSS OF CONTINUITY IN THE GROUNDING SYSTEM OR DAMAGE TO THE CONDUIT AND PROVIDE TESTING RESULTS.
4. METAL CONDUIT AND TRAY SHALL BE GROUNDED AND MADE ELECTRICALLY CONTINUOUS WITH LISTED BONDING FITTINGS OR BY BONDING ACROSS THE DISCONTINUITY WITH #6 AWG COPPER WIRE UL APPROVED GROUNDING TYPE CONDUIT CLAMPS.
5. METAL RACEWAY SHALL NOT BE USED AS THE NEC REQUIRED EQUIPMENT GROUND CONDUCTOR. STRANDED COPPER CONDUCTORS WITH GREEN INSULATION, SIZED IN ACCORDANCE WITH THE NEC, SHALL BE FURNISHED AND INSTALLED WITH THE POWER CIRCUITS TO BTS EQUIPMENT.
6. EACH CABINET FRAME SHALL BE DIRECTLY CONNECTED TO THE MASTER GROUND BAR WITH GREEN INSULATED SUPPLEMENTAL EQUIPMENT GROUND WIRES, #6 AWG STRANDED COPPER OR LARGER FOR INDOOR BTS; #2 AWG BARE SOLID TINNED COPPER FOR OUTDOOR BTS.
7. CONNECTIONS TO THE GROUND BUS SHALL NOT BE DOUBLED UP OR STACKED BACK TO BACK. CONNECTIONS ON OPPOSITE SIDE OF THE GROUND BUS ARE PERMITTED.
8. ALL EXTERIOR GROUND CONDUCTORS BETWEEN EQUIPMENT/GROUND BARS AND THE GROUND RING SHALL BE #2 AWG SOLID TINNED COPPER UNLESS OTHERWISE INDICATED.
9. ALUMINUM CONDUCTOR OR COPPER CLAD STEEL CONDUCTOR SHALL NOT BE USED FOR GROUNDING CONNECTIONS.
10. USE OF 90° BENDS IN THE PROTECTION GROUNDING CONDUCTORS SHALL BE AVOIDED WHEN 45° BENDS CAN BE ADEQUATELY SUPPORTED.
11. EXOTHERMIC WELDS SHALL BE USED FOR ALL GROUNDING CONNECTIONS BELOW GRADE.
12. ALL GROUND CONNECTIONS ABOVE GRADE (INTERIOR AND EXTERIOR) SHALL BE FORMED USING HIGH PRESS CRIMPS.
13. COMPRESSION GROUND CONNECTIONS MAY BE REPLACED BY EXOTHERMIC WELD CONNECTIONS.
14. ICE BRIDGE BONDING CONDUCTORS SHALL BE EXOTHERMICALLY BONDED OR BOLTED TO THE BRIDGE AND THE TOWER GROUND BAR.
15. APPROVED ANTIOXIDANT COATINGS (I.E. CONDUCTIVE GEL OR PASTE) SHALL BE USED ON ALL COMPRESSION AND BOLTED GROUND CONNECTIONS.
16. ALL EXTERIOR GROUND CONNECTIONS SHALL BE COATED WITH A CORROSION RESISTANT MATERIAL.
17. MISCELLANEOUS ELECTRICAL AND NON-ELECTRICAL METAL BOXES, FRAMES AND SUPPORTS SHALL BE BONDED TO THE GROUND RING, IN ACCORDANCE WITH THE NEC.
18. BOND ALL METALLIC OBJECTS WITHIN 6FT OF MAIN GROUND RING WITH (1) #2 AWG BARE SOLID TINNED COPPER GROUND CONDUCTOR.
19. GROUND CONDUCTORS USED FOR THE FACILITY GROUNDING AND LIGHTNING PROTECTION SYSTEMS SHALL NOT BE ROUTED THROUGH METALLIC OBJECTS THAT FORM A RING AROUND THE CONDUCTOR, SUCH AS METALLIC CONDUITS, METAL SUPPORT CUPS OR SLEEVES THROUGH WALLS OR FLOORS. WHEN IT IS REQUIRED TO BE HOUSED IN CONDUIT TO MEET CODE REQUIREMENTS OR LOCAL CONDITIONS, NON-METALLIC MATERIAL SUCH AS PVC CONDUIT SHALL BE USED, WHERE USE OF METAL CONDUIT IS UNAVOIDABLE (I.E., NONMETALLIC CONDUIT PROHIBITED BY LOCAL CODE) THE GROUND CONDUCTOR SHALL BE BONDED TO EACH END OF THE METAL CONDUIT.
20. ALL GROUNDS THAT TRANSITION FROM BELOW GRADE TO ABOVE GRADE MUST BE #2 AWG BARE SOLID TINNED COPPER N 3/4" NON-METALLIC, FLEXIBLE CONDUIT FROM 24" BELOW GRADE TO WITHIN 3" TO 6" OF CAD-WELD TERMINATION POINT. THE EXPOSED END OF THE CONDUIT MUST BE SEALED WITH SILICONE CAULK. (ADD TRANSITIONING GROUND STANDARD DETAIL AS WELL).
21. BUILDINGS WHERE THE MAIN GROUNDING CONDUCTORS ARE REQUIRED TO BE ROUTED TO GRADE, THE CONTRACTOR SHALL ROUTE TWO GROUNDING CONDUCTORS FROM THE ROOFTOP, TOWERS, AND WATER TOWERS GROUNDING RING, TO THE EXISTING GROUNDING SYSTEM, THE GROUNDING CONDUCTORS SHALL NOT BE SMALLER THAN #2/0 AWG COPPER. ROOFTOP GROUNDING RING SHALL BE BONDED TO THE EXISTING GROUNDING SYSTEM, THE BUILDING STEEL COLUMNS, LIGHTNING PROTECTION SYSTEM, AND BUILDING MAIN WATER LINE (FERROUS OR NONFERROUS METAL PIPING ONLY).

CONCRETE, FOUNDATIONS, AND REINFORCING STEEL:

1. ALL CONCRETE WORK SHALL BE IN ACCORDANCE WITH THE AC 301, AC 318, ACI 336, ASTM A184, ASTM A185 AND THE DESIGN AND CONSTRUCTION SPECIFICATION FOR CAST-IN-PLACE CONCRETE.
2. UNLESS NOTED OTHERWISE, SOIL BEARING PRESSURE USED FOR DESIGN OF SLABS AND FOUNDATIONS IS ASSUMED TO BE 1000 PSF.
3. ALL CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI AT 28 DAYS, UNLESS NOTED OTHERWISE. NO MORE THAN 90 MINUTES SHALL PASS FROM BATCH TIME TO TIME OF PLACEMENT UNLESS APPROVED BY THE ENGINEER OF RECORD. TEMPERATURE OF CONCRETE SHALL NOT EXCEED 90 DEGREE FAHRENHEIT AT TIME OF PLACEMENT.
4. CONCRETE EXPOSED TO FREEZE-THAW CYCLES SHALL CONTAIN AIR ENTRAINING ADMIXTURES. AMOUNT OF AIR ENTRAINMENT TO BE BASED ON SIZE OF AGGREGATE AND F3 CLASS EXPOSURE (VERY SEVERE). CEMENT USED TO BE TYPE II PORTLAND CEMENT WITH A MAXIMUM WATER-TO-CEMENT RATIO (W/C) OF 0.45.
5. ALL STEEL REINFORCING SHALL CONFORM TO ASTM A615, ALL WELDED WIRE FABRIC (WWF) SHALL CONFORM TO ASTM A185. ALL SPLICES SHALL BE CLASS "B" TENSION SPLICES, UNLESS NOTED OTHERWISE. ALL HOOKS SHALL BE STANDARD 90° HOOKS, UNLESS NOTED OTHERWISE. YIELD STRENGTH (FY) OF STANDARD DEFORMED BARS ARE AS FOLLOW:
   #4 BARS AND SMALLER.....40 KSI
   #5 BARS AND LARGER.....60 KSI
6. THE FOLLOWING MINIMUM CONCRETE COVER SHALL BE PROVIDED FOR REINFORCING STEEL UNLESS SHOWN OTHERWISE ON DRAWINGS:
   CONCRETE CAST AGAINST AND PERMANENTLY EXPOSED TO EARTH..... 3"
   CONCRETE EXPOSED TO EARTH OR WEATHER:
   #6 BARS AND LARGER.....2"
   #5 BARS AND SMALLER.....1-1/2"
7. CONCRETE NOT EXPOSED TO EARTH OR WEATHER:
   SLAB AND WALLS.....3/4"
   BEAMS AND COLUMNS.....1-1/2"
8. A TOOLED EDGE OR A 3/4 CHAMFER SHALL BE PROVIDED AT ALL EXPOSED EDGES OF CONCRETE, UNLESS NOTED OTHERWISE, IN ACCORDANCE WITH ACI 301 SECTION 4.2.4.

GENERAL NOTES:

1. THESE DRAWINGS HAVE BEEN PREPARED USING STANDARDS OF PROFESSIONAL CARE AND COMPLETENESS NORMALLY EXERCISED UNDER SIMILAR CIRCUMSTANCES BY REPUTABLE ENGINEERS IN THIS OR SIMILAR LOCALITIES. ITS ASSUMED THAT THE WORK DEPICTED WILL BE PERFORMED BY AN EXPERIENCED CONTRACTOR AND/OR WORKPEOPLE WHO HAVE A WORKING KNOWLEDGE OF THE APPLICABLE CODE STANDARDS AND REQUIREMENTS AND OF INDUSTRY ACCEPTED STANDARD GOOD PRACTICE. AS NOT EVERY CONDITION OR ELEMENT IS (OR CAN BE) EXPLICITLY SHOWN ON THESE DRAWINGS, THE CONTRACTOR SHALL USE INDUSTRY ACCEPTED STANDARD GOOD PRACTICE FOR MISCELLANEOUS WORK NOT EXPLICITLY SHOWN.
2. THESE DRAWINGS REPRESENT THE FINISHED STRUCTURE. THEY DO NOT INDICATE THE MEANS OR METHODS OF CONSTRUCTION. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES, AND PROCEDURES. THE CONTRACTOR SHALL PROVIDE ALL MEASURES NECESSARY FOR PROTECTION OF LIFE AND PROPERTY DURING CONSTRUCTION. SUCH MEASURES SHALL INCLUDE, BUT NOT LIMITED TO, BRACING, FRAMEWORK, SHORING, ETC. SITE VISITS BY THE ENGINEER OR HIS REPRESENTATIVE WILL NOT INCLUDE INSPECTION OF THESE ITEMS AND IS FOR STRUCTURAL OBSERVATION OF THE FINISHED STRUCTURE ONLY.
3. NOTES AND DETAILS IN THE CONSTRUCTION DRAWINGS SHALL TAKE PRECEDENCE OVER GENERAL NOTES AND TYPICAL DETAILS. WHERE NO DETAILS ARE SHOWN, CONSTRUCTION SHALL CONFORM TO SIMILAR WORK ON THE PROJECT, AND/OR AS PROVIDED FOR IN THE CONTRACT DOCUMENTS. WHERE DISCREPANCIES OCCUR BETWEEN PLANS, DETAILS, GENERAL NOTES, AND SPECIFICATIONS, THE GREATER, MORE STRICT REQUIREMENTS, SHALL GOVERN. IF FURTHER CLARIFICATION IS REQUIRED CONTACT THE ENGINEER OF RECORD.
4. SUBSTANTIAL EFFORT HAS BEEN MADE TO PROVIDE ACCURATE DIMENSIONS AND MEASUREMENTS ON THE DRAWINGS TO ASSIST IN THE FABRICATION AND/OR PLACEMENT OF CONSTRUCTION ELEMENTS BUT IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO FIELD VERIFY THE DIMENSIONS, MEASUREMENTS, AND/OR CLEARANCES SHOWN IN THE CONSTRUCTION DRAWINGS PRIOR TO FABRICATION OR CUTTING OF ANY NEW OR EXISTING CONSTRUCTION ELEMENTS.
5. IF ITS DETERMINED THAT THERE ARE DISCREPANCIES AND/OR CONFLICTS WITH THE CONSTRUCTION DRAWINGS THE ENGINEER OF RECORD IS TO BE NOTIFIED AS SOON AS POSSIBLE
6. PRIOR TO THE SUBMISSION OF BIDS, THE BIDING CONTRACTOR SHALL VISIT THE CELL SITE TO FAMILIARIZE WITH THE EXISTING CONDITIONS AND TO CONFIRM THAT THE WORK CAN BE ACCOMPLISHED AS SHOWN ON THE CONSTRUCTION DRAWINGS. ANY DISCREPANCY FOUND SHALL BE BROUGHT TO THE ATTENTION OF THE TOWER OWNER.
7. ALL MATERIALS FURNISHED AND INSTALLED SHALL BE IN STRICT ACCORDANCE WITH ALL APPLICABLE CODES, REGULATIONS AND ORDINANCES. CONTRACTOR SHALL ISSUE ALL APPROPRIATE NOTICES AND COMPLY WITH ALL LAWS, ORDINANCES, RULES, REGULATIONS AND LAWFUL ORDERS OF ANY PUBLIC AUTHORITY REGARDING THE PERFORMANCE OF THE WORK. ALL WORK CARRIED OUT SHALL COMPLY WITH ALL APPLICABLE MUNICIPAL AND UTILITY COMPANY SPECIFICATIONS AND LOCAL JURISDICTIONAL CODES, ORDINANCES AND APPLICABLE REGULATIONS.
8. UNLESS NOTED OTHERWISE, THE WORK SHALL INCLUDE FURNISHING MATERIALS, EQUIPMENT, APPURTENANCES AND LABOR NECESSARY TO COMPLETE ALL INSTALLATIONS AS INDICATED ON THE DRAWINGS. THE CONTRACTOR SHALL INSTALL ALL EQUIPMENT AND MATERIALS IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS UNLESS SPECIFICALLY STATED OTHERWISE.
9. IF THE SPECIFIED EQUIPMENT CAN NOT BE INSTALLED AS SHOWN ON THESE DRAWINGS, THE CONTRACTOR SHALL PROPOSE AN ALTERNATIVE INSTALLATION FOR APPROVAL BY THE CARRIER AND TOWER OWNER PRIOR TO PROCEEDING WITH ANY SUCH CHANGE OF INSTALLATION.
10. CONTRACTOR IS TO PERFORM A SITE INVESTIGATION AND IS TO DETERMINE THE BEST ROUTING OF ALL CONDUITS FOR POWER, TELCO AND FOR GROUNDING CABLES AS SHOWN IN THE POWER, TELCO, AND GROUNDING PLAN.
11. THE CONTRACTOR SHALL PROTECT EXISTING IMPROVEMENTS, PAVEMENTS, CURBS, LANDSCAPING AND STRUCTURES. ANY DAMAGED PART SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE TOWER OWNER.
12. CONTRACTOR SHALL LEGALLY AND PROPERLY DISPOSE OF ALL SCRAP MATERIALS SUCH AS COAXIAL CABLES AND OTHER ITEMS REMOVED FROM THE EXISTING FACILITY. ANTENNAS REMOVED SHALL BE RETURNED TO THE OWNER'S DESIGNATED LOCATION.
13. CONTRACTOR SHALL LEAVE PREMISES IN CLEAN CONDITION. TRASH AND DEBRIS SHOULD BE REMOVED FROM SITE ON A DAILY BASIS.

ENGINEERING FIRM

NB+C™
TOTALLY COMMITTED.
NB+C ENGINEERING SERVICES, LLC.
120 EASTSHORE DRIVE, SUITE 300
GLEN ALLEN, VA 23059
(804) 548-4079

APPLICANT

verizon
1831 RADY COURT
RICHMOND, VA 23222

SITE INFORMATION

POFF
VERIZON RAWLAND
NB+C PROJECT #: 100374
319 ROWAN ST
SALEM, VA 24153
CITY OF SALEM

DESIGN RECORD

REVISIONS

REV	DATE	DESCRIPTION	BY
2	05/20/25	REVISED	AA
1	03/26/25	REVISED	AT
0	03/17/25	FINAL ZDS	JC
A	03/17/25	PRELIMINARY ZDS	JC

PROFESSIONAL STAMP

COMMONWEALTH OF VIRGINIA
JOHN A. DAUGHTREY III
Lic. No. 0402052122
05/20/25
PROFESSIONAL ENGINEER

ENGINEER

JOHN A. DAUGHTREY III, P.E.
VA PROFESSIONAL ENGINEER
LIC. #052122

SHEET TITLE

GENERAL NOTES

SHEET NUMBER

T-2

LAST PLOTTED: 05/28/2025 9:39 AM

THIS EXHIBIT DOES NOT CONSTITUTE A BOUNDARY SURVEY
AND IS FOR THE EXPRESS PURPOSE OF SHOWING PROPOSED LEASE AREAS.

LEGAL DESCRIPTION OF A 30' ACCESS & UTILITIES EASEMENT

A 30' ACCESS AND UTILITIES EASEMENT OVER AND ACROSS TRACT "B-1", AS SHOWN IN PLAT BOOK 9, PAGE 41, SLIDE 172, OF RECORD IN THE CLERK OF THE CIRCUIT COURTS OFFICE, ROANOKE COUNTY, VIRGINIA; LYING ALONG THE NORTHERLY RIGHT OF WAY OF ROWAN STREET, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

BEGINNING AT A MAG NAIL FOUND AT THE CORNER OF PARCEL "B-1" BEING SHOWN AS POINT 50 ON SAID PLAT AND BEING S 31°01'31" W A DISTANCE OF 215.08' FROM AN IRON PIN FOUND ALONG THE SOUTHERLY RAILROAD RIGHT OF WAY WHICH IS THE NORTHERLY MOST CORNER OF SAID TRACT "B-1"; FURTHER, SAID MAG NAIL LIES ALONG THE NORTHERLY RIGHT OF WAY OF ROWAN STREET; THENCE ALONG ROWAN STREET S 58°53'29" E A DISTANCE OF 45.80' TO A POINT BEING THE TRUE POINT AND PLACE OF BEGINNING;

THENCE LEAVING ROWAN STREET N 31°06'31" E A DISTANCE OF 38.62' TO A POINT;
THENCE N 41°14'40" E A DISTANCE OF 93.85' TO A POINT;
THENCE N 31°06'31" E A DISTANCE OF 84.08' TO A POINT ALONG THE SOUTHERLY RAILROAD RIGHT OF WAY;
THENCE ALONG SAID RAILROAD S 58°53'29" E A DISTANCE OF 30.00' TO A POINT;
THENCE LEAVING SAID RAILROAD S 31°06'31" W A DISTANCE OF 86.74' TO A POINT;
THENCE S 41°14'40" W A DISTANCE OF 93.85' TO A POINT;
THENCE S 31°06'31" W A DISTANCE OF 35.96' TO A POINT ALONG ROWAN STREET;
THENCE ALONG ROWAN STREET N 58°53'29" W A DISTANCE OF 30.00' TO A POINT BEING THE TRUE POINT AND PLACE OF BEGINNING, HAVING AN AREA OF 6,496 SQUARE FEET OR 0.149 ACRES.

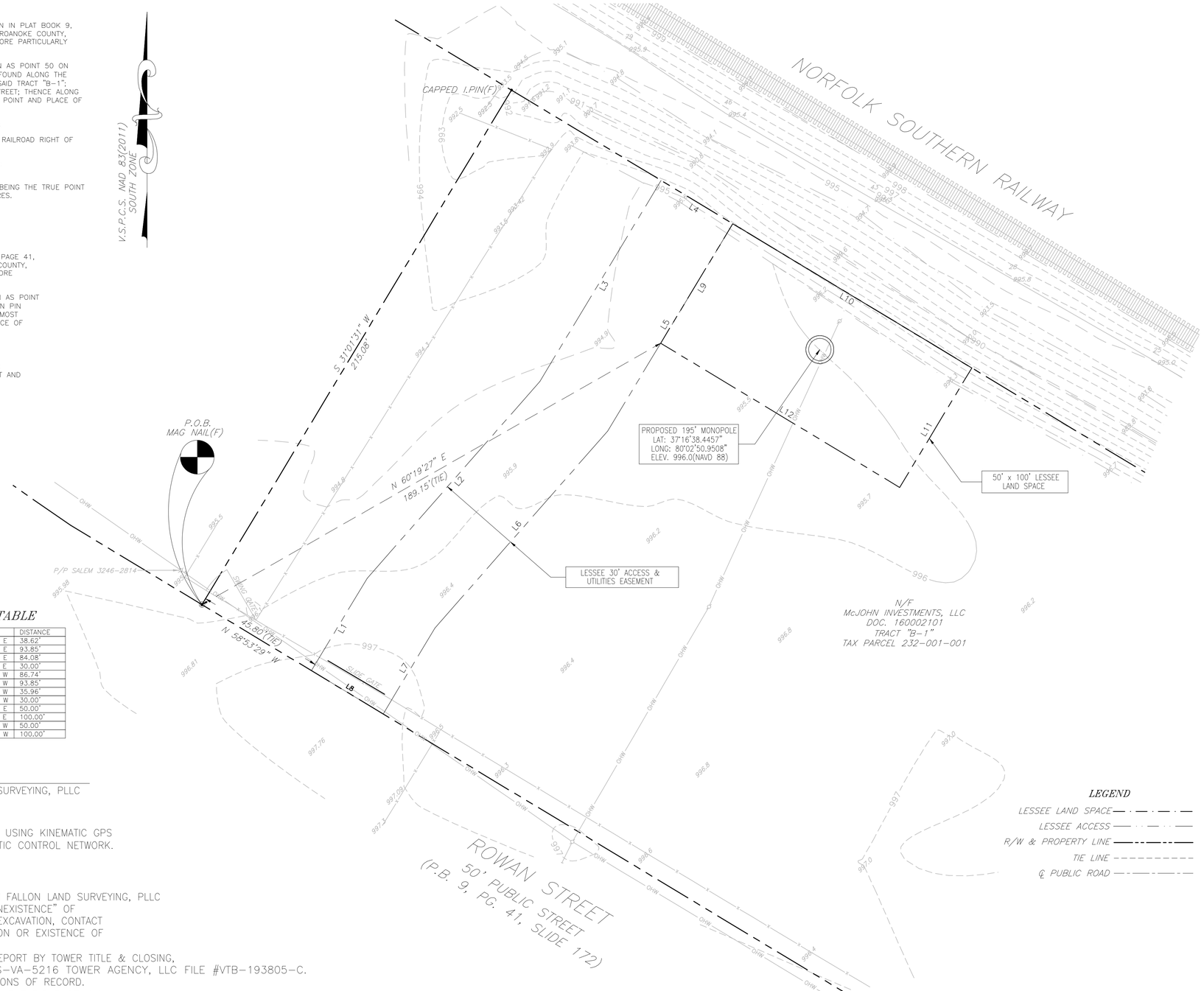
LEGAL DESCRIPTION OF A 50' x 100 LESSEE LAND SPACE

A 50' x 100' LESSEE LAND SPACE ON TRACT "B-1", AS SHOWN IN PLAT BOOK 9, PAGE 41, SLIDE 172, OF RECORD IN THE CLERK OF THE CIRCUIT COURTS OFFICE, ROANOKE COUNTY, VIRGINIA; LYING ALONG THE NORTHERLY RIGHT OF WAY OF ROWAN STREET, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

BEGINNING AT A MAG NAIL FOUND AT THE CORNER OF PARCEL "B-1" BEING SHOWN AS POINT 50 ON SAID PLAT AND BEING S 31°01'31" W A DISTANCE OF 215.08' FROM AN IRON PIN FOUND ALONG THE SOUTHERLY RAILROAD RIGHT OF WAY WHICH IS THE NORTHERLY MOST CORNER OF SAID TRACT "B-1"; THENCE ALONG A TIE LINE N 60°19'27" E A DISTANCE OF 189.15' TO A POINT BEING THE TRUE POINT AND PLACE OF BEGINNING;

THENCE N 31°06'31" E A DISTANCE OF 50.00' TO A POINT ALONG SAID RAILROAD;
THENCE ALONG SAID RAILROAD S 58°53'29" E A DISTANCE OF 100.00' TO A POINT;
THENCE LEAVING SAID RAILROAD S 31°06'31" W A DISTANCE OF 50.00' TO A POINT;
THENCE N 58°53'29" W A DISTANCE OF 100.00' TO A POINT BEING THE TRUE POINT AND PLACE OF BEGINNING, HAVING AN AREA OF 5,000 SQUARE FEET OR 0.115 ACRES.

V.S.P.C.S. NAD 83(2011) SOUTH ZONE



LINE TABLE

LINE	BEARING	DISTANCE
L1	N 31°06'31" E	38.62'
L2	N 41°14'40" E	93.85'
L3	N 31°06'31" E	84.08'
L4	S 58°53'29" E	30.00'
L5	S 31°06'31" W	86.74'
L6	S 41°14'40" W	93.85'
L7	S 31°06'31" W	35.96'
L8	N 58°53'29" W	30.00'
L9	N 31°06'31" E	50.00'
L10	S 58°53'29" E	100.00'
L11	S 31°06'31" W	50.00'
L12	N 58°53'29" W	100.00'

LEGEND

- LESSEE LAND SPACE
- LESSEE ACCESS
- R/W & PROPERTY LINE
- TIE LINE
- ℄ PUBLIC ROAD

EXHIBIT NOTES

1. TOPOGRAPHIC SURVEY PERFORMED BY TIM FALLON LAND SURVEYING, PLLC 15139 CARROLLTON, VIRGINIA, 23314. 757-837-2919. SURVEY DATE: AUGUST 9, 2024.
2. COORDINATES AND ELEVATIONS SHOWN WERE ESTABLISHED USING KINEMATIC GPS OBSERVATIONS, PROVIDED THROUGH THE TOPNET LIVE GEODETIC CONTROL NETWORK. VERTICAL DATUM – NAVD 88 HORIZONTAL REFERENCE FRAME – NAD 83(2011) DISTANCES SHOWN ARE ON THE U.S. SURVEY FOOT
3. NO SUB-SURFACE INVESTIGATION WAS PERFORMED BY TIM FALLON LAND SURVEYING, PLLC THIS EXHIBIT DOES NOT GUARANTEE THE "EXISTENCE OR NONEXISTENCE" OF UNDERGROUND UTILITIES. PRIOR TO ANY CONSTRUCTION OR EXCAVATION, CONTACT MISS UTILITY AT 1-800-552-7001 TO CONFIRM THE LOCATION OR EXISTENCE OF UNDERGROUND UTILITIES.
4. THIS EXHIBIT WAS DONE WITH THE BENEFIT OF A TITLE REPORT BY TOWER TITLE & CLOSING, DATED OCTOBER 31, 2024, VERTICAL BRIDGE FILE #US-VA-5216 TOWER AGENCY, LLC FILE #VTB-193805-C.
5. PROPERTY IS SUBJECT TO ALL EASEMENTS AND RESTRICTIONS OF RECORD.
6. THIS EXHIBIT DOES NOT REPRESENT A BOUNDARY SURVEY. THE RIGHT-OF-WAY, PROPERTY LINE AND/OR EASEMENTS SHOWN HEREON REPRESENT A COMPILATION OF RECORDED DEEDS, PLATS, G.I.S. RECORDS AND TAX MAPS.
7. THE AREA OF THE PROPOSED CELL TOWER APPEARS TO LIE WITHIN FLOOD ZONE "AE", ACCORDING TO THE FEDERAL EMERGENCY MANAGEMENT AGENCY – NATIONAL FLOOD INSURANCE COMMUNITY NUMBER 51161C-0143 G, DATED SEPTEMBER 28, 2007.
8. THE EXISTENCE OF HAZARDOUS WASTE, VEGETATED WETLANDS, OR TIDAL WETLANDS, WAS NEITHER INVESTIGATED, NOR CONFIRMED DURING THE PERFORMANCE OF THIS EXHIBIT.
9. ACCESS AND UTILITY EASEMENTS TERMINATE AT A CONFIRMED PUBLIC ROW
10. MARKED UTILITIES SHOWN BASED ON FIELD EVIDENCE AND UTILITY RECORDS AND ARE FOR PLANNING PURPOSES ONLY.

AT THE TIME OF THE TOPOGRPAHIC SURVEY THERE WERE NO VISIBLE ENCROACHMENTS LOCATED ON THE LEASE AREA.

THE LEASE AND EASEMENT AREAS LIE ENTIRELY WITHIN THE PARENT PARCEL.

GRAPHIC SCALE
1"=20'(22x34)
1"=40'(11x17)

20' 0' 10' 20' 40' 80'

APPLICANT

vertical bridge

PREPARED FOR THE TOWERS

ENGINEER

NB+C™ TOTALLY COMMITTED.

NB+C ENGINEERING SERVICES, LLC.
120 EASTSHORE DRIVE, SUITE 300
GLEN ALLEN, VA 23059
804-548-4079

SITE INFORMATION

VERTICAL BRIDGE
EASEMENT EXHIBIT
SITE NAME: POFF
SITE # US-VA-5216
#319 ROWAN STREET
SALEM, VA 24153
ROANOKE COUNTY

DESIGN RECORD

REVISIONS

REV	DATE	DESCRIPTION	BY
1	3/13/25	REV LEASE SIZE	RTW
0	2/21/25	EXHIBIT	RTW

COMMONWEALTH OF VIRGINIA
ROBERT T. WILLIAMS, JR.
LIC. No. 002551
3-13-2025
LAND SURVEYOR

TIM FALLON LAND SURVEYING, PLLC
15139 CARROLLTON BLVD, SUITE C
SUITE C, P.O. BOX 189
CARROLLTON, VIRGINIA, 23314

SHEET TITLE

EASEMENT EXHIBIT

SHEET NUMBER

EE-1

CERTIFICATION

I, ROBERT T. WILLIAMS, JR., A LICENSED VIRGINIA LAND SURVEYOR
HEREBY CERTIFY TO THE FOLLOWING:

Vertical Bridge REIT, LLC, a Delaware limited liability company, its subsidiaries, and their respective successors and/or assigns; and (ii) Toronto Dominion (Texas) LLC, as Administrative Agent, for itself and on behalf of the lenders parties from time to time to that certain Second Amended and Restated Loan Agreement dated June 17, 2016 with Vertical Bridge Holdco, LLC, as borrower, and Vertical Bridge Holdco Parent, LLC, as parent, as may be amended, restated, modified or renewed, their successors and assigns as their interests may appear; and Tower Agency, LLC

THIS SURVEYOR HAS RECEIVED AND REVIEWED THAT CERTAIN TITLE REPORT:
BY TOWER TITLE & CLOSING DATED OCTOBER 31, 2024, VERTICAL BRIDGE FILE #US-VA-5216
FOR TRACT "B-1", TAX PARCEL ID: 232-001-001, WHICH PROPOSES TO INSURE THE LANDS DESCRIBED IN SAID TITLE REPORT.
THE SAID TITLE REPORT DOES DESCRIBE THE LANDS AS DEPICTED ON THIS EXHIBIT.

SCHEDULE B--PART II EASEMENTS AND/OR RIGHTS OF WAY:

NO MATTERS SHOWN IN THE EXCEPTIONS NOR ON THE PLAT OF RECORD INDICATING EASEMENTS OR RIGHTS OF WAY ENCUMBERING THE PROPOSED ACCESS AND LEASE AREA.

ALL OTHER ITEMS ARE NOT SURVEY MATTERS.

TITLE REPORT PARCEL DESCRIPTION(PER TITLE REPORT)

All of the following lot or parcel of land lying and being in the City of Salem, Virginia, and more particularly described as follows:

Tract "B-1" containing 13.498 Acres as show on map made by T. P. Parker & Son dated June 5, 2002, revised October 30, 2002 entitled Subdivision for Rowe Furniture, Inc. recorded in Plat Book 9, Pages 40 & 41, Slide 172 in the City of Salem, Virginia.

PARCEL ID: 232-1-1 (PID: 5237)

This being the same property conveyed to McJohn Investments LLC, in a deed from Dan Grotenhuis, Dir & Tr in Dissolution of Rowe Properties Salem Inc., dated 8/29/2016 and recorded 9/1/2016 as Instrument No. 160002101.

APPLICANT

vertical bridge

PREPARED FOR THE TOWERS

ENGINEER

NB+C™
TOTALLY COMMITTED.

NB+C ENGINEERING SERVICES, LLC.
120 EASTSHORE DRIVE, SUITE 300
GLEN ALLEN, VA 23059
804-548-4079

SITE INFORMATION

VERTICAL BRIDGE
EASEMENT EXHIBIT
SITE NAME: POFF
SITE # US-VA-5216
#319 ROWAN STREET
SALEM, VA 24153
ROANOKE COUNTY

DESIGN RECORD

REVISIONS

REV	DATE	DESCRIPTION	BY
0	2/21/25	EXHIBIT	RTW

COMMONWEALTH OF VIRGINIA
ROBERT T. WILLIAMS, JR.
LIC. No. 002551
2-21-2025
LAND SURVEYOR

TFLS LAND SURVEYING

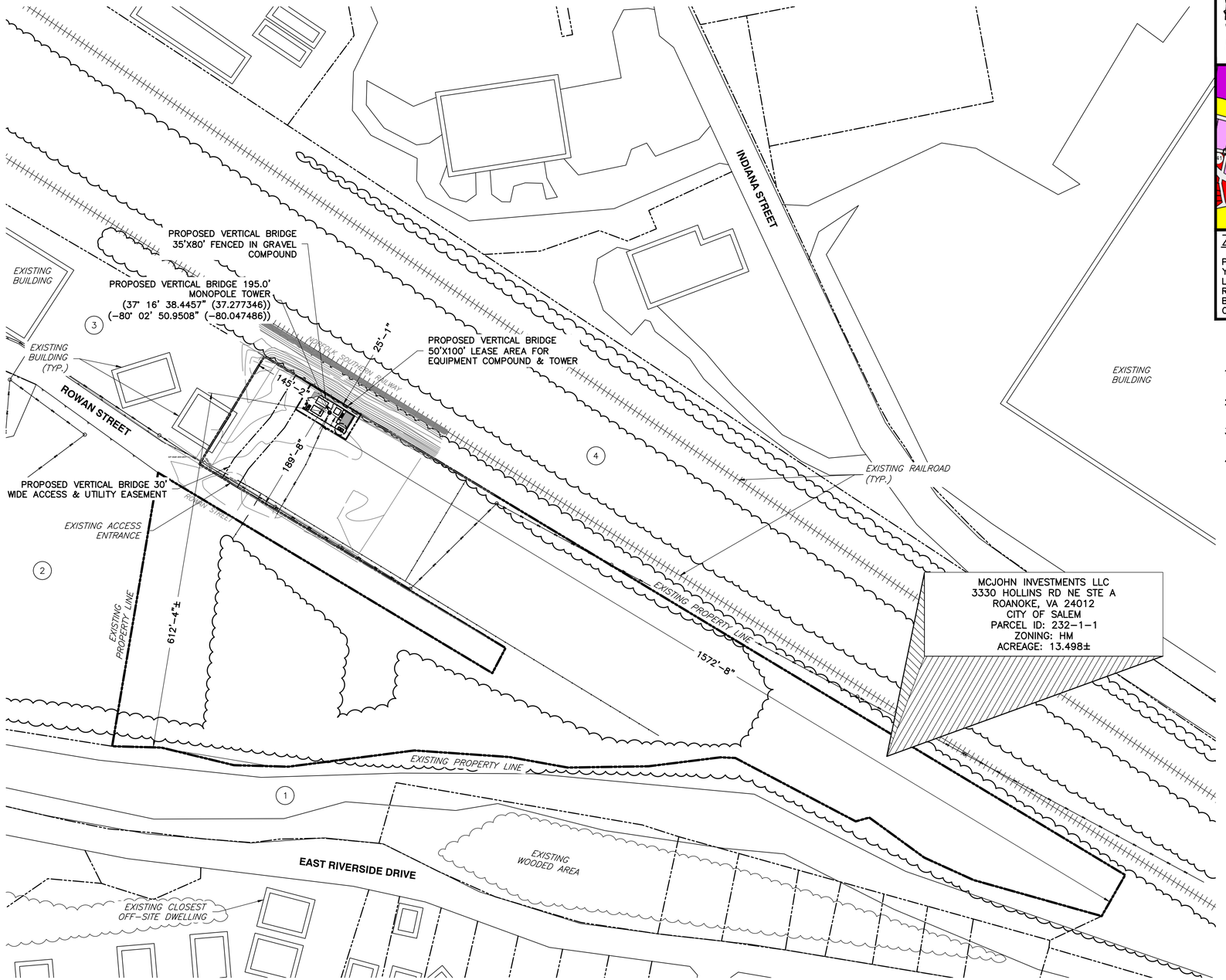
TIM FALLON LAND SURVEYING, PLLC
15139 CARROLLTON BLVD, SUITE C
SUITE C, P.O. BOX 189
CARROLLTON, VIRGINIA, 23314

SHEET TITLE

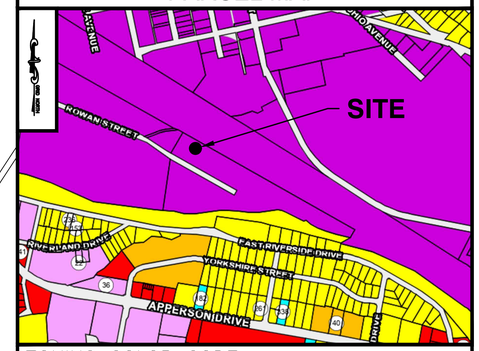
EASEMENT EXHIBIT

SHEET NUMBER

EE-2



PARCEL MAP



ZONING COLOR CODE

PURPLE:	HM – HEAVY MANUFACTURING
YELLOW:	RSF – RESIDENTIAL SINGLE FAMILY
LIGHT PURPLE:	LM – LIGHT MANUFACTURING
RED:	HBD – HIGHWAY BUSINESS
BLUE:	RB – RESIDENTIAL BUSINESS
ORANGE:	RMF – RESIDENTIAL MULTI-FAMILY

GENERAL NOTES

1. THIS PLAN IS SUBJECT TO ALL EASEMENTS AND RESTRICTIONS OF RECORD.
2. NO SIGNIFICANT NOISE, SMOKE, DUST, OR ODOR WILL RESULT FROM THIS FACILITY.
3. THE FACILITY IS UNMANNED AND NOT INTENDED FOR HUMAN HABITATION. THERE IS NO HANDICAP ACCESS REQUIRED.
4. THE FACILITY IS UNMANNED AND DOES NOT REQUIRE POTABLE WATER OR SANITARY SERVICE.

LEGEND

- PROPERTY LINE – SUBJECT PARCEL
- PROPERTY LINE – ABUTTERS
- EXISTING ROAD
- EXISTING FENCE
- PROPOSED EASEMENT
- PROPOSED LEASE AREA
- EXISTING EASEMENT
- PROPOSED FENCE
- EXISTING OVERHEAD UTILITY LINES
- EXISTING BUILDING

ZONING INFORMATION

JURISDICTION: CITY OF SALEM

ZONING: HM

DIMENSION	PROPOSED ±	REQUIRED
FRONT SETBACK:	189'-8"±	NO MINIMUM
RIGHT SETBACK:	1572'-8"±	NO MINIMUM
REAR SETBACK:	25'-1"±	NO MINIMUM
LEFT SETBACK:	145'-2"±	NO MINIMUM
CLOSEST RESIDENTIAL DISTRICT:	612'-4"±	500'-0"

LOT AREA: 13.498 ± ACRES

(ALL MEASUREMENTS ARE IN FEET ± UNLESS OTHERWISE NOTED)

Know what's **below.** **Call** before you dig.

1 / Z-1 SITE PLAN
SCALE: 1" = 100' (22X34)
SCALE: 1" = 200' (11X17)

GRAPHIC SCALE
100 0 50 100 200 400
1 INCH = 100 FEET (22X34)
1 INCH = 200 FEET (11X17)

(1) CITY OF SALEM
PO BOX 869
SALEM, VA 24153
PARCEL ID: 233-6-1
ZONING: RSF
AREA: 2± ACRES

(2) GRAHAM-WHITE MANUFACTURING CO
1242 S COLORADO ST
SALEM, VA 24153
PARCEL ID: 218-1-3
ZONING: HM
AREA: 22.5± ACRES

(3) VIRGINIA APPALACHIAN PROPERTIES LLC
3330 HOLLINS RD
ROANOKE, VA 24012
PARCEL ID: 218-1-1.2
ZONING: HM
AREA: 0.88± ACRES

(4) NORFOLK & WESTERN RAILWAY COMPANY
650 WEST PEACHTREE ST NW
ATLANTA, GA 30308
PARCEL ID: 199-1-3
ZONING: HM
AREA: 1.07± ACRES

LAST PLOTTED: 05/28/2025 9:39 AM

ENGINEERING FIRM

NB+C TOTALLY COMMITTED.
NB+C ENGINEERING SERVICES, LLC.
120 EASTSHORE DRIVE, SUITE 300
GLEN ALLEN, VA 23059
(804) 548-4079

APPLICANT

verizon
1831 RADY COURT
RICHMOND, VA 23222

SITE INFORMATION

POFF
VERIZON RAWLAND
NB+C PROJECT #: 100374
319 ROWAN ST
SALEM, VA 24153
CITY OF SALEM

DESIGN RECORD

REVISIONS

REV	DATE	DESCRIPTION	BY
2	05/20/25	REVISED	AA
1	03/26/25	REVISED	AT
0	03/17/25	FINAL ZDS	JC
A	03/17/25	PRELIMINARY ZDS	JC

PROFESSIONAL STAMP

COMMONWEALTH OF VIRGINIA
JOHN A. DAUGHTREY III
Lic. No. 0402052122
05/20/25
PROFESSIONAL ENGINEER

ENGINEER

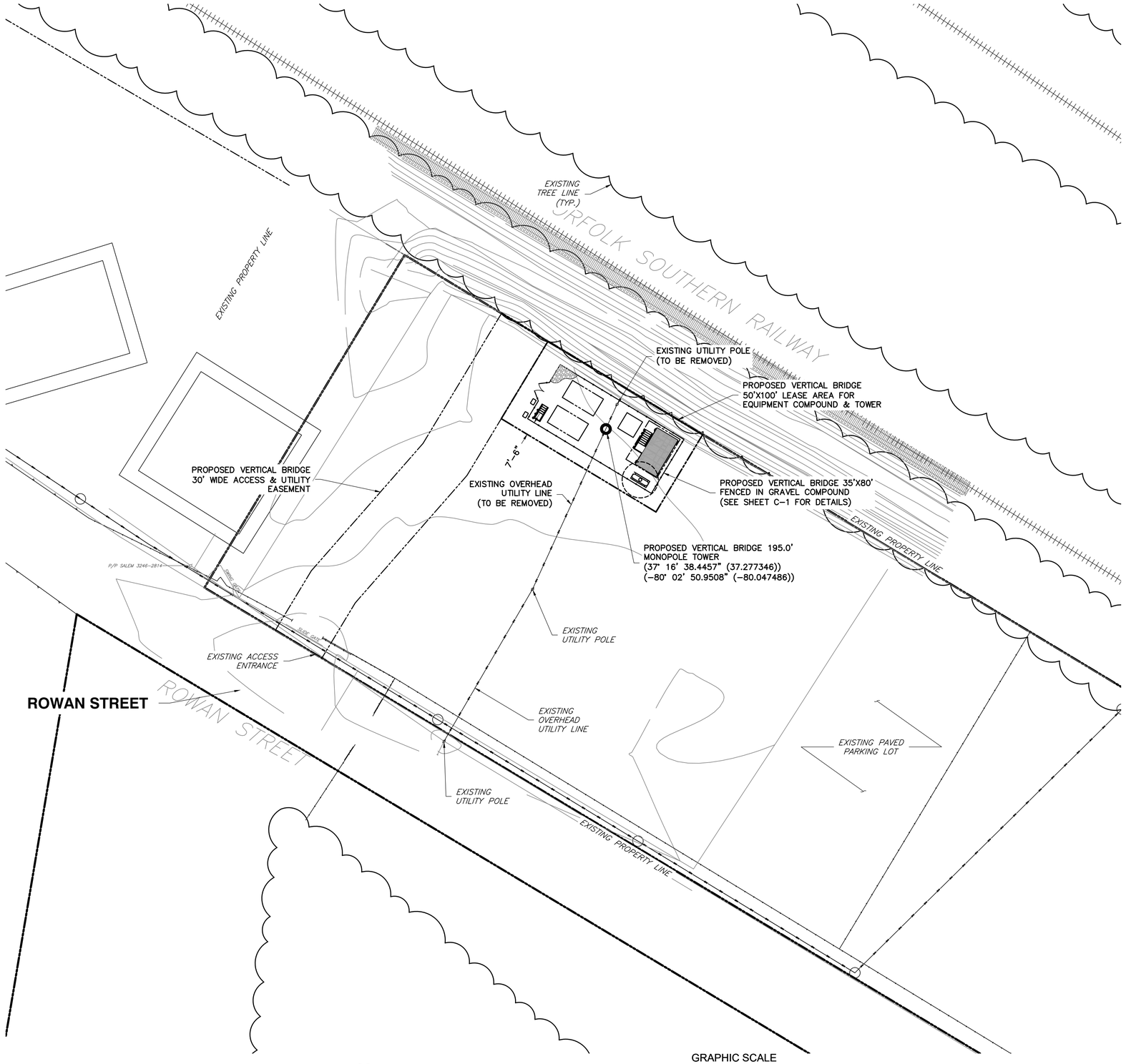
JOHN A. DAUGHTREY III, P.E.
VA PROFESSIONAL ENGINEER
LIC. #052122

SHEET TITLE

SITE PLAN

SHEET NUMBER

Z-1



1 / Z-2 ENLARGED SITE PLAN
SCALE: 1" = 30' (22X34)
SCALE: 1" = 60' (11X17)

GRAPHIC SCALE
30 0 15 30 60 120
1 INCH = 30 FEET (22X34)
1 INCH = 60 FEET (11X17)

811 Know what's **below.** **Call** before you dig.

LAST PLOTTED: 05/28/2025 9:39 AM

ENGINEERING FIRM

NB+C TOTALLY COMMITTED.
NB+C ENGINEERING SERVICES, LLC.
120 EASTSHORE DRIVE, SUITE 300
GLEN ALLEN, VA 23059
(804) 548-4079

APPLICANT

verizon
1831 RADY COURT
RICHMOND, VA 23222

SITE INFORMATION

POFF
VERIZON RAWLAND
NB+C PROJECT #: 100374
319 ROWAN ST
SALEM, VA 24153
CITY OF SALEM

DESIGN RECORD

REVISIONS

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1	03/26/25	REVISED	AT
0	03/17/25	FINAL ZDS	JC
A	03/17/25	PRELIMINARY ZDS	JC

PROFESSIONAL STAMP

COMMONWEALTH OF VIRGINIA
JOHN A. DAUGHTREY III
Lic. No. 0402052122
05/20/25
PROFESSIONAL ENGINEER

ENGINEER

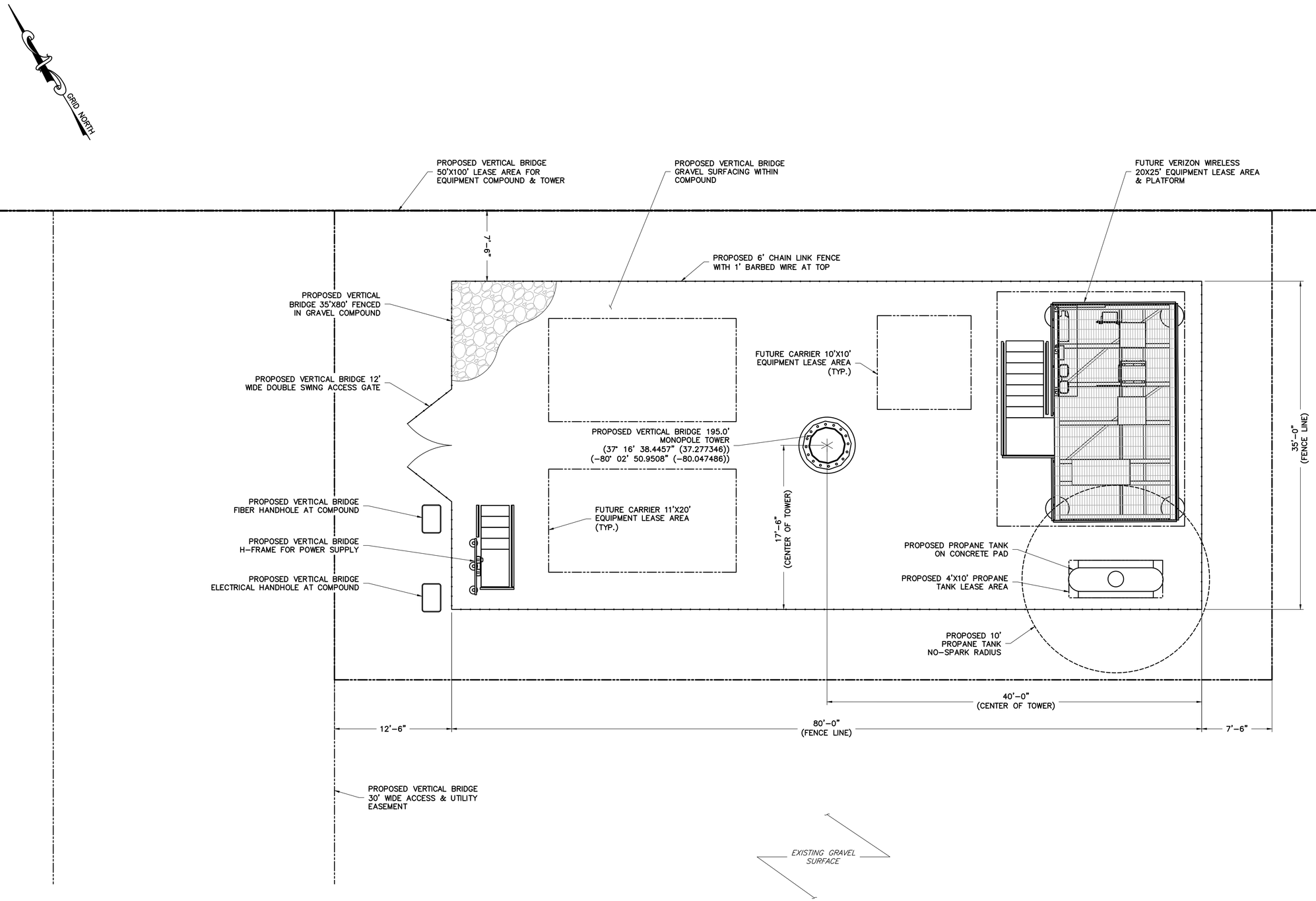
JOHN A. DAUGHTREY III, P.E.
VA PROFESSIONAL ENGINEER
LIC. #052122

SHEET TITLE

ENLARGED SITE PLAN

SHEET NUMBER

Z-2



1 / C-1 COMPOUND PLAN
SCALE: 3/16" = 1' (22X34)
SCALE: 3/32" = 1' (11X17)

GRAPHIC SCALE
8 4 0 1 2 4 8
3/16 INCH = 1 FOOT (22X34)
3/32 INCH = 1 FOOT (11X17)

811 Know what's **below.** **Call** before you dig.

LAST PLOTTED: 05/28/2025 9:39 AM

ENGINEERING FIRM

NB+C TOTALLY COMMITTED.
NB+C ENGINEERING SERVICES, LLC.
120 EASTSHORE DRIVE, SUITE 300
GLEN ALLEN, VA 23059
(804) 548-4079

APPLICANT

verizon
1831 RADY COURT
RICHMOND, VA 23222

SITE INFORMATION

POFF
VERIZON RAWLAND
NB+C PROJECT #: 100374
319 ROWAN ST
SALEM, VA 24153
CITY OF SALEM

DESIGN RECORD

REVISIONS

REV	DATE	DESCRIPTION	BY
2	05/20/25	REVISED	AA
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0	03/17/25	FINAL ZDS	JC
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PROFESSIONAL STAMP

COMMONWEALTH OF VIRGINIA
JOHN A. DAUGHTREY III
Lic. No. 0402052122
05/20/25
PROFESSIONAL ENGINEER

ENGINEER

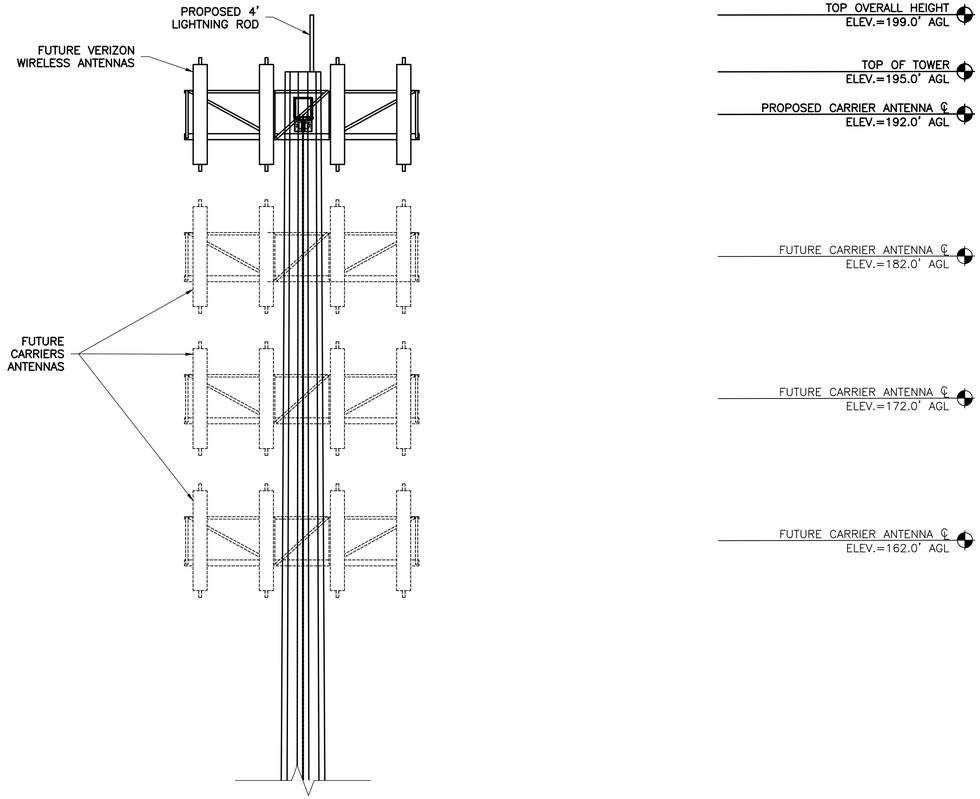
JOHN A. DAUGHTREY III, P.E.
VA PROFESSIONAL ENGINEER
LIC. #052122

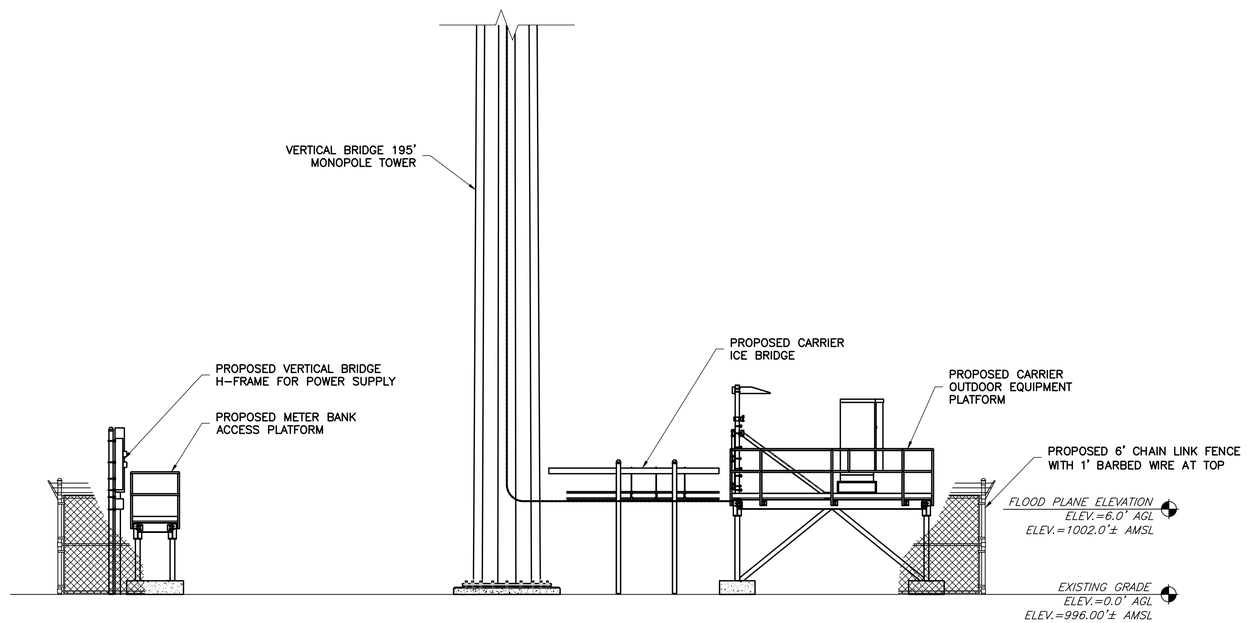
SHEET TITLE

COMPOUND PLAN

SHEET NUMBER

C-1





1 / C-2 ELEVATION
SCALE: 3/32" = 1' (22X34)
SCALE: 3/64" = 1' (11X17)

GRAPHIC SCALE
16 8 0 1 2 4 8 16
3/32 INCH = 1 FOOT (22X34)
3/64 INCH = 1 FOOT (11X17)

GENERAL NOTES

1. THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE CODES ORDINANCES, LAWS AND REGULATIONS OF ALL MUNICIPALITIES, UTILITIES COMPANY OR OTHER PUBLIC AUTHORITIES.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMITS AND INSPECTIONS THAT MAY BE REQUIRED BY ANY FEDERAL, STATE, COUNTY OR MUNICIPAL AUTHORITIES.
3. THE CONTRACTOR SHALL NOTIFY THE CONSTRUCTION MANAGER, IN WRITING, OF ANY CONFLICTS, ERRORS OR OMISSIONS PRIOR TO THE SUBMISSION OF BIDS OR PERFORMANCE OF WORK. MINOR OMISSIONS OR ERRORS IN THE BID DOCUMENTS SHALL NOT RELIEVE THE CONTRACTOR FROM RESPONSIBILITY FOR THE OVERALL INTENT OF THESE DRAWINGS.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING SITE IMPROVEMENTS PRIOR TO COMMENCING CONSTRUCTION. THE CONTRACTOR SHALL REPAIR ANY DAMAGE CAUSED AS A RESULT OF CONSTRUCTION OF THIS FACILITY.
5. THE SCOPE OF WORK FOR THIS PROJECT SHALL INCLUDE PROVIDING ALL MATERIALS, EQUIPMENT AND LABOR REQUIRED TO COMPLETE THIS PROJECT. ALL EQUIPMENT SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
6. THE CONTRACTOR SHALL VISIT THE PROJECT SITE PRIOR TO SUBMITTING A BID TO VERIFY THAT THE PROJECT CAN BE CONSTRUCTED IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.
7. CONTRACTOR SHALL VERIFY ANTENNA ELEVATION AND AZIMUTH WITH RF ENGINEERING PRIOR TO INSTALLATION.
8. TRANSMITTER EQUIPMENT AND ANTENNAS ARE DESIGNED TO MEET ANSI/TIA 222–H REQUIREMENTS.
9. ALL STRUCTURAL ELEMENTS SHALL BE HOT DIPPED GALVANIZED STEEL.
10. CONTRACTOR SHALL MAKE A UTILITY "ONE CALL" TO LOCATE ALL UTILITIES PRIOR TO EXCAVATING.
11. IF ANY UNDERGROUND UTILITIES OR STRUCTURES EXIST BENEATH THE PROJECT AREA, CONTRACTOR MUST LOCATE IT AND CONTACT THE APPLICANT & THE OWNER'S REPRESENTATIVE.
12. OCCUPANCY IS LIMITED TO PERIODIC MAINTENANCE AND INSPECTION BY TECHNICIANS APPROXIMATELY 2 TIMES PER MONTH.
13. PRIOR TO THE INSTALLATION OF THE PROPOSED EQUIPMENT OR MODIFICATION OF THE EXISTING STRUCTURE, A STRUCTURAL ANALYSIS SHALL BE PERFORMED BY THE OWNER'S AGENT TO CERTIFY THAT THE EXISTING/PROPOSED COMMUNICATION STRUCTURE AND COMPONENTS ARE STRUCTURALLY ADEQUATE TO SUPPORT ALL EXISTING AND PROPOSED ANTENNAS, COAXIAL CABLES AND OTHER APPURTENANCES.
14. PROPERTY LINE INFORMATION WAS PREPARED USING DEEDS, TAX MAPS, AND PLANS OF RECORD AND SHOULD NOT BE CONSTRUED AS AN ACCURATE BOUNDARY SURVEY.
15. THIS PLAN IS SUBJECT TO ALL EASEMENTS AND RESTRICTIONS OF RECORD.
16. THE PROPOSED FACILITY WILL CAUSE ONLY A "DE MINIMIS" INCREASE IN STORMWATER RUNOFF. THEREFORE, NO DRAINAGE STRUCTURES ARE PROPOSED.
17. NO SIGNIFICANT NOISE, SMOKE, DUST, OR ODOR WILL RESULT FROM THIS FACILITY.
18. THE FACILITY IS UNMANNED AND NOT INTENDED FOR HUMAN HABITATION (NO HANDICAP ACCESS REQUIRED).
19. THE FACILITY IS UNMANNED AND DOES NOT REQUIRE POTABLE WATER OR SANITARY SERVICE.
20. POWER TO THE FACILITY WILL BE MONITORED BY A SEPARATE METER.

NOTE:
STRUCTURAL ANALYSIS OF STRUCTURE PERFORMED INDEPENDENT FROM THESE DRAWINGS.

Know what's **below.**
Call before you dig.

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(804) 548-4079

APPLICANT

verizon
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05/20/25
PROFESSIONAL ENGINEER

ENGINEER

JOHN A. DAUGHTREY III, P.E.
VA PROFESSIONAL ENGINEER
LIC. #052122

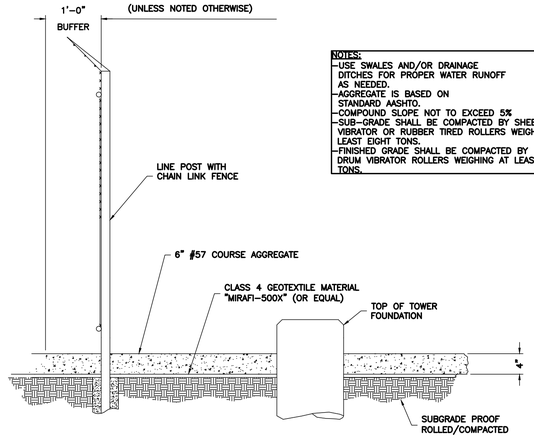
SHEET TITLE

TOWER ELEVATION & NOTES

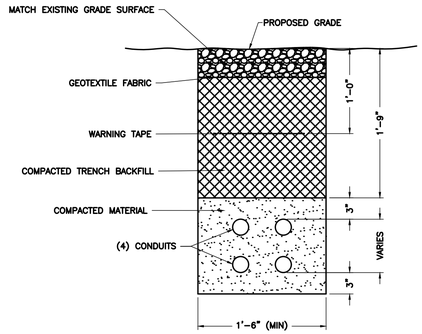
SHEET NUMBER

C-2

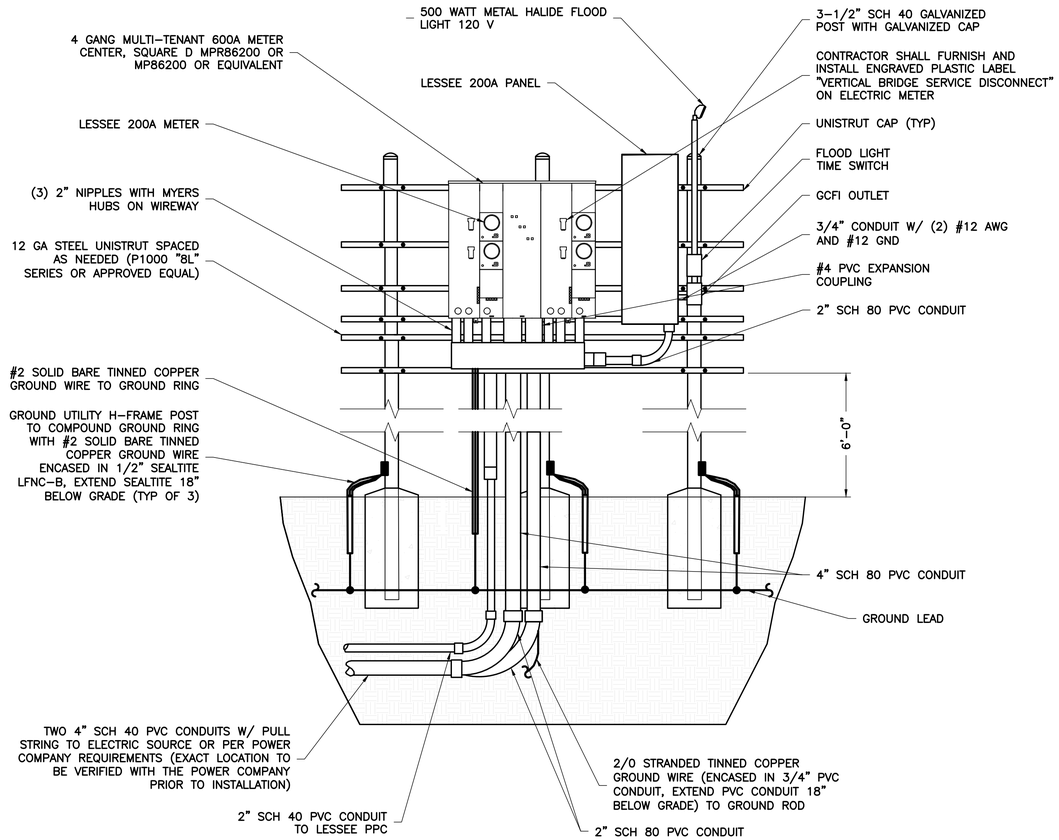
LAST PLOTTED: 05/28/2025 9:39 AM



1 S-1 SITE COMPOUND SURFACING DETAIL
NTS

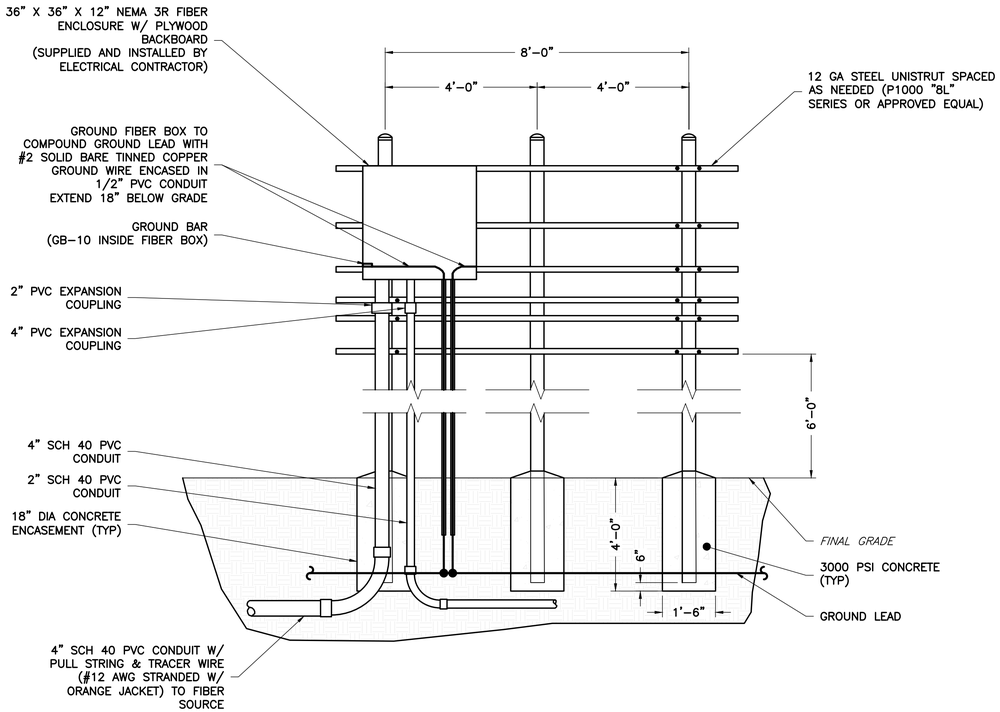


2 S-1 FABRIC/BAR CONNECTIONS
NTS



NOTE:
METER CENTER SOCKETS TO BE NUMERICALLY LABELED.

3 S-1 H-FRAME FRONT VIEW - ELECTRIC
NTS



4 S-1 H-FRAME REAR VIEW - FIBER
NTS

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05/20/25
PROFESSIONAL ENGINEER

ENGINEER

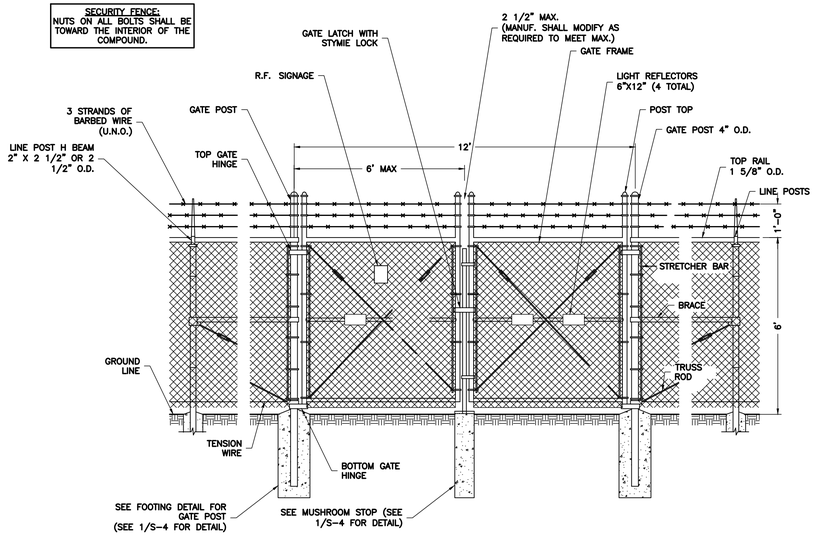
JOHN A. DAUGHTREY III, P.E.
VA PROFESSIONAL ENGINEER
LIC. #052122

SHEET TITLE

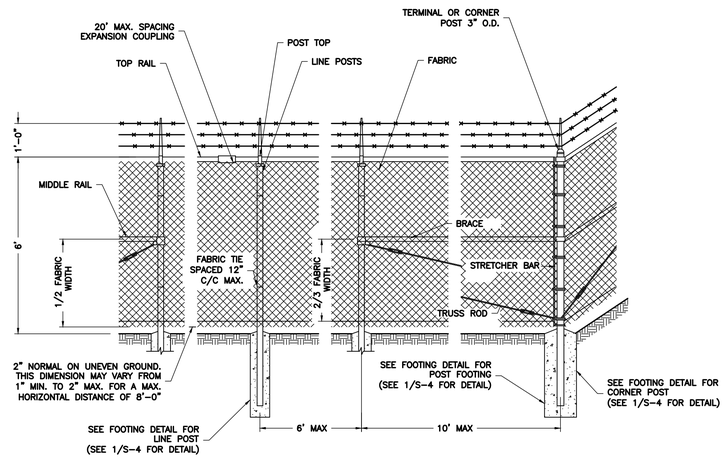
CONSTRUCTION DETAILS

SHEET NUMBER

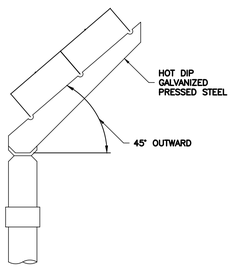
S-1



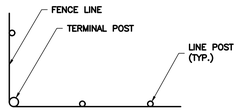
1 / S-3 VEHICLE GATE ARRANGEMENT
NTS



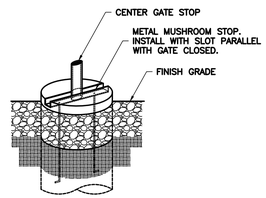
2 / S-3 POST/CORNER POST ARRANGEMENT
NTS



4 / S-3 BARBED WIRE ARM OF LINE POST
NTS



5 / S-3 INSTALLATION AT CORNERS
NTS



6 / S-3 MUSHROOM STOP DETAIL
NTS

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05/20/25
PROFESSIONAL ENGINEER

ENGINEER

JOHN A. DAUGHTREY III, P.E.
VA PROFESSIONAL ENGINEER
LIC. #052122

SHEET TITLE

FENCING DETAILS I

SHEET NUMBER

S-2

NOTES:

ZINC COATING – THE WEIGHT OF THE COATING SHALL NOT BE LESS THAN 1.2 OUNCES PER SQUARE FOOT OF ACTUAL SURFACE COVERED. ALL FERROUS METALS USED AS PART OF THE FENCE INSTALLATION SHALL BE HOT DIP GALVANIZED OR STAINLESS STEEL. ALL SCREWS, BOLTS, LOCK WASHERS, NUTS, ETC. SHALL BE HOT DIP GALVANIZED OR MADE OF STAINLESS STEEL.

FABRIC – STANDARD INDUSTRIAL GRADE #9 GAUGE WITH 2 INCH MESH ZINC COATED CHAIN LINK WITH A BREAKING STRENGTH OF NOT LESS THAN 1290 POUNDS SHALL BE USED. THE FABRIC SHALL BE ZINC COATED BY THE HOT DIP PROCESS AFTER FABRICATION.

METAL POSTS – METAL POSTS (LINE, CORNER, TERMINAL, GATE POSTS, MIDDLE RAILS, BRACES AND TOP RAIL) SHALL BE HOT DIP GALVANIZED SCHEDULE 40 TUBULAR STEEL WITH AN OUTSIDE DIAMETER AS INDICATED ON THIS DRAWING. A POST TOP FITTING OF GALVANIZED STEEL WILL BE INSTALLED TO EXCLUDE MOISTURE.

POST CAPS – ALL POST CAPS TO USE THE BARBED WIRE OUTRIGGER BRACKET AND SHALL BE ATTACHED TO THE POST WITH TAMPER RESISTANT SCREWS, BRADS, OR BOLTS.

TOP RAIL – A MINIMUM OF ONE COUPLING IN EACH STRAIGHT RUN OF TOP RAIL, SHALL HAVE A HEAVY SPRING INSERTED WITHIN THE COUPLING TO TAKE UP EXPANSION AND CONTRACTION OF THE TOP RAIL. THE TOP RAIL SHALL BE FASTENED TO TERMINAL POSTS WITH PRESSED STEEL CONNECTIONS.

MIDDLE RAIL – THE MIDDLE RAIL SHALL BE OF THE SAME MATERIAL AS THE TOP RAIL AND INSTALLED WITH HOT DIP GALVANIZED FITTINGS ATTACHED TO THE POSTS.

BRACE RAIL – BRACE RAIL MATERIAL SHALL BE OF THE MATERIAL AS THE TOP RAIL AND LOCATED 2/3 OF THE DISTANCE UP FROM THE BOTTOM OF THE FABRIC. BRACE RAILS SHALL BE SECURELY FASTENED TO POSTS BY SUITABLE PRESSED STEEL CONNECTIONS.

TRUSS RODS – SHALL BE 3/8" ROUND GALVANIZED STEEL RODS WITH GALVANIZED TURNBUCKLES. THE ZINC COATING SHALL BE NOT LESS THAN 1.2 OUNCES PER SQUARE FOOT OF SURFACE.

TENSION WIRE – THE TENSION WIRE SHALL BE OF #7 GAUGE HOT DIP GALVANIZED SPRING TENSION WIRE WITH A BREAKING STRENGTH OF NOT LESS THAN 1900 POUNDS. THIS WIRE SHALL BE KEPT TAUT WITH GALVANIZED TURNBUCKLES AND ATTACHED TO POSTS WITH GALVANIZED HARDWARE OR CABLE CLAMPS.

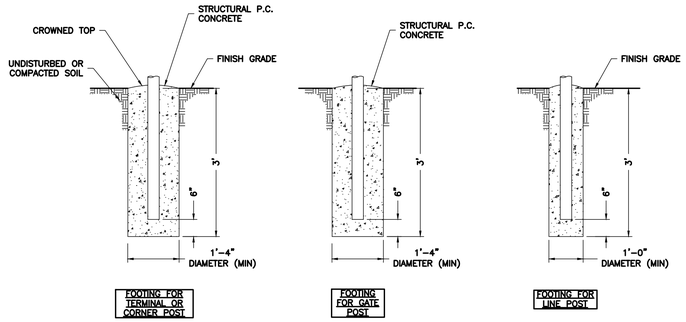
FABRIC TIES – THE FABRIC TIES SHALL BE ALUMINUM WIRE. NOT LESS THAN #9 GAGE.

STRETCHER BARS – THE STRETCHER BARS SHALL BE FLAT GALVANIZED STEEL BARS NOT LESS THAN 5/16" X 3/4" AND NOT LESS THAN 2" SHORTER THAN THE FABRIC. STRETCHER BAR BANDS SHALL BE FLAT GALVANIZED STEEL BARS NOT LESS THAN 5/16" X 1 1/2" WITH 5/16" DIAMETER GALVANIZED CARRIAGE BOLT.

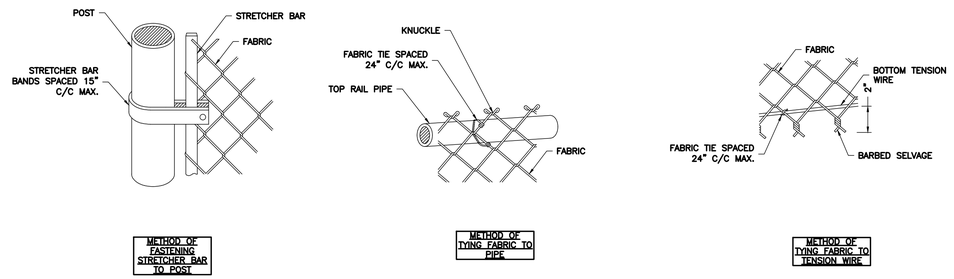
BARBED WIRE – BARBED WIRE OF GALVANIZED STEEL (OR ALUMINUM) CONSISTING OF 12 1/2 GAUGE WIRE WITH 4–POINT BARBS OF 14 GAUGE WIRE SPACED 5 INCHES APART.

GATE FRAMES SHALL BE CONSTRUCTED OF 2 1/2 INCH OUTSIDE DIAMETER HEAVY DUTY GALVANIZED STEEL PIPE. THE GATES SHALL BE ASSEMBLED USING CORNER FITTINGS OF HEAVY PRESSED STEEL OR MALLEABLE CASTINGS OR MAY BE WELDED IF THE ENTIRE GATE FRAME IS HOT DIP GALVANIZED AFTER THE WELDING. ALL GATES SHALL BE EQUIPPED WITH HEAVY DUTY GALVANIZED STEEL TYPE HINGES WITH LARGE BEARING SURFACES OF ADEQUATE STRENGTH TO SUPPORT THE GATE. THE HINGES SHALL NOT TWIST OR TURN UNDER THE ACTION OF THE GATE. GATES WILL PROVIDE A FULL RANGE OF MOTION AND BE EASILY OPENED AND CLOSED BY ONE PERSON. GATE LATCH SHALL BE CARGO PROTECTORS, INC. MODEL FL–100. LATCH SHALL BE EQUIPPED TO RECEIVE A PADLOCK.

PROVIDE R.F. WARNING SIGNAGE ON ALL GATES.



1 / S-4 POST FOOTINGS
NTS



2 / S-4 FABRIC/BAR CONNECTIONS
NTS

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05/20/25
PROFESSIONAL ENGINEER

ENGINEER

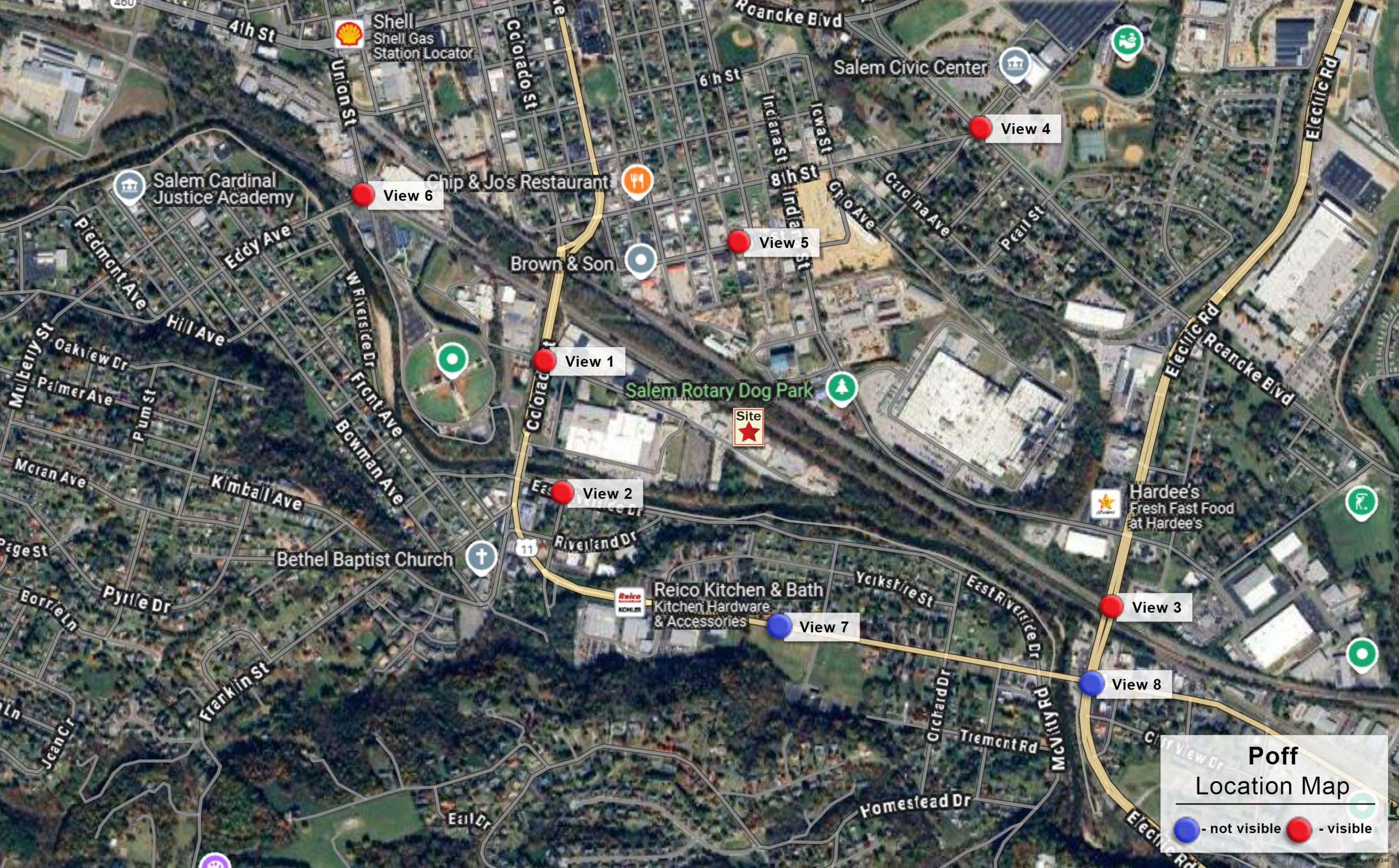
JOHN A. DAUGHTREY III, P.E.
VA PROFESSIONAL ENGINEER
LIC. #052122

SHEET TITLE

FENCING DETAILS II

SHEET NUMBER

S-3


Shell
Shell Gas
Station Locator
Salem Civic Center
Salem Cardinal
Justice Academy
Chip & Jo's Restaurant
Brown & Son
Salem Rotary Dog Park
Site
Hardee's
Fresh Fast Food
at Hardee's
Bethel Baptist Church
Reico Kitchen & Bath
Kitchen Hardware
& Accessories
View 1
View 2
View 3
View 4
View 5
View 6
View 7
View 8
Roanke Blvd
Electric Rd
Union St
Colorado St
6th St
8th St
Indiana St
Ohio Ave
Carolina Ave
Pearl St
Yorkshire St
East Riverside Dr
McVitty Rd
Orchard Dr
Tremont Rd
Homestead Dr
Riveland Dr
Eail Dr
Piedmont Ave
Eddy Ave
Hill Ave
W Riverside Dr
Front Ave
Bowman Ave
Mulberry St
Oakview Dr
Palmer Ave
Plum St
Moran Ave
Kimball Ave
Page St
Borre Ln
Pyrtle Dr
Franklin St
Joan Cir
Poff
Location Map
- not visible
- visible

Site Name: Poff
Wireless Communication Facility
37°16'38.5"N 80°02'51.0"W
Salem, VA 24153

Photograph Information:
View 1-Colorado Street
View from the Northwest
Showing the Existing Site

NB+C™
TOTALLY COMMITTED.

Site Name: Poff
Wireless Communication Facility
37°16'38.5"N 80°02'51.0"W
Salem, VA 24153

Photograph Information:
View 1-Colorado Street
View from the Northwest
Showing the Proposed Site

NB+C™
TOTALLY COMMITTED.

Site Name: Poff
Wireless Communication Facility
37°16'38.5"N 80°02'51.0"W
Salem, VA 24153

Photograph Information:
View 2-E Riverside Drive
View from the Southwest
Showing the Existing Site

NB+C™
TOTALLY COMMITTED.

Site Name: Poff
Wireless Communication Facility
37°16'38.5"N 80°02'51.0"W
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Photograph Information:
View 2-E Riverside Drive
View from the Southwest
Showing the Proposed Site

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TOTALLY COMMITTED.

Site Name: Poff
Wireless Communication Facility
37°16'38.5"N 80°02'51.0"W
Salem, VA 24153

Photograph Information:
View 3-Electric Road
View from the Southeast
Showing the Existing Site

NB+C™
TOTALLY COMMITTED.

Site Name: Poff
Wireless Communication Facility
37°16'38.5"N 80°02'51.0"W
Salem, VA 24153

Photograph Information:
View 3-Electric Road
View from the Southeast
Showing the Proposed Site

NB+C™
TOTALLY COMMITTED.

Site Name: Poff
Wireless Communication Facility
37°16'38.5"N 80°02'51.0"W
Salem, VA 24153

Photograph Information:
View 4-Roanoke Boulevard
View from the Northeast
Showing the Existing Site

NB+C™
TOTALLY COMMITTED.

Site Name: Poff
Wireless Communication Facility
37°16'38.5"N 80°02'51.0"W
Salem, VA 24153

Photograph Information:
View 4-Roanoke Boulevard
View from the Northeast
Showing the Proposed Site

NB+C™
TOTALLY COMMITTED.

Site Name: Poff
Wireless Communication Facility
37°16'38.5"N 80°02'51.0"W
Salem, VA 24153

Photograph Information:
View 5-9th Street
View from the North
Showing the Existing Site

NB+C™
TOTALLY COMMITTED.

Site Name: Poff
Wireless Communication Facility
37°16'38.5"N 80°02'51.0"W
Salem, VA 24153

Photograph Information:
View 5-9th Street
View from the North
Showing the Proposed Site

NB+C™
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Site Name: Poff
Wireless Communication Facility
37°16'38.5"N 80°02'51.0"W
Salem, VA 24153

Photograph Information:
View 6-Eddy Avenue & Union Street
View from the Northwest
Showing the Existing Site

NB+C™
TOTALLY COMMITTED.

Site Name: Poff
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37°16'38.5"N 80°02'51.0"W
Salem, VA 24153

Photograph Information:
View 6-Eddy Avenue & Union Street
View from the Northwest
Showing the Proposed Site

NB+C™
TOTALLY COMMITTED.

Site Name: Poff
Wireless Communication Facility
37°16'38.5"N 80°02'51.0"W
Salem, VA 24153

Photograph Information:
View 7-Apperson Drive
View from the Southeast
SITE NOT VISIBLE

NB+C™
TOTALLY COMMITTED.

Site Name: Poff
Wireless Communication Facility
37°16'38.5"N 80°02'51.0"W
Salem, VA 24153

Photograph Information:
View 8-Electric Road
View from the Southeast
SITE NOT VISIBLE

NB C™
TOTALLY COMMITTED.

Antenna Structure Registration

TOWAIR Determination Results

HELP

New Search Printable Page

A routine check of the coordinates, heights, and structure type you provided indicates that this structure does not require registration.

*** NOTICE ***

TOWAIR's findings are not definitive or binding, and we cannot guarantee that the data in TOWAIR are fully current and accurate. In some instances, TOWAIR may yield results that differ from application of the criteria set out in 47 C.F.R. Section 17.7 and 14 C.F.R. Section 77.13. A positive finding by TOWAIR recommending notification should be given considerable weight. On the other hand, a finding by TOWAIR recommending either for or against notification is not conclusive. It is the responsibility of each ASR participant to exercise due diligence to determine if it must coordinate its structure with the FAA. TOWAIR is only one tool designed to assist ASR participants in exercising this due diligence, and further investigation may be necessary to determine if FAA coordination is appropriate.

DETERMINATION Results

PASS SLOPE(100:1): NO FAA REQ-RWY MORE THAN 10499 MTRS & 7522.76 MTRS (7.52280 KM) AWAY

Type	C/R	Latitude	Longitude	Name	Address	Lowest Elevation (m)	Runway Length (m)
AIRP	R	37-19-20.00N	079-59-2.00W	ROANOKE/BLACKSBURG RGNL (WOODRUM FLD)	ROANOKE ROANOKE, VA	348.4	2072.5999999999999

PASS SLOPE(100:1): NO FAA REQ-RWY MORE THAN 10499 MTRS & 8014.71 MTRS (8.01469 KM) AWAY

Type	C/R	Latitude	Longitude	Name	Address	Lowest Elevation (m)	Runway Length (m)
AIRP	R	37-19-44.00N	079-58-52.00W	ROANOKE/BLACKSBURG RGNL (WOODRUM FLD)	ROANOKE ROANOKE, VA	348.4	2072.5999999999999

Your Specifications

NAD83 Coordinates	
Latitude	37-16-38.4 north
Longitude	080-02-50.9 west
Measurements (Meters)	
Overall Structure Height (AGL)	60.7
Support Structure Height (AGL)	59.4
Site Elevation (AMSL)	303.6
Structure Type	
MTOWER - Monopole	

Tower Construction Notifications
Notify Tribes and Historic Preservation Officers of your plans to build a tower.

ASR Help	FAQ - Online Help - Documentation - Technical Support
ASR Online Systems	TOWAIR- CORES - ASR Online Filing - Application Search - Registration Search
About ASR	Privacy Statement - About ASR - ASR Home

FCC | Wireless | ULS | CORES

Help | Tech Support

Federal Communications Commission
45 L Street NE
Washington, DC 20554

Phone: 1-877-480-3201
ASL Videophone:1-844-432-2275
Submit Help Request

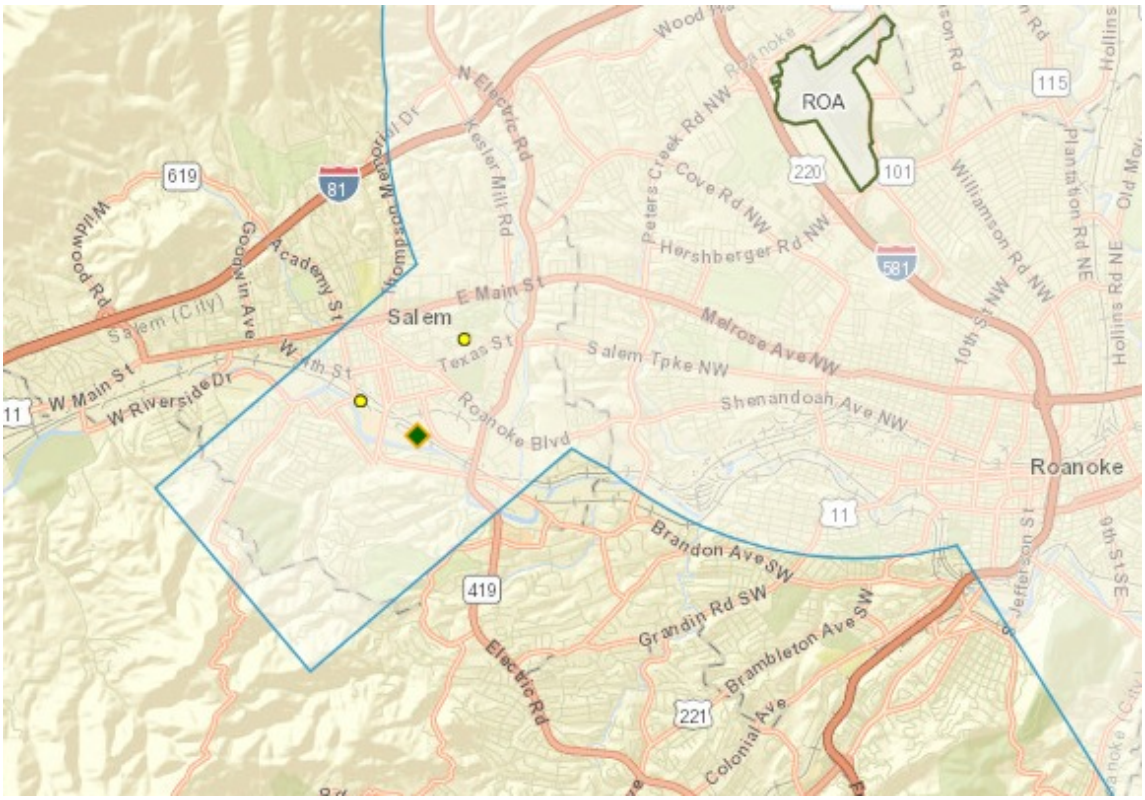
OE/AAA Pre-screening Results

Wed May 28 2025 11:29:23 GMT-0400 (Eastern Daylight Time)

Structure: Monopole

Latitude	Longitude	Height	Site Elevation	AMSL
37.277346	-80.047486	199	995	1194

Based on the information you provided, you are not required to file notice with the FAA.



Verizon Wireless
Washington/Baltimore/Virginia
Network Engineering
1831 Rady Court
Richmond, VA 23222
804-347-2572

Verizon Wireless Collocation Guidelines
Washington/Baltimore/Virginia

The Verizon Wireless (VZW) Collocation Guidelines are intended to outline/govern the site design, development, approval, and documentation process for collocation on an existing VZW communications facility.

Application and General Lease Process

Application Submittal

Collocator must submit a complete electronic version of VZW Collocation Application to (Processing RE manager) along with the following by separate cover:

*Application fee (if applicable)
*Site sketch depicting the existing compound layout and Collocator's desired equipment/shelter location
*Digital photographs of site verifying information contained on sketch showing the structure and ALL existing antennas
*Manufacturer's antenna specification sheet detailing Collocator's proposed antennas

Preliminary Application Approval

1. After review and a preliminary approval by VZW of collocator's site application, VZW will:

A. Notify Collocator of any extraordinary issues at the requested site to include: tower loading/spacing limitations, ground space limitations, requirements for separate agreement with VZW's prime lessor, special requirements regarding zoning at the site, and any applicable extraordinary site fees or costs.

B. Schedule a preliminary site meeting w/ Collocator to confirm the feasibility of the proposed antenna location on the structure and of Collocator's equipment at the site.

Lease Exhibit Drawing Approval

2. Collocator will submit a lease exhibit along with preliminary drawings for VZW review and approval. All drawings (see drawing requirements) must be reviewed and approved by the appropriate VZW construction manager prior to permitting and pre-construction activities.

3. VZW will provide executable SLAs to the collocator along with due diligence documentation which VZW has available.

NOTE: All notifications to local/state or federal regulatory agencies or required modifications to VZW existing SHPO/FAA/FCC or any other regulatory approval related to the communications site must be submitted to the regulatory agency through VZW only. Collocators on VZW towers are not authorized to send requests directly to any regulatory agencies without specific VZW approval.

4. Following full execution of a lease for the site and VZW review and approval of Collocator's construction drawings and structural analysis, Collocator will coordinate with VZW for a preliminary pre-construction meeting at the site.

Construction Process and Standards

Construction Process:

Preliminary Approval:

1. A preliminary site meeting will be performed with VZW and Collocator to identify location of Collocator's equipment on the tower and in the compound.
2. Collocator will supply VZW with architectural & engineering plans for review and approval to include: Lease Exhibits and two sets of stamped 11"x17" plans to VZW. One signed set of drawings with comments and changes will be returned to Collocator.

Pre-Construction Meeting:

1. Upon execution of a lease document, a pre-construction site walk will be performed with VZW and collocator.
2. The Collocator shall supply VZW with the names of contractors and subcontractors hired to do Collocators work. All contractors/subcontractors are subject to VZW review and approval. VZW reserves the right to reject any contractors it deems unqualified for any reason.
3. Collocator will supply VZW a copy of the stamped approval drawings and approved Building Permit card.
4. The Collocator will supply VZW a detailed "Construction Schedule"outlining the activity and duration of each activity. Schedule must also include a reasonable start date and date of completion.
5. The VZW Manager of Project Implementation will issue a Notice to Proceed (NTP) upon receipt and satisfactory review of all the above information and a satisfactory certificate of insurance (see below for specific requirements).

Collocator/Contractor Insurance Requirements:

1. Before commencement of any work at a VZW site, the Collocator must supply VZW with an acceptable certificate of insurance naming VZW as an additional insured with the following coverage levels:

Commercial General Liability Insurance (including, but not limited to, premises-operations, explosion and collapse, underground hazard, broad form property damage, products/completed operations, contractual liability, independent contractors, personal injury) with limits of at least $2,000,000 combined single limit for each occurrence. (Limits may be satisfied with primary and/or excess coverage.)
Commercial Automobile Liability with limits of at least $2,000,000 combined single limit for each occurrence.
Workers' Compensation insurance as required by Statute, and Employer's Liability insurance with limits of not less than $1,000,000 per occurrence.

Professional Liability (Errors and Omissions) with limits of not less than $1,000,000 per occurrence

Construction:

1. VZW will issue the NTP for construction upon commencement of Lease, receipt of the certification of insurance in Collocator's/contractor's name listing VZW as an additional insured, receipt of all necessary government approvals and all appropriate VZW approvals.
2. Collocator must notify VZW a minimum of 24 hours prior to start of construction.
3. During construction, Collocator will immediately notify VZW of any proposed deviation from the approved construction drawings. If there is deviation, Collocator will not proceed with the change until it has been reviewed and approved by the appropriate VZW personnel.

Post-Construction:

1. A post construction inspection will be performed by a VZW manager at the time the Collocator informs VZW that construction is complete at the site. A "Punch List" will be developed and the Collocator will be required to correct discrepancies immediately.
2. Collocator will provide an "As Built" (no red-lines) drawing of the site to VZW upon completion of work.
3. Collocator will provide copies of all final inspections, reports, and other construction documents related to the site.

General Construction Standards:

General Statement:

Verizon Wireless (VZW) has certain "Construction Standards" that it maintains in the construction of wireless communications sites. VZW requires that these minimum standards be maintained at the site to include construction and equipment installed for all collocations at the site.

Materials:

1. All materials to be used at the site shall be "New and of Commercial Quality".
2. Procedures used at the site shall conform to "Industry Standards" for each type of work being performed.
3. All materials used for antenna mounts and antenna cable routing will be "Hot Dipped Galvanized" materials.

Concrete:

1. Concrete shall develop a minimum compressive strength of 3000 PSI at the 28-day break.

Chain Link Fence:

1. If fence work is required the collocator is required to match the existing fence material and construction.

Back Filling:

1. Backfill of foundation, trenches, and other excavated areas shall be engineered materials and compacted to 95% relative density in lifts not exceeding 8" at a moisture content of 2% above optimum.
2. Gravel shall match existing gravel. If no gravel is present on site the material shall conform to Class 2 Aggregate Base.

3. Filter Fabric is to be placed prior to placement of any finished stone for roads, walkways, or site compound area.

Contractor Testing:

The collocator shall supply VZW with the following test reports:

1. Soils tests for foundation bearing capacity.
2. Concrete Cylinder and Placement Reports
3. Rebar Certification
4. Welding and Pole/Tower Modifications Shop Drawings and Field Inspections/Reports.
5. Bolted & Mechanical Connections
6. Ground test results

Utility Extensions:

1. Trenching route and conduit details for power application.
2. Trenching route and conduit details for telco connection.

Safety:

1. Collocator and their contractors shall meet all applicable OSHA regulations

Antenna/Antenna Cable:

1. The antennas and antenna mounting hardware shall be installed per manufacturer recommended standards of practice.
2. The coax cable shall be installed per manufacturer recommended standards of practice.
3. Collocator must provide easy identification and uniform markings of antenna cable per the following instructions: Markings shall be made of Metal Tags affixed at three places on the coax cable run as follows:
   - On the coax nearest to the antenna.
   - At the base of the tower
   - Outside the collocators equipment location
4. Tags shall clearly state the wireless carriers name.

Grounding:

1. Whichever "Grounding Scheme" the Collocator employs the work will be done in a neat and professional manner. At no time will the "Collocators Grounding Scheme" jeopardize the integrity of the VZW Grounding system.
2. The Collocator shall install a ring ground around it's own equipment and tie into the existing ground ring at two locations. If such standard conflicts with the Collocator's grounding standards, alternatives should be proposed for VZW review and approval.

Architectural & Engineering Drawing Requirements:

Title Page:

1. Applicants name & address.
2. VZW Site Name and Code
3. Revision Block showing latest revisions
4. Vicinity Map, Site Address
5. Project information
6. Zoning Information
7. Approval Block

Site Plan:

1. Title block with Architect/engineering information
2. Applicants name & address.
3. VZW Site Name and Code
4. Revision Block showing latest revisions
8. Approval Block
5. Scaled site plan showing leased area, property boundary, site equipment (existing and new) and North Arrow.

Equipment Plan:

1. Enlarged site plan of equipment area (10 Scale)
2. Equipment details including existing equipment, dimensioned of new equipment to be installed, electrical & Telco routing, wave guide routes, and any other information concerning the compound area.
3. Equipment Pad Details

Equipment Elevation Plan:

1. Equipment elevations, Wave guide Bridge elevations (min. 7'-6"AFG)

Tower/Antenna Plans & Elevations:

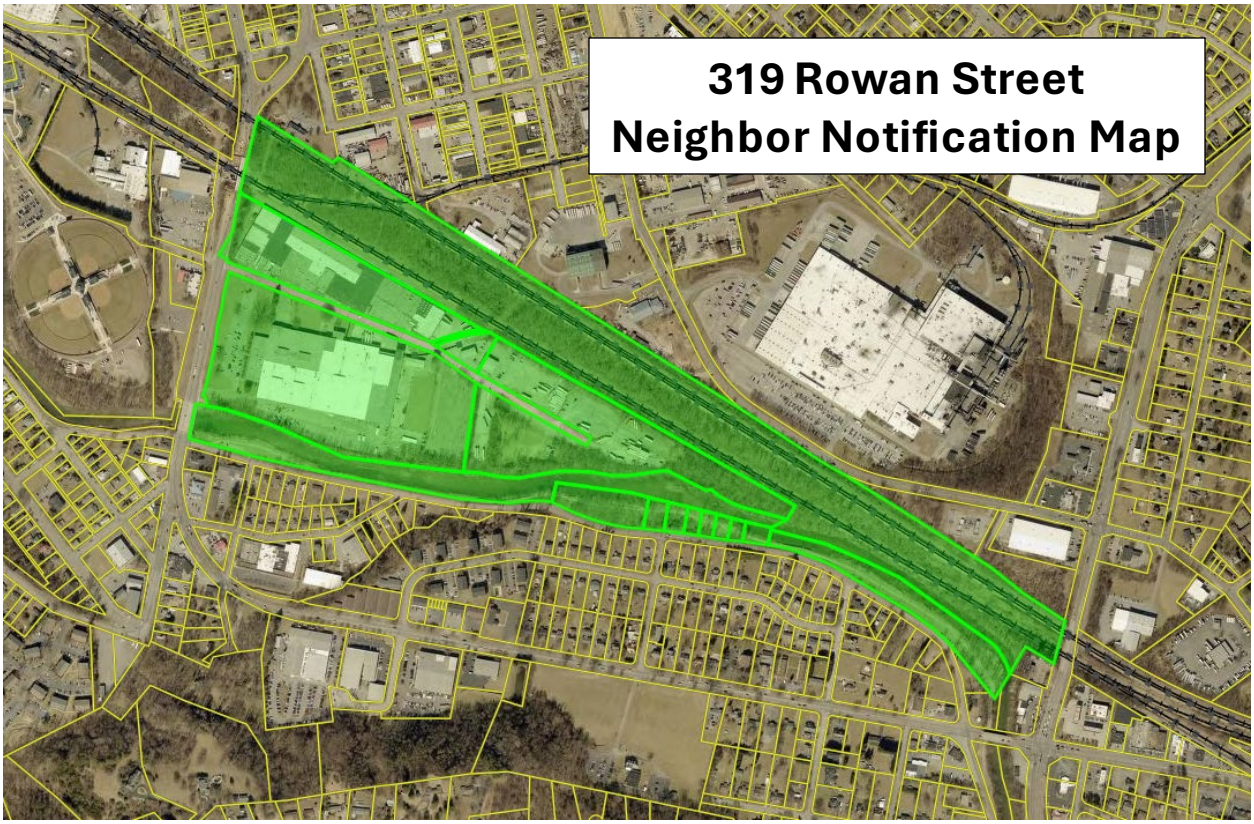
1. Number and specifications of antenna to be installed.
2. Elevation view of antenna location on tower
3. Antenna mount details and specifications (identify antenna mount manufacture)
4. Number and size of coax cable to be installed.
5. Elevation view of coax route on tower (lattice tower= wave guide ladder, Monopole=inside/outside of tower body).
6. Tower elevation drawing showing existing and proposed antenna locations & coax cable routes

Electrical Plans:

1. Electrical Service routing from "Point of Connection to Point of Termination".
2. Electrical service "Riser Sketch".
3. Telco Routing from "Point of Connection to Point of Termination".
4. Grounding drawings.

Structural Standards:

1. A structural analysis will be required for all co-location on a VZW tower. A letter from the engineer of record will be required stating the adequacy of the tower steel and foundation to support the existing and proposed loads using the specific County and EIA/TIA loading requirements for that specific region. The Basic Wind Speeds and Ice Loading will be stated in the report.
2. Structural analysis is to be completed by the original tower/monopole manufacture.
3. The analysis will include all present and future antenna loading including microwave dishes, antenna platforms, antenna mounts, antenna coax cables and wave-guide ladders, and any ancillary equipment.
4. If modifications are required to the tower specific "Modification Sketches" showing the changes to the tower structure will be required along with a write of changes.


319 Rowan Street
Neighbor Notification Map

AFFIDAVIT OF MAILING PURSUANT TO S15.2-2204
CODE OF VIRGINIA

PLANNING COMMISSION **ITEM #3B**
JULY 16, 2025

This is to certify that I mailed letters in reference to the request of McJohn Investments LLC, property owner, for the issuance of a special exception permit to allow a telecommunications tower on the property located at 319 Rowan Street (Tax Map #232-1-1) to the following property owners and adjacent property owners on June 27, 2025, in the 2:00 p.m. mail:

NORFOLK
650 WEST PEACHTREE ST NW
ATLANTA GA 30308

VIRGINIA APPALACHIAN
PROPERTIES LLC
239 ROWAN ST STE A
SALEM VA 24153

GRAHAM-WHITE
MANUFACTURING CO
1242 S COLORADO ST
SALEM VA 24153

MCJOHN INVESTMENTS LLC
239 ROWAN ST STE A
SALEM VA 24153

CITY OF SALEM
PO BOX 869
SALEM VA 24153-0869

WALTERS FRANK M III
WALTERS CYD R
5020 BRUCETON RD SW
ROANOKE VA 24018

HEDGBETH LLEWELLYN
HEDGBETH ROGER A JR
646 E MAIN ST
SALEM VA 24153

SUNSET RIDGE HOLDINGS LLC
PO BOX 4327
LYNCHBURG VA 24502

Signed _____ Date 7/7/25

City of Salem
Commonwealth of Virginia
The foregoing instrument was acknowledged before me this 7th day of July, 2025 by

Tammy Dunn

Tammy Dunn
Notary Public
My commission expires: 10/31/2028

TAMMY DUNN
NOTARY PUBLIC
REG # 00272427
COMMISSION EXPIRES
10/31/28
COMMONWEALTH OF VIRGINIA

AT A REGULAR MEETING OF THE PLANNING COMMISSION OF THE CITY OF SALEM, VIRGINIA held in the Council Chambers of City Hall, 114 North Broad Street Salem, VA 24153

AGENDA ITEM: **Amendment to the Zoning Ordinance and Special Exception Permit**

Consider the request of Brad Graham Real Estate LLC, contract purchaser, to rezone the property located at 638 Dalewood Avenue (Tax Map #33-2-3) from AG Agricultural District to RSF Residential Single-Family District and to request the issuance of a Special Exception Permit for 638, 672 and 696 Dalewood Avenue (Tax Map #s 33-2-3, 33-2-2 and 33-2-1) to allow their inclusion in the Cluster Housing Overlay.

SUBMITTED BY: Max Dillon, Planner

SUMMARY OF INFORMATION:

SITE CHARACTERISTICS:

Zoning: AG Agriculture/RSF Residential Single Family
Land Use Plan Designation: Residential
Existing Use: Residential
Proposed Use: Residential subdivision with cluster lots

638, 672, and 696 Dalewood Avenue together consist of an approximately 13.289-acre tract of land, with 638 Dalewood Avenue possessing the AG Agriculture zoning designation, and 672 and 696 Dalewood Avenue sitting within the RSF Residential Single Family zoning district. The applicant is requesting a rezoning to situate all parcels in the RSF Residential Single Family district, and a Special Exception Permit to develop a single family subdivision within the Cluster housing overlay which allows for a reduction of minimum lot standards.

The concept plan submitted as part of the application displays 35 lots for development, with corresponding open space and stormwater management areas. The cluster housing overlay requires that any reduction in lot size be compensated by open space preservation. Both the existing and draft versions of the Comprehensive Plan encourage Salem to be judicious with land use decisions, while acknowledging the need to embrace projects with development techniques that enhance land use and offer a product compatible with surrounding land uses. The Cluster housing overlay allows for gentle density, subtly increasing the number of allowable lots/units, contributing to the housing availability and affordability in Salem. While not necessarily targeted to directly increase the supply of "workforce housing," the proposed cluster community can expand the variety of options available to both existing and prospective residents, enhance common open space availability, and ultimately assist with the facilitation of a healthier housing portfolio for Salem.

If approved, the project would be required to meet the appropriate City of Salem and State of Virginia development standards which are integrated into the standard site plan and subdivision plat review process.

The Future Land Use Map (FLUM) identifies this area as residential, which is consistent with the proposed future utilization of the property.

REQUIREMENTS:

The proposal meets the requirements of Section 106-202.3., RSF Residential Single Family site development regulations, and 106-222.3. COL Cluster housing overlay site development regulations.

RECOMMENDATION:

Staff recommends approval of this request.

City of Salem Community Development Application

Request for REZONING or CONDITIONAL REZONING

Case #: _____

APPLICANT INFORMATION

Owner: Jackie Westmoreland
Contact Name: Jackie Westmoreland
Address: 3897 Carvins Cove Rd, Salem, VA 24153

Telephone No. (540) 330-56
Fax No. N/A
Email Address lcw91@hotmai

Applicant/Contract Purchaser: Brad Graham Real Estate LLC
Contact Name: Brad Graham
Address: PO Box 2294, Salem, VA 24153

Telephone No. (540) 293-35
Fax No. N/A
Email Address bradgrahamrea estate@gmail.com

[ ]

PARCEL INFORMATION

For multiple parcels, please attach a page ☐

(Tax ID #'s) 33-2-3

Deed Book _____ Page _____

Subdivision _____

Location Description (Street Address, if applicable)
638 Dalewood Ave, Salem, VA 24153

Total Area (acres/square feet) 9.77 acres
Current Zoning AG
Requested Zoning RSF (COL)
Requested Use Build RSF homes
Current Use SFD - Urban Res

❒ Conditional Zoning Request: See Attached Proffer sheets

SIGNATURE OF OWNER ☐ CONTRACT PURCHASER ☐ *(attach contract)* ☐

As owner or authorized agent of this property, I hereby certify that this application is complete and accurate to the best of my knowledge, and I hereby grant permission to the agents and employees of the City of Salem to enter the property for the purposes of processing and reviewing this request.

Signature *Jackie S. Westmoreland by POA Lisa C. Westmoreland* Date 05/28/2025
Print Name Jackie Westmoreland

Signature *Brad Graham* Date 05/28/2025
Print Name Brad Graham

QUESTIONS/ LETTERS/ SHOULD BE FORWARDED TO THE FOLLOWING**:

Name Brad Graham
Address: PO Box 2294, Salem, VA 24513

Telephone No. (540) 293-35
Fax No. N/A
Email Address bradgrahamre estate@gmail.com

**It is the responsibility of the contact person to provide copies of all correspondence to other interested parties to the application.

ACKNOWLEDGEMENT OF APPLICATION FEE PAYMENT PROCEDURE

Application fees must be submitted at the time of submittal. I hereby acknowledge that this application is not complete until the payment for all applicable fees has been received by the City of Salem Community Development Department. I acknowledge that I am responsible for ensuring that such fees are received by the City of Salem. I further acknowledge that any application fee submitted after the deadline shall result in the application being considered filed for the next month's meetings.

Signature of applicant/authorized agent Brad Graham _____ Date: 05/28/2025

Print Name: Brad Graham

Jackie S. Westmoreland by POA Lisa C. Westmoreland

Signature of applicant/authorized agent _____ Date: 05/28/2025

Print Name: Jackie S. Westmoreland by POA Lisa C. Westmoreland

If you would like your correspondence emailed and/or faxed, please make selections, and provide the information below:

☒ Email bradgrahamrealestate@gmail.com ☐ Fax: _____

FEES:

All application fees must be paid at the time of submittal. Please make checks payable to the City of Salem:

Rezoning application fee $1,000

FOR STAFF USE ONLY

Staff Reviewer: _____ Application Complete? ☐ YES ☐ NO

Date: _____

PLEASE RESPOND FOR ALL REZONING APPLICATIONS:

1. What is the Future Land Use Designation for the subject property? Residential
2. Describe in detail the proposed use of the property. Single Family Home Development on the cluste
3. List any sensitive environmental or unique features on the property. Are there any high voltage transmission lines, public utility lines, or others? None
4. Is the subject property located within the Floodplain District? ❒ YES ❒ NO If yes, describe the proposed measures for meeting the standards of the Floodplain Ordinance. N/A
5. Is the subject property listed as a historic structure or located within a historic district? ❒ YES ❒ NO
   If yes, describe the proposed measures for meeting the standards of the Department of Historic Resources.
   N/A
6. Have you provided a conceptual plan of the proposed development, including general lot configurations and road locations? Are the proposed lot sizes compatible with existing parcel sizes in the area? Yes (Balzer and Associates currently drawing) / Yes

PLEASE RESPOND FOR COMMERCIAL REZONING APPLICATIONS

1. What provisions will be made to ensure safe and adequate access to the subject property? N/A
2. How will the traffic impact of this development be addressed? N/A
3. Describe why the proposed use is desirable and appropriate for the area. What measure will be taken to assure that the proposed use will not have a negative impact on the surrounding vicinity? N/A
4. What type of signage is proposed for the site? N/A
5. Have architectural/building elevations been submitted with this application? N/A

City of Salem Community Development Application

Request for SPECIAL EXCEPTION/USE NOT PROVIDED FOR PERMIT

Case #: _____

APPLICANT INFORMATION

Owner: Jackie Westmoreland Contact Name: Jackie Westmoreland Address: 3897 Carvins Cove Rd, Salem, VA 24153	Telephone No. (540) 330-56 Fax No. N/A Email Address lcw91@hotmai
Applicant/Contract Purchaser: Brad Graham Real Estate LLC Contact Name: Brad Graham Address: PO Box 2294, Salem, VA 24153	Telephone No. (540) 293-35 Fax No. N/A Email Address bradgrahamrea estate@gmail.com

PARCEL INFORMATION

For multiple parcels, please attach a page ☐

(Tax ID #'s) 33-2-3

Deed Book _____ Page _____

Subdivision _____

Location Description (Street Address, if applicable)
638 Dalewood Ave, Salem, VA 24153

Total Area (acres/square feet) 9.77 acres

Current Zoning AG

Requested Use ■ Special Exception ❒ Use Not Provided For

Build RSF homes (RSF zoning with COL)

SIGNATURE OF OWNER ☐ CONTRACT PURCHASER ■ *(attach contract)* ☐ *LESSEE*

As owner or authorized agent of this property, I hereby certify that this application is complete and accurate to the best of my knowledge, and I hereby grant permission to the agents and employees of the City of Salem to enter the property for the purposes of processing and reviewing this request.

Signature *Jackie S. Westmoreland by POA Lisa C. Westmoreland* Date 05/28/2025

Print Name Jackie Westmoreland

Signature *Brad Graham* Date 05/28/2025

Print Name Brad Graham

QUESTIONS/ LETTERS/ SHOULD BE FORWARDED TO THE FOLLOWING**:

Name Brad Graham Address: PO Box 2294, Salem, VA 24153	Telephone No. (540) 293-35 Fax No. N/A Email Address bradgrahamre estate@gmail.com

**It is the responsibility of the contact person to provide copies of all correspondence to other interested parties to the application.

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Application fees must be submitted at the time of submittal. I hereby acknowledge that this application is not complete until the payment for all applicable fees has been received by the City of Salem Community Development Department. I acknowledge that I am responsible for ensuring that such fees are received by the City of Salem. I further acknowledge that any application fee submitted after the deadline shall result in the application being considered filed for the next month's meetings.

Signature of applicant/authorized agent Brad Graham _____ Date: 05/28/2025

Print Name: Brad Graham _____

Jackie S. Westmoreland by POA Lisa C. Westmoreland

Signature of owner/authorized agent _____ Date: 05/28/2025

Print Name: Jackie S. Westmoreland by POA Lisa C. Westmoreland _____

If you would like your correspondence emailed and/or faxed, please make selections, and provide the information below:

☒Email bradgrahamrealestate@gmail.com _____ ☐Fax: _____

FEES:

All application fees must be paid at the time of submittal. Please make checks payable to the City of Salem:

Special Exception/Use Not Provided For/Use Not Provided For Permit application fee:

$500

FOR STAFF USE ONLY

Staff Reviewer: _____ Application Complete? ☐ YES ☐ NO

Date: _____

PLEASE RESPOND FOR ALL SPECIAL EXCEPTION/USE NOT PROVIDED FOR APPLICATIONS:

1. This Special Exception/Use Not Provided For is being requested in order to?
   Cluster the RSF lots of development.

2. Describe how you plain to develop the property for the proposed use and any associated uses.
   Single Family Home Development on the cluster lots.

3. Describe why the proposed use or exception is desirable and appropriate for the area. What measures will be taken to assure that the proposed use or exception will not have a negative impact on the surrounding vicinity? (This could include traffic or environmental impacts.)
   From our perspective, this is a perfect piece of property to develop with the cluster homes concept. It would allow the developer to preserve areas on the property that have large old-growth oak trees. These would provide buffer from Dalewood Ave below as well as the Southeast property line.

4. Is the subject property located within the Floodplain District? ❒ YES ❒ NO If yes, describe the proposed measures for meeting the standards of the Floodplain Ordinance.
   N/A

5. Have you provided a conceptual plan of the proposed development, including general lot configurations and road locations? Are the proposed lot sizes compatible with existing parcel sizes in the area?
   Yes (Balzer and Associates currently drawing) / Yes

6. Is the subject property listed as a historic structure or located within a historic district? ❒ YES ❒ NO
   If yes, describe the proposed measures for meeting the standards of the Department of Historic Resources.
   N/A

3750

THIS DEED made this 24th day of September, 1954, by and between Scott Hoback and Georgia Roberta Hoback, his wife, parties of the first part and L. W. Sink and Maxine R. Sink, husband and wife, tenants by the entirety with the common law right of survivorship, parties of the second part.

W I T N E S S E T H

THAT FOR AND IN CONSIDERATION of the sum of Eighteen Hundred ($1800.00) Dollars, cash in hand paid the receipt of which is hereby acknowledged, the parties of the first part do hereby BARGAIN, SELL, GRANT AND CONVEY, with General Warranty of Title, unto L. W. Sink and Maxine R. Sink, husband and wife, as tenants by the entirety with the common law right of survivorship, all of that certain tract or parcel of land, lying and being in Salem Magisterial District, Roanoke County, Virginia, and described as follows:

> BEGINNING at a point in the center of State Sec. Rt. No. 631 at "H" on plat of survey of W. D. Trevey property and being on the north line of the south tract of Sarah E. Trevey; thence with the center of the road N51-55W 106.0' to a point at "K"; thence with a new division line N54-30E 300.0' to an iron at "L"; thence N14-05W 103.7' to an iron at "M"; thence N61-39E 515.6' to an iron at "N" on line of the J.C. Anderson property; thence with the line of same S13-56E 300.0' to a stake at "G" on line of the Sarah E. Trevey south tract; thence with the line of same S66-17W 724.3' to the BEGINNING AND containing 4.00 acres and being the south portion of the 9.77 acre tract that W.D. Trevey conveyed to L. W. Sink as shown in detail on plat made by T. P. Parker, C.E., dated March 24, 1948; and being the same property conveyed to the parties of the first part by deed dated April 2, 1948 from L. W. Sink and Maxine R. Sink, his wife, of record in the Clerk's Office of the Circuit Court of Roanoke County, Virginia in Deed Book 390 page 309.

The parties of the first part covenant that they are seized with fee simple title to the aforesaid property; that they have the right to convey same to the parties of the second part; that

KEITH K. HUNT
ATTORNEY AT LAW
SALEM, VA.

SITE AND ZONING SUMMARY

SITE ADDRESS:	672 DALEWOOD AVE SALEM, VA 24153
PARCEL ID:	33-2-2
EXISTING LOT SIZE:	±1.59 AC.
EXISTING ZONING:	RSF
OWNER:	KELLY JOHN D & KELLY TERRI T 672 DALEWOOD AVE SALEM, VA
SITE ADDRESS:	638 DALEWOOD AVE SALEM, VA 24153
PARCEL ID:	33-2-3
EXISTING LOT SIZE:	±9.77 AC.
EXISTING ZONING:	AG
OWNER:	WESTMORELAND JACKIE S 3897 CARVINS COVE RD SALEM VA
SITE ADDRESS:	696 DALEWOOD AVE SALEM, VA 24153
PARCEL ID:	33-2-1
EXISTING LOT SIZE:	±2.00 AC.
EXISTING ZONING:	RSF
OWNER:	WHITENACK, ANN M 696 DALEWOOD AVE SALEM VA

RESIDENTIAL SINGLE FAMILY DEVELOPMENT STANDARDS:

MINIMUM LOT AREA:	9000 SF
MINIMUM LOT WIDTH:	75'
MAXIMUM BUILDING COVERAGE:	NONE
SETBACKS:	
FRONT:	25'
SIDE:	10% OF LOT WIDTH (NOT TO EXCEED 25 FEET)
REAR:	25'
MAXIMUM BUILDING HEIGHT:	45

NOTE: RESIDENTIAL SINGLE FAMILY CLUSTER DEVELOPMENT REQUIRES MINIMUM OF 15% OF DEVELOPMENT SIZE TO BE OPEN SPACE, OR ONE SQUARE FOOT OF OPEN SPACE FOR EACH SQUARE FOOT OF REDUCTION IN LOT SIZE BELOW 9,000 SQUARE FEET, WHICHEVER IS GREATER.

RSF CLUSTER DEVELOPMENT STANDARDS:

MINIMUM LOT AREA:	4500 SF
MINIMUM LOT WIDTH:	40'
SETBACKS:	
FRONT:	15'
SIDE:	5
REAR:	10'

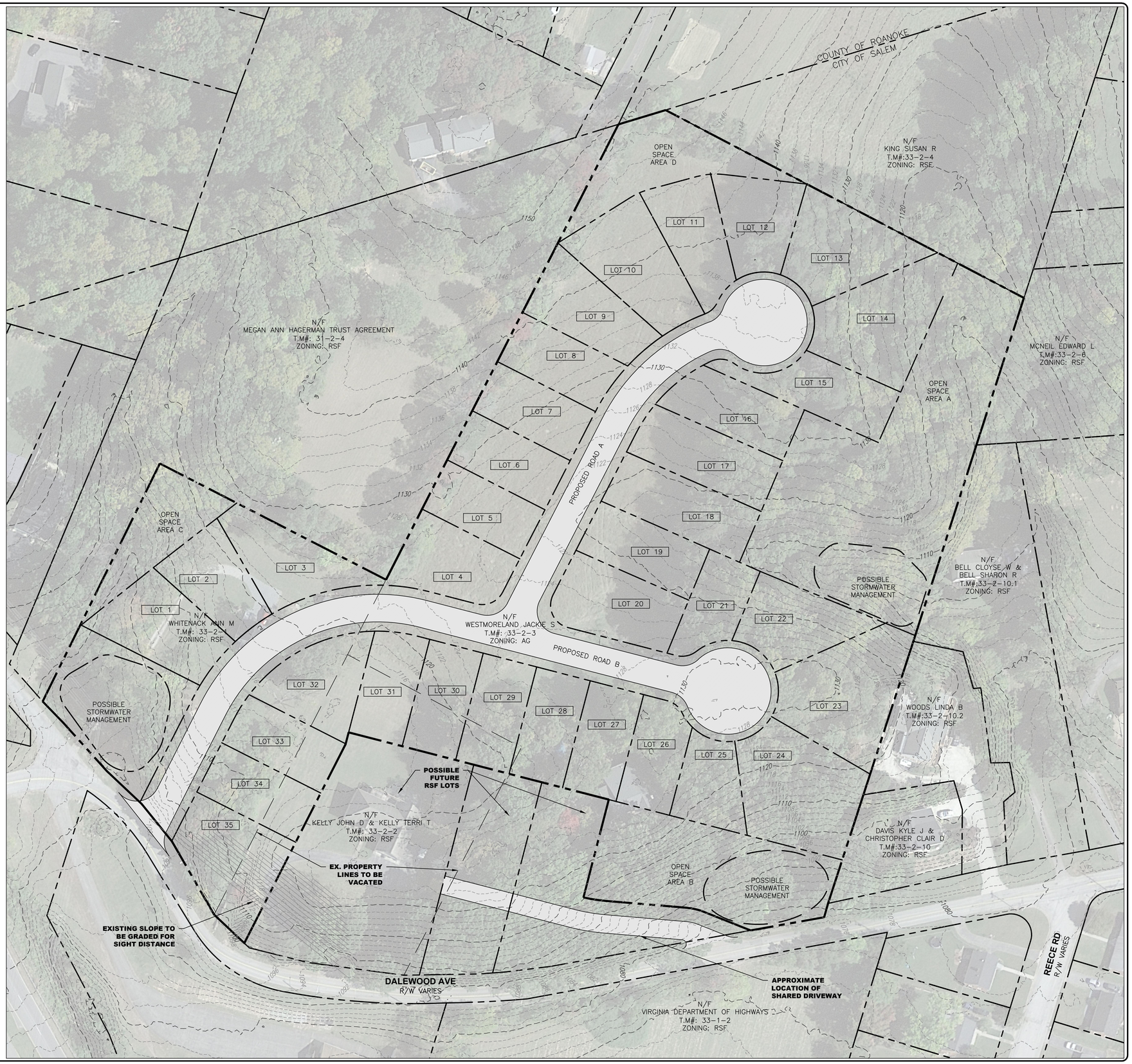
AGRICULTURE DISTRICT DEVELOPMENT STANDARDS:

MINIMUM LOT AREA:	10 AC
MINIMUM LOT WIDTH:	50'
MAXIMUM BUILDING COVERAGE:	NONE
SETBACKS:	
FRONT:	30'
SIDE:	10% OF LOT WIDTH (NOT TO EXCEED 25 FEET)
REAR:	30'
MAXIMUM BUILDING HEIGHT:	45'

DATA SOURCE: LOCAL GOVT GIS, FEMA, FWS, USDA, USGS, VDEM, VDOT.

CONCEPT PLAN NOTE: THIS PLAN IS FOR CONCEPTUAL PLANNING PURPOSES AND HAS BEEN PREPARED USING COMPILED INFORMATION. A CURRENT FIELD SURVEY HAS NOT BEEN PERFORMED TO VERIFY ALL EXISTING CONDITIONS ON-SITE.

AERIAL IMAGERY SOURCED FROM GOOGLE EARTH IMAGE, DATED OCTOBER 2022.



50 0 50 100 150

1" = 50'

BALZER & ASSOCIATES
PLANNERS / ARCHITECTS
ENGINEERS / SURVEYORS
Roanoke / Richmond
New River Valley
Shenandoah Valley
www.balzer.cc
1208 Corporate Circle
Roanoke, VA 24018
540.772.9580

PRELIMINARY
NOT FOR CONSTRUCTION

DALEWOOD SUBDIVISION

CONCEPTUAL SUBDIVISION PLAN

SALEM, VA
672 DALEWOOD AVE

DRAWN BY	CAN
DESIGNED BY	KAM
CHECKED BY	CPB
DATE	6/17/2025
SCALE	1" = 50'
REVISIONS	

EX-A

PROJECT NO. R0069456.00

N:_BAL\Projects\2025\0069456.00 DALEWOOD SUBDIVISION\CIVIL\dwg\2025-6-12 Concept\2025-6-16 Concept.dwg PLOTTED: 6/17/2025 3:58:31 PM

AFFIDAVIT OF MAILING PURSUANT TO S15.2-2204
CODE OF VIRGINIA

PLANNING COMMISSION **ITEM #3C**
JULY 16, 2025

This is to certify that I mailed letters in reference to the request of Brad Graham Real Estate LLC, contract purchaser, for rezoning of the property located at 638 Dalewood Avenue (Tax Map #33-2-3) from AG Agricultural District to RSF Residential Single-Family District and to request the issuance of a Special Exception Permit for 638, 672 and 696 Dalewood Avenue (Tax Map #s 33-2-3, 33-2-2 and 33-2-1) to allow their inclusion in the Cluster Housing Overlay to the following property owners and adjacent property owners on June 27, 2025, in the 2:00 p.m. mail:

ALLS JAMES
ALLS NORMA JEAN
GREER NEIDA K
1633 REECE RD
SALEM VA 24153

BELL CLOYSE W
BELL SHARON
610 DALEWOOD AVE
SALEM VA 24153

BLANKENSHIP-MARTIN CATHERINE A
1781 GREEN RIDGE RD
SALEM VA 24153

BOBBY COLE LOONEY AND JANE LEE
CALDWELL LOONEY JOI
519 DALEWOOD AVE
SALEM VA 24153

CORPORATION OF THE PRESIDING BISHOP
OF THE CHURCH OF JESUS CHRIST
50 E NORTH TEMPLE ST 22ND FLOOR
SALT LAKE CITY UT 84150

CROSIER BOBBY P
CROSIER ESTHER M
1714 WAYBURN DR
SALEM VA 24153

CUBBISON BRIAN N
1657 REECE RD
SALEM VA 24153

DAVIS KYLE J
CHRISTOPHER CLAIRE D
614 DALEWOOD AVE
SALEM VA 24153

DUDLEY JAMIE D
1645 REECE RD
SALEM VA 24153

FAITH CENTRAL FELLOWSHIP INC
677 DALEWOOD AVE
SALEM VA 24153

GABRIS JOSEPH ROBERT
GABRIS MARY EVELYN
1610 REECE RD
SALEM VA 24153

HAGERMAN MEGAN ANN TRUST
ANDERSON DESIMONE & GREEN PC
4923 COLONIAL AVE
ROANOKE VA 24018

HAMBRICK RAYMOND S
514 DALEWOOD AVE
SALEM VA 24153

HANCOCK BLAINE M
CROZIER JENNA N
1725 GREEN RIDGE RD
SALEM VA 24153

HARRIS SANDRA SUE
1628 REECE RD
SALEM VA 24153

HARTMAN E R JR
6047 GREEN RIDGE RD
ROANOKE VA 24019

HINTON KAREN V
1710 WAYBURN DR
SALEM VA 24153

HUNGATE NATHAN B
HUNGATE JENNIFER
8005 WHITTLER CT
ROANOKE VA 24019

KING SUSAN
2225 BAINBRIDGE DR
SALEM VA 24153

KNOUFF JANICE
WALKER JONATHAN
6320 WAYBURN DR
SALEM VA 24153

KNOUFF RUSSELL B JR
KNOUFF JANICE M
BAINS MARGARET L
6320 WAYBURN DR
SALEM VA 24153

LAMPRINAKOS ANGELA R
1632 REECE RD
SALEM VA 24153

LEFFLER PATSY
1618 REECE RD
SALEM VA 24153

LONG JEFFREY L
1722 WAYBURN DR
SALEM VA 24153

MANN EDWARD W
MANN CINDY L
1717 GREEN RIDGE RD
SALEM VA 24153

MARTIN ANGELA D
1817 GREEN RIDGE RD
SALEM VA 24153

MASSIE JENNA K
1667 REECE RD
SALEM VA 24153

MCMILLAN DANIEL E
MCMILLAN KATE D
1662 REECE RD
SALEM VA 24153

MCNEIL EDWARD L
1745 GREEN RIDGE RD
SALEM VA 24153

MEGAN ANN HAGERMAN TRUST AGREEMENT
4923 COLONIAL AVE
ROANOKE VA 24018

MOFFIT GAY C
1627 REECE RD
SALEM VA 24153

PHILLIPS WILLIAM LEE JR
1615 REECE RD
SALEM VA 24153

POWELL WILLIAM E
PO BOX 652
SALEM VA 24153

RICE JERRY D III
NICOL ALEXIS
1644 REECE RD
SALEM VA 24153

SCARBORO DAWN PATTERSON
PATTERSON LEE MONTGOMERY
1674 REECE RD
SALEM VA 24153

SIGNATURE PROPERTIES OF
ROANOKE LLC
PO BOX 21844
ROANOKE VA 24018

STINNETTE ROBERT H
HARLOW TATIANNA L
1639 REECE RD
SALEM VA 24153

SYKES PATSY R
GABRIS MARY E
1621 REECE RD
SALEM VA 24153

VIRGINIA DEPARTMENT OF HIGHWAYS
731 HARRISON AVE
SALEM VA 24153

WACEK JONATHAN KENN
WACEK WHITNEY NICOLE
1668 REECE RD
SALEM VA 24153-4104

WALLACE CURTIS W
WALLACE SHIRLEY S
1718 WAYBURN DR
SALEM VA 24153

WEIKLE PIERCE ETHRIDGE
1638 REECE RD
SALEM VA 24153

WISEMAN SADIE S
1651 REECE RD
SALEM VA 24153

WOODS LINDA B
1663 REECE RD
SALEM VA 24153

WOODS LINDA B
612 DALEWOOD AVE
SALEM VA 24153

YEAGER POLLY LYNN
WATKINS JEANETTE
1609 REECE RD
SALEM VA 24153

PRICE DOUGLAS G
1656 REECE RD
SALEM VA 24153

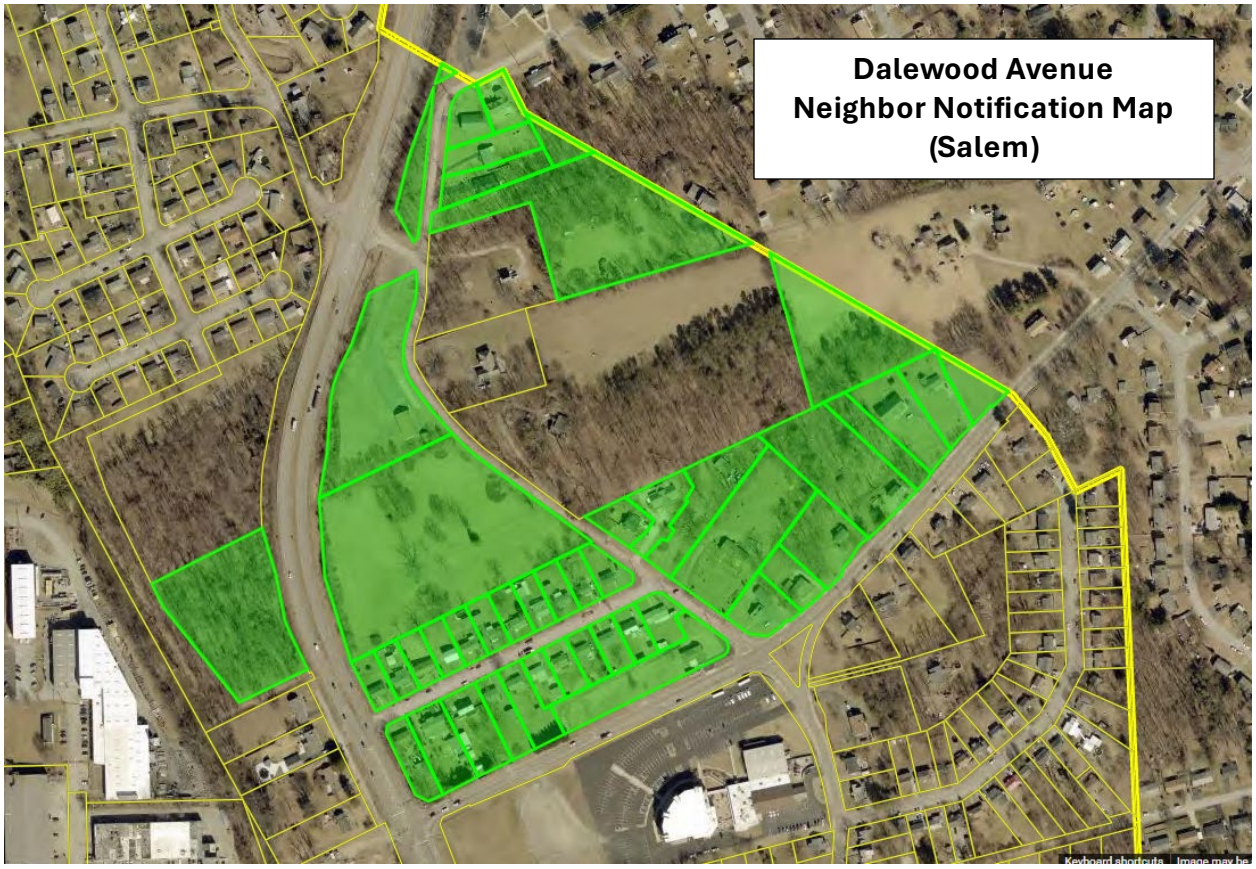
Signed _____ Date 7/7/25

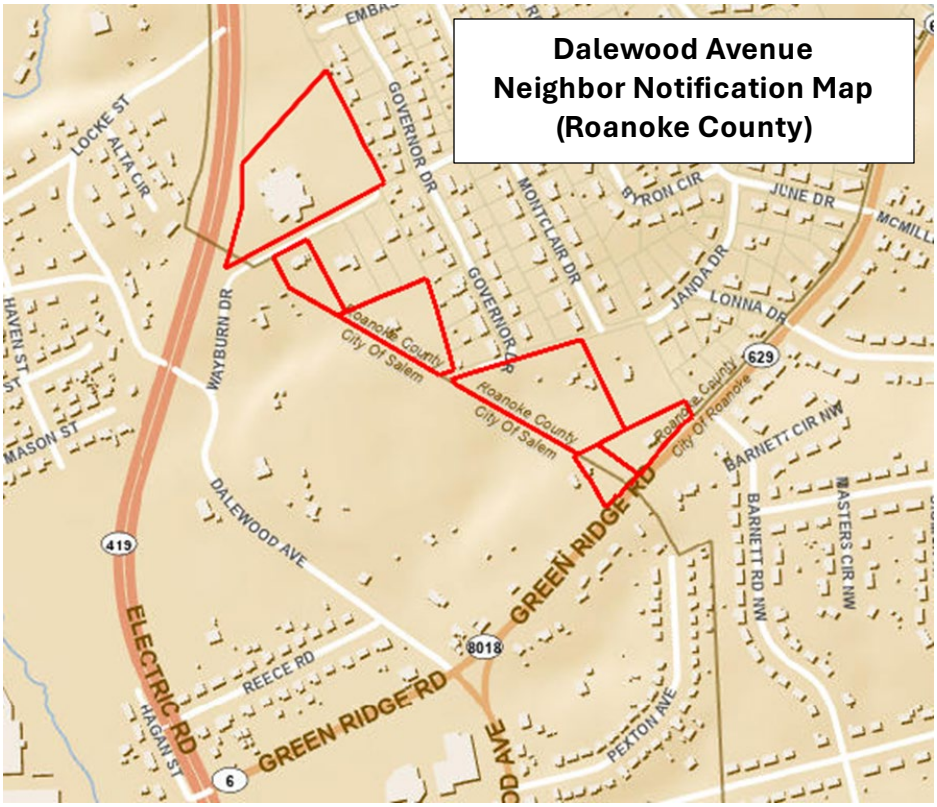
City of Salem
Commonwealth of Virginia
The foregoing instrument was acknowledged before me this 7th day of July, 2025 by

Tammy Dunn

_____
Notary Public
My commission expires: 10/31/2028

TAMMY DUNN
NOTARY PUBLIC
REG # 00272427
COMMISSION EXPIRES 10/31/2028
COMMONWEALTH OF VIRGINIA


Dalewood Avenue
Neighbor Notification Map
(Salem)


Dalewood Avenue
Neighbor Notification Map
(Roanoke County)
LOCKE ST
ALTA CIR
GOVERNOR DR
MONTCLAIR DR
BYRON CIR
JUNE DR
JANDA DR
LONNA DR
WAYBURN DR
HAVEN ST
MASON ST
Roanoke County
City Of Salem
Roanoke County
City Of Roanoke
629
BARNETT CIR NW
BARNETT RD NW
MASTERS CIR NW
DALEWOOD AVE
419
GREEN RIDGE RD
8018
REECE RD
ELECTRIC RD
HAGAN ST
6
PEXTON AVE

AT A REGULAR MEETING OF THE PLANNING COMMISSION OF THE CITY OF SALEM, VIRGINIA held in the Council Chambers of City Hall, 114 North Broad Street Salem, VA 24153

AGENDA ITEM: **Amendment to the Zoning Ordinance**

Consider the request of ABoone Real Estate Inc., contract purchaser, to rezone the properties located at 1002 and 1108 Newman Drive (Tax Map #s 58-1-1 & 58-1-2) from LM Light Manufacturing District with proffered conditions to RMF Residential Multi-Family District.

SUBMITTED BY: Max Dillon, Planner

SUMMARY OF INFORMATION:

SITE CHARACTERISTICS:

Zoning: LM Light Manufacturing with proffered conditions
Land Use Plan Designation: Residential
Existing Use: Radio tower site
Proposed Use: Townhouse development to be known as "Creekside Park."

The subject properties (1002 and 1108 Newman Drive) together consist of an approximately 40.501-acre tract of land which currently sits within the LM Light Manufacturing zoning designation. Several radio towers are currently situated on the site. The applicant is requesting a rezoning of the property from LM Light Manufacturing with proffered conditions to RMF Residential Multi Family in order to facilitate the development of a townhouse residential community with 171 units according to the concept plan dated 07/01/2024.

As discussed ad nauseum throughout planning publications in recent years and months, localities throughout United States and the Commonwealth of Virginia are experiencing housing shortages. This theme, along with both documentation from the existing Comprehensive Plan encouraging infill development (with innovative techniques such as zero lot line development) and conversations throughout the ongoing Comprehensive Plan process in which many residents expressed desires for additional housing options, supports the concept of a townhouse community. While not necessarily targeted to directly increase the supply of "workforce housing," the proposed townhouse community can expand the variety of options available to both existing and prospective residents, enhance common open space availability, and ultimately assist with the facilitation of a healthier housing portfolio for Salem.

The City of Salem Engineering Division has reviewed the Traffic Impact Study included with the applicant's submittal and concurs with its finding that studied intersections will function at the same level of service with minimal increases in delay.

If approved, the project would be required to meet the appropriate City of Salem and State of Virginia development standards which are integrated into the standard site plan and subdivision plat review process.

The Future Land Use Map (FLUM) identifies this area as residential which is consistent with the proposed future utilization of the property.

REQUIREMENTS:

The proposal meets the requirements of Section 106-204.3., site development regulations for RMF Residential Multi Family.

RECOMMENDATION:

Staff recommends approval of this rezoning request to accommodate the Creekside Park townhouse development in accordance with the provided concept plan, and encourages Planning Commissioners to consider the allowable uses outlined in the RMF Residential Multi Family zoning district in their final recommendation. As presented, the project appears to be consistent with the Future Land Use Map, fulfills planning concepts and desires expressed during the Comprehensive Plan process, and can be supported by existing infrastructure.

City of Salem Community Development Application

Request for REZONING or CONDITIONAL REZONING

Case #: _____

APPLICANT INFORMATION

Owner: Mel Wheeler Inc.
Contact Name: Leonard Wheeler
Address: 3934 Electric Rd, Roanoke, VA 24018
Telephone No. (540) 278-1365
Fax No. _____
Email Address alexander@aboonerealestate.com

Applicant/Contract Purchaser: ABoone Real Estate, Inc.
Contact Name: Alexander Boone
Address: 3934 Electric Road, SW, Suite A Roanoke, Virginia 24018
Telephone No. (540) 278-1365
Fax No. _____
Email Address alexander@aboonerealestate.com

PARCEL INFORMATION

For multiple parcels, please attach a page ☐

(Tax ID #'s) 58-1-2

Deed Book 114 Page 419

Subdivision Lick Branch

Location Description (Street Address, if applicable)
1108 Newman Drive

Total Area (acres/square feet) 1.37 acres/59,677.2 square feet

Current Zoning LM - Light Manufacturing

Requested Zoning RMF - Residential Multi-Family

Requested Use Single family attached subdivision

Current Use Radio towers with office

☐ Conditional Zoning Request: See Attached Proffer sheets

SIGNATURE OF OWNER ■ CONTRACT PURCHASER ☐ *(attach contract)* ☐

As owner or authorized agent of this property, I hereby certify that this application is complete and accurate to the best of my knowledge, and I hereby grant permission to the agents and employees of the City of Salem to enter the property for the purposes of processing and reviewing this request.

Signature by Leonard Wheeler, President
Print Name Leonard Wheeler
Date 5/23/2025

Signature By: Alexander Boone, President
Print Name Alexander Boone
Date 5/23/25

QUESTIONS/ LETTERS/ SHOULD BE FORWARDED TO THE FOLLOWING**:

Name ABoone Real Estate, Inc.
Address: 3934 Electric Road, SW, Suite A Roanoke, Virginia 24018
Telephone No. (540) 278-1365
Fax No. _____
Email Address alexander@aboonerealestate.com

**It is the responsibility of the contact person to provide copies of all correspondence to other interested parties to the application.

City of Salem Community Development Application

Request for REZONING or CONDITIONAL REZONING

Case #: _____

APPLICANT INFORMATION

Owner: Mel Wheeler Inc.
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Address: 3934 Electric Rd, Roanoke, VA 24018

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Applicant/Contract Purchaser: ABoone Real Estate, Inc.
Contact Name: Alexander Boone
Address: 3934 Electric Road, SW, Suite A Roanoke, Virginia 24018

Telephone No. (540) 278-1365
Fax No. _____
Email Address alexander@aboonerealestate.com

PARCEL INFORMATION

For multiple parcels, please attach a page ☐

(Tax ID #'s) 58-1-1

Deed Book PB 15 Page 22

Subdivision Lick Branch

Location Description (Street Address, if applicable)
1002 Newman Drive

Total Area (acres/square feet) 39.131 acres/1,704,546.36 square feet
Current Zoning LM - Light Manufacturing
Requested Zoning RMF - Residential Multi-Family
Requested Use Single family attached subdivision
Current Use Radio towers with office

☐ Conditional Zoning Request: See Attached Proffer sheets

SIGNATURE OF OWNER ■ CONTRACT PURCHASER ☐ *(attach contract)* ☐

As owner or authorized agent of this property, I hereby certify that this application is complete and accurate to the best of my knowledge, and I hereby grant permission to the agents and employees of the City of Salem to enter the property for the purposes of processing and reviewing this request.

Signature by Leonard Wheeler, President Date 5/23/2025
Print Name Leonard Wheeler
Signature by Alexander Boone, President Date 5/23/25
Print Name _____

QUESTIONS/ LETTERS/ SHOULD BE FORWARDED TO THE FOLLOWING**:

Name ABoone Real Estate, Inc.
Address: 3934 Electric Road, SW, Suite A Roanoke, Virginia 24018

Telephone No. (540) 278-1365
Fax No. _____
Email Address alexander@aboonerealestate.com

**It is the responsibility of the contact person to provide copies of all correspondence to other interested parties to the application.

ACKNOWLEDGEMENT OF APPLICATION FEE PAYMENT PROCEDURE

Application fees must be submitted at the time of submittal. I hereby acknowledge that this application is not complete until the payment for all applicable fees has been received by the City of Salem Community Development Department. I acknowledge that I am responsible for ensuring that such fees are received by the City of Salem. I further acknowledge that any application fee submitted after the deadline shall result in the application being considered filed for the next month's meetings.

Signature of applicant/authorized agent by Leonard Wheeler, President Date: 5/23/2025

Print Name: Leonard Wheeler

Signature of applicant/authorized agent By: Alexander Boone, President Date: 5/23/25

Print Name: Alexander Boone

If you would like your correspondence emailed and/or faxed, please make selections, and provide the information below:

☒ Email alexander@aboonerealestate.com ☐ Fax: _____

FEES:

All application fees must be paid at the time of submittal. Please make checks payable to the City of Salem:

Rezoning application fee $1,000

FOR STAFF USE ONLY

Staff Reviewer: _____ Application Complete? ☐ YES ☐ NO

Date: _____

PLEASE RESPOND FOR ALL REZONING APPLICATIONS:

1. What is the Future Land Use Designation for the subject property? Residential
2. Describe in detail the proposed use of the property. We propose to develop the property in accordance with the Comprehensive Plan to create a new single family attached (townhome) community to complement the surrounding neighborhoods. The new community would serve to meet the housing needs of Salem and provide high-quality housing.
3. List any sensitive environmental or unique features on the property. Are there any high voltage transmission lines, public utility lines, or others? None.
4. Is the subject property located within the Floodplain District? ■ YES ❐ NO If yes, describe the proposed measures for meeting the standards of the Floodplain Ordinance. A portion of the property is located in the floodplain though we propose to develop and build the new townhome community on portions of the property that are entirely out of the floodplain and to leave the areas within the floodplain undisturbed.
5. Is the subject property listed as a historic structure or located within a historic district? ❐ YES ■ NO
   If yes, describe the proposed measures for meeting the standards of the Department of Historic Resources.
6. Have you provided a conceptual plan of the proposed development, including general lot configurations and road locations? Are the proposed lot sizes compatible with existing parcel sizes in the area? Yes. The proposed community is located on a unique parcel of property that has served an industrial use over the last several decades. We propose to create a new community to provide diverse housing options to existing and new residents of Salem.

PLEASE RESPOND FOR COMMERCIAL REZONING APPLICATIONS

1. What provisions will be made to ensure safe and adequate access to the subject property?
2. How will the traffic impact of this development be addressed?
3. Describe why the proposed use is desirable and appropriate for the area. What measure will be taken to assure that the proposed use will not have a negative impact on the surrounding vicinity?
4. What type of signage is proposed for the site?
5. Have architectural/building elevations been submitted with this application?

Project Narrative in Support of Rezoning

Tax Parcel 58-1-1 – 1002 Newman Drive from Light Manufacturing (LM) to Residential Multi-Family (RMF)
and
Tax Parcel 58-1-2 – 1108 Newman Drive from Light Manufacturing (LM) to Residential Multi-Family (RMF)

Applicant: ABoone Real Estate, Inc.
Owner: Mel Wheeler Inc.

May 23, 2025

ABoone Real Estate, Inc. ("ABoone") and Mel Wheeler Inc. request to rezone City of Salem Tax Parcels 58-1-1 and 58-1-2 (the "Property"), located at 1002 Newman Drive and 1108 Newman Drive, from Light Manufacturing (LM) to Residential Multi-Family (RMF). The RMF designation is in keeping with the Future Land Use Designation of the Comprehensive Plan for both parcels and complements the surrounding neighborhoods in the immediate area.

ABoone proposes to develop the property, which will be called "Creekside Park," into a single-family attached neighborhood of new homes to provide housing options for Salem residents who seek low maintenance living in a pedestrian friendly community. A new home community for Salem in a convenient location will help address an acute housing shortage and, at the same time, meet the needs of Salem for newer, high-quality housing for existing residents while creating an opportunity to encourage others to move to Salem. As with virtually all communities in the United States, Salem currently suffers from a shortage of all types of housing, and the addition of this new community will play a role both in helping to reduce this shortage and meet the increasing demand and need for diverse housing options to attract and, importantly, retain existing residents who seek low-maintenance living.

Creekside Park is an appropriate location for single family attached homes under the RMF ordinance as the future land use designation calls for residential use. Home sizes in the proposed new community are compatible with the existing homes in the surrounding neighborhoods. The main entrance to the new Creekside Park will be via Newman Drive, which traffic impact analysis shows has more than enough capacity to carry existing and future proposed vehicle trips generated by Creekside Park.

The Creekside Park community will offer brand-new housing for sale starting in the low- to mid-$300,000 range with both walkout basements and slabs. All homes will have garages and off-street parking with setbacks as set forth under RMF designation. The concept plan makes efficient use of the property and creates a walkable neighborhood with higher density while preserving

approximately 19 acres of open space for the enjoyment of residents. Additionally, ABoone will offer residents playground recreational areas and pocket parks for resident enjoyment.

The City of Salem needs housing in general but, specifically, new housing. 70% of the City's housing stock was built before 1980 and 91% of the housing stock was built before the year 2000. New home construction in Salem has declined each decade since the 1970s. This decline in new home construction over the past 50 years has made it increasingly difficult to find housing – especially housing that does not require significant and, often, financially infeasible remodeling. Economic development is listed as Objective 1 in the Comprehensive Plan Chapter IV Community Goals, Objectives and Strategies. The lack of housing is a deterrent to economic growth. Communities cannot grow if people are not able to find a place to live. Businesses do not expand or relocate without diverse forms of housing to meet the needs of their workforce. As a result, additional new housing is critical for communities to be competitive in business attraction and retention.

Creekside Park is perfectly suited for this type of single-family attached residential development based on the topography of the property and its direct access to existing Salem utilities. The property adjoins public streets and is accessible to the Salem street network. The location along Newman Drive is less than a mile and a half from the intersection of E. Main Street and Electric Road, two of Salem's main corridors that afford residents safe and easy access to the shopping, schools, churches, dining and transportation of the entire region. The proposed new community will have a positive impact on the community by providing existing and new residents with new housing that can attract all lifestyles. These families will remain or become a part of the fabric of Salem and will contribute socially and economically to the life of the City.

For the reasons described above and more particularly set forth in its Application, ABoone Real Estate, Inc. and Mel Wheeler Inc. respectfully request that the City of Salem adopt its application for Rezoning to Residential Multi-Family (RMF) in accordance with the Zoning Ordinance of the City of Salem.

Respectfully submitted this 23rd day of May, 2025.

SITE & ZONING SUMMARY:

OWNER:	MEL WHEELER INC C/O WSLQ RADIO
OWNER ADDRESS:	3934 ELECTRIC RD ROANOKE, VA 24018
SITE ADDRESS:	1002 NEWMAN DR SALEM, VA 24153
TAX MAP NUMBER:	58-1-1
EXISTING LOT SIZE:	39.131 AC
EXISTING ZONING:	LM – LIGHT MANUFACTURING

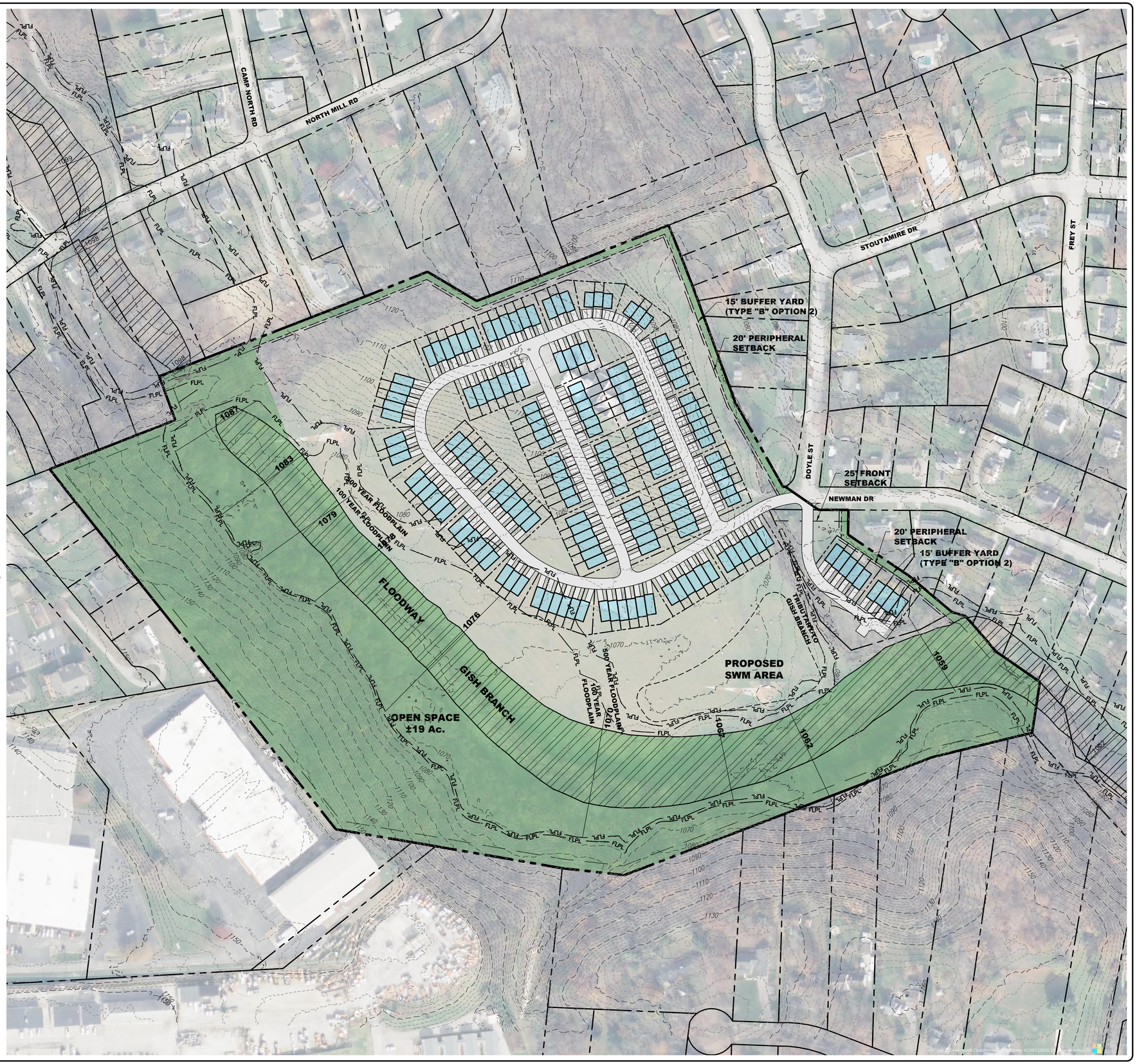
ZONING REQUIREMENTS (RESIDENTIAL MULTI-FAMILY – RMF):

MAXIMUM DEVELOPMENT DENSITY:	10 DU/AC
MINIMUM LOT AREA:	NONE (LOT SHALL BE LARGE ENOUGH TO ACCOMMODATE UNIT FOOTPRINT AND REQUIRED YARDS)
MINIMUM LOT WIDTH:	16' (MIN. TOWNHOUSE UNIT WIDTH)
SETBACKS (RMF ZONE):	
FRONT:	25'
SIDE:	20'
REAR:	20'
SETBACKS (TOWNHOUSE USE & DESIGN STD'S):	
FRONT:	10' (NOT FRONTING ON A PUBLIC ROAD) 25' (FRONTING ON A PUBLIC ROAD)
SIDE (END UNIT)	10'
REAR:	10'
GROUPING OF TOWNHOUSES:	MIN 3 UNITS; MAX 12 UNITS; 2' FRONT FACADE STAGGER; 40' MIN. SEPARATION MAY BE REDUCED TO 20' SEPARATION IF BOTH FACING WALLS CONTAIN NO WINDOWS OF DOORS;
MAXIMUM BUILDING HEIGHT:	45'
PROPOSED NUMBER OF UNITS:	171

BUFFER REQUIREMENTS (RMF ABUTTING RSF):

TYPE OF BUFFER YARD:	B
OPTION 1:	8' BUFFER YARD 1 ROW OF SMALL EVERGREEN TREES + 1 ROW OF EVERGREEN SHRUBS
OPTION 2:	15' BUFFER YARD 1 ROW OF SMALL EVERGREEN TREES

NOTES:
1. NO INDIVIDUAL TOWNHOUSE LOTS SHALL EXTEND INTO THE ANY REQUIRED LANDSCAPE BUFFER.



100 0 100 200 300
1" = 100'

DATA SOURCE: LOCAL GOVT GIS, FEMA, FWS, USDA, USGS, VDEM, VDOT.

CONCEPT PLAN NOTE: THIS PLAN IS FOR CONCEPTUAL PLANNING PURPOSES AND HAS BEEN PREPARED USING COMPILED INFORMATION. A CURRENT FIELD SURVEY HAS NOT BEEN PERFORMED TO VERIFY ALL EXISTING CONDITIONS ON-SITE.

BALZER & ASSOCIATES
PLANNERS / ARCHITECTS
ENGINEERS / SURVEYORS
Roanoke / Richmond
New River Valley
Shenandoah Valley
www.balzer.cc
1208 Corporate Circle
Roanoke, VA 24018
540.772.9580

PRELIMINARY
NOT FOR CONSTRUCTION

CREEKSIDE PARK TOWNHOMES

CONCEPTUAL SITE PLAN

1002 NEWMAN DR
CITY OF SALEM, VIRGINIA

DRAWN BY	JJL
DESIGNED BY	JJL
CHECKED BY	CPB
DATE	07/01/2024
SCALE	1" = 100'
REVISIONS	

EX-B

PROJECT NO. 04240022.00

J:\SHOOKS\04240022.00 NEWMAN DRIVE RESIDENTIAL DEVELOPMENT\CIVIL\dwg\04240022.00 Concept Grading Base.dwg PLOTTED: 7/2/2024 8:51:50 AM

BALZER & ASSOCIATES

CREEKSIDE PARK

Traffic Impact Study

B&A Project #04240022.00
Date: November 6, 2024

Planners | Architects | Engineers | Surveyors
1208 Corporate Circle, Roanoke, VA 24018
www.balzer.cc

TRAFFIC STUDY
FOR

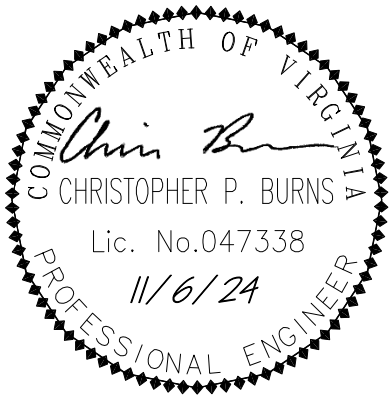
CREEKSIDE PARK

TAX MAP #: 58-1-1, 58-1-2

NEWMAN DRIVE
CITY OF SALEM, VIRGINIA

B&A PROJECT #04240022.00

DATE: November 6, 2024



BALZER
& ASSOCIATES

PLANNERS ARCHITECTS ENGINEERS SURVEYORS

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Table of Contents

BALZER & ASSOCIATES

List of Figures

List of Tables

1. Introduction

The applicant is proposing to rezone +/-40.5 acres of land located at the end of Newman Drive in the City of Salem (see Appendix A for vicinity map). The property is proposed to be rezoned from LM, Light Manufacturing, to RMF, Residential Multi-Family to allow for proposed townhomes to be developed on the property. The Concept Plan is included in Appendix B and shows that approximately 180 townhome units could be developed on the property.

The site is located at the end of Newman Drive and to the west of Doyle Street. The property is described as City of Salem Tax Parcels #58-1-1 and 58-1-2. Development traffic will access the site from the end of Newman Drive.

As discussed with the City of Salem, the following intersections will be analyzed to determine levels of service with the proposed development:

- Stoutamire Drive and Kesler Mill Road (Unsignalized)
- Parkdale Drive and East Main Street (Unsignalized)
- Parkdale Drive and Forest Lawn Drive (Unsignalized)
- Forest Lawn Drive and Kesler Mill Road (Unsignalized)

All roads in the direct vicinity of the project are two-lane local roads that provide access between residential areas, East Main Street, and some businesses along Kesler Mill Road. The speed limit on these local roads in the direct vicinity of the project is 25 mph.

Three scenarios will be considered: Existing Condition 2024, Background Condition 2028, and Buildout Condition 2028 to determine the effects of the background traffic growth and the proposed development on the levels of service at the existing intersections.

Level of service (LOS) for unsignalized intersections is evaluated based on control delay per vehicle and the driver's perception of those conditions. Control delay is the portion of the total delay attributed to the control at the intersection. Table 1 depicts the LOS scale with corresponding control delay per vehicle, with LOS "A" representing the best operating conditions and LOS "F" representing the worst.

Level of Service Criteria for Unsignalized Intersections	
Level Of Service	**Avg. Control Delay (Sec./Veh)**
A	**≤ 10**
B	**> 10 – 15**
C	**> 15 – 25**
D	**> 25 – 35**
E	**> 35 – 50**
F	**≥ 50**

Table 1: LOS Criteria for Unsignalized Intersections (HCM)

The *Synchro 11* software was used for traffic modeling and analysis. This study was undertaken by Balzer and Associates, Inc. to:

- determine the total number of vehicle trips generated by the potential development to be added to the adjacent street network;
- determine the impacts to level of service at the existing intersections as a result of the background traffic growth and the proposed development;
- and to determine if any roadway or intersection improvements are warranted as a result of the proposed development.

2. Analysis of Existing Conditions

The site is currently owned by Mel Wheeler, Inc. There are four large radio towers that exist on the property, along with supporting access drive, parking area, and building. These existing improvements will be removed as part of the proposed development. There is an existing creek crossing the property from northwest to southeast. The existing creek will be preserved, as well as the steep, wooded areas located to the west and south of the creek. A portion of the site consists of 100-year floodplain and floodway areas. All development on the property will occur to the north and west of the existing creek.

All intersections in the vicinity of the site are unsignalized. 2021 VDOT traffic count data is available for East Main Street and Kessler Mill Road in the vicinity of the site, and this data is provided below as general background information.

2021 VDOT Traffic Count Data:

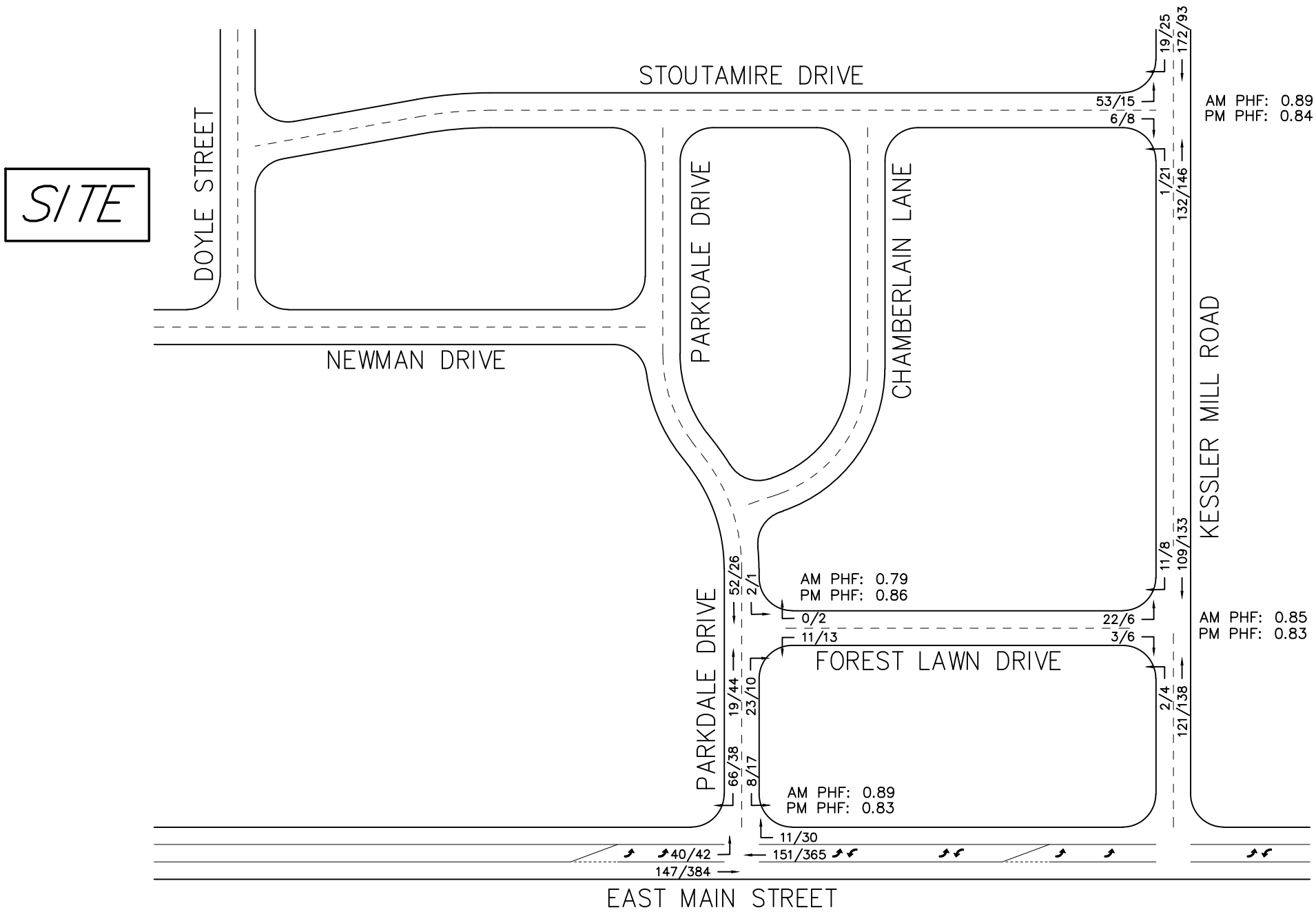
East Main Street, Rte. 460
AADT = 11,000 vpd
Directional Factor = 0.5726
K Factor = 0.0925

Kessler Mill Road, Rte. 630
AADT = 1,800 vpd
Directional Factor = 0.52
K Factor = 0.1058

In addition to the VDOT published traffic count data, manual traffic counts were performed for each of the study intersections. The counts were performed on Wednesday, August 28, 2024 from 7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM to capture the AM and PM peak hours. All turning and through movements were counted to facilitate analysis of the intersections. The manual traffic count data is provided in Appendix C. Figure 1 graphically depicts the existing peak hour traffic volumes.

The *Synchro 11* software was used to analyze delay and level of service for existing weekday AM and PM peak hours. The *Synchro 11* results are included in Appendix D.

FIGURE 1: 2024 EXISTING TURNING MOVEMENTS



LEGEND

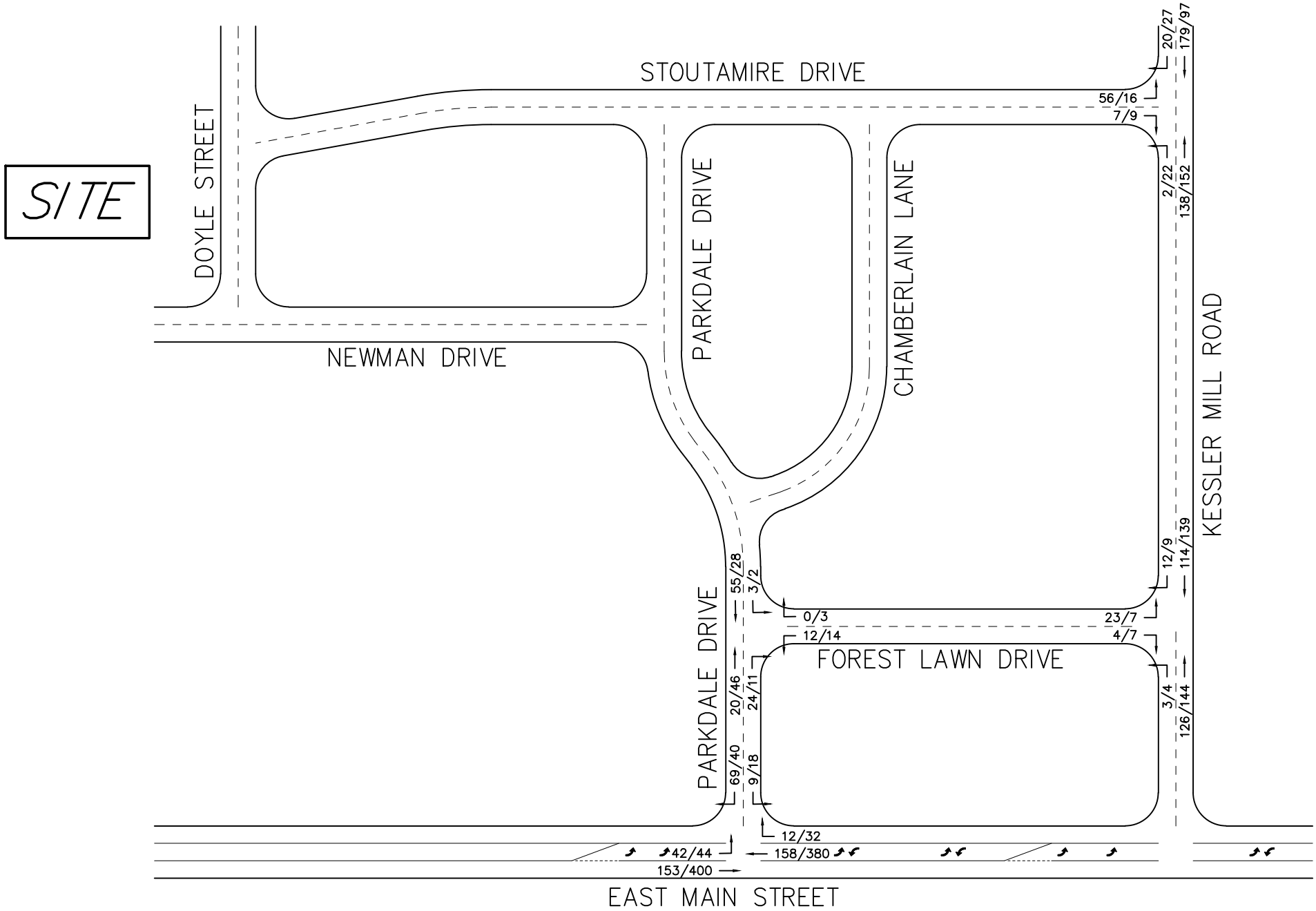
xx/xx: AM/PM Peak Hour Traffic

3. Analysis of Future Conditions Without Development

It is anticipated that the proposed development will be constructed and in use by the year 2028. To analyze the future conditions and obtain the projected background traffic volumes, an annual growth factor was applied to the existing traffic volumes. Based on historical VDOT traffic data, average daily traffic on East Main Street appears to have decreased over the past 10 years. To provide a conservative analysis, a 1% annual growth rate was applied to bring the existing traffic volumes from the current year of 2024 to the buildout year of 2028. Figure 2 graphically depicts the projected background traffic in the year 2028 with the growth rate applied.

The *Synchro 11* software was used to analyze delay and level of service for background weekday AM and PM peak hours. The *Synchro 11* results are included in Appendix D.

FIGURE 2: 2028 PROJECTED TURNING MOVEMENTS



LEGEND

xx/xx: AM/PM Peak Hour Traffic

4. Trip Generation

Trip generation for this study was based on the expectation that approximately 180 townhomes can be developed on the property. The policies and procedures found in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*, were employed to determine the potential site generated traffic volumes for the proposed development for the average weekday and AM and PM peak hours. Trip generation calculations were performed using the equations provided in the ITE manual. Table 2 shows the potential site-generated traffic for this development.

			Trip Generation						
Land Use			AM Peak Hour			PM Peak Hour			Weekday
Proposed Development	ITE Code	Independent Variable	Enter	Exit	Total	Enter	Exit	Total	Total
Single-Family Attached Housing	215	180 Dwelling Units	22	66	88	61	43	104	1,321

Table 2: Site-Generated Traffic

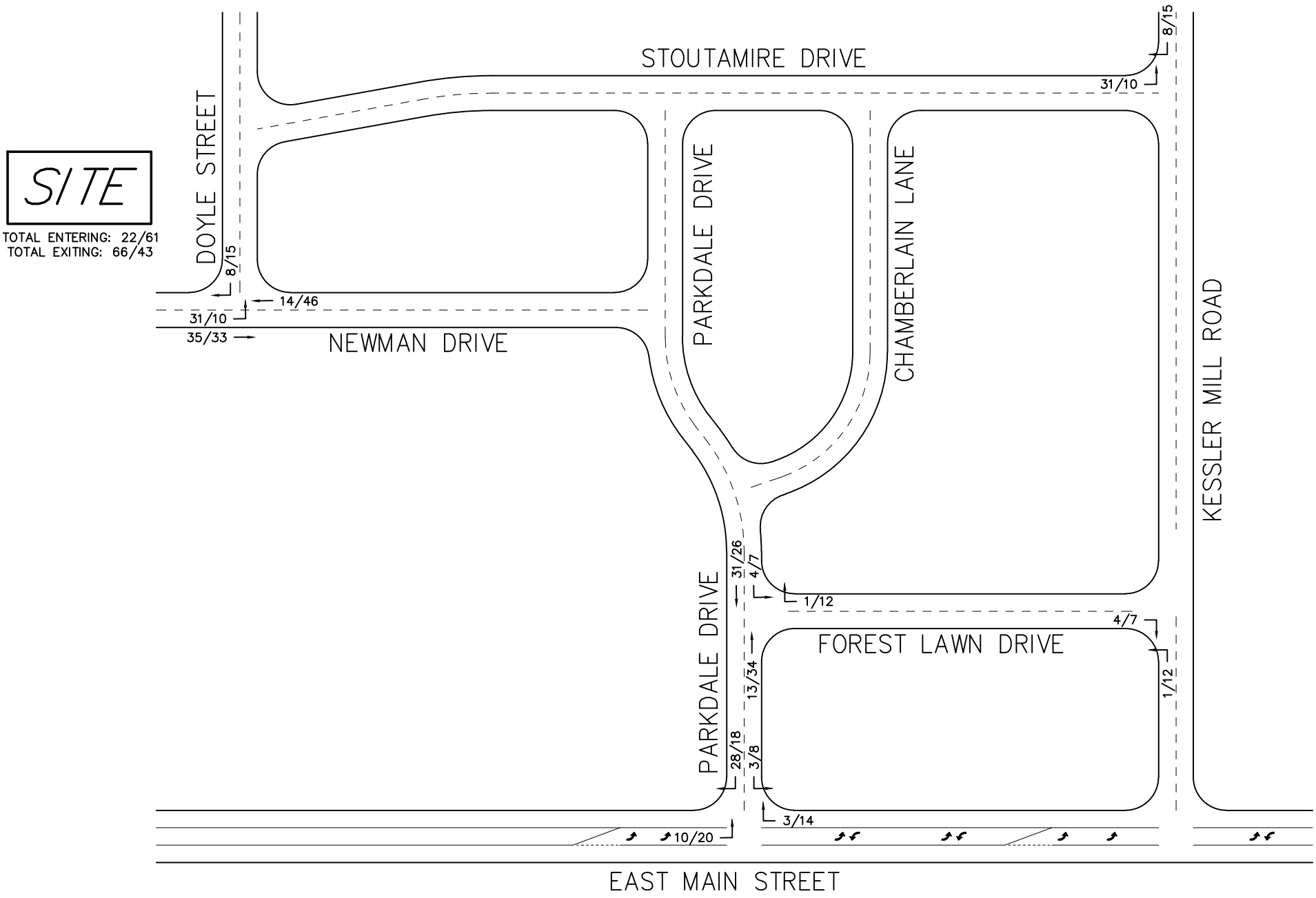
5. Site Traffic Distribution and Assignment

The distribution of potential site generated traffic is expected to be similar to existing site distribution patterns. The traffic count data was utilized to make assumptions about site traffic distribution and assignment. These assumptions were then applied to the site generated traffic to determine the ingress/egress movements at the entrance and in each direction.

All traffic will enter and exit the site at the end of Newman Drive. The surrounding road network requires vehicles to utilize the surrounding local streets and either East Main Street or Kessler Mill Road for access to and from the development. Trips were distributed in a manner that assumed that traffic from the proposed development will generally follow existing traffic patterns in the AM and PM peak hours.

After distribution of trips to the roadway, trips were distributed to each road and intersection based on the assumptions described above. Traffic assignment for site generated traffic is shown graphically in Figure 3.

FIGURE 3: SITE-GENERATED TURNING MOVEMENTS



LEGEND

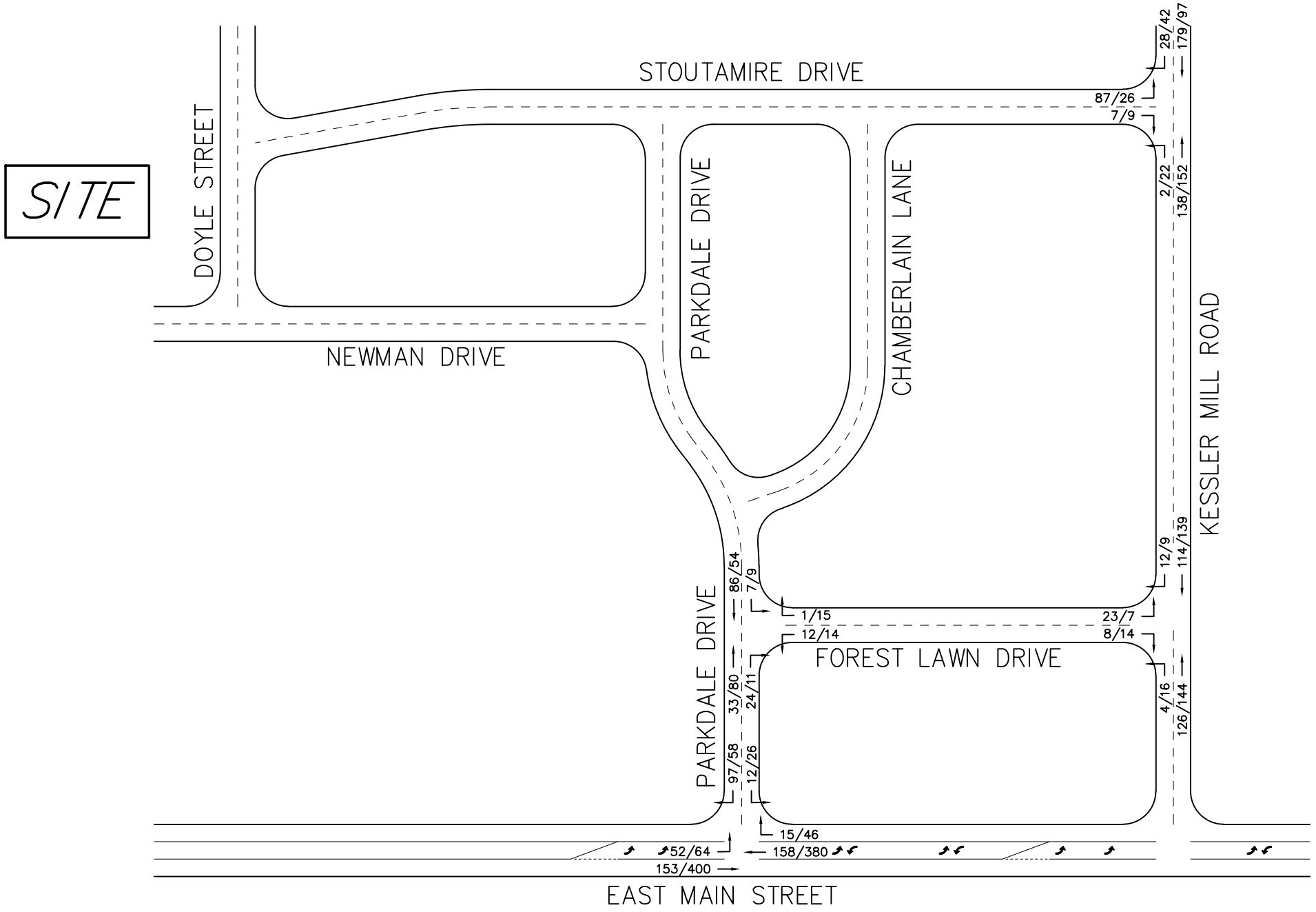
xx/xx: AM/PM Peak Hour Traffic

6. Analysis of Future Conditions With Development

The buildout traffic was calculated by adding the 2028 background traffic (Figure 2) to the site-generated traffic (Figure 3). The 2028 buildout traffic for each of the study intersections is shown in Figure 4. The intersections were then modeled and evaluated using the *Synchro 11* software. Tables 3 through 6 provide a summary of the levels of service and delays calculated at each intersection for the 2024 Existing, 2028 Background, and 2028 Buildout conditions. The detailed *Synchro 11* reports are included in Appendix D.

As shown in the data, all approaches at the four study intersections will function at the same level of service in the Buildout condition as they do in the Existing and Background conditions, with minimal increases in delay. No further improvements are warranted or recommended as a result of the expected development traffic.

FIGURE 4: 2028 BUILDOUT TURNING MOVEMENTS



LEGEND

xx/xx: AM/PM Peak Hour Traffic

East Main Street and Parkdale Drive

CONDITION	LANE GROUP	AM PEAK HOUR	PM PEAK HOUR
		LANE LOS (delay)	LANE LOS (delay)
Existing 2024 Condition	EBL	A (7.6)	A (8.4)
	SBL	B (11.5)	C (19.9)
	SBR	A (9.5)	B (11.3)
Background 2028 Condition	EBL	A (7.7)	A (8.5)
	SBL	B (11.7)	C (21.1)
	SBR	A (9.6)	B (11.5)
Buildout 2028 Condition	EBL	A (7.7)	A (8.6)
	SBL	B (12.0)	C (23.8)
	SBR	A (9.8)	B (11.8)

Table 3: East Main Street & Parkdale Drive LOS Analysis

Parkdale Drive and Forest Lawn Drive

CONDITION	LANE GROUP	AM PEAK HOUR	PM PEAK HOUR
		LANE LOS (delay)	LANE LOS (delay)
Existing 2024 Condition	WBLR	A (9.1)	A (9.0)
	SBL	A (7.3)	A (7.3)
Background 2028 Condition	NBLTR	A (9.1)	A (9.0)
	EBL	A (7.3)	A (7.3)
Buildout 2028 Condition	NBLTR	A (9.4)	A (9.3)
	EBL	A (7.3)	A (7.4)

Table 4: Parkdale Drive & Forest Lawn Drive LOS Analysis

Kesler Mill Road and Forest Lawn Drive

CONDITION	LANE GROUP	AM PEAK HOUR	PM PEAK HOUR
		LANE LOS (delay)	LANE LOS (delay)
Existing 2024 Condition	NBL	A (7.5)	A (7.5)
	EBLR	B (10.1)	A (9.8)
Background 2028 Condition	NBL	A (7.5)	A (7.6)
	EBLR	B (10.2)	A (9.9)
Buildout 2028 Condition	NBL	A (7.5)	A (7.6)
	EBLR	B (10.1)	A (9.8)

Table 5: Kesler Mill Road & Forest Lawn Drive LOS Analysis

Kesler Mill Road and Stoutamire Drive

CONDITION	LANE GROUP	AM PEAK HOUR	PM PEAK HOUR
		LANE LOS (delay)	LANE LOS (delay)
Existing 2024 Condition	NBL	A (7.6)	A (7.5)
	EBLR	B (11.0)	B (10.2)
Background 2028 Condition	NBL	A (7.7)	A (7.5)
	EBLR	B (11.2)	B (10.3)
Buildout 2028 Condition	NBL	A (7.7)	A (7.6)
	EBLR	B (11.7)	B (10.7)

Table 6: Kesler Mill Road & Stoutamire Drive LOS Analysis

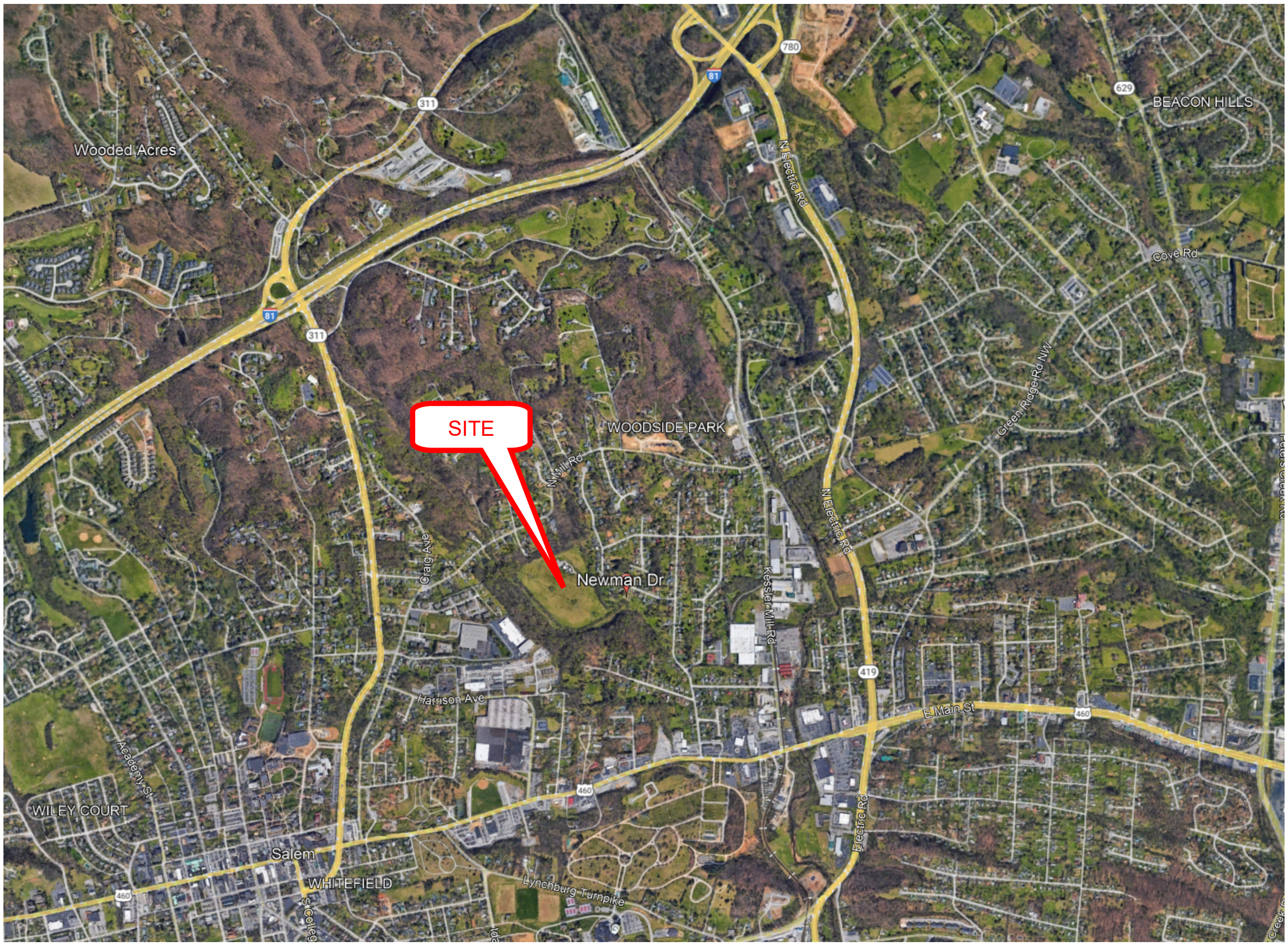
7. Conclusions

Based on the data collected, the assumptions made, and the projected site-generated traffic, the results of the analysis are outlined below.

- The proposed development will generate additional traffic to the existing road network.
- The proposed development results in minimal increases in delay at the study intersections and all approaches function at the same level of service in the Existing, Background, and Buildout scenarios.
- No roadway improvements are warranted or recommended as a result of the proposed development.

Appendix A

Vicinity Map


SITE
Newman Dr
WOODSIDE PARK
Wooded Acres
BEACON HILLS
Cove Rd
WILEY COURT
Salem
WHITEFIELD
Harrison Ave
E Main St
Lynchburg Turnpike
Craig Ave
Academy St
Kessler Mill Rd
N Electric Rd
Electric Rd
Green Ridge Rd NW
81
311
780
629
419
460

Appendix B

Concept Plan

SITE & ZONING SUMMARY:

OWNER:	MEL WHEELER INC C/O WSLQ RADIO
OWNER ADDRESS:	3934 ELECTRIC RD ROANOKE, VA 24018
SITE ADDRESS:	1002 NEWMAN DR SALEM, VA 24153
TAX MAP NUMBER:	58-1-1
EXISTING LOT SIZE:	39.131 AC
EXISTING ZONING:	LM – LIGHT MANUFACTURING

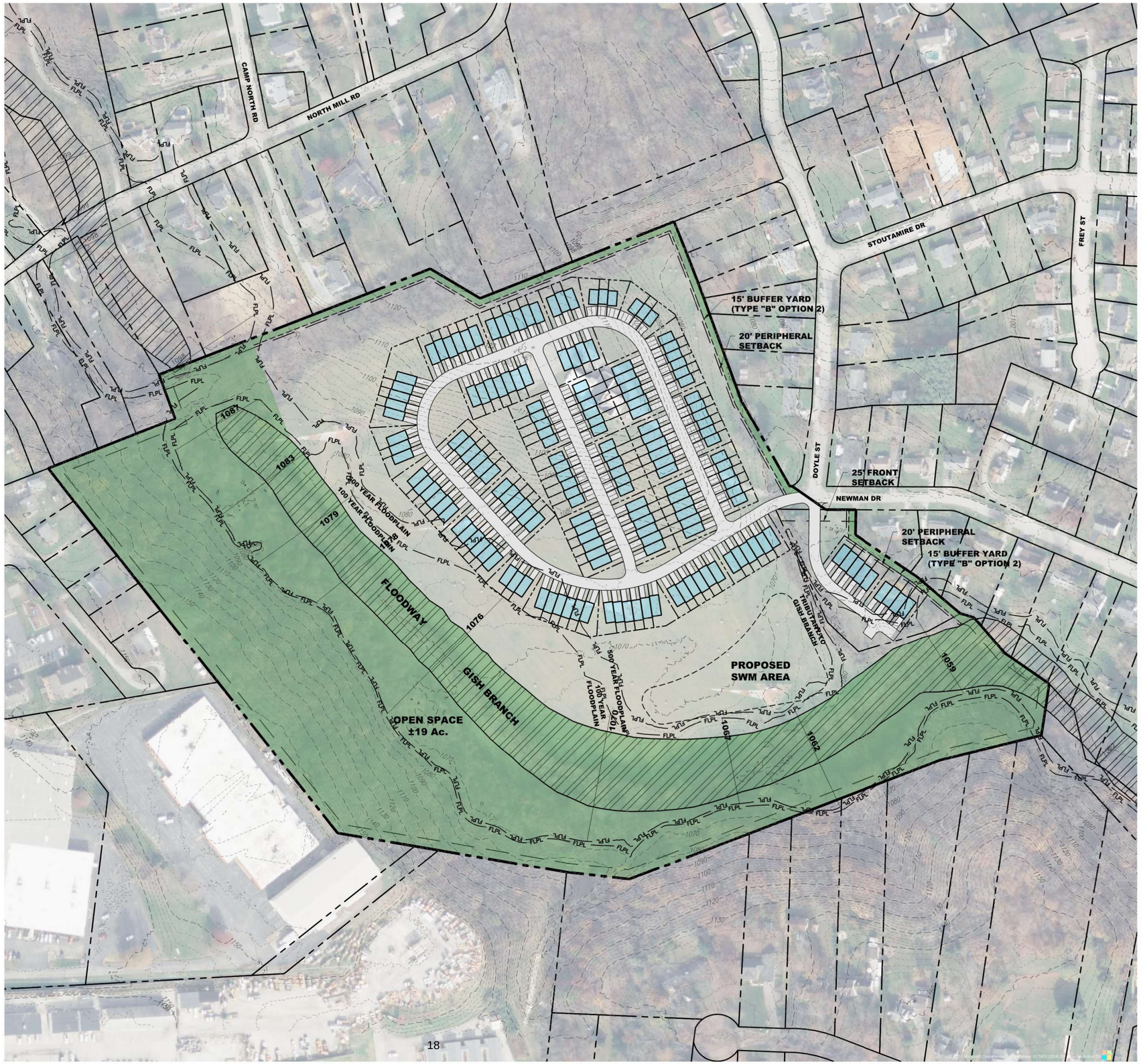
ZONING REQUIREMENTS (RESIDENTIAL MULTI-FAMILY – RMF):

MAXIMUM DEVELOPMENT DENSITY:	10 DU/AC
MINIMUM LOT AREA:	NONE (LOT SHALL BE LARGE ENOUGH TO ACCOMMODATE UNIT FOOTPRINT AND REQUIRED YARDS)
MINIMUM LOT WIDTH:	16' (MIN. TOWNHOUSE UNIT WIDTH)
SETBACKS (RMF ZONE):	
FRONT:	25'
SIDE:	20'
REAR:	20'
SETBACKS (TOWNHOUSE USE & DESIGN STD'S):	
FRONT:	10' (NOT FRONTING ON A PUBLIC ROAD) 25' (FRONTING ON A PUBLIC ROAD)
SIDE (END UNIT)	10'
REAR:	10'
GROUPING OF TOWNHOUSES:	MIN 3 UNITS; MAX 12 UNITS; 2' FRONT FACADE STAGGER; 40' MIN. SEPARATION MAY BE REDUCED TO 20' SEPARATION IF BOTH FACING WALLS CONTAIN NO WINDOWS OF DOORS;
MAXIMUM BUILDING HEIGHT:	45'
PROPOSED NUMBER OF UNITS:	171

BUFFER REQUIREMENTS (RMF ABUTTING RSF):

TYPE OF BUFFER YARD:	B
OPTION 1:	8' BUFFER YARD 1 ROW OF SMALL EVERGREEN TREES + 1 ROW OF EVERGREEN SHRUBS
OPTION 2:	15' BUFFER YARD 1 ROW OF SMALL EVERGREEN TREES

NOTES:
1. NO INDIVIDUAL TOWNHOUSE LOTS SHALL EXTEND INTO THE ANY REQUIRED LANDSCAPE BUFFER.



100 0 100 200 300
1" = 100'

DATA SOURCE: LOCAL GOVT GIS, FEMA, FWS, USDA, USGS, VDEM, VDOT.

CONCEPT PLAN NOTE: THIS PLAN IS FOR CONCEPTUAL PLANNING PURPOSES AND HAS BEEN PREPARED USING COMPILED INFORMATION. A CURRENT FIELD SURVEY HAS NOT BEEN PERFORMED TO VERIFY ALL EXISTING CONDITIONS ON-SITE.

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Roanoke, VA 24018
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PRELIMINARY
NOT FOR CONSTRUCTION

CREEKSIDE PARK TOWNHOMES

CONCEPTUAL SITE PLAN

1002 NEWMAN DR
CITY OF SALEM, VIRGINIA

DRAWN BY	JJL
DESIGNED BY	JJL
CHECKED BY	CPB
DATE	07/01/2024
SCALE	1" = 100'
REVISIONS	

J:\24\0504\24042\0222.00 NEWMAN DRIVE RESIDENTIAL DEVELOPMENT\CIVIL\dwg\24042\0222.00 Concept Grading Base.dwg PLOTTED: 7/2/2024 8:01:50 AM

EX-B

PROJECT NO. 24042\0222.00

Appendix C

Traffic Count Data

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: Parkdale Drive | Date: August 28, 2024 | Wednesday

and: East Main Street | Weather: Sunny/Warm

Location: Salem, Virginia | Entered by: SN | Star Rating: 4

TIME	TRAFFIC FROM NORTH on: Parkdale Drive					TRAFFIC FROM SOUTH on:					TRAFFIC FROM EAST on: East Main Street					TRAFFIC FROM WEST on: East Main Street					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
7:00 - 7:15	17	0	1	0	18	0	0	0	0	0	0	26	0	0	26	0	34	5	0	39	83
7:15 - 7:30	25	0	0	0	25	0	0	0	0	0	2	24	0	0	26	0	40	9	0	49	100
7:30 - 7:45	16	0	0	0	16	0	0	0	0	0	4	21	0	0	25	0	35	11	0	46	87
7:45 - 8:00	16	0	2	0	18	0	0	0	0	0	4	30	0	0	34	0	47	13	0	60	112
8:00 - 8:15	21	0	1	0	22	0	0	0	0	0	3	21	0	0	24	0	33	10	0	43	89
8:15 - 8:30	16	0	1	0	17	0	0	0	0	0	1	38	0	0	39	0	39	8	0	47	103
8:30 - 8:45	13	0	4	0	17	0	0	0	0	0	3	62	0	0	65	0	28	9	0	37	119
8:45 - 9:00	10	0	0	0	10	0	0	0	0	0	3	56	0	0	59	0	33	5	0	38	107
2 Hr Totals	134	0	9	0	143	0	0	0	0	0	20	278	0	0	298	0	289	70	0	359	800
1 Hr Totals																					
7:00 - 8:00	74	0	3	0	77	0	0	0	0	0	10	101	0	0	111	0	156	38	0	194	382
7:15 - 8:15	78	0	3	0	81	0	0	0	0	0	13	96	0	0	109	0	155	43	0	198	388
7:30 - 8:30	69	0	4	0	73	0	0	0	0	0	12	110	0	0	122	0	154	42	0	196	391
7:45 - 8:45	66	0	8	0	74	0	0	0	0	0	11	151	0	0	162	0	147	40	0	187	423
8:00 - 9:00	60	0	6	0	66	0	0	0	0	0	10	177	0	0	187	0	133	32	0	165	418
PEAK HOUR																					
7:45 - 8:45	66	0	8	0	74	0	0	0	0	0	11	151	0	0	162	0	147	40	0	187	423
PM																					
4:00 - 4:15	5	0	5	0	10	0	0	0	0	0	3	93	0	0	96	0	105	17	0	122	228
4:15 - 4:30	6	0	6	0	12	0	0	0	0	0	4	82	0	0	86	0	92	7	0	99	197
4:30 - 4:45	8	0	1	0	9	0	0	0	0	0	4	94	0	0	98	0	90	13	1	104	211
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5:15 - 5:30	6	0	3	0	9	0	0	0	0	0	9	79	0	0	88	0	99	9	0	108	205
5:30 - 5:45	10	0	5	0	15	0	0	0	0	0	4	98	0	0	102	0	88	10	0	98	215
5:45 - 6:00	8	0	2	0	10	0	0	0	0	0	8	86	0	0	94	0	74	14	0	88	192
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1 Hr Totals																					
4:00 - 5:00	26	0	16	0	42	0	0	0	0	0	14	347	0	0	361	0	371	47	1	419	822
4:15 - 5:15	35	0	18	0	53	0	0	0	0	0	20	356	0	0	376	0	389	39	1	429	858
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4:45 - 5:45	37	0	19	0	56	0	0	0	0	0	25	357	0	0	382	0	394	38	0	432	870
5:00 - 6:00	38	0	17	0	55	0	0	0	0	0	30	365	0	0	395	0	384	42	0	426	876
PEAK HOUR																					
5:00 - 6:00	38	0	17	0	55	0	0	0	0	0	30	365	0	0	395	0	384	42	0	426	876

TOTALS TURNING MOVEMENT COUNT - SUMMARY

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	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
7:00 - 7:15	0	11	0	0	11	2	4	0	0	6	0	0	4	0	4	0	0	0	0	0	21
7:15 - 7:30	0	16	1	0	17	6	3	0	0	9	0	0	1	0	1	0	0	0	0	0	27
7:30 - 7:45	0	11	1	0	12	9	9	0	0	18	0	0	4	0	4	0	0	0	0	0	34
7:45 - 8:00	0	13	0	0	13	5	3	0	0	8	0	0	1	0	1	0	0	0	0	0	22
8:00 - 8:15	0	12	0	0	12	3	4	0	0	7	0	0	5	0	5	0	0	0	0	0	24
8:15 - 8:30	0	5	0	0	5	3	4	0	0	7	0	0	4	0	4	0	0	0	0	0	16
8:30 - 8:45	0	9	0	0	9	1	6	0	0	7	0	0	2	0	2	0	0	0	0	0	18
8:45 - 9:00	0	8	0	0	8	0	4	0	0	4	1	0	0	0	1	0	0	0	0	0	13
2 Hr Totals	0	85	2	0	87	29	37	0	0	66	1	0	21	0	22	0	0	0	0	0	175
1 Hr Totals																					
7:00 - 8:00	0	51	2	0	53	22	19	0	0	41	0	0	10	0	10	0	0	0	0	0	104
7:15 - 8:15	0	52	2	0	54	23	19	0	0	42	0	0	11	0	11	0	0	0	0	0	107
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7:45 - 8:45	0	39	0	0	39	12	17	0	0	29	0	0	12	0	12	0	0	0	0	0	80
8:00 - 9:00	0	34	0	0	34	7	18	0	0	25	1	0	11	0	12	0	0	0	0	0	71
PEAK HOUR																					
7:15 - 8:15	0	52	2	0	54	23	19	0	0	42	0	0	11	0	11	0	0	0	0	0	107
PM																					
4:00 - 4:15	0	4	1	0	5	4	11	0	0	15	1	0	0	0	1	0	0	0	0	0	21
4:15 - 4:30	0	4	0	0	4	1	9	0	0	10	0	0	3	0	3	0	0	0	0	0	17
4:30 - 4:45	0	4	1	0	5	2	10	0	0	12	1	0	2	0	3	0	0	0	0	0	20
4:45 - 5:00	0	6	0	0	6	4	8	0	0	12	0	0	1	0	1	0	0	0	0	0	19
5:00 - 5:15	0	10	0	0	10	4	7	0	0	11	0	0	5	0	5	0	0	0	0	0	26
5:15 - 5:30	0	2	0	0	2	3	10	0	0	13	0	0	4	0	4	0	0	0	0	0	19
5:30 - 5:45	0	10	0	0	10	1	13	0	0	14	2	0	2	0	4	0	0	0	0	0	28
5:45 - 6:00	0	4	1	0	5	2	14	0	0	16	0	0	2	0	2	0	0	0	0	0	23
2 Hr Totals	0	44	3	0	47	21	82	0	0	103	4	0	19	0	23	0	0	0	0	0	173
1 Hr Totals																					
4:00 - 5:00	0	18	2	0	20	11	38	0	0	49	2	0	6	0	8	0	0	0	0	0	77
4:15 - 5:15	0	24	1	0	25	11	34	0	0	45	1	0	11	0	12	0	0	0	0	0	82
4:30 - 5:30	0	22	1	0	23	13	35	0	0	48	1	0	12	0	13	0	0	0	0	0	84
4:45 - 5:45	0	28	0	0	28	12	38	0	0	50	2	0	12	0	14	0	0	0	0	0	92
5:00 - 6:00	0	26	1	0	27	10	44	0	0	54	2	0	13	0	15	0	0	0	0	0	96
PEAK HOUR																					
5:00 - 6:00	0	26	1	0	27	10	44	0	0	54	2	0	13	0	15	0	0	0	0	0	96

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: Kessler Mill Road | Date: August 28, 2024 | Wednesday

and: Forest Lawn Drive | Weather: Sunny/Warm

Location: Salem, Virginia | Entered by: SN | Star Rating: 4

TIME	TRAFFIC FROM NORTH on: Kesler Mill Road					TRAFFIC FROM SOUTH on: Kesler Mill Road					TRAFFIC FROM EAST on: Private Access					TRAFFIC FROM WEST on: Forest Lawn Drive					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
7:00 - 7:15	3	29	0	0	32	0	28	1	0	29	0	0	0	0	0	0	0	1	0	1	62
7:15 - 7:30	1	26	1	0	28	0	32	1	0	33	1	0	0	0	1	1	0	7	0	8	70
7:30 - 7:45	3	20	0	0	23	0	26	0	0	26	0	0	0	0	0	2	0	8	0	10	59
7:45 - 8:00	4	34	0	0	38	0	35	0	0	35	0	0	0	0	0	0	0	6	0	6	79
8:00 - 8:15	4	25	0	0	29	0	21	1	0	22	0	0	0	0	0	1	0	6	0	7	58
8:15 - 8:30	1	32	2	1	36	3	8	0	0	11	1	1	1	0	3	1	0	5	0	6	56
8:30 - 8:45	1	27	2	0	30	1	15	1	0	17	0	0	1	0	1	0	0	2	0	2	50
8:45 - 9:00	0	18	0	0	18	1	17	1	0	19	2	0	0	0	2	1	0	2	0	3	42
2 Hr Totals	17	211	5	1	234	5	182	5	0	192	4	1	2	0	7	6	0	37	0	43	476
1 Hr Totals																					
7:00 - 8:00	11	109	1	0	121	0	121	2	0	123	1	0	0	0	1	3	0	22	0	25	270
7:15 - 8:15	12	105	1	0	118	0	114	2	0	116	1	0	0	0	1	4	0	27	0	31	266
7:30 - 8:30	12	111	2	1	126	3	90	1	0	94	1	1	1	0	3	4	0	25	0	29	252
7:45 - 8:45	10	118	4	1	133	4	79	2	0	85	1	1	2	0	4	2	0	19	0	21	243
8:00 - 9:00	6	102	4	1	113	5	61	3	0	69	3	1	2	0	6	3	0	15	0	18	206
PEAK HOUR																					
7:00 - 8:00	11	109	1	0	121	0	121	2	0	123	1	0	0	0	1	3	0	22	0	25	270
PM																					
4:00 - 4:15	1	30	0	0	31	0	38	4	1	43	1	0	1	0	2	4	0	2	0	6	82
4:15 - 4:30	1	15	0	0	16	0	26	0	0	26	0	0	0	0	0	0	0	2	0	2	44
4:30 - 4:45	3	50	2	0	55	1	33	1	0	35	0	0	0	0	0	1	0	1	0	2	92
4:45 - 5:00	0	29	0	0	29	1	40	0	0	41	1	0	1	0	2	1	0	3	0	4	76
5:00 - 5:15	3	31	0	0	34	0	35	1	0	36	1	0	1	0	2	2	0	2	0	4	76
5:15 - 5:30	2	23	0	0	25	0	30	2	0	32	1	0	0	0	1	2	0	0	0	2	60
5:30 - 5:45	3	14	0	0	17	1	33	1	1	36	0	0	0	0	0	0	0	1	0	1	54
5:45 - 6:00	0	21	0	0	21	0	28	2	0	30	1	0	0	0	1	1	0	2	0	3	55
2 Hr Totals	13	213	2	0	228	3	263	11	2	279	5	0	3	0	8	11	0	13	0	24	539
1 Hr Totals																					
4:00 - 5:00	5	124	2	0	131	2	137	5	1	145	2	0	2	0	4	6	0	8	0	14	294
4:15 - 5:15	7	125	2	0	134	2	134	2	0	138	2	0	2	0	4	4	0	8	0	12	288
4:30 - 5:30	8	133	2	0	143	2	138	4	0	144	3	0	2	0	5	6	0	6	0	12	304
4:45 - 5:45	8	97	0	0	105	2	138	4	1	145	3	0	2	0	5	5	0	6	0	11	266
5:00 - 6:00	8	89	0	0	97	1	126	6	1	134	3	0	1	0	4	5	0	5	0	10	245
PEAK HOUR																					
4:30 - 5:30	8	133	2	0	143	2	138	4	0	144	3	0	2	0	5	6	0	6	0	12	304

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: Stoutamire Drive | Date: August 28, 2024 | Wednesday

and: Kessler Mill Road | Weather: Sunny/Warm

Location: Salem, Virginia | Entered by: SN | Star Rating: 4

TIME	TRAFFIC FROM NORTH on: Stoutmire Drive					TRAFFIC FROM SOUTH on: Stoutmire Drive					TRAFFIC FROM EAST on:					TRAFFIC FROM WEST on: Kesler Mill Road					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
7:00 - 7:15	4	35	0	0	39	0	25	0	0	25	0	0	0	0	0	3	0	7	0	10	74
7:15 - 7:30	6	37	0	0	43	0	37	0	0	37	0	0	0	0	0	1	0	19	0	20	100
7:30 - 7:45	3	33	0	0	36	0	33	1	0	34	0	0	0	0	0	2	0	12	0	14	84
7:45 - 8:00	3	54	0	0	57	0	36	0	0	36	0	0	0	0	0	1	0	14	0	15	108
8:00 - 8:15	7	48	0	0	55	0	26	0	0	26	0	0	0	0	0	2	0	8	0	10	91
8:15 - 8:30	2	41	0	0	43	0	12	1	0	13	0	0	0	0	0	1	0	4	0	5	61
8:30 - 8:45	3	25	0	0	28	0	13	0	0	13	0	0	0	0	0	2	0	9	0	11	52
8:45 - 9:00	5	18	0	0	23	0	15	2	0	17	0	0	0	0	0	2	0	4	0	6	46
2 Hr Totals	33	291	0	0	324	0	197	4	0	201	0	0	0	0	0	14	0	77	0	91	616
1 Hr Totals																					
7:00 - 8:00	16	159	0	0	175	0	131	1	0	132	0	0	0	0	0	7	0	52	0	59	366
7:15 - 8:15	19	172	0	0	191	0	132	1	0	133	0	0	0	0	0	6	0	53	0	59	383
7:30 - 8:30	15	176	0	0	191	0	107	2	0	109	0	0	0	0	0	6	0	38	0	44	344
7:45 - 8:45	15	168	0	0	183	0	87	1	0	88	0	0	0	0	0	6	0	35	0	41	312
8:00 - 9:00	17	132	0	0	149	0	66	3	0	69	0	0	0	0	0	7	0	25	0	32	250
PEAK HOUR																					
7:15 - 8:15	19	172	0	0	191	0	132	1	0	133	0	0	0	0	0	6	0	53	0	59	383
PM																					
4:00 - 4:15	6	18	0	0	24	0	46	6	0	52	0	0	0	0	0	5	0	0	0	5	81
4:15 - 4:30	3	14	0	0	17	0	29	4	0	33	0	0	0	0	0	1	0	7	0	8	58
4:30 - 4:45	8	28	0	0	36	0	42	8	0	50	0	0	0	0	0	3	0	3	0	6	92
4:45 - 5:00	3	24	0	0	27	0	37	3	0	40	0	0	0	0	0	1	0	4	0	5	72
5:00 - 5:15	6	23	0	0	29	0	40	4	0	44	0	0	0	0	0	3	0	5	0	8	81
5:15 - 5:30	8	18	0	0	26	0	27	6	0	33	0	0	0	0	0	1	0	3	0	4	63
5:30 - 5:45	7	14	0	0	21	0	26	9	0	35	0	0	0	0	0	2	0	7	0	9	65
5:45 - 6:00	6	14	0	0	20	0	28	4	0	32	0	0	0	0	0	2	0	8	0	10	62
2 Hr Totals	47	153	0	0	200	0	275	44	0	319	0	0	0	0	0	18	0	37	0	55	574
1 Hr Totals																					
4:00 - 5:00	20	84	0	0	104	0	154	21	0	175	0	0	0	0	0	10	0	14	0	24	303
4:15 - 5:15	20	89	0	0	109	0	148	19	0	167	0	0	0	0	0	8	0	19	0	27	303
4:30 - 5:30	25	93	0	0	118	0	146	21	0	167	0	0	0	0	0	8	0	15	0	23	308
4:45 - 5:45	24	79	0	0	103	0	130	22	0	152	0	0	0	0	0	7	0	19	0	26	281
5:00 - 6:00	27	69	0	0	96	0	121	23	0	144	0	0	0	0	0	8	0	23	0	31	271
PEAK HOUR																					
4:30 - 5:30	25	93	0	0	118	0	146	21	0	167	0	0	0	0	0	8	0	15	0	23	308

Appendix D

Synchro 11
Intersection Analysis Data

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	147	151	11	8	66
Future Vol, veh/h	40	147	151	11	8	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	-	0	200
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	45	165	170	12	9	74

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	182	0	-	0	431	176
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	255	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1405	-	-	-	585	872
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	792	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1405	-	-	-	566	872
Mov Cap-2 Maneuver	-	-	-	-	566	-
Stage 1	-	-	-	-	832	-
Stage 2	-	-	-	-	792	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1405	-	-	-	566	872
HCM Lane V/C Ratio	0.032	-	-	-	0.016	0.085
HCM Control Delay (s)	7.6	-	-	-	11.5	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0.3

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	0	19	23	2	52
Future Vol, veh/h	11	0	19	23	2	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	13	0	22	27	2	61

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	101	36	0	0	49	0
Stage 1	36	-	-	-	-	-
Stage 2	65	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	902	1042	-	-	1571	-
Stage 1	992	-	-	-	-	-
Stage 2	963	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	901	1042	-	-	1571	-
Mov Cap-2 Maneuver	901	-	-	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	962	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	901	1571	-
HCM Lane V/C Ratio	-	-	0.014	0.001	-
HCM Control Delay (s)	-	-	9.1	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	3	2	121	109	11
Future Vol, veh/h	22	3	2	121	109	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	26	4	2	142	128	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	281	135	141	0	-	0
Stage 1	135	-	-	-	-	-
Stage 2	146	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	713	919	1455	-	-	-
Stage 1	896	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	712	919	1455	-	-	-
Mov Cap-2 Maneuver	712	-	-	-	-	-
Stage 1	895	-	-	-	-	-
Stage 2	886	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1455	-	732	-	-
HCM Lane V/C Ratio	0.002	-	0.04	-	-
HCM Control Delay (s)	7.5	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	53	6	1	132	172	19
Future Vol, veh/h	53	6	1	132	172	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	60	7	1	148	193	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	354	204	214	0	-	0
Stage 1	204	-	-	-	-	-
Stage 2	150	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	648	842	1368	-	-	-
Stage 1	835	-	-	-	-	-
Stage 2	883	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	647	842	1368	-	-	-
Mov Cap-2 Maneuver	647	-	-	-	-	-
Stage 1	834	-	-	-	-	-
Stage 2	883	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1368	-	663	-	-
HCM Lane V/C Ratio	0.001	-	0.1	-	-
HCM Control Delay (s)	7.6	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	42	384	365	30	17	38
Future Vol, veh/h	42	384	365	30	17	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	-	0	200
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	49	452	429	35	20	45

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	464	0	-	0	997	447
Stage 1	-	-	-	-	447	-
Stage 2	-	-	-	-	550	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1108	-	-	-	273	616
Stage 1	-	-	-	-	649	-
Stage 2	-	-	-	-	582	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1108	-	-	-	261	616
Mov Cap-2 Maneuver	-	-	-	-	261	-
Stage 1	-	-	-	-	620	-
Stage 2	-	-	-	-	582	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	14
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1108	-	-	-	261	616
HCM Lane V/C Ratio	0.045	-	-	-	0.077	0.073
HCM Control Delay (s)	8.4	-	-	-	19.9	11.3
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	0.2

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	2	44	10	1	26
Future Vol, veh/h	13	2	44	10	1	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	15	2	51	12	1	30

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	89	57	0	0	63	0
Stage 1	57	-	-	-	-	-
Stage 2	32	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	917	1015	-	-	1553	-
Stage 1	971	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	916	1015	-	-	1553	-
Mov Cap-2 Maneuver	916	-	-	-	-	-
Stage 1	971	-	-	-	-	-
Stage 2	995	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	928	1553	-
HCM Lane V/C Ratio	-	-	0.019	0.001	-
HCM Control Delay (s)	-	-	9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	6	4	138	133	8
Future Vol, veh/h	6	6	4	138	133	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	7	7	5	162	156	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	333	161	165	0	-	0
Stage 1	161	-	-	-	-	-
Stage 2	172	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	666	889	1426	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	663	889	1426	-	-	-
Mov Cap-2 Maneuver	663	-	-	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	863	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1426	-	760	-	-
HCM Lane V/C Ratio	0.003	-	0.019	-	-
HCM Control Delay (s)	7.5	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	8	21	146	93	25
Future Vol, veh/h	15	8	21	146	93	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	18	9	25	172	109	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	346	124	138	0	-	0
Stage 1	124	-	-	-	-	-
Stage 2	222	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	655	932	1458	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	820	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	643	932	1458	-	-	-
Mov Cap-2 Maneuver	643	-	-	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	820	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1458	-	721	-	-
HCM Lane V/C Ratio	0.017	-	0.038	-	-
HCM Control Delay (s)	7.5	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	42	153	158	12	9	69
Future Vol, veh/h	42	153	158	12	9	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	-	0	200
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	47	172	178	13	10	78

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	191	0	-	0	451	185
Stage 1	-	-	-	-	185	-
Stage 2	-	-	-	-	266	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1395	-	-	-	570	862
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	783	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1395	-	-	-	551	862
Mov Cap-2 Maneuver	-	-	-	-	551	-
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	783	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1395	-	-	-	551	862
HCM Lane V/C Ratio	0.034	-	-	-	0.018	0.09
HCM Control Delay (s)	7.7	-	-	-	11.7	9.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.3

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	0	20	24	3	55
Future Vol, veh/h	12	0	20	24	3	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	0	24	28	4	65

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	111	38	0	0	52	0
Stage 1	38	-	-	-	-	-
Stage 2	73	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	891	1040	-	-	1567	-
Stage 1	990	-	-	-	-	-
Stage 2	955	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	888	1040	-	-	1567	-
Mov Cap-2 Maneuver	888	-	-	-	-	-
Stage 1	990	-	-	-	-	-
Stage 2	952	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	888	1567	-
HCM Lane V/C Ratio	-	-	0.016	0.002	-
HCM Control Delay (s)	-	-	9.1	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	4	3	126	114	12
Future Vol, veh/h	23	4	3	126	114	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	27	5	4	148	134	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	297	141	148	0	-	0
Stage 1	141	-	-	-	-	-
Stage 2	156	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	698	912	1446	-	-	-
Stage 1	891	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	696	912	1446	-	-	-
Mov Cap-2 Maneuver	696	-	-	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	877	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1446	-	721	-	-
HCM Lane V/C Ratio	0.002	-	0.044	-	-
HCM Control Delay (s)	7.5	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	56	7	2	138	179	20
Future Vol, veh/h	56	7	2	138	179	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	63	8	2	155	201	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	371	212	223	0	-	0
Stage 1	212	-	-	-	-	-
Stage 2	159	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	634	833	1358	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	633	833	1358	-	-	-
Mov Cap-2 Maneuver	633	-	-	-	-	-
Stage 1	826	-	-	-	-	-
Stage 2	875	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1358	-	650	-	-
HCM Lane V/C Ratio	0.002	-	0.109	-	-
HCM Control Delay (s)	7.7	0	11.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	44	400	380	32	18	40
Future Vol, veh/h	44	400	380	32	18	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	-	0	200
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	52	471	447	38	21	47

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	485	0	-	0	1041	466
Stage 1	-	-	-	-	466	-
Stage 2	-	-	-	-	575	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1088	-	-	-	257	601
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	567	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1088	-	-	-	245	601
Mov Cap-2 Maneuver	-	-	-	-	245	-
Stage 1	-	-	-	-	605	-
Stage 2	-	-	-	-	567	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	14.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1088	-	-	-	245	601
HCM Lane V/C Ratio	0.048	-	-	-	0.086	0.078
HCM Control Delay (s)	8.5	-	-	-	21.1	11.5
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3	0.3

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	3	46	11	2	28
Future Vol, veh/h	14	3	46	11	2	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	16	3	53	13	2	33

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	97	60	0	0	66	0
Stage 1	60	-	-	-	-	-
Stage 2	37	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	907	1011	-	-	1549	-
Stage 1	968	-	-	-	-	-
Stage 2	991	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	906	1011	-	-	1549	-
Mov Cap-2 Maneuver	906	-	-	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	990	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	923	1549	-
HCM Lane V/C Ratio	-	-	0.021	0.002	-
HCM Control Delay (s)	-	-	9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	7	4	144	139	9
Future Vol, veh/h	7	7	4	144	139	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	8	8	5	169	164	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	349	170	175	0	-	0
Stage 1	170	-	-	-	-	-
Stage 2	179	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	652	879	1414	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	857	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	649	879	1414	-	-	-
Mov Cap-2 Maneuver	649	-	-	-	-	-
Stage 1	862	-	-	-	-	-
Stage 2	857	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1414	-	747	-	-
HCM Lane V/C Ratio	0.003	-	0.022	-	-
HCM Control Delay (s)	7.6	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	9	22	152	97	27
Future Vol, veh/h	16	9	22	152	97	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	19	11	26	179	114	32

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	361	130	146	0	-	0
Stage 1	130	-	-	-	-	-
Stage 2	231	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	642	925	1448	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	812	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	629	925	1448	-	-	-
Mov Cap-2 Maneuver	629	-	-	-	-	-
Stage 1	883	-	-	-	-	-
Stage 2	812	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1448	-	711	-	-
HCM Lane V/C Ratio	0.018	-	0.041	-	-
HCM Control Delay (s)	7.5	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	52	153	158	15	12	97
Future Vol, veh/h	52	153	158	15	12	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	-	0	200
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	58	172	178	17	13	109

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	195	0	-	0	475	187
Stage 1	-	-	-	-	187	-
Stage 2	-	-	-	-	288	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1390	-	-	-	552	860
Stage 1	-	-	-	-	850	-
Stage 2	-	-	-	-	766	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1390	-	-	-	529	860
Mov Cap-2 Maneuver	-	-	-	-	529	-
Stage 1	-	-	-	-	814	-
Stage 2	-	-	-	-	766	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1390	-	-	-	529	860
HCM Lane V/C Ratio	0.042	-	-	-	0.025	0.127
HCM Control Delay (s)	7.7	-	-	-	12	9.8
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.4

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	1	33	24	7	86
Future Vol, veh/h	12	1	33	24	7	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	1	39	28	8	101

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	170	53	0	0	67	0
Stage 1	53	-	-	-	-	-
Stage 2	117	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	825	1020	-	-	1547	-
Stage 1	975	-	-	-	-	-
Stage 2	913	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	821	1020	-	-	1547	-
Mov Cap-2 Maneuver	821	-	-	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	908	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	0.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	834	1547	-
HCM Lane V/C Ratio	-	-	0.018	0.005	-
HCM Control Delay (s)	-	-	9.4	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	8	4	126	114	12
Future Vol, veh/h	23	8	4	126	114	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	27	9	5	148	134	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	299	141	148	0	-	0
Stage 1	141	-	-	-	-	-
Stage 2	158	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	697	912	1446	-	-	-
Stage 1	891	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	694	912	1446	-	-	-
Mov Cap-2 Maneuver	694	-	-	-	-	-
Stage 1	887	-	-	-	-	-
Stage 2	875	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1446	-	740	-	-
HCM Lane V/C Ratio	0.003	-	0.049	-	-
HCM Control Delay (s)	7.5	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	87	7	2	138	179	28
Future Vol, veh/h	87	7	2	138	179	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	98	8	2	155	201	31

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	376	217	232	0	-	0
Stage 1	217	-	-	-	-	-
Stage 2	159	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	629	828	1348	-	-	-
Stage 1	824	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	628	828	1348	-	-	-
Mov Cap-2 Maneuver	628	-	-	-	-	-
Stage 1	822	-	-	-	-	-
Stage 2	875	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1348	-	640	-	-
HCM Lane V/C Ratio	0.002	-	0.165	-	-
HCM Control Delay (s)	7.7	0	11.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	64	400	380	46	26	58
Future Vol, veh/h	64	400	380	46	26	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	-	0	200
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	75	471	447	54	31	68

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	501	0	-	0	1095	474
Stage 1	-	-	-	-	474	-
Stage 2	-	-	-	-	621	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1074	-	-	-	239	595
Stage 1	-	-	-	-	630	-
Stage 2	-	-	-	-	540	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1074	-	-	-	222	595
Mov Cap-2 Maneuver	-	-	-	-	222	-
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	540	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	15.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1074	-	-	-	222	595
HCM Lane V/C Ratio	0.07	-	-	-	0.138	0.115
HCM Control Delay (s)	8.6	-	-	-	23.8	11.8
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5	0.4

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	15	80	11	9	54
Future Vol, veh/h	14	15	80	11	9	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	16	17	93	13	10	63

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	183	100	0	0	106	0
Stage 1	100	-	-	-	-	-
Stage 2	83	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	811	961	-	-	1498	-
Stage 1	929	-	-	-	-	-
Stage 2	945	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	805	961	-	-	1498	-
Mov Cap-2 Maneuver	805	-	-	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	938	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	1.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	879	1498	-
HCM Lane V/C Ratio	-	-	0.038	0.007	-
HCM Control Delay (s)	-	-	9.3	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	14	16	144	139	9
Future Vol, veh/h	7	14	16	144	139	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	8	16	19	169	164	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	377	170	175	0	-	0
Stage 1	170	-	-	-	-	-
Stage 2	207	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	629	879	1414	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	832	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	620	879	1414	-	-	-
Mov Cap-2 Maneuver	620	-	-	-	-	-
Stage 1	852	-	-	-	-	-
Stage 2	832	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1414	-	772	-	-
HCM Lane V/C Ratio	0.013	-	0.032	-	-
HCM Control Delay (s)	7.6	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	9	22	152	97	42
Future Vol, veh/h	26	9	22	152	97	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	31	11	26	179	114	49

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	370	139	163	0	-	0
Stage 1	139	-	-	-	-	-
Stage 2	231	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	634	915	1428	-	-	-
Stage 1	893	-	-	-	-	-
Stage 2	812	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	621	915	1428	-	-	-
Mov Cap-2 Maneuver	621	-	-	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	812	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1428	-	677	-	-
HCM Lane V/C Ratio	0.018	-	0.061	-	-
HCM Control Delay (s)	7.6	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

LEGAL DESCRIPTION FOR REZONING

CITY OF SALEM, VIRGINIA TAX PARCEL 58-1-1

BEGINNING AT A POINT AT THE SOUTHERN TERMINUS OF NEWMAN DRIVE;
THENCE N 86°32'24" W A DISTANCE OF 108.90' TO A POINT;
THENCE S 24°35'24" E A DISTANCE OF 267.60' TO A POINT;
THENCE S 45°35'24" E A DISTANCE OF 92.20' TO A POINT;
THENCE N 72°56'36" E A DISTANCE OF 158.20' TO A POINT;
THENCE N 62°02'36" E A DISTANCE OF 81.00' TO A POINT;
THENCE S 79°12'24" E A DISTANCE OF 24.50' TO A POINT;
THENCE S 40°17'24" E A DISTANCE OF 105.00' TO A POINT;
THENCE S 55°47'24" E A DISTANCE OF 115.00' TO A POINT;
THENCE S 11°22'36" W A DISTANCE OF 111.84' TO A POINT;
THENCE S 74°19'36" W A DISTANCE OF 221.63' TO A POINT;
THENCE S 68°30'36" W A DISTANCE OF 520.34' TO POINT;
THENCE S 70°10'36" W A DISTANCE OF 200.70' TO A POINT;
THENCE N 89°30'09" W A DISTANCE OF 121.50' TO A POINT;
THENCE N 77°33'30" W A DISTANCE OF 509.24' TO A POINT;
THENCE N 38°06'44" W A DISTANCE OF 413.09' TO A POINT;
THENCE N 39°48'49" W A DISTANCE OF 350.00' TO A POINT;
THENCE N 39°48'49" W A DISTANCE OF 150.00' TO A POINT;
THENCE N 39°48'49" W A DISTANCE OF 79.96' TO A POINT;
THENCE N 68°11'11" E A DISTANCE OF 19.09' TO A POINT;
THENCE N 68°11'11" E A DISTANCE OF 99.50' TO A POINT;
THENCE N 68°21'11" E A DISTANCE OF 180.00' TO A POINT;
THENCE N 21°48'49" W A DISTANCE OF 100.00' TO A POINT;
THENCE N 68°11'11" E A DISTANCE OF 625.00' TO A POINT;
THENCE S 59°00'49" E A DISTANCE OF 125.54' TO A POINT;
THENCE N 68°11'11" E A DISTANCE OF 213.10' TO A POINT;
THENCE N 69°16'03" E A DISTANCE OF 238.29' TO A POINT;
THENCE S 22°01'49" E A DISTANCE OF 123.00' TO A POINT;
THENCE S 19°20'49" E A DISTANCE OF 285.60' TO A POINT;
THENCE S 28°47'49" E A DISTANCE OF 216.00' TO A POINT;
THENCE S 59°14'24" E A DISTANCE OF 94.86' TO A POINT WHICH IS THE POINT OF BEGINNING,

HAVING AN AREA OF 1,693,254 +/- SQUARE FEET, 38.9 +/- ACRES SITUATE IN THE CITY OF SALEM, VIRGINIA. THIS DESCRIPTION BEING COMPILED FROM RECORDS AND IS SUBJECT TO CHANGE UPON COMPLETION OF A BOUNDARY SURVEY.

Project Number 04240022.00 ~ 05-30-2025

LEGAL DESCRIPTION FOR REZONING

CITY OF SALEM, VIRGINIA TAX PARCEL 58-1-2

BEGINNING AT A POINT AT THE SOUTHERN TERMINUS OF NEWMAN DRIVE;
THENCE S 01°31'47" E A DISTANCE OF 55.02' TO A POINT;
THENCE S 56°36'21" E A DISTANCE OF 158.67' TO A POINT;
THENCE S 50°53'51" E A DISTANCE OF 119.31' TO A POINT;
THENCE S 62°06'11" W A DISTANCE OF 81.04' TO A POINT;
THENCE S 72°56'36" W A DISTANCE OF 158.20' TO A POINT;
THENCE N 45°35'24" W A DISTANCE OF 92.20' TO A POINT;
THENCE N 24°35'24" W A DISTANCE OF 267.60' TO A POINT;
THENCE S 86°32'24" E A DISTANCE OF 108.90' TO A POINT;
THENCE N 89°26'49" E A DISTANCE OF 64.85' TO A POINT, WHICH IS THE POINT OF BEGINNING,
HAVING AN AREA OF 60234.27 SQUARE FEET, 1.383 ACRES

HAVING AN AREA OF 60,234 +/- SQUARE FEET, 1.38 +/- ACRES SITUATE IN THE CITY OF SALEM, VIRGINIA.
THIS DESCRIPTION BEING COMPILED FROM RECORDS AND IS SUBJECT TO CHANGE UPON COMPLETION OF A BOUNDARY SURVEY.

Project Number 04240022.00 ~ 05-30-2025

From:	Becky Vest Thomas
To:	Randy Foley; Hunter Holliday; jsaunders@salem.gov; Renee F Turk; Anne Marie Green; Mary Ellen H Wines
Subject:	[Ext.] I am opposed to the rezoning of The Radio Station in our neighborhood on 1002 Newman Dr, Salem
Date:	Monday, June 30, 2025 8:57:52 PM
Attachments:	Opposed rezoning.docx

There are two historic railroad tunnels a small one and a larger one on this property that were built in 1873. I have the information on the larger one and do not want to see it destroyed. For some reason on the North Mill Rd side it has been completely covered with dirt.

Becky Vest Thomas

Email Subject: Concerns Regarding Proposed Rezoning for 1002 Newman Drive

Dear Ms. Wines,

I hope this message finds you well. I am writing to express my concerns regarding the proposed rezoning of the 39-acre property located at 1002 Newman Drive into 171 residential units. As a resident of the neighborhood, I have several points I would like to address:

1. **Density and Parcel Size:** The proposal indicates that approximately 20 acres will be used for development. I am concerned about how the land will be allocated for each parcel, as the plan seems very congested. Could you provide more details on the minimum and maximum size of each proposed unit parcel?
2. **Parking Concerns:** If 171 units are proposed and we estimate at minimum 3 cars per household (one for each adult, one per teenager), this could realistically result in 513 additional cars utilizing the existing roads evaluated in the traffic impact report. How does the project plan to accommodate for overflow parking for when guests visit families?
3. **Traffic Concerns:** The increase in traffic on our narrow streets is a major concern. These streets do not allow parking on both sides while still accommodating two-way traffic. Additionally, it appears that the only entrance to the development will be through Newman Drive, which could create a bottlenecked and congested area, posing significant risks during emergencies. This poses a substantial risk to safety, particularly for children who play on Newman Drive, as well as pedestrian walkers, runners, and cyclists.
4. **Safety and Evacuation:** It is concerning that Newman Drive could be the only entrance to the large complex. This could pose hazards to residents in the event of an evacuation or fire.
5. **Floodplain Concerns:** The units proposed in the southeast corner, directly south of Newman Drive, occur within the floodplain. How would this set families up for success if their homes were to flood? This raises significant concerns about the long-term safety and viability of these homes for future residents.
6. **Drainage Features:** There is concern about the jurisdictional drainage features on site. Could you clarify what studies are required for projects in proximity to drainages on site?
7. **Neighborhood Aesthetic:** The proposed development may become an eye sore for residents on the southern part of Doyle Street, which consists of single-family

homes. While I recognize the Salem Planning Department's interest in utilizing townhomes to address housing needs, this particular area may not be the best fit for such development. The existing neighborhood is characterized by single-family homes, and the introduction of densely packed townhomes could disrupt the community's established aesthetic and lifestyle. Maintaining the neighborhood's character and aesthetic is important to those of us who have lived here for years, and it would be preferable for it to remain a community of single-family homes. Additionally, the challenges related to traffic, safety, and environmental concerns further suggest that this area may not be suitable for townhome development.

Given these concerns, I respectfully oppose this rezoning request as it currently stands. I urge the Planning Commission to not recommend this request to the City Council. Instead, I ask that you consider a generous reduction in the number of units and ensure that all the issues listed above are thoroughly addressed before any approval is granted.

Thank you for your time and consideration.

Sincerely,

Becky Vest Thomas
540-580-7989
1316 Forest Lawn Dr

Salem, VA 24153

From:	C Haworth
To:	Mary Ellen H Wines; City Managers Office; Renee F Turk
Subject:	[Ext.] Strong Opposition to Rezoning of the Old Radio Station Property
Date:	Monday, June 30, 2025 10:47:43 AM

Good Morning,

I am contacting you to express my strong and urgent opposition to the proposed rezoning of the property formerly home to the old radio station, for the purpose of constructing townhouses. This development poses serious, long-lasting consequences to our environment, our neighborhood stability, and the very character of Salem. I urge you to reject this rezoning request and protect what remains of our town's natural integrity.

The Rezoning Will Harm Local Wildlife

- The land in question supports a wide range of wildlife that depend on this undeveloped space for shelter, food, and safety. If this area is bulldozed, these animals will be forcibly driven into surrounding neighborhoods, where they will damage property and create safety hazards on our roads.
- This disruption is not theoretical—it is already occurring in other developed areas where greenspace has been lost.

Construction Will Severely Disrupt the Community

- Construction will bring months or years of noise, dust, and disruption. This is not just a concern for adjacent homes—sound, dust, and traffic will carry for miles.
- Increased vehicle traffic and construction equipment will also place undue stress on local roads and safety systems and contribute to very loud noise pollution.

Public Health Risks

- Construction releases fine particulate dust (PM2.5) which is proven to cause and worsen asthma, lung disease, and heart problems, particularly in children, seniors, and pets. This area is surrounded by houses filled with a lot of families with young children and pets.

Thank you for your time and I hope you will keep this wonderful area natural.

Sincerely,
Courtney Haworth
Salem, VA

From: Denise King
To: PlanningCommission; Jackson Beamer
Cc: Mary Ellen H Wines; Maxwell S Dillon
Subject: FW: [Ext.] 1002 and 1108 Newman Drive
Date: Wednesday, July 9, 2025 11:27:02 AM

Please see below.

Dee

-----Original Message-----
From: Denise King
Sent: Wednesday, July 9, 2025 11:26 AM
To: Dee Neighbors <deeneighbors@gmail.com>
Subject: RE: [Ext.] 1002 and 1108 Newman Drive

Thank you, Dee, for your input on this project. It was a pleasure to talk with you yesterday morning at the City Library. I am forwarding your email to all members of the Planning Commission and to our Planning and Zoning Administrator and City Planner.

Have a great day!
Dee

Denise (Dee) Phlegar King, Chair
City of Salem Planning Commission
540-598-8198 cell

-----Original Message-----
From: Dee Neighbors <deeneighbors@gmail.com>
Sent: Wednesday, July 9, 2025 11:23 AM
To: Denise King <denise.king@salemva.gov>
Subject: [Ext.] 1002 and 1108 Newman Drive

CAUTION: This message has originated from an external source. Please use proper judgment and caution when opening attachments, clicking links or responding to this email.

Greetings Dee,
It was nice to see you yesterday. Please note I am in favor of rezoning 1002 and 1108 Newman Drive from Light Manufacturing to some type of residential. I do not want to see any type of manufacturing or commercial use of the land.

Regards,
Dee Neighbors
1117 Newman Drive
Sent from my iPhone

From: Elizabeth Roberts
To: Mary Ellen H Wines
Subject: [Ext.] Concerns Regarding Proposed Rezoning for 1002 Newman Drive Salem
Date: Tuesday, July 8, 2025 12:27:17 PM

Dear Ms. Wines,

I hope this message finds you well.

My name is Elizabeth Roberts, and I am a 25-year-old homeowner on Parkdale Drive in a small, close-knit neighborhood on the outskirts of Salem. I am writing in regards to the proposed rezoning of the 39-acre property located at 1002 Newman Drive into 171 townhome-style condos. Before I share my concerns about the proposed development, I'd like to offer a brief background on my experience and perspective which I believe are relevant.

Originally from other parts of Virginia, my (now) husband and I decided to stay in Salem after both attending Roanoke College. We appreciated the community's southern charm and access to the outdoors and made the decision to put down roots by buying our first home here. We were drawn to our neighborhood because of its quiet, walkable nature, mid-century brick homes, the sizable backyards, surrounding wildlife, and its proximity to natural features like Carvin's Cove. It is a special and rare place—a balance of small-town warmth, natural beauty, and peaceful living that is becoming increasingly hard to find.

My husband and I have deeply invested in the town of Salem—not just financially, but personally and socially. We are active members at our local church, we regularly cycle and run on the roads of Salem and beyond, and we enjoy supporting the local businesses and restaurants. We are also involved in the local running community and volunteer at the Salem YMCA, where we assist in teaching adults how to swim. Salem is not simply where we reside—it is the community to which we are committed and where we hope to raise a family.

I, along with many of my neighbors, have serious concerns about this proposed development, and I respectfully ask that this request be significantly reconsidered for the following reasons:

1. Traffic and Road Concerns

- The only proposed access point is through Newman Drive, a narrow, residential road in our neighborhood, which already sees limited capacity due to parked cars and no sidewalks. Vehicles must first pass through either Parkdale Drive or Stoutamire Drive,—both of which are extremely narrow and do not allow for two-way traffic when residents are parked on the street, which is common due to limited driveway space.
- These roads were not designed to accommodate heavy traffic flow, and introducing 350+ more vehicles taking daily trips from a large townhome complex would lead to frequent congestion and potential accidents.
- Our streets currently serve as safe places for children playing, families walking, and outdoor recreation. Increased traffic would pose a serious safety risk to this way of life.

2. Safety and Emergency Evacuation Concerns

The proposed development would funnel all traffic through our small, pre-existing neighborhood roads, with no secondary access point for emergency services. This would contribute to a bottleneck effect in high traffic events such as an emergency response.

- Possibility for delays in the need of fire trucks, ambulances, or police due to limited shoulder space and on-street parking, there is often only room for one car to pass at a time.
- We are especially concerned that the proposed southeast portion of the development lies within a floodplain, and emergency evacuation during a flood could be severely compromised.
- The lack of a clear, multi-access evacuation and emergency response plan for a development of this size is a major public safety issue that cannot be ignored.

3. Environmental Concerns

- The development site is bordered by two creeks, and part of the land falls within and around a known floodplain.
- The area is home to wildlife including deer, birds, and potentially rare salamander species that depend on the creeks and undisturbed land for survival.
- We worry about stormwater runoff, drainage issues, and downstream flooding due to increased impervious surface and removal of natural buffer zones. We are concerned about the flooding that could occur from runoff into the creek that runs from the proposed property down under Parkdale Dr and is easily flooded.

4. Neighborhood Incompatibility

- The proposed townhomes are drastically out of character with the rest of the neighborhood, which consists of small single-family homes with a lot.
- As the infrastructure currently stands, inserting such a dense development here would not align with the existing neighborhood’s scale, appearance, or culture.
- Such a project would likely lead to home value depreciation, as well as a permanent change in the peaceful, residential nature of our community.

5. Alternative Solutions

- We acknowledge the growing demand for housing in Salem and support smart development. However, there are other areas within town limits better suited for higher-density housing—locations with direct access to main roads, public transportation, and existing infrastructure to support them.
- Building a project of this magnitude in a sensitive, established, small-scale neighborhood does not reflect responsible or sustainable urban planning.
- If a development must occur, please consider single-family homes comparable to the ones that make up our neighborhood. This would bring in less traffic and compliment the current makeup, culture and infrastructure.

Given these concerns, I respectfully oppose this rezoning request as it currently stands. I urge the Planning Commission to not recommend this request to the City Council. Please use your influence to

protect the character, safety, and environment of this neighborhood and to prioritize townhome developments in more appropriate, infrastructure-ready areas of Salem. Please do not allow this high-density, high-impact project to move forward in a location that simply cannot support it.

Our community is deeply invested in preserving the unique qualities that make Salem a special place to live.

Thank you for your time and for listening to the voices of the residents who care deeply about their community.

Sincerely,

Elizabeth Roberts
566 Parkdale Dr
Salem, VA 24153
eroberts99@outlook.com
804-994-7457

From:	Lauren Strong
To:	Mary Ellen H Wines
Subject:	[Ext.] Opposition to rezoning request for 1002 and 1108 Newman Drive
Date:	Wednesday, July 2, 2025 1:56:56 PM
Attachments:	Outlook-xqepmm2s.png Traffic Impact Study_Rezoning Request_11.6.2024_LES Comments.pdf

Dear Mary Ellen Wines,

I hope this message finds you well. I am writing to express my opposition and concerns regarding the proposed rezoning of the ~39-acre property located at 1002 Newman Drive and ~1.4 acre property located at 1108 Newman Drive into a total of 171 residential units.

Historically, this parcel was zoned for single family homes, before it was changed to light manufacturing, all of the surrounding properties are zoned a single-family homes. As a resident of the neighborhood, I have several points I would like to address:

1. **Traffic Concerns:** The increase in traffic on our narrow streets is a major concern. These streets do not allow parking on both sides while still accommodating two-way traffic. Additionally, it appears that the only entrance to the development will be through Newman Drive, which could create a bottlenecked and congested area, posing significant risks during emergencies. This poses a substantial risk to safety, particularly for children who play on Newman Drive, as well as pedestrian walkers, runners, and cyclists.

I have attached the Traffic Impacts Report to this email, I have taken the time to highlight all areas of concerns with comments throughout the entire report. I have a lot of concern for some of the lack of details within this report and question it's authenticity. Therefore, would like to see a traffic report conducted (incorporating more intersections, preferably done by a different company). I frequently walk on Doyle Street, Newman Drive, and Parkdale Drive and each time, it feels a little unsafe as it is with some of the speeding drivers on the roads.

I have more concerns I plan on sending emails out for but am still putting those emails together!

Given traffic concerns, I respectfully oppose this rezoning request as it currently stands. I urge the Planning Commission to not recommend this request to the City Council.

Instead, I ask that you consider a zoning to single family home use or utilized as Open Space for all surrounding neighborhoods and ensure that all the issues listed above are thoroughly addressed before any approval is granted.

Thank you for your time and consideration.

Sincerely,

Lauren Strong
540-598-8777
613 Doyle Street, Salem, VA 24153

Lauren Strong | she, her, hers

Project Lead - Avian

SWCA Environmental Consultants
3838 Camino Del Rio N Ste 220
San Diego, CA 92108
Lauren.Strong@swca.com

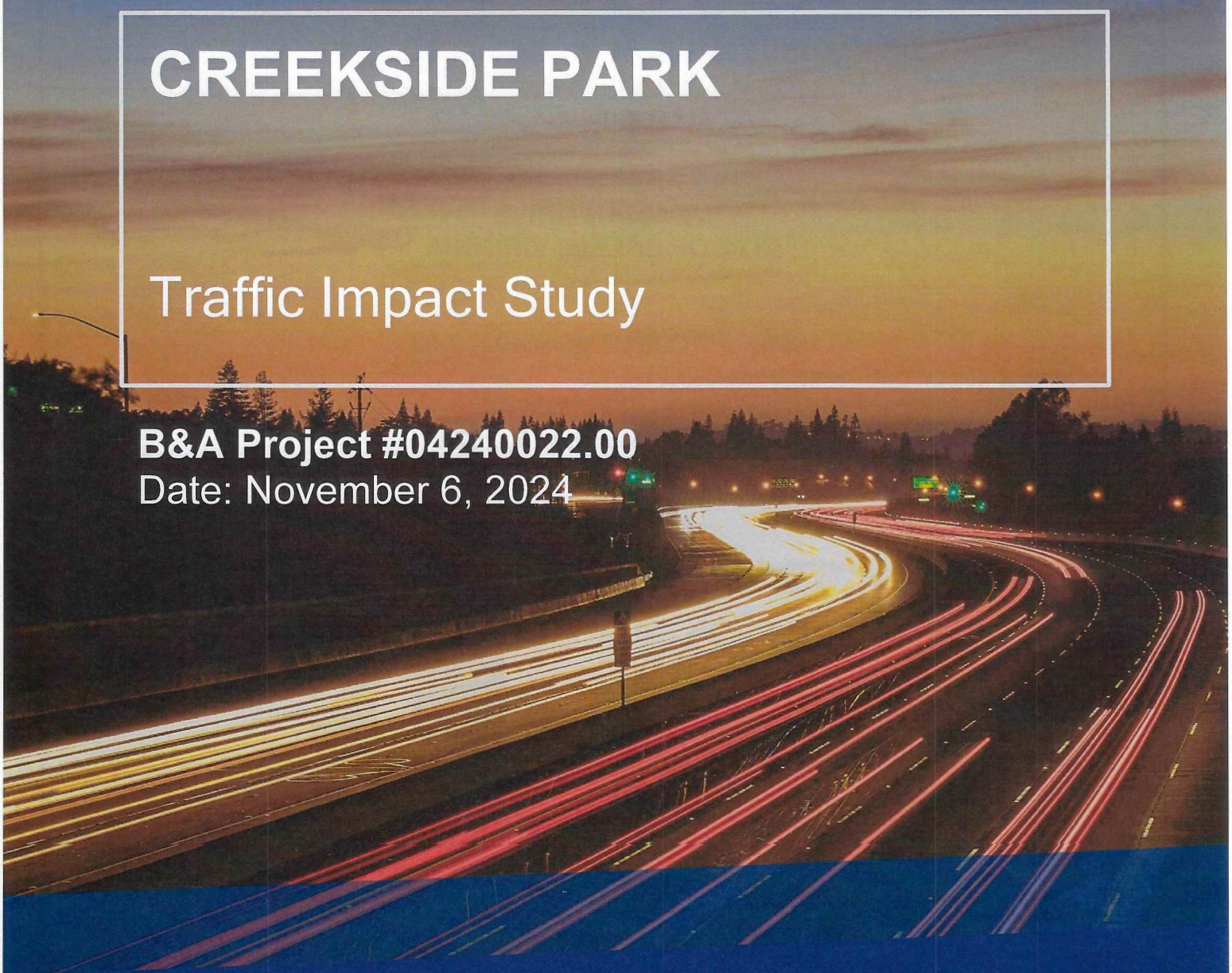
BALZER & ASSOCIATES

CREEKSIDE PARK

Traffic Impact Study

B&A Project #04240022.00

Date: November 6, 2024



Planners | Architects | Engineers | Surveyors

1208 Corporate Circle, Roanoke, VA 24018

www.balzer.cc

TRAFFIC STUDY
FOR

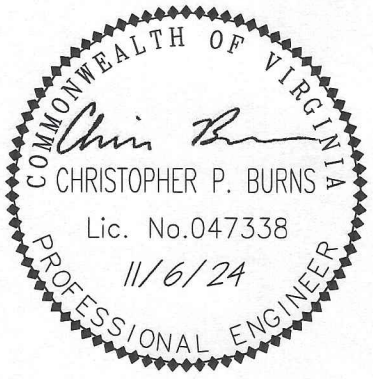
CREEKSIDE PARK

TAX MAP #: 58-1-1, 58-1-2

NEWMAN DRIVE
CITY OF SALEM, VIRGINIA

B&A PROJECT #04240022.00

DATE: November 6, 2024



BALZER
& ASSOCIATES

PLANNERS ARCHITECTS ENGINEERS SURVEYORS

1208 Corporate Circle Roanoke, Virginia 24018 Phone: (540) 772-9580

BALZER
& ASSOCIATES

Table of Contents

BALZER & ASSOCIATES

List of Figures

List of Tables

BALZER & ASSOCIATES

1. Introduction

The applicant is proposing to rezone +/-40.5 acres of land located at the end of Newman Drive in the City of Salem (see Appendix A for vicinity map). The property is proposed to be rezoned from LM, Light Manufacturing, to RMF, Residential Multi-Family to allow for proposed townhomes to be developed on the property. The Concept Plan is included in Appendix B and shows that approximately 180 townhome units could be developed on the property.

The site is located at the end of Newman Drive and to the west of Doyle Street. The property is described as City of Salem Tax Parcels #58-1-1 and 58-1-2. Development traffic will access the site from the end of Newman Drive.

As discussed with the City of Salem, the following intersections will be analyzed to determine levels of service with the proposed development:

- Stoutamire Drive and Kesler Mill Road (Unsignalized)
- Parkdale Drive and East Main Street (Unsignalized)
- Parkdale Drive and Forest Lawn Drive (Unsignalized)
- Forest Lawn Drive and Kesler Mill Road (Unsignalized)

All roads in the direct vicinity of the project are two-lane local roads that provide access between residential areas, East Main Street, and some businesses along Kesler Mill Road. The speed limit on these local roads in the direct vicinity of the project is 25 mph.

Three scenarios will be considered: Existing Condition 2024, Background Condition 2028, and Buildout Condition 2028 to determine the effects of the background traffic growth and the proposed development on the levels of service at the existing intersections.

Level of service (LOS) for unsignalized intersections is evaluated based on control delay per vehicle and the driver's perception of those conditions. Control delay is the portion of the total delay attributed to the control at the intersection. Table 1 depicts the LOS scale with corresponding control delay per vehicle, with LOS "A" representing the best operating conditions and LOS "F" representing the worst.

Level of Service Criteria for Unsignalized Intersections	
Level Of Service	**Avg. Control Delay (Sec./Veh)**
A	**≤ 10**
B	**> 10 – 15**
C	**> 15 – 25**
D	**> 25 – 35**
E	**> 35 – 50**
F	**≥ 50**

Table 1: LOS Criteria for Unsignalized Intersections (HCM)

The *Synchro 11* software was used for traffic modeling and analysis. This study was undertaken by Balzer and Associates, Inc. to:

- determine the total number of vehicle trips generated by the potential development to be added to the adjacent street network;
- determine the impacts to level of service at the existing intersections as a result of the background traffic growth and the proposed development;
- and to determine if any roadway or intersection improvements are warranted as a result of the proposed development.

2. Analysis of Existing Conditions

The site is currently owned by Mel Wheeler, Inc. There are four large radio towers that exist on the property, along with supporting access drive, parking area, and building. These existing improvements will be removed as part of the proposed development. There is an existing creek crossing the property from northwest to southeast. The existing creek will be preserved, as well as the steep, wooded areas located to the west and south of the creek. A portion of the site consists of 100-year floodplain and floodway areas. All development on the property will occur to the north and west of the existing creek.

All intersections in the vicinity of the site are unsignalized. 2021 VDOT traffic count data is available for East Main Street and Kessler Mill Road in the vicinity of the site, and this data is provided below as general background information.

2021 VDOT Traffic Count Data:

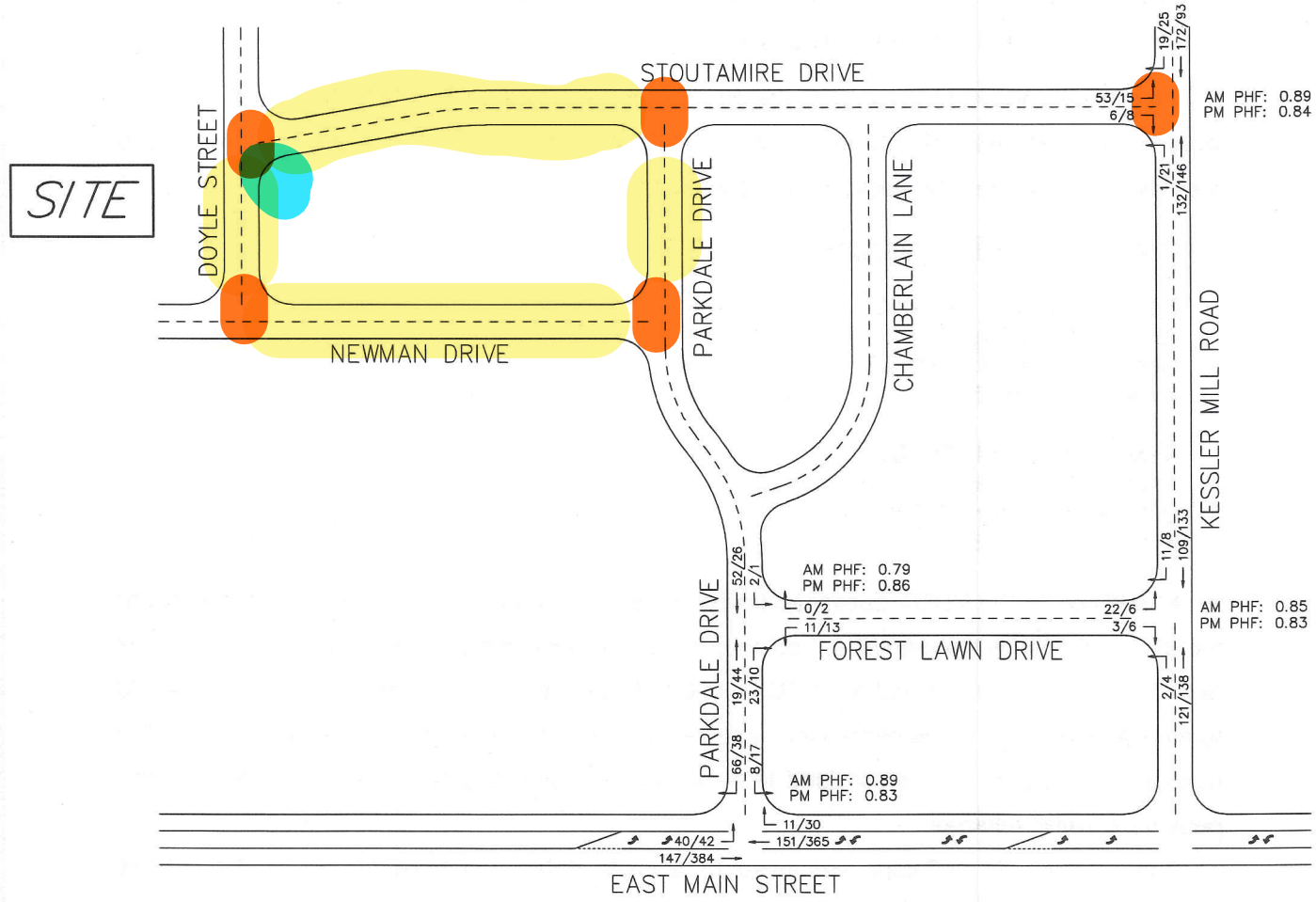
East Main Street, Rte. 460
AADT = 11,000 vpd
Directional Factor = 0.5726
K Factor = 0.0925

Kessler Mill Road, Rte. 630
AADT = 1,800 vpd
Directional Factor = 0.52
K Factor = 0.1058

In addition to the VDOT published traffic count data, manual traffic counts were performed for each of the study intersections. The counts were performed on Wednesday, August 28, 2024 from 7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM to capture the AM and PM peak hours. All turning and through movements were counted to facilitate analysis of the intersections. The manual traffic count data is provided in Appendix C. Figure 1 graphically depicts the existing peak hour traffic volumes.

The *Synchro 11* software was used to analyze delay and level of service for existing weekday AM and PM peak hours. The *Synchro 11* results are included in Appendix D.

FIGURE 1: 2024 EXISTING TURNING MOVEMENTS



LEGEND

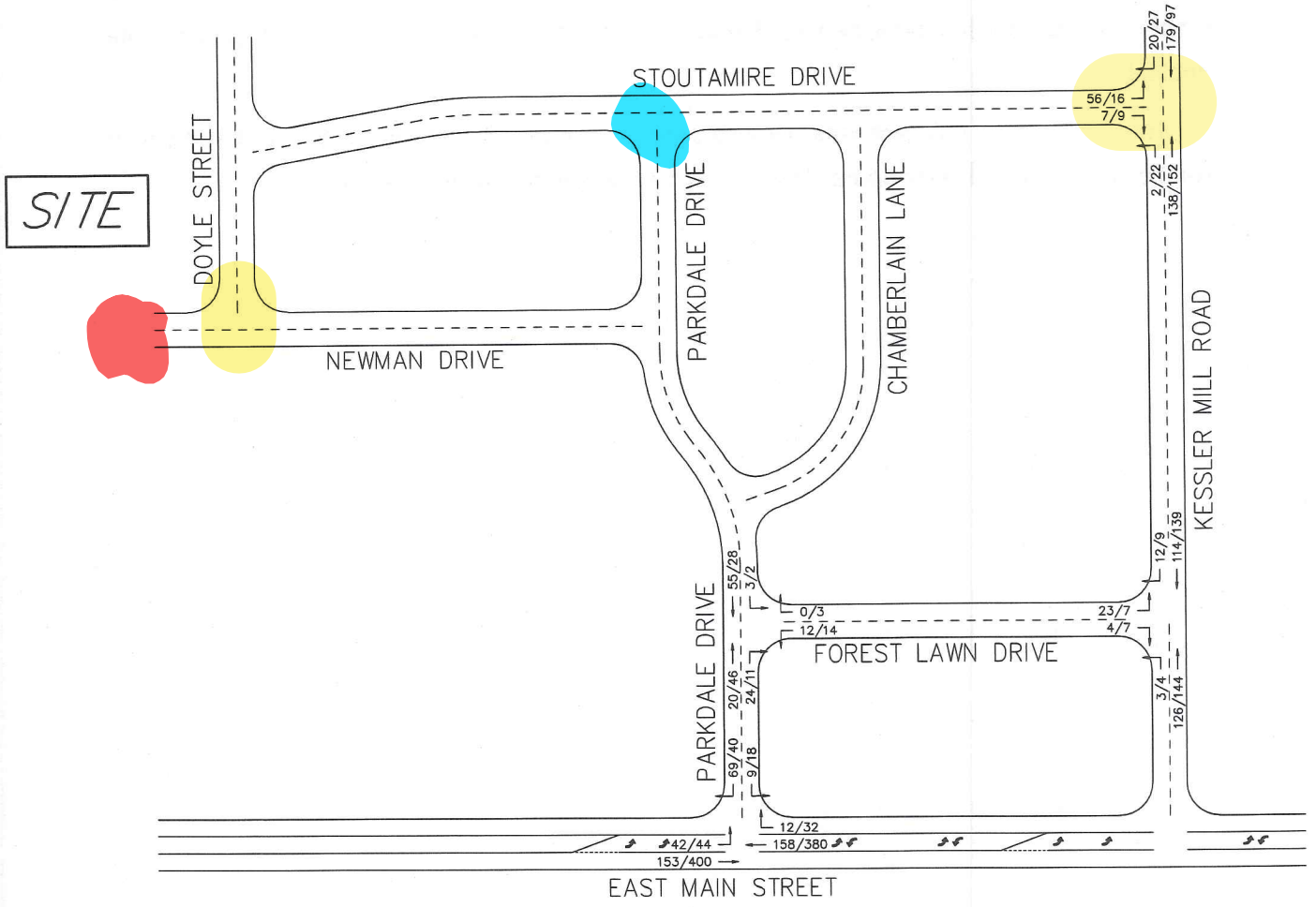
xx/xx: AM/PM Peak Hour Traffic

3. Analysis of Future Conditions Without Development

It is anticipated that the proposed development will be constructed and in use by the year 2028. To analyze the future conditions and obtain the projected background traffic volumes, an annual growth factor was applied to the existing traffic volumes. Based on historical VDOT traffic data, average daily traffic on East Main Street appears to have decreased over the past 10 years. To provide a conservative analysis, a 1% annual growth rate was applied to bring the existing traffic volumes from the current year of 2024 to the buildout year of 2028. Figure 2 graphically depicts the projected background traffic in the year 2028 with the growth rate applied.

The *Synchro 11* software was used to analyze delay and level of service for background weekday AM and PM peak hours. The *Synchro 11* results are included in Appendix D.

FIGURE 2: 2028 PROJECTED TURNING MOVEMENTS



LEGEND

xx/xx: AM/PM Peak Hour Traffic

4. Trip Generation

Trip generation for this study was based on the expectation that approximately 180 townhomes can be developed on the property. The policies and procedures found in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*, were employed to determine the potential site generated traffic volumes for the proposed development for the average weekday and AM and PM peak hours. Trip generation calculations were performed using the equations provided in the ITE manual. Table 2 shows the potential site-generated traffic for this development.

			Trip Generation						
Land Use			AM Peak Hour			PM Peak Hour			Weekday
Proposed Development	ITE Code	Independent Variable	Enter	Exit	Total	Enter	Exit	Total	Total
Single-Family Attached Housing	215	180 Dwelling Units	22	66	88	61	43	104	1,321

Table 2: Site-Generated Traffic

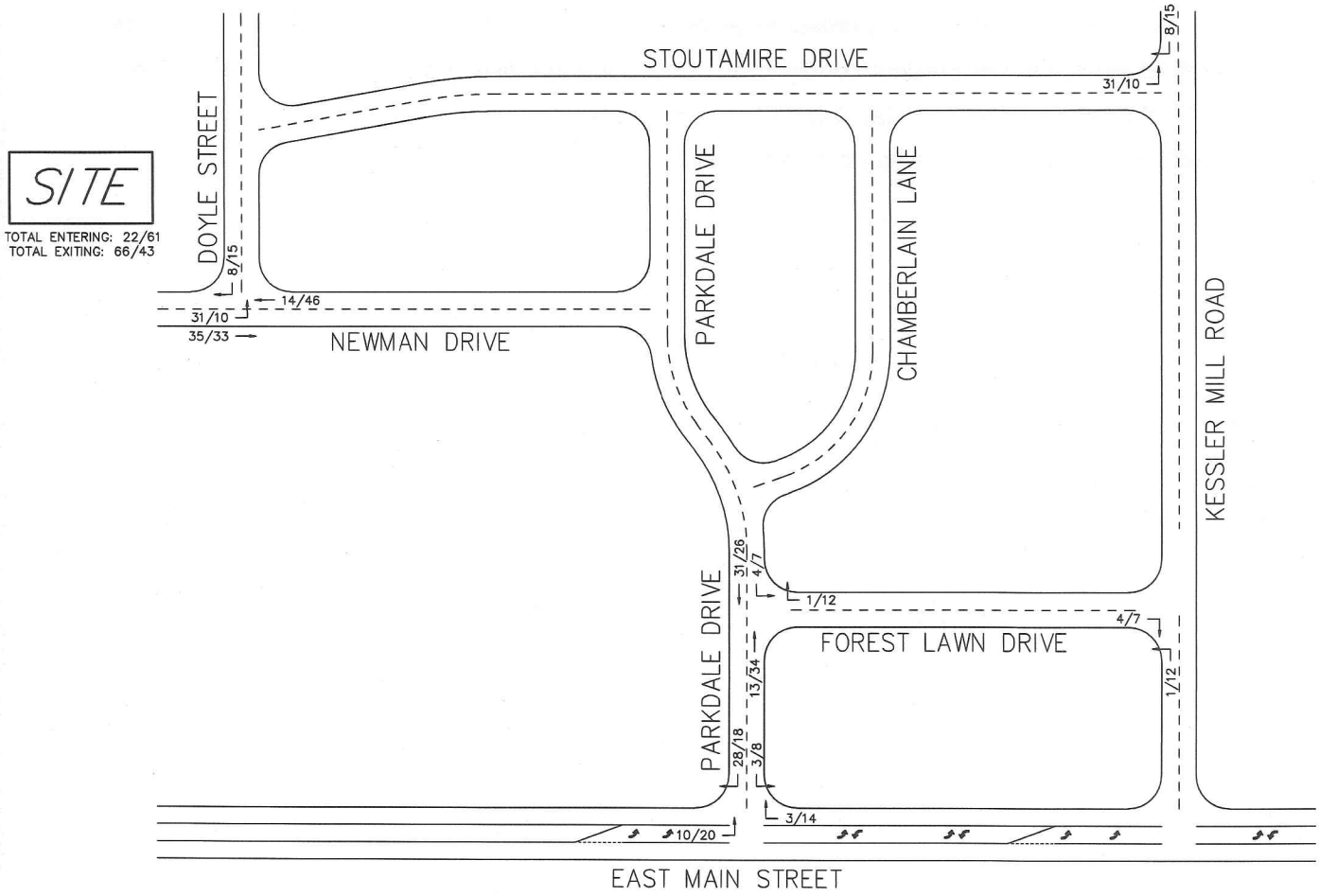
5. Site Traffic Distribution and Assignment

The distribution of potential site generated traffic is expected to be similar to existing site distribution patterns. The traffic count data was utilized to make assumptions about site traffic distribution and assignment. These assumptions were then applied to the site generated traffic to determine the ingress/egress movements at the entrance and in each direction.

All traffic will enter and exit the site at the end of Newman Drive. The surrounding road network requires vehicles to utilize the surrounding local streets and either East Main Street or Kessler Mill Road for access to and from the development. Trips were distributed in a manner that assumed that traffic from the proposed development will generally follow existing traffic patterns in the AM and PM peak hours.

After distribution of trips to the roadway, trips were distributed to each road and intersection based on the assumptions described above. Traffic assignment for site generated traffic is shown graphically in Figure 3.

FIGURE 3: SITE-GENERATED TURNING MOVEMENTS



LEGEND

xx/xx: AM/PM Peak Hour Traffic

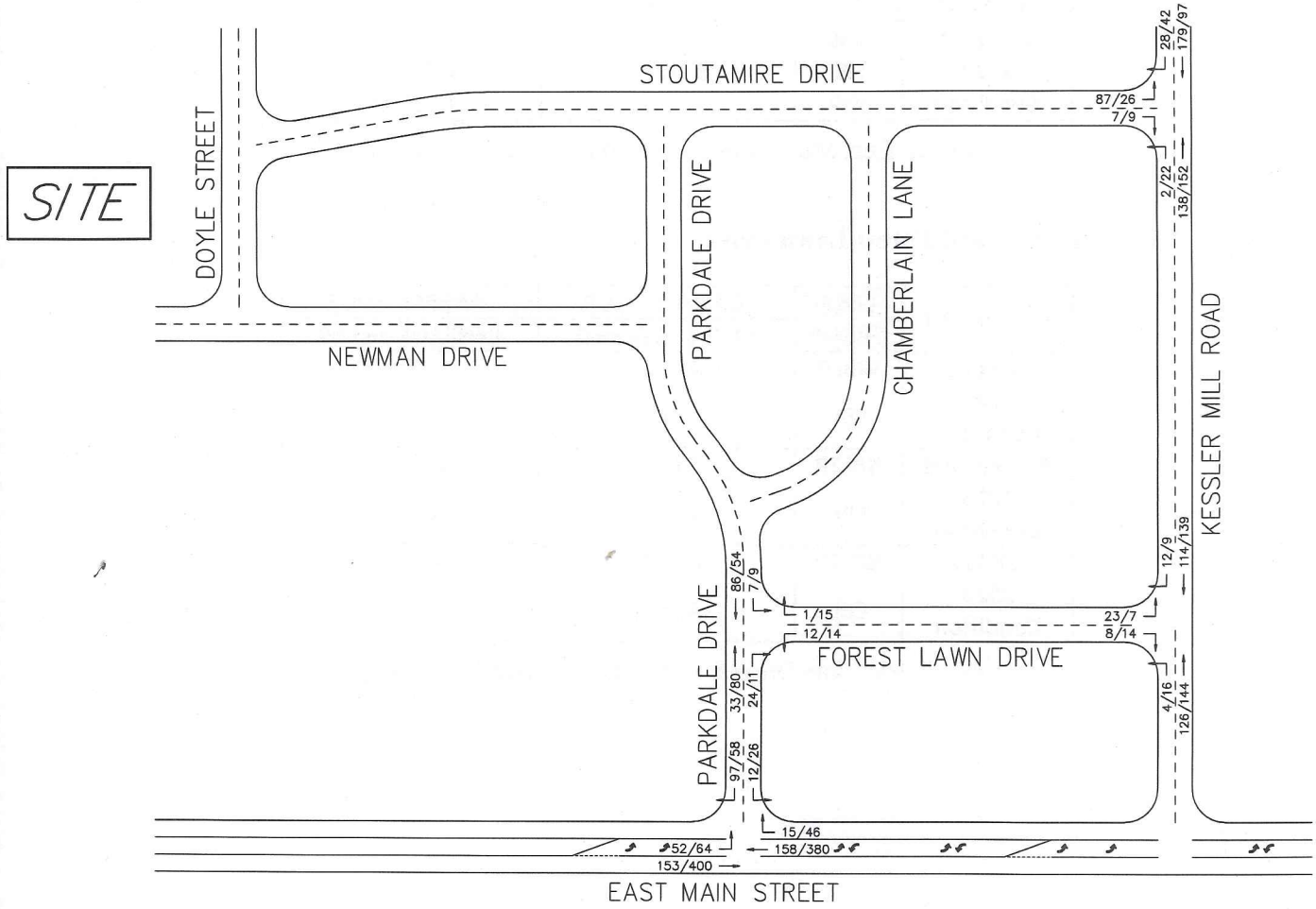
9

6. Analysis of Future Conditions With Development

The buildout traffic was calculated by adding the 2028 background traffic (Figure 2) to the site-generated traffic (Figure 3). The 2028 buildout traffic for each of the study intersections is shown in Figure 4. The intersections were then modeled and evaluated using the *Synchro 11* software. Tables 3 through 6 provide a summary of the levels of service and delays calculated at each intersection for the 2024 Existing, 2028 Background, and 2028 Buildout conditions. The detailed *Synchro 11* reports are included in Appendix D.

As shown in the data, all approaches at the four study intersections will function at the same level of service in the Buildout condition as they do in the Existing and Background conditions, with minimal increases in delay. No further improvements are warranted or recommended as a result of the expected development traffic.

FIGURE 4: 2028 BUILDOUT TURNING MOVEMENTS



LEGEND

xx/xx: AM/PM Peak Hour Traffic

11

East Main Street and Parkdale Drive

CONDITION	LANE GROUP	AM PEAK HOUR LANE LOS (delay)	PM PEAK HOUR LANE LOS (delay)
Existing 2024 Condition	EBL	A (7.6)	A (8.4)
	SBL	B (11.5)	C (19.9)
	SBR	A (9.5)	B (11.3)
Background 2028 Condition	EBL	A (7.7)	A (8.5)
	SBL	B (11.7)	C (21.1)
	SBR	A (9.6)	B (11.5)
Buildout 2028 Condition	EBL	A (7.7)	A (8.6)
	SBL	B (12.0)	C (23.8)
	SBR	A (9.8)	B (11.8)

Table 3: East Main Street & Parkdale Drive LOS Analysis

Parkdale Drive and Forest Lawn Drive

CONDITION	LANE GROUP	AM PEAK HOUR LANE LOS (delay)	PM PEAK HOUR LANE LOS (delay)
Existing 2024 Condition	WBLR	A (9.1)	A (9.0)
	SBL	A (7.3)	A (7.3)
Background 2028 Condition	NBLTR	A (9.1)	A (9.0)
	EBL	A (7.3)	A (7.3)
Buildout 2028 Condition	NBLTR	A (9.4)	A (9.3)
	EBL	A (7.3)	A (7.4)

Table 4: Parkdale Drive & Forest Lawn Drive LOS Analysis

Kesler Mill Road and Forest Lawn Drive

CONDITION	LANE GROUP	AM PEAK HOUR LANE LOS (delay)	PM PEAK HOUR LANE LOS (delay)
Existing 2024 Condition	NBL	A (7.5)	A (7.5)
	EBLR	B (10.1)	A (9.8)
Background 2028 Condition	NBL	A (7.5)	A (7.6)
	EBLR	B (10.2)	A (9.9)
Buildout 2028 Condition	NBL	A (7.5)	A (7.6)
	EBLR	B (10.1)	A (9.8)

Table 5: Kesler Mill Road & Forest Lawn Drive LOS Analysis

Kesler Mill Road and Stoutamire Drive

CONDITION	LANE GROUP	AM PEAK HOUR LANE LOS (delay)	PM PEAK HOUR LANE LOS (delay)
Existing 2024 Condition	NBL	A (7.6)	A (7.5)
	EBLR	B (11.0)	B (10.2)
Background 2028 Condition	NBL	A (7.7)	A (7.5)
	EBLR	B (11.2)	B (10.3)
Buildout 2028 Condition	NBL	A (7.7)	A (7.6)
	EBLR	B (11.7)	B (10.7)

Table 6: Kesler Mill Road & Stoutamire Drive LOS Analysis

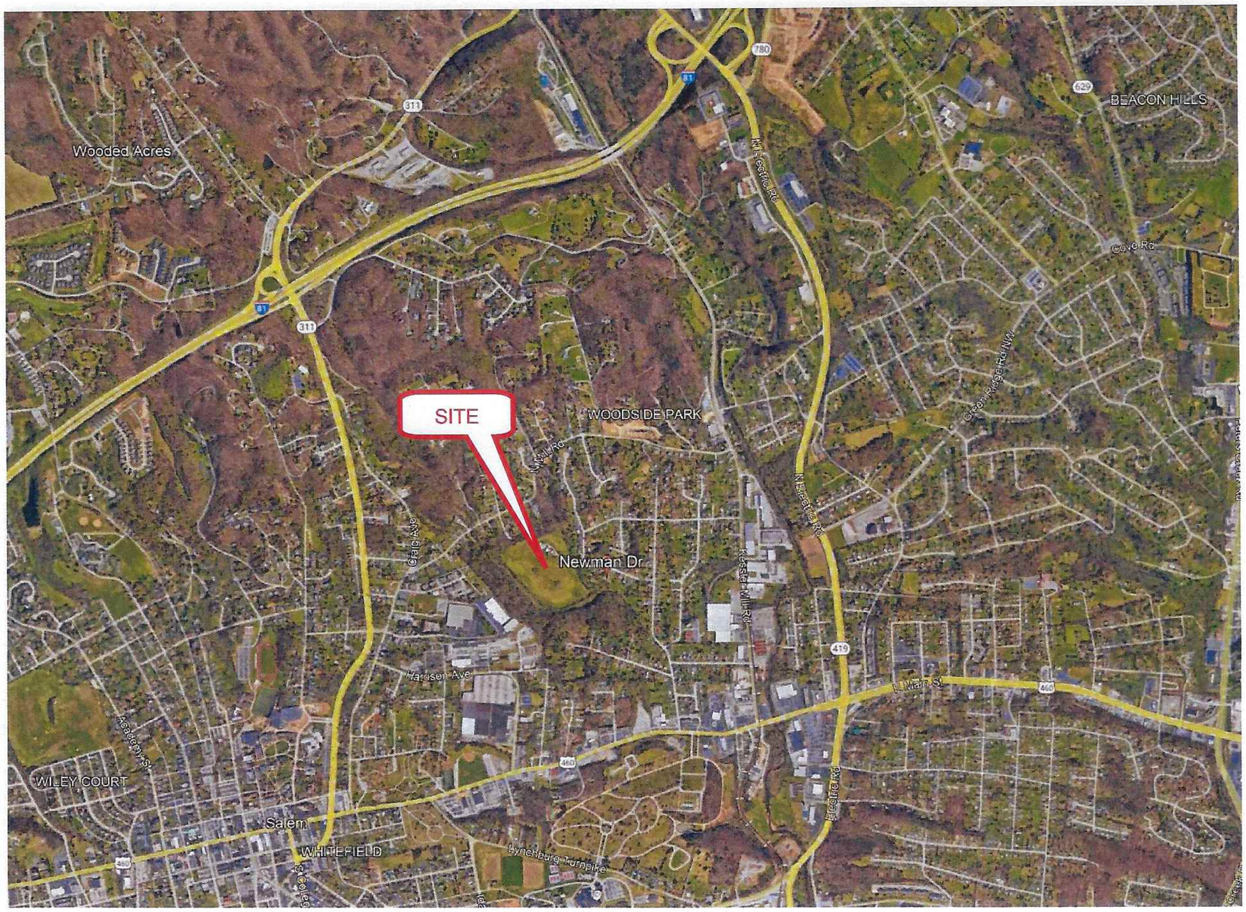
7. Conclusions

Based on the data collected, the assumptions made, and the projected site-generated traffic, the results of the analysis are outlined below.

- The proposed development will generate additional traffic to the existing road network.
- The proposed development results in minimal increases in delay at the study intersections and all approaches function at the same level of service in the Existing, Background, and Buildout scenarios.
- No roadway improvements are warranted or recommended as a result of the proposed development.

Appendix A

Vicinity Map


Wooded Acres
BEACON HILLS
311
81
780
629
SITE
WOODSIDE PARK
Newman Dr
Craig Ave
Cove Rd
Harrison Ave
419
460
WILEY COURT
Salem
WHITEFIELD

Appendix B

Concept Plan

SITE & ZONING SUMMARY:

OWNER:	WE, WHEELER INC C/O WSLG RADIO
OWNER ADDRESS:	3924 ELECTRIC RD ROANOKE, VA 24018
SITE ADDRESS:	1002 NEWMAN DR SALEM, VA 24153
TAX MAP NUMBER:	59-1-1
EXISTING LOT SIZE:	39.131 AC
EXISTING ZONING:	LM – LIGHT MANUFACTURING

ZONING REQUIREMENTS (RESIDENTIAL MULTI-FAMILY – RMF):

MAXIMUM DEVELOPMENT DENSITY:	10 DU/AC
MINIMUM LOT AREA:	NONE (LOT SHALL BE LARGE ENOUGH TO ACCOMMODATE UNIT FOOTPRINT AND REQUIRED YARDS)
MINIMUM LOT WIDTH:	16' (MIN. TOWNHOUSE UNIT WIDTH)
SETBACKS (RMF ZONE):	
FRONT:	25'
SIDE:	20'
REAR:	20'
SETBACKS (TOWNHOUSE USE & DESIGN STD'S):	
FRONT:	10' (NOT FRONTING ON A PUBLIC ROAD) 25' (FRONTING ON A PUBLIC ROAD)
SIDE (END UNIT):	10'
REAR:	10'
GROUPING OF TOWNHOUSES:	MIN. 3 UNITS, MAY 12 UNITS. 2. FRONT FACADE STAGGER. 40' MIN. SEPARATION MAY BE REDUCED TO 20' SEPARATION IF BOTH FACING WALLS CONTAIN NO WINDOWS OF DOORS.
MAXIMUM BUILDING HEIGHT:	45'
PROPOSED NUMBER OF UNITS:	171

BUFFER REQUIREMENTS (RMF ABUTTING RSF):

TYPE OF BUFFER YARD:	B
OPTION 1:	8' BUFFER YARD 1 ROW OF SMALL EVERGREEN TREES + 1 ROW OF EVERGREEN SHRUBS
OPTION 2:	15' BUFFER YARD 1 ROW OF SMALL EVERGREEN TREES

NOTES:
1. NO INDIVIDUAL TOWNHOUSE LOTS SHALL EXTEND INTO THE ANY REQUIRED LANDSCAPE BUFFER.

100 0 100 200 300
1" = 100

DATA SOURCE: LOCAL GOVT GIS, FEMA, FWS, USDA, USGS, VDEM, VDOT.

CONCEPT PLAN NOTE: THIS PLAN IS FOR CONCEPTUAL PLANNING PURPOSES ONLY AND HAS BEEN PREPARED USING COMPILED INFORMATION. A CURRENT FIELD SURVEY HAS NOT BEEN PERFORMED TO VERIFY ALL EXISTING CONDITIONS ON-SITE.

BALZER & ASSOCIATES
PLANNERS / ARCHITECTS
ENGINEERS / SURVEYORS
Roanoke / Richmond
New River Valley
Shenandoah Valley
www.balzer.cc
1208 Corporate Circle
Roanoke, VA 24018
540.772.9580

PRELIMINARY
NOT FOR CONSTRUCTION

CREEKSIDE PARK TOWNHOMES

CONCEPTUAL SITE PLAN

1002 NEWMAN ST
CITY OF SALEM, VIRGINIA

DRAWN BY	JA
DESIGNED BY	JA
CHECKED BY	CPB
DATE	07/01/2024
SCALE	1" = 100'
REVISIONS	

EX-B

PROJECT NO. 0424002200

Appendix C

Traffic Count Data

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Parkdale Drive
and: East Main Street
Location: Salem, Virginia

Counted by: VCU
Date: August 28, 2024
Weather: Sunny/Warm
Entered by: SN

Wednesday

Star Rating: 4

TIME	TRAFFIC FROM NORTH on: Parkdale Drive					TRAFFIC FROM SOUTH on:					TRAFFIC FROM EAST on: East Main Street					TRAFFIC FROM WEST on: East Main Street					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
7:00 - 7:15	17	0	1	0	18	0	0	0	0	0	0	26	0	0	26	0	34	5	0	39	83
7:15 - 7:30	25	0	0	0	25	0	0	0	0	0	2	24	0	0	26	0	40	9	0	49	100
7:30 - 7:45	16	0	0	0	16	0	0	0	0	0	4	21	0	0	25	0	35	11	0	46	87
7:45 - 8:00	16	0	2	0	18	0	0	0	0	0	4	30	0	0	34	0	47	13	0	60	112
8:00 - 8:15	21	0	1	0	22	0	0	0	0	0	3	21	0	0	24	0	33	10	0	43	89
8:15 - 8:30	16	0	1	0	17	0	0	0	0	0	1	38	0	0	39	0	39	8	0	47	103
8:30 - 8:45	13	0	4	0	17	0	0	0	0	0	3	62	0	0	65	0	28	9	0	37	119
8:45 - 9:00	10	0	0	0	10	0	0	0	0	0	3	56	0	0	59	0	33	5	0	38	107
2 Hr Totals	134	0	9	0	143	0	0	0	0	0	20	278	0	0	298	0	289	70	0	359	800
1 Hr Totals																					
7:00 - 8:00	74	0	3	0	77	0	0	0	0	0	10	101	0	0	111	0	156	38	0	194	382
7:15 - 8:15	78	0	3	0	81	0	0	0	0	0	13	96	0	0	109	0	155	43	0	198	388
7:30 - 8:30	69	0	4	0	73	0	0	0	0	0	12	110	0	0	122	0	154	42	0	196	391
7:45 - 8:45	66	0	8	0	74	0	0	0	0	0	11	151	0	0	162	0	147	40	0	187	423
8:00 - 9:00	60	0	6	0	66	0	0	0	0	0	10	177	0	0	187	0	133	32	0	165	418
PEAK HOUR																					
7:45 - 8:45	66	0	8	0	74	0	0	0	0	0	11	151	0	0	162	0	147	40	0	187	423
PM																					
4:00 - 4:15	5	0	5	0	10	0	0	0	0	0	3	93	0	0	96	0	105	17	0	122	228
4:15 - 4:30	6	0	6	0	12	0	0	0	0	0	4	82	0	0	86	0	92	7	0	99	197
4:30 - 4:45	8	0	1	0	9	0	0	0	0	0	4	94	0	0	98	0	90	13	1	104	211
4:45 - 5:00	7	0	4	0	11	0	0	0	0	0	3	78	0	0	81	0	84	10	0	94	186
5:00 - 5:15	14	0	7	0	21	0	0	0	0	0	9	102	0	0	111	0	123	9	0	132	264
5:15 - 5:30	6	0	3	0	9	0	0	0	0	0	9	79	0	0	88	0	99	9	0	108	205
5:30 - 5:45	10	0	5	0	15	0	0	0	0	0	4	98	0	0	102	0	88	10	0	98	215
5:45 - 6:00	8	0	2	0	10	0	0	0	0	0	8	86	0	0	94	0	74	14	0	88	192
2 Hr Totals	64	0	33	0	97	0	0	0	0	0	44	712	0	0	756	0	755	89	1	845	1698
1 Hr Totals																					
4:00 - 5:00	26	0	16	0	42	0	0	0	0	0	14	347	0	0	361	0	371	47	1	419	822
4:15 - 5:15	35	0	18	0	53	0	0	0	0	0	20	356	0	0	376	0	389	39	1	429	858
4:30 - 5:30	35	0	15	0	50	0	0	0	0	0	25	353	0	0	378	0	396	41	1	438	866
4:45 - 5:45	37	0	19	0	56	0	0	0	0	0	25	357	0	0	382	0	394	38	0	432	870
5:00 - 6:00	38	0	17	0	55	0	0	0	0	0	30	365	0	0	395	0	384	42	0	426	876
PEAK HOUR																					
5:00 - 6:00	38	0	17	0	55	0	0	0	0	0	30	365	0	0	395	0	384	42	0	426	876

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: Parkdale Drive — Date: August 28, 2024 — Wednesday

and: Forest Lawn Drive — Weather: Sunny/Warm

Location: Salem, Virginia — Entered by: SN — Star Rating: 4

TIME	TRAFFIC FROM NORTH on: Parkdale Drive					TRAFFIC FROM SOUTH on: Parkdale Drive					TRAFFIC FROM EAST on: Forest Lawn Drive					TRAFFIC FROM WEST on:					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
7:00 - 7:15	0	11	0	0	11	2	4	0	0	6	0	0	4	0	4	0	0	0	0	0	21
7:15 - 7:30	0	16	1	0	17	6	3	0	0	9	0	0	1	0	1	0	0	0	0	0	27
7:30 - 7:45	0	11	1	0	12	9	9	0	0	18	0	0	4	0	4	0	0	0	0	0	34
7:45 - 8:00	0	13	0	0	13	5	3	0	0	8	0	0	1	0	1	0	0	0	0	0	22
8:00 - 8:15	0	12	0	0	12	3	4	0	0	7	0	0	5	0	5	0	0	0	0	0	24
8:15 - 8:30	0	5	0	0	5	3	4	0	0	7	0	0	4	0	4	0	0	0	0	0	16
8:30 - 8:45	0	9	0	0	9	1	6	0	0	7	0	0	2	0	2	0	0	0	0	0	18
8:45 - 9:00	0	8	0	0	8	0	4	0	0	4	1	0	0	0	1	0	0	0	0	0	13
2 Hr Totals	0	85	2	0	87	29	37	0	0	66	1	0	21	0	22	0	0	0	0	0	175
1 Hr Totals																					
7:00 - 8:00	0	51	2	0	53	22	19	0	0	41	0	0	10	0	10	0	0	0	0	0	104
7:15 - 8:15	0	52	2	0	54	23	19	0	0	42	0	0	11	0	11	0	0	0	0	0	107
7:30 - 8:30	0	41	1	0	42	20	20	0	0	40	0	0	14	0	14	0	0	0	0	0	96
7:45 - 8:45	0	39	0	0	39	12	17	0	0	29	0	0	12	0	12	0	0	0	0	0	80
8:00 - 9:00	0	34	0	0	34	7	18	0	0	25	1	0	11	0	12	0	0	0	0	0	71
PEAK HOUR																					
7:15 - 8:15	0	52	2	0	54	23	19	0	0	42	0	0	11	0	11	0	0	0	0	0	107
PM																					
4:00 - 4:15	0	4	1	0	5	4	11	0	0	15	1	0	0	0	1	0	0	0	0	0	21
4:15 - 4:30	0	4	0	0	4	1	9	0	0	10	0	0	3	0	3	0	0	0	0	0	17
4:30 - 4:45	0	4	1	0	5	2	10	0	0	12	1	0	2	0	3	0	0	0	0	0	20
4:45 - 5:00	0	6	0	0	6	4	8	0	0	12	0	0	1	0	1	0	0	0	0	0	19
5:00 - 5:15	0	10	0	0	10	4	7	0	0	11	0	0	5	0	5	0	0	0	0	0	26
5:15 - 5:30	0	2	0	0	2	3	10	0	0	13	0	0	4	0	4	0	0	0	0	0	19
5:30 - 5:45	0	10	0	0	10	1	13	0	0	14	2	0	2	0	4	0	0	0	0	0	28
5:45 - 6:00	0	4	1	0	5	2	14	0	0	16	0	0	2	0	2	0	0	0	0	0	23
2 Hr Totals	0	44	3	0	47	21	82	0	0	103	4	0	19	0	23	0	0	0	0	0	173
1 Hr Totals																					
4:00 - 5:00	0	18	2	0	20	11	38	0	0	49	2	0	6	0	8	0	0	0	0	0	77
4:15 - 5:15	0	24	1	0	25	11	34	0	0	45	1	0	11	0	12	0	0	0	0	0	82
4:30 - 5:30	0	22	1	0	23	13	35	0	0	48	1	0	12	0	13	0	0	0	0	0	84
4:45 - 5:45	0	28	0	0	28	12	38	0	0	50	2	0	12	0	14	0	0	0	0	0	92
5:00 - 6:00	0	26	1	0	27	10	44	0	0	54	2	0	13	0	15	0	0	0	0	0	96
PEAK HOUR																					
5:00 - 6:00	0	26	1	0	27	10	44	0	0	54	2	0	13	0	15	0	0	0	0	0	96

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Kessler Mill Road
and: Forest Lawn Drive
Location: Salem, Virginia

Counted by: VCU
Date: August 28, 2024
Weather: Sunny/Warm
Entered by: SN

Wednesday

Star Rating: 4

TIME	TRAFFIC FROM NORTH on: Kesler Mill Road					TRAFFIC FROM SOUTH on: Kesler Mill Road					TRAFFIC FROM EAST on: Private Access					TRAFFIC FROM WEST on: Forest Lawn Drive					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
7:00 - 7:15	3	29	0	0	32	0	28	1	0	29	0	0	0	0	0	0	0	1	0	1	62
7:15 - 7:30	1	26	1	0	28	0	32	1	0	33	1	0	0	0	1	1	0	7	0	8	70
7:30 - 7:45	3	20	0	0	23	0	26	0	0	26	0	0	0	0	0	2	0	8	0	10	59
7:45 - 8:00	4	34	0	0	38	0	35	0	0	35	0	0	0	0	0	0	0	6	0	6	79
8:00 - 8:15	4	25	0	0	29	0	21	1	0	22	0	0	0	0	0	1	0	6	0	7	58
8:15 - 8:30	1	32	2	1	36	3	8	0	0	11	1	1	1	0	3	1	0	5	0	6	56
8:30 - 8:45	1	27	2	0	30	1	15	1	0	17	0	0	1	0	1	0	0	2	0	2	50
8:45 - 9:00	0	18	0	0	18	1	17	1	0	19	2	0	0	0	2	1	0	2	0	3	42
2 Hr Totals	17	211	5	1	234	5	182	5	0	192	4	1	2	0	7	6	0	37	0	43	476
1 Hr Totals																					
7:00 - 8:00	11	109	1	0	121	0	121	2	0	123	1	0	0	0	1	3	0	22	0	25	270
7:15 - 8:15	12	105	1	0	118	0	114	2	0	116	1	0	0	0	1	4	0	27	0	31	266
7:30 - 8:30	12	111	2	1	126	3	90	1	0	94	1	1	1	0	3	4	0	25	0	29	252
7:45 - 8:45	10	118	4	1	133	4	79	2	0	85	1	1	2	0	4	2	0	19	0	21	243
8:00 - 9:00	6	102	4	1	113	5	61	3	0	69	3	1	2	0	6	3	0	15	0	18	206
PEAK HOUR																					
7:00 - 8:00	11	109	1	0	121	0	121	2	0	123	1	0	0	0	1	3	0	22	0	25	270
PM																					
4:00 - 4:15	1	30	0	0	31	0	38	4	1	43	1	0	1	0	2	4	0	2	0	6	82
4:15 - 4:30	1	15	0	0	16	0	26	0	0	26	0	0	0	0	0	0	0	2	0	2	44
4:30 - 4:45	3	50	2	0	55	1	33	1	0	35	0	0	0	0	0	1	0	1	0	2	92
4:45 - 5:00	0	29	0	0	29	1	40	0	0	41	1	0	1	0	2	1	0	3	0	4	76
5:00 - 5:15	3	31	0	0	34	0	35	1	0	36	1	0	1	0	2	2	0	2	0	4	76
5:15 - 5:30	2	23	0	0	25	0	30	2	0	32	1	0	0	0	1	2	0	0	0	2	60
5:30 - 5:45	3	14	0	0	17	1	33	1	1	36	0	0	0	0	0	0	0	1	0	1	54
5:45 - 6:00	0	21	0	0	21	0	28	2	0	30	1	0	0	0	1	1	0	2	0	3	55
2 Hr Totals	13	213	2	0	228	3	263	11	2	279	5	0	3	0	8	11	0	13	0	24	539
1 Hr Totals																					
4:00 - 5:00	5	124	2	0	131	2	137	5	1	145	2	0	2	0	4	6	0	8	0	14	294
4:15 - 5:15	7	125	2	0	134	2	134	2	0	138	2	0	2	0	4	4	0	8	0	12	288
4:30 - 5:30	8	133	2	0	143	2	138	4	0	144	3	0	2	0	5	6	0	6	0	12	304
4:45 - 5:45	8	97	0	0	105	2	138	4	1	145	3	0	2	0	5	5	0	6	0	11	266
5:00 - 6:00	8	89	0	0	97	1	126	6	1	134	3	0	1	0	4	5	0	5	0	10	245
PEAK HOUR																					
4:30 - 5:30	8	133	2	0	143	2	138	4	0	144	3	0	2	0	5	6	0	6	0	12	304

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Stoutamire Drive
and: Kessler Mill Road
Location: Salem, Virginia

Counted by: VCU
Date: August 28, 2024
Weather: Sunny/Warm
Entered by: SN

Wednesday
Star Rating: 4

TIME	TRAFFIC FROM NORTH on: Stoutmire Drive					TRAFFIC FROM SOUTH on: Stoutmire Drive					TRAFFIC FROM EAST on:					TRAFFIC FROM WEST on: Kesler Mill Road					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
7:00 - 7:15	4	35	0	0	39	0	25	0	0	25	0	0	0	0	0	3	0	7	0	10	74
7:15 - 7:30	6	37	0	0	43	0	37	0	0	37	0	0	0	0	0	1	0	19	0	20	100
7:30 - 7:45	3	33	0	0	36	0	33	1	0	34	0	0	0	0	0	2	0	12	0	14	84
7:45 - 8:00	3	54	0	0	57	0	36	0	0	36	0	0	0	0	0	1	0	14	0	15	108
8:00 - 8:15	7	48	0	0	55	0	26	0	0	26	0	0	0	0	0	2	0	8	0	10	91
8:15 - 8:30	2	41	0	0	43	0	12	1	0	13	0	0	0	0	0	1	0	4	0	5	61
8:30 - 8:45	3	25	0	0	28	0	13	0	0	13	0	0	0	0	0	2	0	9	0	11	52
8:45 - 9:00	5	18	0	0	23	0	15	2	0	17	0	0	0	0	0	2	0	4	0	6	46
2 Hr Totals	33	291	0	0	324	0	197	4	0	201	0	0	0	0	0	14	0	77	0	91	616
1 Hr Totals																					
7:00 - 8:00	16	159	0	0	175	0	131	1	0	132	0	0	0	0	0	7	0	52	0	59	366
7:15 - 8:15	19	172	0	0	191	0	132	1	0	133	0	0	0	0	0	6	0	53	0	59	383
7:30 - 8:30	15	176	0	0	191	0	107	2	0	109	0	0	0	0	0	6	0	38	0	44	344
7:45 - 8:45	15	168	0	0	183	0	87	1	0	88	0	0	0	0	0	6	0	35	0	41	312
8:00 - 9:00	17	132	0	0	149	0	66	3	0	69	0	0	0	0	0	7	0	25	0	32	250
PEAK HOUR																					
7:15 - 8:15	19	172	0	0	191	0	132	1	0	133	0	0	0	0	0	6	0	53	0	59	383
PM																					
4:00 - 4:15	6	18	0	0	24	0	46	6	0	52	0	0	0	0	0	5	0	0	0	5	81
4:15 - 4:30	3	14	0	0	17	0	29	4	0	33	0	0	0	0	0	1	0	7	0	8	58
4:30 - 4:45	8	28	0	0	36	0	42	8	0	50	0	0	0	0	0	3	0	3	0	6	92
4:45 - 5:00	3	24	0	0	27	0	37	3	0	40	0	0	0	0	0	1	0	4	0	5	72
5:00 - 5:15	6	23	0	0	29	0	40	4	0	44	0	0	0	0	0	3	0	5	0	8	81
5:15 - 5:30	8	18	0	0	26	0	27	6	0	33	0	0	0	0	0	1	0	3	0	4	63
5:30 - 5:45	7	14	0	0	21	0	26	9	0	35	0	0	0	0	0	2	0	7	0	9	65
5:45 - 6:00	6	14	0	0	20	0	28	4	0	32	0	0	0	0	0	2	0	8	0	10	62
2 Hr Totals	47	153	0	0	200	0	275	44	0	319	0	0	0	0	0	18	0	37	0	55	574
1 Hr Totals																					
4:00 - 5:00	20	84	0	0	104	0	154	21	0	175	0	0	0	0	0	10	0	14	0	24	303
4:15 - 5:15	20	89	0	0	109	0	148	19	0	167	0	0	0	0	0	8	0	19	0	27	303
4:30 - 5:30	25	93	0	0	118	0	146	21	0	167	0	0	0	0	0	8	0	15	0	23	308
4:45 - 5:45	24	79	0	0	103	0	130	22	0	152	0	0	0	0	0	7	0	19	0	26	281
5:00 - 6:00	27	69	0	0	96	0	121	23	0	144	0	0	0	0	0	8	0	23	0	31	271
PEAK HOUR																					
4:30 - 5:30	25	93	0	0	118	0	146	21	0	167	0	0	0	0	0	8	0	15	0	23	308

Appendix D

Synchro 11
Intersection Analysis Data

Intersection						
Int Delay, s/veh	2.4					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	147	151	11	8	66
Future Vol, veh/h	40	147	151	11	8	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	-	0	200
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	45	165	170	12	9	74

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	182	0	-	0	431	176
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	255	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1405	-	-	-	585	872
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	792	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1405	-	-	-	566	872
Mov Cap-2 Maneuver	-	-	-	-	566	-
Stage 1	-	-	-	-	832	-
Stage 2	-	-	-	-	792	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1405	-	-	-	566	872
HCM Lane V/C Ratio	0.032	-	-	-	0.016	0.085
HCM Control Delay (s)	7.6	-	-	-	11.5	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0.3

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	0	19	23	2	52
Future Vol, veh/h	11	0	19	23	2	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	13	0	22	27	2	61

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	101	36	0	0	49	0
Stage 1	36	-	-	-	-	-
Stage 2	65	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	902	1042	-	-	1571	-
Stage 1	992	-	-	-	-	-
Stage 2	963	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	901	1042	-	-	1571	-
Mov Cap-2 Maneuver	901	-	-	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	962	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	901	1571	-
HCM Lane V/C Ratio	-	-	0.014	0.001	-
HCM Control Delay (s)	-	-	9.1	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	3	2	121	109	11
Future Vol, veh/h	22	3	2	121	109	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	26	4	2	142	128	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	281	135	141	0	-	0
Stage 1	135	-	-	-	-	-
Stage 2	146	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	713	919	1455	-	-	-
Stage 1	896	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	712	919	1455	-	-	-
Mov Cap-2 Maneuver	712	-	-	-	-	-
Stage 1	895	-	-	-	-	-
Stage 2	886	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1455	-	732	-	-
HCM Lane V/C Ratio	0.002	-	0.04	-	-
HCM Control Delay (s)	7.5	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	53	6	1	132	172	19
Future Vol, veh/h	53	6	1	132	172	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	60	7	1	148	193	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	354	204	214	0	-	0
Stage 1	204	-	-	-	-	-
Stage 2	150	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	648	842	1368	-	-	-
Stage 1	835	-	-	-	-	-
Stage 2	883	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	647	842	1368	-	-	-
Mov Cap-2 Maneuver	647	-	-	-	-	-
Stage 1	834	-	-	-	-	-
Stage 2	883	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1368	-	663	-	-
HCM Lane V/C Ratio	0.001	-	0.1	-	-
HCM Control Delay (s)	7.6	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	42	384	365	30	17	38
Future Vol, veh/h	42	384	365	30	17	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	-	0	200
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	49	452	429	35	20	45

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	464	0	-	0	997	447
Stage 1	-	-	-	-	447	-
Stage 2	-	-	-	-	550	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1108	-	-	-	273	616
Stage 1	-	-	-	-	649	-
Stage 2	-	-	-	-	582	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1108	-	-	-	261	616
Mov Cap-2 Maneuver	-	-	-	-	261	-
Stage 1	-	-	-	-	620	-
Stage 2	-	-	-	-	582	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	14
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1108	-	-	-	261	616
HCM Lane V/C Ratio	0.045	-	-	-	0.077	0.073
HCM Control Delay (s)	8.4	-	-	-	19.9	11.3
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	0.2

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	2	44	10	1	26
Future Vol, veh/h	13	2	44	10	1	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	15	2	51	12	1	30

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	89	57	0	0	63	0
Stage 1	57	-	-	-	-	-
Stage 2	32	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	917	1015	-	-	1553	-
Stage 1	971	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	916	1015	-	-	1553	-
Mov Cap-2 Maneuver	916	-	-	-	-	-
Stage 1	971	-	-	-	-	-
Stage 2	995	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	928	1553	-
HCM Lane V/C Ratio	-	-	0.019	0.001	-
HCM Control Delay (s)	-	-	9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	6	4	138	133	8
Future Vol, veh/h	6	6	4	138	133	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	7	7	5	162	156	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	333	161	165	0	-	0
Stage 1	161	-	-	-	-	-
Stage 2	172	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	666	889	1426	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	663	889	1426	-	-	-
Mov Cap-2 Maneuver	663	-	-	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	863	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1426	-	760	-	-
HCM Lane V/C Ratio	0.003	-	0.019	-	-
HCM Control Delay (s)	7.5	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	1.2					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	8	21	146	93	25
Future Vol, veh/h	15	8	21	146	93	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	18	9	25	172	109	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	346	124	138	0	-	0
Stage 1	124	-	-	-	-	-
Stage 2	222	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	655	932	1458	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	820	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	643	932	1458	-	-	-
Mov Cap-2 Maneuver	643	-	-	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	820	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1458	-	721	-	-
HCM Lane V/C Ratio	0.017	-	0.038	-	-
HCM Control Delay (s)	7.5	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	42	153	158	12	9	69
Future Vol, veh/h	42	153	158	12	9	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	-	0	200
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	47	172	178	13	10	78

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	191	0	-	0	451	185
Stage 1	-	-	-	-	185	-
Stage 2	-	-	-	-	266	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1395	-	-	-	570	862
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	783	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1395	-	-	-	551	862
Mov Cap-2 Maneuver	-	-	-	-	551	-
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	783	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1395	-	-	-	551	862
HCM Lane V/C Ratio	0.034	-	-	-	0.018	0.09
HCM Control Delay (s)	7.7	-	-	-	11.7	9.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.3

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	0	20	24	3	55
Future Vol, veh/h	12	0	20	24	3	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	0	24	28	4	65

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	111	38	0	0	52	0
Stage 1	38	-	-	-	-	-
Stage 2	73	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	891	1040	-	-	1567	-
Stage 1	990	-	-	-	-	-
Stage 2	955	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	888	1040	-	-	1567	-
Mov Cap-2 Maneuver	888	-	-	-	-	-
Stage 1	990	-	-	-	-	-
Stage 2	952	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	888	1567	-
HCM Lane V/C Ratio	-	-	0.016	0.002	-
HCM Control Delay (s)	-	-	9.1	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	4	3	126	114	12
Future Vol, veh/h	23	4	3	126	114	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	27	5	4	148	134	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	297	141	148	0	-	0
Stage 1	141	-	-	-	-	-
Stage 2	156	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	698	912	1446	-	-	-
Stage 1	891	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	696	912	1446	-	-	-
Mov Cap-2 Maneuver	696	-	-	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	877	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1446	-	721	-	-
HCM Lane V/C Ratio	0.002	-	0.044	-	-
HCM Control Delay (s)	7.5	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	56	7	2	138	179	20
Future Vol, veh/h	56	7	2	138	179	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	63	8	2	155	201	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	371	212	223	0	-	0
Stage 1	212	-	-	-	-	-
Stage 2	159	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	634	833	1358	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	633	833	1358	-	-	-
Mov Cap-2 Maneuver	633	-	-	-	-	-
Stage 1	826	-	-	-	-	-
Stage 2	875	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1358	-	650	-	-
HCM Lane V/C Ratio	0.002	-	0.109	-	-
HCM Control Delay (s)	7.7	0	11.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

From:	Leslie Bauguss
To:	Mary Ellen H Wines
Subject:	[Ext.] Concerns Regarding Proposed Rezoning for 1002 Newman Drive
Date:	Sunday, July 6, 2025 7:21:35 PM

Good evening Ms. Wines,

I hope this message finds you well. I am writing to express my concerns regarding the proposed rezoning of the 39-acre property located at 1002 Newman Drive into 171 residential units. We are residents of the neighborhood and have several points to address:

Density and Parcel Size: The proposal indicates that approximately 20 acres will be used for development. How will the land be allocated for each parcel, as the plan is very congested. Could you provide more details on the minimum and maximum size of each proposed unit parcel?

Parking Concerns: If 171 units are proposed and we estimate at minimum 2 cars per household (one for each adult), this could realistically result in 342 additional cars utilizing the existing roads evaluated in the traffic impact report. How does the project plan to accommodate for overflow parking for when guests visit families?

Traffic Concerns: The increase in traffic on our narrow streets is a major concern. These streets do not allow parking on both sides while still accommodating two-way traffic. Additionally, it appears that the only entrance to the development will be through Newman Drive, which will create a bottlenecked and congested area, posing significant risks during an emergency. This poses a substantial risk to safety, particularly for children who play on Newman Drive, as well as pedestrian walkers, runners, and cyclists.

We are aware that Balzer completed a “study” saying that this development as is will not impact the traffic on Newman/Parkdale/Kessler Mill. Respectfully, we disagree with this assumption. Balzer is the same firm that completed studies for Simms Farm and Hopetree. We can all agree that adding a potential 2 cars/home will significantly impact traffic in the neighborhood. Especially when there is an incident on I-81 and traffic is forced onto Main Street.

Safety and Evacuation: It is concerning that Newman Drive could be the only entrance to this large complex. This could pose hazards to residents in the event of an evacuation or fire.

Floodplain Concerns: The units proposed in the southeast corner, directly south of Newman Drive, occur within the floodplain. How would this set families up for success if their homes were to flood? This raises significant concerns about the long-term safety and viability of these homes for future residents.
Additionally, there are homes on the lower end of both Newman Drive and Doyle Street that could be impacted by flooding.

Drainage Features: There is concern about the jurisdictional drainage features on site. Could you clarify what studies are required for projects in proximity to drainages on site?

Neighborhood Aesthetic: The proposed development will be an eye sore for residents on the southern part of Doyle Street, which consists of single-family homes. This particular area may not be the best fit for such a development. The existing neighborhood is characterized by single-family homes, and the introduction of densely packed townhomes could disrupt the community's established aesthetic and lifestyle. Maintaining the neighborhood's character and aesthetic is important to those of us who have lived here for years, and it would be preferable for it to remain a community of single-family homes. Additionally, the challenges related to traffic, safety, and environmental concerns further suggest that this area may not be suitable for townhome development.

School Overcrowding: I recognize that school lines for the elementary schools can be redrawn for a new development. But at the moment, Salem has approved and/or started development of 3 other neighborhoods: Simms Farm, Dorsey Farm and Hopetree. With just these 3, all Salem schools will certainly be strained by enrollment. Adding another with Creekside Park will further exacerbate this situation.

Given these concerns, we respectfully oppose the rezoning request as it currently stands. We urge the Planning Commission to not recommend this request to the City Council. Instead, we ask that you consider a tremendous reduction in the number of units and ensure that all the issues listed above are thoroughly addressed before any approval is granted.

Thank you for your time and consideration.

Sincerely,
David and Leslie Bauguss
1113 Forest Lawn Drive
Salem VA 24153
5403149167

Email Subject: Concerns Regarding Proposed Rezoning for 1002 Newman Drive

Dear Ms. Wines,

I hope this message finds you well. I am writing to express my concerns regarding the proposed rezoning of the 39-acre property located at 1002 Newman Drive into 171 residential units. As a resident of the neighborhood, I have several points I would like to address:

1. **Density and Parcel Size:** The proposal indicates that approximately 20 acres will be used for development. I am concerned about how the land will be allocated for each parcel, as the plan seems very congested. Could you provide more details on the minimum and maximum size of each proposed unit parcel?
2. **Parking Concerns:** If 171 units are proposed and we estimate at minimum 3 cars per household (one for each adult, one per teenager), this could realistically result in 513 additional cars utilizing the existing roads evaluated in the traffic impact report. How does the project plan to accommodate for overflow parking for when guests visit families?
3. **Traffic Concerns:** The increase in traffic on our narrow streets is a major concern. These streets do not allow parking on both sides while still accommodating two-way traffic. Additionally, it appears that the only entrance to the development will be through Newman Drive, which could create a bottlenecked and congested area, posing significant risks during emergencies. This poses a substantial risk to safety, particularly for children who play on Newman Drive, as well as pedestrian walkers, runners, and cyclists.
4. **Safety and Evacuation:** It is concerning that Newman Drive could be the only entrance to the large complex. This could pose hazards to residents in the event of an evacuation or fire.
5. **Floodplain Concerns:** The units proposed in the southeast corner, directly south of Newman Drive, occur within the floodplain. How would this set families up for success if their homes were to flood? This raises significant concerns about the long-term safety and viability of these homes for future residents.
6. **Drainage Features:** There is concern about the jurisdictional drainage features on site. Could you clarify what studies are required for projects in proximity to drainages on site?
7. **Neighborhood Aesthetic:** The proposed development may become an eye sore for residents on the southern part of Doyle Street, which consists of single-family

homes. While I recognize the Salem Planning Department's interest in utilizing townhomes to address housing needs, this particular area may not be the best fit for such development. The existing neighborhood is characterized by single-family homes, and the introduction of densely packed townhomes could disrupt the community's established aesthetic and lifestyle. Maintaining the neighborhood's character and aesthetic is important to those of us who have lived here for years, and it would be preferable for it to remain a community of single-family homes. Additionally, the challenges related to traffic, safety, and environmental concerns further suggest that this area may not be suitable for townhome development.

Given these concerns, I respectfully oppose this rezoning request as it currently stands. I urge the Planning Commission to not recommend this request to the City Council. Instead, I ask that you consider a generous reduction in the number of units and ensure that all the issues listed above are thoroughly addressed before any approval is granted.

Thank you for your time and consideration.

Sincerely,

Marie Vest
mvest06@gmail.com
626 Parkdale Drive
Salem, VA 24153

To whom it may concern I am opposed to the cluster of 171 units. In my opinion patio homes would be suitable to our neighborhood.

From: Samantha Luz
To: Mary Ellen H Wines
Subject: [Ext.] oppose rezoning at Newman
Date: Thursday, July 3, 2025 10:43:24 AM

Dear Mrs. Wines,

I live on Stoutamire Dr and I am writing this in regards to the potential rezoning at 1002 Newman Drive. I oppose this rezoning as it will have many cons by adding this to our neighborhood.

1. By adding all the new builds all over Salem, Hope Tree Red Lane, Simms Farm, Valleydale, and Mill Lane, and Newman Dr. How is adding thousands of people keeping the small-town charm? It doesn't. I used to love living here because most everyone knew everyone and was super friendly. Now it is becoming overpopulated, with less friendliness, and less charm. Born and raised here and ready to get out of Salem quickly with all these changes over the years. Salem now is definitely not how Salem used to be, and that is not in a good way.

2. If these 171 units are built where are these people supposed to eat and shop? This side of town is more or less a dump. We have a McDonald's, Hardee's, Burger King, and Pizza Hut (wow so delicious). Are you going to build more restaurants and grocery stores to provide for us, or are you just going to keep giving us storage units and car washes? We have to tear our vehicles up to drive across the bumpy, pothole main street to get to a congested west main street. Lately it has been better to drive to Roanoke City or County to eat and shop.

3. What does Salem have against a blade of grass? More concrete equals more potential for flooding. This is next to a creek, how will this affect the neighbors along the creek and the roanoke river? More concrete also equals less charm. It does not matter if it is going to have a park that does not make it better or a nice looking entrance doesn't count.

4. Our neighborhood can NOT handle more traffic due to speeding, running stop signs, and on street parking. It is already dangerous on Parkdale Dr in a couple locations with the traffic we already have, and one of those is in the curve at 410/419 Parkdale Dr. Cars are parked on the street as you are leaving the neighborhood and sight is blocked due to trees. This makes it very dangerous situation even for pedestrians not having somewhere safe to walk.

-More than one traffic study needs to be done, and not one done during the summer months when kids are not in school.

-More traffic is going to affect Kessler Mill, Garst St, and Dalewood Ave for everyone trying to cut across to I-81. Garst/Dalewood is already heavily traveled and the maintenance of that road is in poor condition. Please tell me how this will addressed.

5. Our neighborhood is quiet besides the traffic. We have a lot of people that have lived here for decades. We even have kids that play in the street and it is becoming dangerous for them to play for the traffic.

6. Adding more families how is the school system going to handle more students? Can the

teachers handle more students? Is there enough staffing for more?

7. Adding more families means more medical emergencies. Is there enough emergency personnel to handle more emergencies? Can our hospitals handle more? Are you going to build another fire station? Will you be able to hire enough staff to work that station? Will we get another urgent care because it is hard to get in with PCP.

Thank you for your time. As I mentioned before I oppose this rezoning request and would love for you to consider the same.

A very concerned neighbor,

Samantha Luz

From: Angela M. Webb
To: Mary Ellen H Wines
Subject: [Ext.] Concerns Regarding Proposed Rezoning for 1002 Newman Drive
Date: Thursday, July 3, 2025 9:32:19 AM

Dear Ms. Wines,

I hope this message finds you well. I am writing to express my concerns regarding the proposed rezoning of the 39-acre property located at 1002 Newman Drive into 171 residential units. As a resident of the neighborhood, I have several points I would like to address:

1. **Density and Parcel Size:** The proposal indicates that approximately 20 acres will be used for development. I am concerned about how the land will be allocated for each parcel, as the plan seems very congested. Could you provide more details on the minimum and maximum size of each proposed unit parcel?
2. **Parking Concerns:** If 171 units are proposed and we estimate at minimum 3 cars per household (one for each adult, one per teenager), this could realistically result in 513 additional cars utilizing the existing roads evaluated in the traffic impact report. How does the project plan to accommodate for overflow parking for when guests visit families?
3. **Traffic Concerns:** The increase in traffic on our narrow streets is a major concern. These streets do not allow parking on both sides while still accommodating two-way traffic. Additionally, it appears that the only entrance to the development will be through Newman Drive, which could create a bottlenecked and congested area, posing significant risks during emergencies. This poses a substantial risk to safety, particularly for children who play on Newman Drive, as well as pedestrian walkers, runners, and cyclists.
4. **Safety and Evacuation:** It is concerning that Newman Drive could be the only entrance to the large complex. This could pose hazards to residents in the event of an evacuation or fire.
5. **Floodplain Concerns:** The units proposed in the southeast corner, directly south of Newman Drive, occur within the floodplain. How would this set families up for success if their homes were to flood? This raises significant concerns about the long-term safety and viability of these homes for future residents.
6. **Drainage Features:** There is concern about the jurisdictional drainage features on site. Could you clarify what studies are required for projects in proximity to drainages on site?
7. **Neighborhood Aesthetic:** The proposed development may become an eye sore for residents on the southern part of Doyle Street, which consists of single-family homes. While I recognize the Salem Planning Department's interest in utilizing

townhomes to address housing needs, this particular area may not be the best fit for such development. The existing neighborhood is characterized by single-family homes, and the introduction of densely packed townhomes could disrupt the community's established aesthetic and lifestyle. Maintaining the neighborhood's character and aesthetic is important to those of us who have lived here for years, and it would be preferable for it to remain a community of single-family homes. Additionally, the challenges related to traffic, safety, and environmental concerns further suggest that this area may not be suitable for townhome development.

Given these concerns, I respectfully oppose this rezoning request as it currently stands. I urge the Planning Commission to not recommend this request to the City Council. Instead, I ask that you consider a generous reduction in the number of units and ensure that all the issues listed above are thoroughly addressed before any approval is granted.

Thank you for your time and consideration.

Sincerely,

Angela Webb
420 Parkdale Drive
Salem

Angela

Angela M. Webb
Administrative & Office Specialist
Liberal Arts & Social Sciences Division
3082 Colonial Ave S.W.
Roanoke, VA 24015
540.857.6249-Office/540.857.6096-/Fax

VIRGINIA WESTERN
WE'LL TAKE YOU THERE

From: wanda lynch
To: Mary Ellen H Wines
Subject: [Ext.] Rezoning Request for 1002 and 1108 Newman Drive
Date: Friday, July 11, 2025 10:56:29 AM

Dear Ms. Wines:

My husband and I have important concerns regarding this request for RMF attached multiple family residences.

We have lived in our Tarpley Lane home for 41 years and have experienced minimal alterations to the overall character of our neighborhood.

During the neighborhood meeting on July 8 2025, there was significant opposition to the rezoning request as it stands. Items of contention were:

Increased traffic problems within the neighborhood and access points
Storm water concerns of additional housing based on history of flooding in our neighborhood
Devaluation of home values due to added congestion
Safety of neighborhood with additional vehicles including constant delivery vehicles
Environmental impact on wildlife

These are only highlights of the major concerns.

Mr. Boone stated that there is a housing shortage in Salem. This is being addressed already with the development of the Dorsey Farm, Sims Farm, HopeTree, and
other housing constructions throughout the city.

The more significant shortage is in affordable one story homes such as patio homes.
If this property must be developed, we would respectfully request this type of single homes to be considered for the development, perhaps modeled after the Altamira community in Roanoke County.

This would be less of a negative impact and preserve the conservative and friendly character of our neighborhood.

Thank you for your attention to this request.

Regards,

Wanda M. and Robert E. Lynch

AFFIDAVIT OF MAILING PURSUANT TO S15.2-2204
CODE OF VIRGINIA

PLANNING COMMISSION **ITEM #3D**
JULY 16, 2025

This is to certify that I mailed letters in reference to the request of ABoone Real Estate Inc., contract purchaser, to rezone the property located at 1002 Newman Drive and 1108 Newman Drive (Tax Map #s 58-1-1 and 58-1-2) from LM Light Manufacturing District with proffered conditions to RMF Residential Multi-Family District to the following property owners and adjacent property owners on June 27, 2025, in the 2:00 p.m. mail:

ACOSTA LUIS A CANO
CANO AMANDA
217 RUTLEDGE CIR
SALEM VA 24153

ADAMCZYK MICHAEL J
ADAMCZYK SHARON C
712 DOYLE ST
SALEM VA 24153

ADDINGTON JOHN M
ADDINGTON LINDA E
716 DOYLE ST
SALEM VA 24153

ALBERT WILLIAM
SAUNDERS LINDSAY
1216 NEWMAN DR
SALEM VA 24153

ANTHONY KENNETH T
WINFREY ANTHONY BARBARA A
607 DOYLE ST
SALEM VA 24153

BARLOW CRYSTABEL-LIFE ESTATE
PO BOX 91123
WASHINGTON DC 20090

BAUGUSS DAVID A
BAUGUSS LESLIE H
1113 FOREST LAWN DR
SALEM VA 24153

BAUSERMAN LESTER ALLEN II
1062 NORTH MILL RD
SALEM VA 24153

BEAMER FAMILY OR BY-PASS TRUST
19 HILLMOUNT DR
SALEM VA 24153

BELL GEORGE MICHAEL II
1121 STOUTAMIRE DR
SALEM VA 24153

BLAIR THOMAS S JR
PERDUE KIMERLY L
1217 FOREST LAWN DR
SALEM VA 24153

BOWER STEVEN CHARLES
BOWER REGINA B
710 DOYLE ST
SALEM VA 24153

BRAXTON LAURA MICHELLE
1121 NEWMAN DR
SALEM VA 24153

BROOKS ANTOIWON AUSTIN
RANDLE AARON JATHOO
601 DOYLE ST
SALEM VA 24153

BROWN JEFFERY W
BROWN DEENA W
1235 FOREST LAWN DR
SALEM VA 24153

BUSH ANGELA
BUSH BRANDON
479 PARKDALE DR
SALEM VA 24153

BUTLER GEORGE DAVID
BUTLER GENIE GIBSON
721 DOYLE ST
SALEM VA 24153

BUTLER PATRICK
BUTLER SUSAN
1133 FOREST LAWN DR
SALEM VA 24153

CANTRELL PHILLIP A II
CANTRELL JESSICA L
58 NEW LONDON DR
LYNCHBURG VA 24502-6668

CARKIN MICHAEL E
CARKIN VICTORIA C
485 PARKDALE DR
SALEM VA 24153

CARPENTER ERIC B
CARPENTER BONNIE H
1135 NEWMAN DR
SALEM VA 24153

CARPENTER JEREMIAH DANIEL
CARPENTER JANIS JUSTIN A
707 DOYLE ST
SALEM VA 24153

CHANDLER BETTY S
624 NORTH MILL RD
SALEM VA 24153

CHASE DAVID O
CHASE LINDA M
11 COVE LOOP RD
HENDERSONVILLE NC 28739

CHRISFIELD BENJAMIN JAMES
CHRISFIELD KATHRYN LEIGH STEWART
948 NORTH MILL RD
SALEM VA 24153

CM HOMES OF VIRGINIA LLC
171 FOREST DR
SALEM VA 24153

COCHRAN BRYAN
COCHRAN NICOLE
709 DOYLE ST
SALEM VA 24153

COMPTON ATESHA MONTEEN
718 DOYLE ST
SALEM VA 24153

CONNER JUNIOR
CONNER NANCY W
524 DOYLE ST
SALEM VA 24153

COULTER NATHAN CLARK
722 DOYLE ST
SALEM VA 24153

CRAIG DONN A
705 DOYLE ST
SALEM VA 24153

CRAIGHEAD DARREL R
475 DEER RUN CIR
SALEM VA 24153-2672

CRIGLER WILLIAM F JR
CRIGLER DONNA B
1259 FOREST LAWN DR
SALEM VA 24153

CROKE KJERSTEN E
CROKE MATTHEW E
703 DOYLE ST
SALEM VA 24153

CUDDY BRIAN SR
CUDDY ELIZABETH
202 N BROAD ST
SALEM VA 24153

CURRIE WILLIAM M
CURRIE LINDA D
419 PARKDALE DR
SALEM VA 24153

DAVIDSON KENNETH L
DAVIDSON ANNETTE H
1209 FOREST LAWN DR
SALEM VA 24153

DENTON BENJAMIN JACOB
DENTON ELIZABETH GRIMES
1107 FOREST LAWN DR
SALEM VA 24153

DILLING JAMES MICHAEL
DILLING MORGAN RENEE
1129 STOUTAMIRE DR
SALEM VA 24153

DODD SUSAN M
1149 FOREST LAWN DR
SALEM VA 24153

DSB PROPERTIES LLC
1424 LONGVIEW AVE
SALEM VA 24153

DWYER PATRICK
DWYER PATRICIA ANN
611 HIGHFIELD RD
SALEM VA 24153

GALLIHER WILLIAM RONALD
6689 POAGES MILL DR
ROANOKE VA 24018

GEORGE DANA MARIE
2340 BLENHEIM RD
ROANOKE VA 24015

GLENN S MCGHEE REVOCABLE
TRUST
706 DOYLE ST
SALEM VA 24153

GLENN MARY A
531 DOYLE ST
SALEM VA 24153

GONZALEZ ALEXANDER E
GONZALEZ PATRICIA J
205 RUTLEDGE CIR
SALEM VA 24153

GREGOIRE JOHN P
GREGOIRE STEPHANIE E
1130 NEWMAN DR
SALEM VA 24153

GRUBB JERRY WAYNE JR
725 STONEWOOD DR
SALEM VA 24153

GUARDIPEE ANNA N
719 DOYLE ST
SALEM VA 24153

GUILLIAMS HUNTER BENJAMIN
GUILLIAMS RACHEL LEE
704 DOYLE ST
SALEM VA 24153

HACKLER JACOB A
818 NORTH MILL RD
SALEM VA 24153

HALE DEWEY L
HALE MARY ELLEN
7585 AUTUMN PARK DR
ROANOKE VA 24018

HALE JOHN W
HALE KAREN P
379 SILVERLEAF LANE
FLOYD VA 24091

HALEY MARK P
HALEY BETH O
1123 FOREST LAWN DR
SALEM VA 24153

HARMON SHERRY S
201 RUTLEDGE CIR
SALEM VA 24153

HARRIS ARTHUR L
HARRIS GENEVA F
1101 STOUTAMIRE DR
SALEM VA 24153

HARRIS PAULA J
850 NORTH MILL RD
SALEM VA 24153

HAWLEY DARLENE E
732 NORTH MILL RD
SALEM VA 24153

HELVEY PATRICK A
1129 NEWMAN DR
SALEM VA 24153

HICKERSON JOEL AARON
HICKERSON SUZANNE C
509 DOYLE ST
SALEM VA 24153

HARLESS NICHOLE LAHAVEN
1210 NEWMAN DR
SALEM VA 24153

HODGES MELANIE A
HODGES MICHAEL T
708 NORTH MILL RD
SALEM VA 24153

JACKSON CAMERON D
1253 FOREST LAWN DR
SALEM VA 24153

JOBENHOFF ASHLEY
JOBENHOFF MICHAEL
TEBBENHOFF WILLIAM J
619 DOYLE ST
SALEM VA 24153

JONES MICHEAL K
JONES HOLLY S
708 DOYLE ST
SALEM VA 24153

JONES PAUL E
JONES CINDY D
713 DOYLE ST
SALEM VA 24153

KEITH TANNER S
KEITH MEGAN
507 PARKDALE DR
SALEM VA 24153

KHALIL AKRAM SAAD ABDELMALAK
ISKANDER ENAS WAHEEB
YOUSSEF
714 DOYLE ST
SALEM VA 24153

KIDD NICHOLAS
620 NORTH MILL RD
SALEM VA 24153

KINGERY AMBER ALEACE
1241 FOREST LAWN DR
SALEM VA 24153

KLINE LEONARD P JR
712 NORTH MILL RD
SALEM VA 24153

LANE NOELLE E
CARDENAS ZUNIGA MARCOS J
307 PARKDALE DR
SALEM VA 24153

LEE REBECCA GAIL
DOUD BRIAN LEIGHTON
1916 ROBINHOOD RD
WINSTON-SALEM NC 27104

LESTER MANAGEMENT GROUP LLC
PO BOX 4373
ROANOKE VA 24015

MACFARLAND NICHOLAS
PATTERSON SHANA
1109 STOUTAMIRE DR
SALEM VA 24153

MARLETTA ANGELA
525 FREY ST
SALEM VA 24153

MARLETTA DOMINIC V
2025A W MAIN ST
SALEM VA 24153

MARLETTA VITO
MARLETTA DOMINIC V
2025 W MAIN ST
SALEM VA 24153

MASTRONARDI DANIEL T III
MASTRONARDI KATERINA
723 DOYLE ST
SALEM VA 24153

MATUS JOSEPH M
MATUS REBECCA F
1217 NEWMAN DR
SALEM VA 24153

MAYHUE PROPERTIES LLC
PO BOX 957
BLUE RIDGE VA 24064

MB REALTY LLC
865 CLEVELAND AVE
SALEM VA 24153

MCDANIEL JERRY
1141 STOUTAMIRE DR
SALEM VA 24153

MCGUIRE ROSEMARY A
720 NORTH MILL RD
SALEM VA 24153

MEL WHEELER INC
3934 ELECTRIC RD
ROANOKE VA 24018

MOORE COLLEEN K
1135 STOUTAMIRE DR
SALEM VA 24153

MORAN HEATHER RENE
802 NORTH MILL RD
SALEM VA 24153

MOSER DINAH J
MOSER WILLIAM A
299 RIDGECREST DR
DALEVILLE VA 24083-2715

NEAL MICHAEL ANDREW
NEAL MELANIE KAY
1066 NORTH MILL RD
SALEM VA 24153

NEIGHBORS DEE C
1117 NEWMAN DR
SALEM VA 24153

NELSON CHRISTOPHER A
1105 NEWMAN DR
SALEM VA 24153

NELSON SHANI ROSEMARIE
842 NORTH MILL RD
SALEM VA 24153

NICELY STEFANIE U
209 RUTLEDGE CR
SALEM VA 24153

NORTH MILL LLC
1863 CHEROKEE ROSE CIR
MOUNT PLEASANT SC 29466

PARKER AMY
BOARDWINES AARON
1224 NEWMAN DR
SALEM VA 24153

PATTERSON ANDREW E
PATTERSON CATHERINE R
1141 NEWMAN DR
SALEM VA 24153

PAXTON TONYA ANN
7820 FRIENDSHIP LN
ROANOKE VA 24019-1608

PRUITT DONNA LOUISE
HESS RUTH WHITED
1136 NEWMAN DR
SALEM VA 24153

PURDY EDWARD L
407 PARKDALE DR
SALEM VA 24153

RAKES KEVIN L
473 PARKDALE DR
SALEM VA 24153

REYNOLDS JOYCE M
525 DOYLE ST
SALEM VA 24153

ROTHKOPF BENJAMIN E
ROTHKOPF MICHELLE L
519 DOYLE ST
SALEM VA 24153

ROUDEBUSH JOSEPH C IV
ROUDEBUSH KIMERLY M
1124 NEWMAN DR
SALEM VA 24153

RUTLEDGE SALEM LLC
PO BOX 5127
RICHMOND VA 23220

SACHENBACHER ALFRED H-LIFE ESTATE
SACHENBACHER BEVERLY J LIFE ESTATE
433 PARKDALE DR
SALEM VA 24153

SMITH JESSICA
1204 NEWMAN DR
SALEM VA 24153

SMITH ROBERT C III
SMITH KRISTEN
931 SADDLE DR
SALEM VA 24153

SOVINE GARY D
SOVINE CAROL P
1229 FOREST LAWN DR
SALEM VA 24153

ST CLAIR KENNETH WAYNE
1100 STOUTAMIRE DR
SALEM VA 24153

STRAIGHT CHERYL C
1114 NEWMAN DR
SALEM VA 24153

TATUM ROBERT EDWARD JR
810 NORTH MILL RD
SALEM VA 24153

THOMAS REBECCA VEST
THOMAS LINDSAY OCTAVIA
1316 FOREST LAWN DR
SALEM VA 24153

THOMPSON SABRINA MECHELE
HESS
1120 STOUTAMIRE DR
SALEM VA 24153

THOMPSON NANCY W
BAILEY SILAS W
716 NORTH MILL RD
SALEM VA 24153

TURNER CURTIS M JR
834 NORTH MILL RD
SALEM VA 24153

TWINE JULIA M
PO BOX 974
SALEM VA 24153

UNDERWOOD JONATHAN ANDREW
UNDERWOOD VICTORIA STEEN
720 DOYLE ST
SALEM VA 24153

VANOVER JEREMY T
VANOVER ANITA H
715 DOYLE ST
SALEM VA 24153

VARNEY DENNIS R
VARNEY MARIE E
453 PARKDALE DR
SALEM VA 24153

VIDAL JOSE MIGUEL
STRONG LAUREN ELIZABETH
613 DOYLE ST
SALEM VA 24153

VIRGINIA DEPARTMENT OF
HIGHWAYS
731 HARRISON AVE
SALEM VA 24153

WALKER BARRY L
1021 HOGAN RD
BLUE RIDGE VA 24064

WALTON MICHAEL J
WALTON CHARLENE V
826 NORTH MILL RD
SALEM VA 24153

WHEELER JAMES O
WHEELER REBECCA G
1114 STOUTAMIRE DR
SALEM VA 24153

WHITLOCK MICHAEL L
WHITLOCK BONNIE G
1117 FOREST LAWN DR
SALEM VA 24153-4070

WICKLINE STEPHEN D
CLARK DREMA B
618 NORTH MILL RD
SALEM VA 24153

WILLIAMHART LLC
808 PENDLETON DR
SALEM VA 24153

WOOD TRACY D
WOOD MISTY A
1141 FOREST LAWN DR
SALEM VA 24153

WOODSON LIVING TRUST
702 DOYLE ST
SALEM VA 24153

WYNDSTONE HOMEOWNER'S
ASSOCIATION INC
708 DOYLE ST
SALEM VA 24153

YATES ROBERT J
YATES LUANN B
1215 FOREST LAWN DR
SALEM VA 24153

YOUNG LAMONT T
711 DOYLE ST
SALEM VA 24153

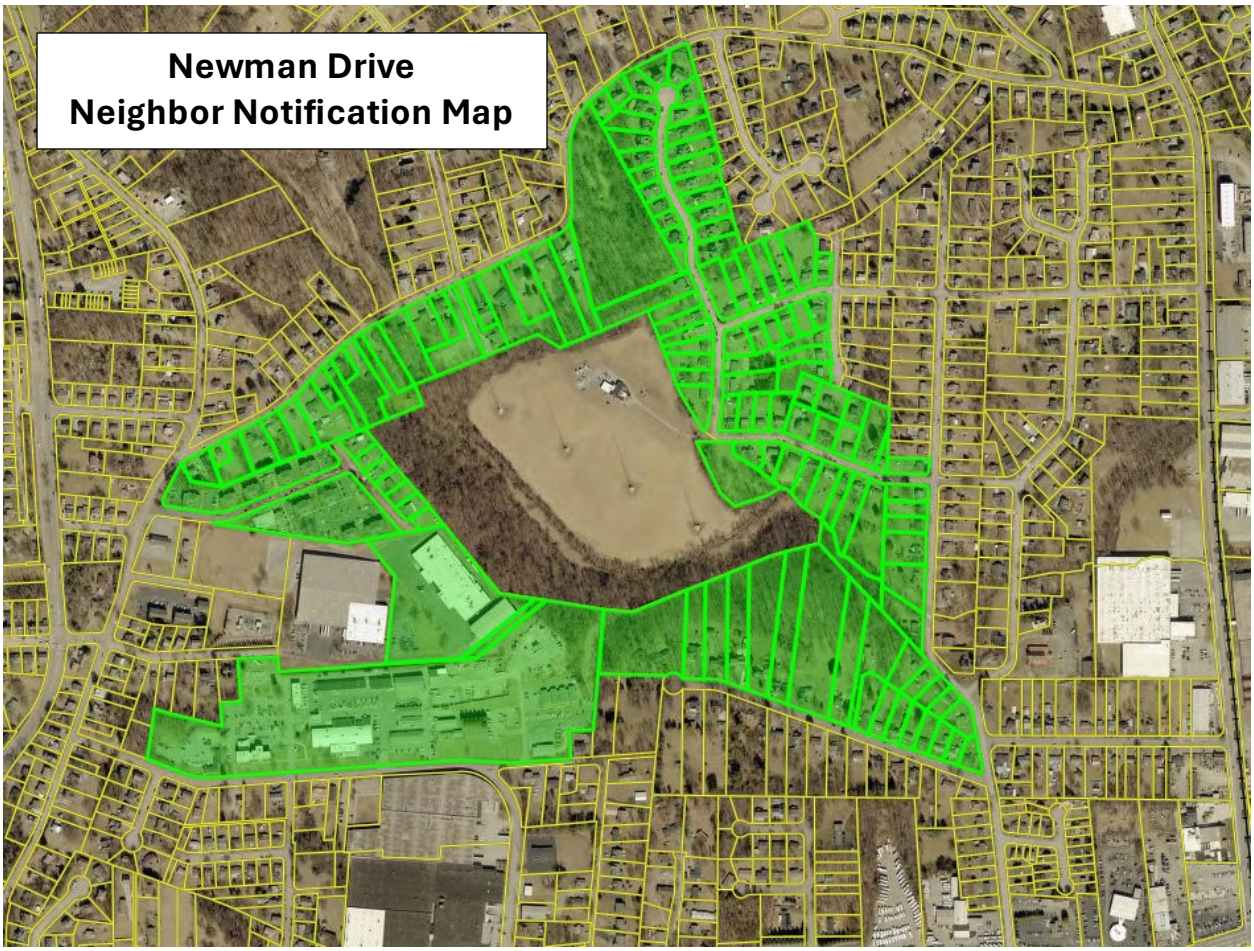
Signed _____ Date 7/7/25

City of Salem
Commonwealth of Virginia
The foregoing instrument was acknowledged before me this 7th day of July, 2025, by

Tammy Dunn

Tammy Dunn
Notary Public
My commission expires: 10/31/2028

TAMMY DUNN
NOTARY PUBLIC
REG # 00272427
COMMISSION EXPIRES 10/31/2028
COMMONWEALTH OF VIRGINIA


Newman Drive
Neighbor Notification Map

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SALEM, VIRGINIA:

A RESOLUTION ADOPTING A WRITTEN POLICY FOR PARTICIPATION IN PLANNING COMMISSION MEETINGS THROUGH ELECTRONIC COMMUNICATION

WHEREAS, a member of the City of Salem Planning Commission may participate in the conduct of a Planning Commission meeting through electronic means from a remote location as provided in Chapter 37, Title 2.2, Section 3708.3 of the Code of Virginia; and

WHEREAS, this code section was amended effective July 1, 2024, to require the public body annually adopt a policy addressing participation in public meetings; and

NOW, THEREFORE, BE IT RESOLVED by the City of Salem that the attached policy is established for Commission members' remote electronic participation in Planning Commission meetings for the City fiscal year 2025- 2026:

Upon a call for an aye and a nay vote, the same stood as follows:

Nathan Routt	-
Mark Henrickson	-
Jackson Beamer	-
Reid Garst	-
Denise King	-

ATTEST:

_____

Christopher J. Dorsey
Executive Secretary
Planning Commission
City of Salem, Virginia

REMOTE PARTICIPATION POLICY FOR MEETINGS
PLANNING COMMISSION OF THE CITY OF SALEM, VIRGINIA

A member of the Commission may participate in the conduct of a Commission meeting through electronic means from a remote location as provided in Section 2.2-3708.2 of the Code of Virginia, subject to the following requirements:

1. On or before the date of the meeting, a Commissioner wishing to participate from a remote location in a meeting of the Planning Commission shall notify the Chairperson that the Commissioner is unable to attend due to (a) a personal matter and identifies with specificity the nature of the personal matter, or (b) a temporary or permanent disability or other medical condition that prevents the Commissioner's physical attendance.

2. Participation by a Commissioner by electronic means due to a personal matter is limited each calendar year to two meetings. The Commission shall record in its minutes the specific nature of the personal matter of the remote Commissioner.

The Commission shall also record in its minutes the fact that a Commissioner participated due to temporary or permanent disability or other medical condition that prevented the Commissioner's physical attendance.

3. The Commission shall record in its minutes the remote location from which the Commissioner participated.

4. The participation at the Planning Commission meeting of such remote Commissioner is subject to approval by a quorum of the Commission assembled at one central meeting location. If the absent Commissioner's remote participation is disapproved because such participation would violate this policy, such disapproval shall be recorded in the minutes.

5. The Commission shall make arrangements for the voice of the remote Commissioner to be heard by all persons at the central Planning Commission meeting location.

6. A quorum of the Commission must be physically assembled at the central meeting location to allow such remote participation. The remote location need not be open to the public.