



Agenda
Monday, August 11, 2025, 6:30 PM

Regular Session, 6:30 PM, City Hall, 114 North Broad Street, Salem, Virginia 24153

WORK SESSION

[WORK SESSION IS CANCELLED FOR AUGUST 11, 2025](#)

REGULAR SESSION

1. Call to Order
2. Pledge of Allegiance
3. Bid Opening, Awards, Recognitions
4. Consent Agenda
 - A. **Citizen Comments**

Comments from the public, limited to five minutes, on matters not already having a public hearing at the same meeting.
 - B. **Minutes**

Consider acceptance of the July 28, 2025, Regular Meeting minutes.
5. Old Business
6. New Business
 - A. **Public Hearing for Amendment to the Zoning Ordinance and Special Exception Permit**

Hold a public hearing for 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. (Advertised in the July 24 and 31, 2025 issues of *Cardinal News*.)
 - B. **Amendment to the Zoning Ordinance**

Consider adoption of ordinance on first reading for 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. (The Planning Commission recommended approval by a unanimous vote.)

C. Special Exception Permit

Consider the request of J. Cline Properties, LLC, property owner, for a Special Exception Permit for the property located at 106-110 Butt Hollow Road (Tax Map #174-1-7) to allow athletic instruction services. (The Planning Commission recommended approval by a unanimous vote) The approval of the Special Exception Permit is contingent upon final Council approval on second reading of the ordinance to rezone the property from BCD Business Commerce District to LM Light Manufacturing District.

D. 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). (Advertised in the July 24 and 31, 2025, issues of *Cardinal News*.) (The Planning Commission recommended approval by a unanimous vote.)

E. Public Hearing for Amendment to the Zoning Ordinance and Special Exception Permit

Hold a public hearing for 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. (Advertised in the July 24 and 31, 2025, issues of *Cardinal News*.)

F. Amendment to the Zoning Ordinance

Consider adoption of ordinance on first reading for 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 with proffered conditions. (The Planning Commission recommended approval by a unanimous vote.)

G. Special Exception Permit

Consider the request of Brad Graham Real Estate LLC, contract purchaser, for 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. (The Planning Commission recommended approval by a unanimous vote.) The approval of the Special Exception Permit is contingent upon final Council approval on second reading of the ordinance to rezone the property located at 639 Dalewood Avenue from AG Agricultural District to RSF Residential Single-Family District.

H. Amendment to the Zoning Ordinance

Hold a public hearing and consider ordinance on first reading for 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 proffered conditions to RMF Residential Multi-Family District with proffered conditions. (Advertised in the July 24 and 31, 2025, issues of *Cardinal News*.) (The Planning Commission recommended approval by a 4-0 vote with one member recusing himself.)

I. Appropriation of Funds

Consider request to accept and appropriate grant funds received from the Virginia E-911 Services Board.

J. Boards and Commissions

Consider appointments to various boards and commissions.

7. Adjournment



CITY COUNCIL

MINUTES

Monday, July 28, 2025 at 6:30 PM

Regular Session, 6:30 PM, City Hall, 114 North Broad Street, Salem, Virginia 24153

WORK SESSION

WORK SESSION IS CANCELLED FOR JULY 28, 2025

REGULAR SESSION

1. Call to Order

A regular meeting of the Council of the City of Salem, Virginia, was called to order at 6:30 p.m., there being present the following members to wit: Renée Ferris Turk, Mayor; Anne Marie Green, Vice-Mayor; Councilmembers: Byron Randolph Foley, Hunter Holliday, and John Saunders; with Renée Ferris Turk, Mayor, presiding together with Chris Dorsey, City Manager; Rob Light, Assistant City Manager and Clerk of Council; Rosemarie B. Jordan, Director of Finance; Mike Stevens, Director of Communications; and Jim Guynn, City Attorney.

2. Pledge of Allegiance

3. Bid Opening, Awards, Recognitions

4. Consent Agenda

A. Citizen Comments

Comments from the public, limited to five minutes, on matters not already having a public hearing at the same meeting.

Lauren Strong, 613 Doyle Street, spoke, focusing on three main areas of concern relating to the proposed rezoning and development on Newman Drive: hydrology and environmental impacts, quality of construction, and public transparency. While acknowledging the developer's strong reputation, the speaker raised concerns over the use of Ryan Homes as the builder. In addition, she requested a legally binding

conservation easement on any undeveloped portion of the property. Ms. Strong ended by requesting that all hydrology and environmental studies be completed at the developer's expense, and that any commitments regarding conservation and construction quality be made legally enforceable prior to project approval.

Karen Monroe-Walker, 462 Parkdale Drive, expressed concerns regarding the proposed rezoning and development on the radio station property at the end of Newman Drive. She emphasized the negative impact this could have on the character, traffic, and safety of the neighborhood. She proposed alternative development ideas. Ms. Monroe-Walker ended by requesting that the developer, Alexander Boone, withdraw the current rezoning application and take 60 days to engage with residents on a revised plan. If no changes are made and public input is not integrated, she asked Council to vote against the proposal at the August 11th public hearing.

B. Minutes

Consider acceptance of the July 14, 2025, Regular Meeting minutes.

The minutes were approved as written.

C. Financial Reports

Consider acceptance of the Statement of Revenues and Expenses for the twelve months ending June 2025.

The Financial Reports were received.

5. Old Business

There was no Old Business this evening.

6. New Business

A. 216 Chapman Avenue - Purchase

Authorize the City Manager to Finalize and Execute Necessary Documents for the Purchase of Property Located at 216 Chapman Avenue Utilizing Existing Contingency Funds.

Mr. Light clarified that there was a typographical error on the agenda and that the motion on this item would need to be for 216 Chapman Street, not Chapman Avenue.

Mr. Dorsey explained that this property was off Broad and Chapman over in the square behind the Rescue Squad. He indicated that this was a very small property with a dilapidated house sitting on it currently. The City plans to buy the property, eliminate the house that is currently located here, and possibly utilize the property for a Habitat house or find another suitable use.

Randy Foley motioned to authorize the City Manager to finalize and execute necessary documents for the purchase of the property located at 216 Chapman

Street, utilizing existing Contingency Funds. Anne Marie Green seconded the motion.

Ayes: John Saunders, Hunter Holliday, Randy Foley, Anne Marie Green, Renee Turk

Nays: None

Abstaining: None

B. Boards and Commissions

Consider appointments to various boards and commissions.

Randy Foley motioned to reappoint Russ Craighead for a three-year term ending June 30, 2028, to the Roanoke Valley Greenway Commission. Hunter Holliday seconded the motion.

Ayes: John Saunders, Hunter Holliday, Randy Foley, Anne Marie Green, Renee Turk

Nays: None

Abstaining: None

7. Closed Session

Hold a closed session in accordance with the following sections of the 1950 Code of Virginia, as amended:

1. Section 2.2-3711 (A)(3) for discussion or consideration of the acquisition of real property for a public purpose, or the disposition of publicly held real property, where discussion in an open meeting would adversely affect the bargaining position or negotiating strategy of the public body. Specifically, the acquisition and disposition of real property.
2. Section 2.2-3711 (A)(5) for discussion concerning a prospective business or industry or the expansion of an existing business or industry where no previous announcement has been made of the business' or industry's interest in locating or expanding its facilities in the community. Specifically, the expansion of an existing business.
3. Section 2.2-3711 (A)(8) for consultation with legal counsel employed or retained by a public body regarding specific legal matters requiring the provision of legal advice by such counsel. Specifically, counsel advice related to certain agreements or contracts involving the City.

Anne Marie Green motioned that, in accordance with Section 2.2-3711 A of the 1950 Code of Virginia, as amended, Council hereby convenes to closed session at 6:44 p.m. for the purpose of discussing the following specific matters:

1. Section 2.2-3711 (A)(3) for discussion or consideration of the acquisition of real property for a public purpose, or the disposition of publicly held real property, where discussion in an open meeting would adversely affect the

bargaining position or negotiating strategy of the public body. Specifically, the acquisition and disposition of real property.

2. Section 2.2-3711 (A)(5) for discussion concerning a prospective business or industry or the expansion of an existing business or industry where no previous announcement has been made of the business' or industry's interest in locating or expanding its facilities in the community. Specifically, the expansion of an existing business.
3. Section 2.2-3711 (A)(8) for consultation with legal counsel employed or retained by a public body regarding specific legal matters requiring the provision of legal advice by such counsel. Specifically, counsel advice related to certain agreements or contracts involving the City. Randy Foley seconded the motion.

Ayes: John Saunders, Hunter Holliday, Randy Foley, Anne Marie Green, Renee Turk

Nays: None

Abstaining: None

Anne Marie Green motioned to reconvene at 7:52 p.m. in accordance with Section 2.2-3712 D. of the Code of Virginia, 1950 as amended to date, Council certifies that in closed session only items lawfully exempted from open meeting requirements under the Virginia Freedom of Information Act and only such items identified in the motion by which the closed session was convened were heard, discussed, or considered by the Council. Randy Foley seconded the motion.

Ayes: John Saunders, Hunter Holliday, Randy Foley, Anne Marie Green, Renee Turk

8. Supplemental Action Item

Authorize the City Manager to exercise provisions related to the Roanoke County/Salem Jail agreement.

City Manager Dorsey noted for the benefit of the public that the City of Salem has an agreement with the Roanoke County-Salem Jail for housing prisoners. He shared that this agreement had been in place since 1977. Mr. Dorsey explained the significant cost difference between housing prisoners at the Roanoke County-Salem Jail at \$110 per day versus \$53 per day at the regional jail. Concerns were raised about the financial sustainability of the current arrangement. Approximately six months ago, City representatives initiated discussions with Roanoke County officials regarding this issue. After reviewing the agreement and associated financial impacts, the City has determined that providing a two-year notice to withdraw from the existing jail agreement is in Salem's best interest, with the intent to transition inmates to the regional facility. Staff, including the City Attorney, Ms. Jordan, and representatives from the Police and Sheriff's Departments, have been actively involved in the review process and were available to answer questions.

Ms. Jordan provided a financial analysis comparing the cost of housing inmates at the Roanoke County-Salem Jail versus the Western Virginia Regional Jail. Assuming

current inmate population levels remain constant, the analysis estimates an increase in operating costs of approximately \$194,000 and an additional \$61,000 in debt service costs if the city transitions to the regional jail—totaling about \$255,000 in new expenses. However, the city currently pays approximately \$370,000 annually in operating costs and an average of \$45,000 for capital expenditures to the Roanoke County-Salem Jail, totaling around \$415,000. Based on these figures, transitioning to the regional jail could result in an estimated annual savings of approximately \$160,000. These figures are based on current per diem rates and inmate population data and may fluctuate depending on changes in inmate population across member localities.

Councilman Foley asked for information on the impact on mileage and vehicle wear-and-tear of this decision.

Captain Branson with the Sheriff's Department and Deputy Chief Crouse with the Police Department briefed Council on the operational analysis related to prisoner processing. Currently, for each arrest, officers make an average of four trips to the Roanoke County -Salem Jail due to the need to process prisoners independently, including completing reports and conducting fingerprinting at the City's own facility. The Roanoke County-Salem Jail does not provide these services. In contrast, the Western Virginia Regional Jail offers full processing services, which would eliminate the need for multiple trips and in-house processing. This change is expected to result in significant time savings—approximately 3.5 hours per officer per shift—as well as long-term cost reductions related to travel and processing resources.

Vice-Mayor Green asked for clarification of time savings related to the Magistrate.

Deputy Chief Crouse responded that a video magistrate is utilized at the regional jail. With the county jail, they are stacked in line, or if there is not a magistrate available, they have to go to Roanoke City. Council was informed that while processing at the magistrate's office can occasionally be completed in 20–25 minutes, it often depends on timing and availability. Transitioning to the Western Virginia Regional Jail would streamline this process through the use of their video magistrate system. Officers would only be required to provide testimony to the magistrate, as all other intake and processing tasks would be handled by the regional facility—resulting in greater efficiency and reduced demands on officer time.

Councilman Foley asked the Sheriff how this would impact on the Sheriff's Office.

Captain Branson noted significant benefits in transitioning to the Western Virginia Regional Jail. Currently, Sheriff's Office staff are on call 24/7 for inmate-related issues, including after-hours medical calls, which often result in overtime. The regional jail provides 24/7 on-site medical staff and manages all inmate healthcare, including outside appointments. This shift would relieve the Sheriff's Office of these responsibilities, reduce overtime demands, and improve operational efficiency.

Vice-Mayor Green asked to confirm that this was all covered by the fee per head. This was confirmed by Captain Branson.

Captain Branson informed Council that the Western Virginia Regional Jail provides comprehensive on-site medical care, reducing the need for officers to transport inmates to the emergency room for evaluation and treatment. Unlike the County jail, which has limited medical staffing, the regional jail is equipped to manage a wider range of medical issues in-house. This capability would reduce officer time spent at hospitals and improve efficiency in inmate processing and care.

Mr. Dorsey noted that discussions with the regional jail leadership confirmed that no additional cost would be incurred for these services, as staff are already in place to manage after-hours processing.

Deputy Chief Crouse reiterated that the Western Virginia Regional Jail can handle inmate intake at any time—day or night, including weekends and holidays—due to having a 24/7 docket staff. This capability would streamline prisoner intake and reduce delays.

Mr. Dorsey reported for the benefit of the public having multiple constructive meetings with Roanoke County officials regarding the potential transition to the regional jail. The discussions focused on cost-saving measures, and the City emphasized maintaining transparency and a collaborative, respectful dialogue throughout the process.

Councilman Holliday shared insights from his tour of the Western Virginia Regional Jail, noting that the facility is currently underutilized and has significant capacity for expansion. The jail serves Montgomery County, Franklin County, Salem, and Roanoke County. It offers extensive medical services— which he believed include dialysis—minimizing the need for inmate transport to external hospitals. He expressed strong support for increased use of the facility, citing operational efficiencies, reduced demands on local law enforcement, and overall cost savings.

Councilman Foley noted the difference in age of the two facilities under discussion.

Randy Foley motioned to authorize the City Manager to give notice to Roanoke County that the City of Salem is withdrawing from our agreement with the Roanoke County-Salem Jail . This will not be effective for two years. Hunter Holliday seconded the motion.

Ayes: John Saunders, Hunter Holliday, Randy Foley, Anne Marie Green, Renee Turk

Nays: None

Abstaining: None

9. Adjournment

Mayor Turk expressed appreciation to the citizens that were present for their attendance and encouraged them to utilize the City's website for help in finding information and reporting problems.

The meeting was adjourned at 8:05 p.m.

Submitted by:

H. Robert Light
Clerk of Council

Approved by:

Renée Ferris Turk
Mayor



Item #: 6.A.

AT A REGULAR MEETING OF THE CITY COUNCIL OF THE CITY OF SALEM,
VIRGINIA HELD AT CITY HALL

MEETING DATE: August 11, 2025

AGENDA ITEM: **Public Hearing for Amendment to the Zoning Ordinance and Special Exception Permit**
Hold a public hearing for 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. (Advertised in the July 24 and 31, 2025 issues of *Cardinal News*.)

SUBMITTED BY: Chuck Van Allman, Director of Community Development

SUMMARY OF INFORMATION:

Hold a public hearing for 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. (Advertised in the July 24 and 31, 2025 issues of *Cardinal News*.)

FISCAL IMPACT:

STAFF RECOMMENDATION:

Staff recommends Council hold a public hearing on the requests 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** for a Special Exception Permit to allow athletic instruction services.

ATTACHMENTS:

None



Item #: 6.B.

AT A REGULAR MEETING OF THE CITY COUNCIL OF THE CITY OF SALEM,
VIRGINIA HELD AT CITY HALL

MEETING DATE: August 11, 2025

AGENDA ITEM: **Amendment to the Zoning Ordinance**
Consider adoption of ordinance on first reading for 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. (The Planning Commission recommended approval by a unanimous vote.)

SUBMITTED BY: Chuck Van Allman, Director of Community Development

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.

FISCAL IMPACT:

STAFF RECOMMENDATION:

Recommend consideration of the ordinance on first reading with the following proffered condition:

1. Allowable uses will not include Truck Stop, Manufactured Home Sales, Transfer Station, Truck Terminal, and Industry Type I.

ATTACHMENTS:

1. Item 6B 8-11-25 106-110 Butt Hollow Rezoning Application
2. Item 6B 8-11-25 106-110 Butt Hollow legal description
3. Item 6B.6C 8-11-25 106-110 Butt Hollow Affidavit
4. Item 6B.6C 8-11-25 106-110 Butt Hollow Neighbor Notification Map
5. Item 6A-6H .July 16 2025 PC Minutes
6. Item 6A.6B.6C 8-11-25 Council meeting owner notification letter 106-110 Butt Hollow Road
7. Item 6A-6H 8-11-25 Legal Ad Cardinal News 7-24 and 7-31
8. Item 6B 8-11-25 Rezoning Ordinance 106-110ButtHollow Road T.M.174-1-7

City of Salem Community Development Application

Request for REZONING or CONDITIONAL REZONING

Case #: _____

APPLICANT INFORMATION	
Owner: <u>J Cline Properties, Jerry Cline</u> Contact Name: <u>Jerry Cline</u> Address: <u>106 Butt Hollow Rd Salem Va 24153</u>	Telephone No. <u>540-580-9780</u> Fax No. _____ Email Address: <u>jcline@callclineelectrical.com</u>
Applicant/Contract Purchaser: _____ Contact Name: _____ Address: _____	Telephone No. _____ Fax No. _____ Email Address: _____

PARCEL INFORMATION	
For <u>multiple</u> parcels, please attach a page ☐	
(Tax ID #'s) <u>174-1-7</u> Deed Book _____ Page <u>240001520</u> Subdivision <u>McAdam Road</u> Location Description (Street Address, if applicable) <u>106-110 Butt Hollow Road</u>	Total Area (acres/square feet) <u>1.13 ac</u> Current Zoning <u>BCD</u> Requested Zoning <u>LM</u> Requested Use <u>construction yard and wrestling practice facility</u> Current Use <u>construction yard</u> ☒ 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: <u>[Signature]</u> Print Name: <u>Jerry W. Cline</u>	Date: <u>5/27/2025</u>
Signature: _____ Print Name: _____	Date: _____

QUESTIONS/ LETTERS/ SHOULD BE FORWARDED TO THE FOLLOWING**:	
Name: <u>Jerry W. Cline</u> Address: <u>106 Butt Hollow Rd. Salem Va 24153</u>	Telephone No. <u>540-580-9780</u> Fax: _____ No. _____ Email Address: <u>jcline@callclineelectrical.com</u>
**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. Clive

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 adult training. Typical evening and weekends
4. What type of signage is proposed for the site? Billboard Sign only
5. Have architectural/building elevations been submitted with this application? N/A

TAX MAP NO.: _____

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

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

PROFFER STATEMENT

WHEREAS, Jerry Cline, JCline Properties, _____
("the Owner(s)") is/are the owner(s) of certain real property known as

106-110 R. A. Holland Rd. (property description/location) ("the Property") totaling approximately _____ acres, located in the City of Salem, Virginia which is more particularly described as follows:

Allowable uses will not include Truck stops, manufactured homes, Transfer stations, Truck Terminals, 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), conditional, 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 Truckstop, manufactured homes, transfer station, Truck Terminal, and Industry type!
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: Jerry Cline J. Cline 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

Tammy Dunn
Notary Public

My commission expires: 10-31-2028



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

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 feet 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.

**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
JULY 16, 2025**

ITEM #3A

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

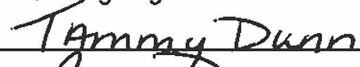
MFC REALTY LLC
5226 MEADOW CREEK DR
ROANOKE VA 24018

Signed 

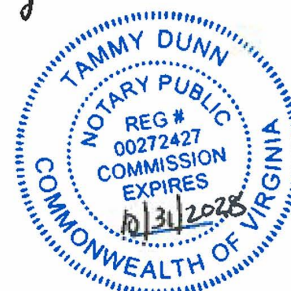
Date 7/7/25

City of Salem
Commonwealth of Virginia

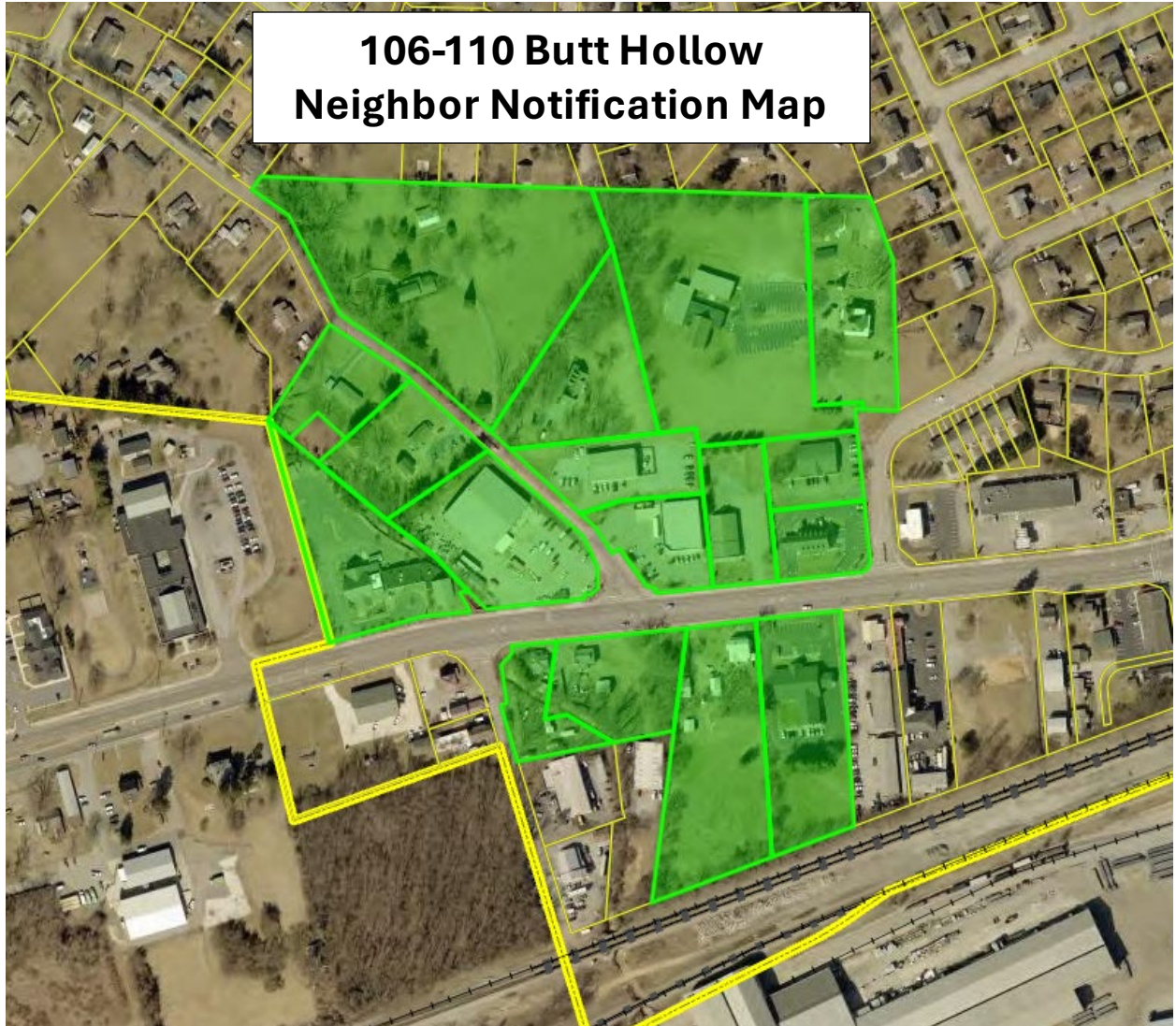
The foregoing instrument was acknowledged before me this 7th day of July, 2025 by



Notary Public
My commission expires: 10/31/2028



**106-110 Butt Hollow
Neighbor Notification Map**





PLANNING COMMISSION MINUTES

Wednesday, July 16, 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, July 16, 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 and Executive Secretary and, Robert Light, Assistant City Manager and Deputy Executive Secretary, both ex officio members of said Commission, Charles E. Van Allman Jr., Director of Community Development; Mary Ellen Wines, Planning & Zoning Administrator, Maxwell S. Dillon, Planner, and Christopher Dadak, on behalf of Jim Guynn, 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 6:00 p.m.

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
3. Amendment to the PC bylaws regarding time change for meetings

3. Adjournment

Chair King adjourned at 6:54 p.m.

REGULAR SESSION

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, July 16, 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 and Executive Secretary and, Robert Light, Assistant City Manager and Deputy Executive Secretary, both ex officio members of said Commission, Charles E. Van Allman Jr., Director of Community Development; Mary Ellen Wines, Planning & Zoning Administrator, Maxwell S. Dillon, Planner, and Christopher Dadak, on behalf of Jim Guynn, City Attorney; and the following business was transacted:

Chair Denise King called the July meeting of the City of Salem Planning Commission to order at 7:00 p.m. Chair King stated that, before the meeting went any further, if there was anyone who wished to speak and had not had an opportunity to sign up to let her know.

Chair Denise King reported that this date, place, and time had been set in order for the Commission to hold a public meeting.

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

- 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.

Chair King stated that under the consent agenda, they were going to be accepting the minutes from the June 11th work session and regular meeting and also the June 25th joint work session with City Council on the Comp Plan. She noted that on the first set of minutes, there was one correction that was made. The word proper was showing as property and that has been amended for the official minutes. On the second set of minutes, the consultants name was misspelled in one of the 3 places where it appears. That has also been amended. She asked if there were any questions or comments from the Commission. None were stated and the minutes were adopted as amended.

Chair King asked to have our first item on the agenda.

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 proffered conditions and to request the issuance of a Special Exception Permit to allow athletic instruction services.

Proper legal notice has been given and all adjoining property owners have been notified

of said hearing.

Chair King asked the applicant on this petition to come forward to give information on their request. She asked that anyone who speaks tonight to state their name and address for the minutes.

Jerry Cline of 1910 Carleton Drive, Salem addressed the Commission. Mr. Cline stated he was looking to have this property rezoned so that he could have more home services companies move in there where they could maintain material and pieces of equipment in a yard on the exterior of the property that is already fenced-in and maintained. With the current zoning, he cannot do that. He stated he had a non-profit company in Salem that wanted to teach kids wrestling and they were looking for a place where they could expand and have more time with the kids. That was why he was asking for the special exception permit.

Chair King asked what the hours of operation were going to be for the wrestling classes.

Mr. Cline stated that they would be from 5 to 8.

Chair King asked if he meant 5 to 8 at night.

Mr. Cline confirmed 5 to 8 at night and on Saturday.

Chair King confirmed weekend times as well.

Mr. Cline stated that he does not represent them but that was what he had been told.

Chair King reiterated that was what he was told and asked if there were any questions of the applicant at this time from the Commission.

Having no further questions from the Commission, Chair King reminded everyone in attendance that they were a respectful community and they expect their citizens to be respectful of each other. At this time, she opened the public hearing at 7:04 p.m. and if there was anyone here to comment on the petition before them right now, please come forward and give your name and address. Upon seeing none, she stated that the public hearing was closed at 7:04 p.m. She asked for a motion on this agenda item.

Mr. Henrickson made a motion to recommend the rezoning from BCD to LM Light Manufacturing with proffered conditions. Mr. Beamer seconded.

Chair King called for a roll call vote.

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

Chair King stated that the motion carried. The Planning Commission is a recommending and research body to City Council so they would be making a recommendation to City Council to approve the request. They would be notified once the request was placed on the calendar for City Council. Chair King stated if at any time your agenda item has been addressed and you wish to leave, you are free to do so. The Commission did ask that they leave quietly and stated that it does not have a negative effect on their application if they choose to leave.

Mary Ellen Wines addressed the Commission and stated that there should be two votes within this item, one for the rezoning and one for the special exception permit for the athletic instruction.

Chair King agreed and asked for a motion to allow the special exception permit for the athletic instruction services.

Mr. Henrickson made a motion to approve. Mr. Beamer seconded.

Chair King asked for a roll call vote.

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

Chair King stated that, again, this would go on to City Council and they would be notified. She asked to have the second item on the agenda.

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).

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

Chair King asked the applicant for this special exception permit to come forward to make their presentation to the Commission and state their name and address for the record.

Laurie Schweller, Attorney with Williams Mullen addressed the Commission and stated that she represents the applicant, Verizon Wireless. Stuart Squire with GD Insights was also present who was the zoning manager for the project. She stated she did have a presentation for the Commission requesting their recommendation of a special exception

permit for a communications tower at 319 Rowan Street. This was a warehouse and industrial district and, fortunately, the view of the tower from most locations would be obscured and would blend in with other infrastructure. She had photo simulations to illustrate what she meant. The photo simulations showed the location of the proposed cell tower. It was at 319 Rowan Street, Parcel #232-1-1. Ms. Schweller stated that this was a 13 and a half acre parcel. The location is south of the railroad in a manufacturing district, just north of the Roanoke River. As they can see from the zoning map, the parcel marked with a star and nearby properties are all zoned Heavy Manufacturing. The closest residential zoned district is over 612 feet to the south, across the river. She showed a photo of the subject property and stated that the entire parcel was paved. As part of their request, they were asking for a waiver of the landscaping requirement, as there was no dirt for planting in this area. Also, the property is in a flood zone. If approved, the applicant would construct the cell tower and ground equipment on a 6 foot platform. There are no co-location opportunities or, in other words, no other cell towers or vertical structures tall enough on which to place antennas to avoid building a new cell tower. This is the area they were searching for to serve in the ring so a new tower was needed in the area. Another photograph was a close up of the site location and the drawing shows the abutting property owners which also includes the City of Salem. The City property was the closest actual residence. The residence itself is 900 feet south across the river. The railroad is a neighbor. Virginia Appalachian Properties LLC and Graham White Manufacturing are the abutting properties. The site layout would be within a 50' x 100' leased area and within that would be a fenced compound for the ground equipment and the monopole which would be 35' x 80'. She presented a schematic that showed that the monopole would be 195' tall with a 4' lightning rod. It would have additional space on it that could serve other wireless providers who wanted to co-locate on that monopole. It would be matt galvanized steel and, because it was under 200 feet and not within 5 miles of an airport, no lighting was required. As she mentioned, the balloon test was done to evaluate the visual impact of the proposed tower. These locations on the map are locations where they will see on the photographs; the ones in red are places where the balloon and, thus the tower, could be seen and the ones in blue at the bottom of the screen are locations where the balloon could not be seen. In these photographs, these are photo simulations and there was a little arrow pointing to an actual simulation of the monopole in the distance. They can see that there was a theme throughout the photos that there are lots of electric towers, electric poles and telephone poles and lines. There is a lot of infrastructure, and the cell tower basically blends in with existing infrastructure. This location was from Colorado Street viewed from the northwest. This view was the view that the closest home would have and so they can see that in the view from the southwest, there was a large tree buffer which was south of the Roanoke River. That helps to screen and block the entire compound area and would screen the bottom portion of the tower from that residential area. The view from Electric Road southeast of the site has more poles in the foreground and then the proposed cell tower was in the distance. This was the view from Roanoke Boulevard northeast of the site. This was the view from 9th street north of the site. This is the view southwest from Eddy Avenue and Union Street. Finally, these are the 2 locations that are southeast of the site and the balloon was not visible from these locations. In summary, they would like to submit to the Commission that their application complied with the City of Salem zoning ordinance and was also in line with the goals of the Comprehensive Plan of the City of Salem. This communications infrastructure was needed for business, industry, education, government

services and the convenience of their citizens, as well as visitors to the area. She stated she would take any questions they might have.

Chair King asked if anybody had any questions of the applicant. She stated that this was one of the most thorough presentations they had seen, and they appreciate that.

Ms. Wines asked if she could address the waiver of the landscaping. She stated that was something that would be handled through the site plan review process and there is a modification section in the zoning ordinance that would allow them to work with the applicant on those requirements.

Mr. Garst asked if that did not need to be addressed in a motion.

Ms. Wines confirmed that it did not.

Chair King opened the public hearing at 7:14 p.m. and asked if anyone wished to speak on this agenda item. She asked them to come forward and state their name and address. Upon seeing none, Chair King closed the public hearing at 7:14 p.m. and asked for a motion.

Mr. Garst motioned for approval. Mr. Routt seconded.

Chair King asked for roll call vote.

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

Chair King stated that the same thing applies to this situation as well. The Planning Commission is a research and recommending body to City Council. It will go to City Council and, at that time, they will be notified when this appears on their agenda. If your agenda item is over, you are free to leave. She then asked for the next item on the agenda.

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.

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

Chair King asked if the applicant was there to make their presentation to the Commission.

Brad Graham of 726 Ambler Lane, Salem. Mr. Graham stated he started with 638 Dalewood that was a 9.77 acre parcel of land that was for sale with one house on it. They found that they needed a couple more parcels for sight distance and getting in and out of the property, as the grade on the original property was a little steep. They have 3 parcels that are part of this request.

Chair King asked if the Commissioners have any questions.

Mr. Henrickson stated that the proposed subdivision plan looked very nice. His concern was the cluster overlay. It is a minimum lot width of 40 feet. He asked was the 40 feet going to be what they were expecting.

Mr. Graham stated that it was note. They have been aware of some of the other cluster subdivisions lately. The number 51 sticks out in his mind and they in no way want to compete with that operation. They wanted to be larger. He has had conversations about whether that would be proffered or not. He would say the plan now was a minimum of a 60-foot-wide lot. Except for cul-de-sac lots because of what they are. By the time you get to the minimum building line, you are wider. He was not opposed to a proffer that would say 60 foot minimum but he would have to address the whole cul-de-sac thing.

Mr. Garst asked if it would be easier to have a minimum that he could accept regardless of cul-de-sac such as 50.

Mr. Graham stated, according to Chris Burns with Balzer, what they did on the Dorsey property that, after the meeting, the Planning Commission had some concerns. Then, between that meeting and City Council, they came up with that number. He could tell you 60 foot except for those cul-de-sac lots. That was the best he had right now. He did not know if that was reasonable. Right now, they have a plat that was predominantly 60 foot lots and 37 total. If he could word that somehow, everything but the cul-de-sac was 60 foot lots and 37 total. He would be good.

Chair King stated they were concerned about the potential for 40 foot lots.

Mr. Graham stated that would be no.

Chair King asked Ms. Wines to talk about buffer requirements for a project of this nature.

Ms. Wines stated that this is a single family detached cluster housing overlay. It would not have a required buffer because it is residential abutting residential.

Chair King asked about a statement on their plat that refers to a portion of the property along Dalewood being taken out to provide greater sight distance. This appears as a statement but she questioned that it is down here on the very left.

Mr. Graham stated that was because they might have to grade. It is kind of a steep bank

there and they are saying, if they need to grade, they were going to do takes to get sight distance.

Chair King stated that they have had residents who have raised an issue over the potential sight situations.

Mr. Graham stated that John Kelly was there and was a neighbor. He did not know if he needed to speak or not. Mr. Kelly told him that there were around 2 major crashes a year because of that so they think it would be an improvement to go in and grade that bank out. Right now, there was no sight distance. They would be improving the sight distance.

Mr. Routt asked if they plan on keeping the one structure.

Mr. Graham stated he had not made that decision. He was leaning toward keeping the existing house on 638 Dalewood. The Kelly's residence at 672 Dalewood was a very nice house so for sure that one. Probably, the old church building at 696 Dalewood would have to go.

Chair King asked, since Mr. Graham referenced the potential for crashes, one of the things that the Commission did was to request information from the police chief regarding traffic conditions. He would be interested to know that in the 600 block and, that is the only thing they asked him for at this point, there have been zero crashes in the last 3 years. Now that does not take into account other aspects of Dalewood. She would imagine Dalewood closer to the thru-road that goes all the way into Roanoke County and Roanoke City would be a different story. She stated they always want to check to see that information.

Mr. Graham stated it was a tight turn right now and would get better with the grading.

Chair King asked if there was anything else from him or his engineer.

Mr. Graham indicated not unless they had questions.

Mr. Beamer about the 37 lots.

Mr. Graham stated that the current plan is 37 lots.

Mr. Beamer asked where 36 and 37 were at. He asked if they would actually be on Dalewood because it said it was possible.

Mr. Graham stated that would be 36 and 37.

Mr. Beamer asked if that was not right now though. He was not trying to nail him down, it states possible.

Mr. Graham stated his way of thinking has changed since day one. He has typically in the past taken down every house and started anew but, market conditions as they are,

he has leaned more toward getting some conforming lots. 672 Dalewood, the one beside it to the right and the one beside that to the right could be conforming because they are on an existing street. They can do the residential single-family 70 foot lots.

Chair King asked if they could build without any questions.

Mr. Graham confirmed and said he thinks he would have to add those 2 in there to get to the 37.

Mr. Beamer asked if John Kelly's big piece there was really not considered one of the 37.

Mr. Graham confirmed no.

Chair King asked if anyone else had questions or wanted to speak. She opened the public hearing on this matter at 7:24 p.m. and stated that they have 3 people who have asked to speak on this. She asked if they would start to come forward so that they could get them one right after another. The first one is Jenna Lyles. The second is Jeanette Watkins. The third is Catherine Martin. She stated that they have the clock over here. There was a 3-minute time limit and they were to speak to them. She told them not to worry if they went over the 3 minutes, they would let them know. She asked them to state their name and address.

Jenna Lyles of 1667 Reese Road in Salem addressed the Commission. She stated she lives at the corner of Reese Road and Dalewood Avenue and would be directly impacted by the proposed rezoning. She expressed strong opposition to the proposal, not out of resistance of growth but out of deep concern for the safety, character and quality of life in their neighborhood. Their street already experiences a significant amount of traffic. It has become a busy cut through between two major roads and the volume is noticeable. They routinely see trash thrown out in their yards. Cars regularly speed down the road, making it unsafe for residents, especially for the many children and animals who live and play nearby. As a mother of 2 young boys, their safety was her top priority. Like many families in her neighborhood, they worry every time their kids are outside playing, riding bikes or walking with them. The road already was dangerous, and increased traffic would only heighten the risk. To make matters worse, there are no sidewalks on Dalewood. Families and children, joggers and people with pets are forced to use the sides of the road which was dangerous, especially with the speeding and the volume of traffic they already deal with. In fact, speeding has become such an issue, she has looked into how to request speed bumps to measure how traffic safety was an issue. The road itself was not in great condition. As it stands, adding more homes and, therefore, more cars would only make things worse. More wear and tear, more congestion, more noise, more litter, more risk. Rezoning would change the character of their neighborhood and not for the better. It would accelerate the transition towards denser development, bringing problems that they already struggle to manage. They ask them to consider the long-term impact, not just the short-term opportunity. Please help them preserve what makes the community special and help them keep their children safe. She respectfully urged the Commission to deny this rezoning request.

Jeanette Watkins of 1609 Reese Road addressed the Commission. She stated that she did not know what was left to say but would say there are a lot of folks here from Reese Road and Dalewood area. Everybody kind of wants to raise their hand. There are a lot of folks back there that are older citizens and she was kind of representing a lot of them who did not want to speak. They do have a lot of concern and, like Jenna said, not out of not having growth because they certainly want Salem to grow, but there are a lot of accidents. There was a bad curve there in Dalewood. There are a lot of speeders that come through there. Since the light was installed there at Lakeside Baptist, there has been tons of accidents. Lots of poles down Route 419, as soon as they put one up, somebody takes it out. It is just gone. She asked what can the current residents expect. She knows this was a flood zone. She knows that the property shows three holding ponds. She asked what that was going to look like for them that are down at the end of Reese and how was that going to run down on us. She questioned the value of these new homes and how that was going to affect their property. In the smaller properties and many other homes along Reese Road, some of those folks have lived there for over 50 years. They have grass growing up in the middle of the road. The roads have not been paved. She asked what does that look like and what can they expect to happen for the existing people that are on that road right now. She asked again about what the value of these homes are going to be and what does that look like. They thought that was a lot of houses for that area up there. It was a nice green area and they do have a lot of concern. They asked the Commission to look at a lot of that for them.

Chair King stated that Catherine Martin has opted not to speak. She asked if there was anyone else to speak on this matter. At this point, she asked for either the applicant or his engineer to address some of the issues because she thought there were some questions that they could probably get answers to.

Ms. Wines stated that she wanted to make sure that the public understands that the cluster housing request was for a reduced size lot for the single-family homes, but it does have to be offset with required open space on a foot by foot basis or 15%, whichever was greater. The lots are smaller, but they are more condensed in a certain area to allow for more open space throughout the development. She wanted that out there for the public and for the record.

Chair King stated that they had heard the questions about the value of the homes going in and that kind of thing. She asked what kind of response did they have to offer.

Mr. Graham stated it was hard to say but certainly more than anything on Reese Road or anywhere in that area. He would say probably \$450,000. They cannot build a new home for less than \$450,000, so he would say a range would be starting there but, who knows what everybody wants. He thought toward a concept of trying to build a model and not plat out all the lots. Hopefully, people would come up and say they want a 100 foot wide lot and if they do, they will accumulate a list of names and make more 100 foot wide lots. It is more expensive, but he was all about it. If any of the people want to see his houses, they can go to Ambler or Phillips Brook or anything that he has done. It is a quality home.

Chair King did have one question that perhaps Mr. Burns could respond to dealing with the stormwater that people are concerned about. The flooding and that kind of thing. It is

a requirement of the City when they have new subdivisions coming in that stormwater be addressed, so if he could make comments on that they would appreciate it. He asked him to state his name and address.

Chris Barnes, Balzer and Associates, 1208 Corporate Circle, Roanoke addressed the Commission and stated, as mentioned, stormwater management was something that they handle at the site plan review stage with the engineering staff. They take it into account when they put together the concept plan so they have it laid out where they would expect those facilities to be. They would meet all City of Salem and State requirements. Salem has more stringent requirements than any other locality in the area that they work in. They were more stringent than the State standards. He was not aware of exactly where the floodplain may be around there but he could say that the development of the property would be elevated above the road so it would not be impacted. They would meet all stormwater management requirements and all of that would be designed at the site plan stage.

Mr. Henrickson stated that stormwater management requirements are they are not allowed to run anymore stormwater off the property after it is developed than the state that it is in right now, so they either have to retain or detain the water that would be impacted by putting in the streets, putting in the houses, the driveways and everything. That has to be managed to where no more water is running off that site than the way it is in its natural state. He asked if that was not correct.

Mr. Burnes confirmed that is correct. Whether it is an existing channel or an existing pipe system. Obviously, those pipe systems were designed on a certain amount of water, so they need to make sure that they are not increasing that and not putting any more burden than what is there today.

Chair King that she would like to reiterate for those of them who were there that he was correct that the City of Salem standards or their requirements are more strict than the State standards. She hoped that would make residents feel better about that.

Mr. Burnes stated it is a reduction.

Chair King confirmed that it is a reduction.

Mr. Rob Light stated that, since the question came up about the floodplain, none of this area was in the floodplain. The floodplain starts to the west of Electric Road with the 500-year, then it gets to the 100-year, then when get to Masons Creek, it is the floodway there. Nothing to the east is in the floodplain.

Chair King stated she did not think that it was. For those of them who are attending a Planning Commission hearing for the first time, they do go to the property. She tried to imagine where the floodplain would be because this property sits up. She asked if there was anything else from anybody or the Commission.

Mr. Garst stated the biggest concern was traffic and speeding. They as planners have to assume that drivers are obeying laws. We cannot take that into consideration. Pedestrian

traffic or pedestrian walkways, he could see where that would be a problem. He asked if they would consider putting in sidewalks on anything that abuts Dalewood.

Mr. Graham stated that there are no other sidewalks to connect to. It is a steep site, everything on that side of Dalewood is relatively steep.

Mr. Garst agreed that they would be improving the sight line but it was still a curve.

Mr. Graham stated he would have to say no on that. It is not a sidewalk place and there are no other sidewalks around there. It would not make any sense. He would rather see that bank remain natural. There are some beautiful old oak trees there. To go in and cut 200 year old oak trees down to try to lay the curb back, probably with solid rock and it is almost straight up and down. That makes no sense. It is not a sidewalk place. He would say that they will have walking trails on this property and open space. They can look at Heritage Downs and see what they have done in the past. They have deeded walking trails all around the whole property and they will do the same here. He would much rather walk on a natural trail through the woods than on a sidewalk.

Mr. Garst asked if the walking trails would be open to the public.

Mr. Graham stated he did not see why not and they would commit to that being open to the public.

Chair King asked if there was anything else from the Commission.

Ms. Wines stated that they had received three emails from neighbors that are not here to speak. They have Tammy Powell who was opposed to the development. They have a Miss Karen and Miss Gardner who both support the development with the improvements along Dalewood such as sidewalks and widening the road. It is in the packet and they wanted to make sure that they mentioned it as part of the official record.

Chair King asked for one last call from anyone who wished to speak.

Catherine Martin of 1781 Greenridge Road, Salem, Virginia addressed the Commission. She stated that she had just heard about the walking trails in the wooded area. She asked what was going to be done to ensure that folks do not wander onto the properties that are butting up to these properties. They already have issues with people coming from the City or the County and coming through trying to access Green Ridge Road. If they are intentionally putting more people walking in between their properties, she asked what could be done to make sure they know where the property lines are and not to trespass on their property.

William Powell of 526 Dalewood Avenue, Salem addressed the Commission. He stated he had heard the presentation from the developer. It was his opinion that it was a poor presentation. It did not give him any type of good feeling and no matter what anybody tells you, Dalewood Avenue has been screaming for help for years and years. Dalewood Avenue reminds him of a road he would find in a third world country. It is that bad. There is one section where a house can barely be seen from Dalewood and right in front of that

house, there is a blind curve. Even though there was no place to put sidewalks, they could make a place to put sidewalks. It is not that difficult. One side of Dalewood is gullies. That is all there is here. There is no place for anyone to take a walk on that road. The other side across the street from him, it at least has curb and gutter. He does not have curb and gutter. He believes there is a lot of room to make improvements on that road without a doubt. He knows that nobody wants to throw good money after bad, but that road is just screaming for help. No one wants to walk down that road and it is heavily used for a cut-through. He stated there was probably more people cutting through from Green Ridge to Electric Road than the people in the community. They do speed down that road and he hears it all the time. He asked them to please reconsider. He stated that their opinions or votes on this was very important to the residents in that community.

Chair King stated that was the last one to speak on this matter and she closed the public hearing at 7:39 p.m. She asked for a motion. She stated there were two motions, one on the rezoning and one on the special exception permit. She reminded everyone that the rezoning is only for 638 Dalewood Avenue.

Mr. Garst motioned to recommend approval of the rezoning to Residential Single-Family for 638 Dalewood Avenue. Mr. Henrickson seconded.

Chair King called for a roll call vote.

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

Chair King stated that the second matter was the special exception permit for 638, 672 and 696 Dalewood Avenue. She stated this would allow for the cluster housing overlay. She asked for a motion.

Mr. Garst motioned to recommend approval for the special exception for 638, 672 and 696 Dalewood Avenue to allow the inclusion in the cluster overlay with the conditions of 60 foot minimum lot width, with the exception of cul-de-sacs, and that the walking trails be open to the public. Mr. Henrickson seconded.

Chair King called for a roll call vote.

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

Chair King stated that both motions passed and would be going on to City Council. They would be notified as to the date and time of that hearing before City Council. She stated that, at this time, if anyone here for this agenda item wished to leave, they could and

asked that they leave quietly. She then asked if the Commission was ready for the next agenda item.

Mr. Beamer stated that, before they get started, after much consideration and a lot of sleepless nights, he was recusing himself on this matter as he owns property and grew up in that area.

Chair King stated that the Commission would accept that conflict of interest and thanked him. She asked for a reading of the item.

D. Rezoning Request and Special Exception Permit

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 proffered conditions to RMF Residential Multi-Family District.

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

Chair King stated there were several people who would be speaking. First, they asked for the applicant to come forward to make their presentation to the Commission and may they have their names and addresses.

Leonard Wheeler of 6181 Mount Chestnut Road, Roanoke, Virginia. He stated that his family has owned the property on Newman drive for coming up on 50 years. They operated it as radio towers for 6:10 AM which at one point in the 1960s and 1970s was maybe the most listened to radio station in the marketplace. AM radio and the migration of listening has changed and has migrated to FM and streaming, as well as other audio sources. It does not serve what they have known for a length of time that the value of this property would be much more in the utility of doing something else than continuing to run AM plants from this property. That time certainly is upon them. It is expensive to run the AM stations for the small audience that it carries in terms of power, upkeep of the property and real estate taxes. He knew they would do something else with the property and that time had come. He understands the zoning for light manufacturing with conditions, but they also felt that was not a direction they would be asking for development. They felt that, after conversations with Alexander Boone, there was a much more favorable use of the land in terms of development that would help contribute to Salem's home need and contribute tax revenue for the Salem community.

Alexander Boone of 3934 Electric Road in Roanoke County addressed the Commission and stated that this is really an opportunity to talk about housing policy and he was not going to anything academic because this was very practical at this point. Leonard Wheeler called him approximately 2 and a half years ago and explained what was going on in the market. Mr. Boone stated that he listened to WFIR and knew they had switched

over to 107.3 like a lot of people. Mr. Wheeler explained to him what they were doing at the property and asked him as a real estate developer about what he thought they should do with this. Mr. Boone stated he told him first, always go to the zoning. They looked at the zoning and it was light manufacturing with conditions. That was highly unusual as there are few parcels in Salem or the Roanoke Valley of this size that are relatively undeveloped. They looked at the zoning, at development options, talked with appraisers and commercial real estate brokers, and met with officials from the City of Salem. This is a unique property because they could potentially have a number of light manufacturing options here with the special exception. That was attractive to an economic developer and a city, but as they talked through it and had a number of meetings, it just did not feel right for the community. This has been a radio station for all these years. Honestly, they went into it not looking for housing. They thought that the City would probably want to maintain that light manufacturing zoning and go with a warehouse or distribution center. They see the micro warehouses today that are so popular with the rise of Amazon and some of the quick delivery. Having a warehouse in a neighborhood made a lot of sense. It has been one of the most popular and successful real estate investments over the last 5 to 10 years. The more they talked, the more they realized and he gave Mr. Wheeler the credit for wanting this to be residential. The City of Salem agreed that this really needed to be residential so they started down that path. He understood why people were here to speak to say this was different. This was different than what they have and that is what development is. It is different, it is change and it is uncomfortable. At one point, this neighborhood was a farm. He spoke to Mr. Beamer after the community meeting last week and he confirmed that there was a farmhouse there. They knew this was a farm at one point. All of a sudden, it gets developed and he was sure people who lived close to that were probably not excited about losing their farm. That was a change in the character of the community to lose the farm. That was development. That was progress. He thought many people in this room were questioning how do they have this change and what was an appropriate change. They have looked at and discussed traffic. They have discussed stormwater management. They have discussed utilities. They have discussed roads. They had a great and well attended community meeting at Abundant Life Church last Tuesday night. It was well attended. They had a great dialogue with people. A number of people stayed after. He thought that the church had to ask them to leave around 8:30 just before the big storm. It was well attended, and they had great discussion. They worked hard with Mr. Burns who seemingly is at every Planning Commission session. Mr. Burns' team at Balzer has been outstanding. They have addressed all these issues. Mr. Burns and Court Rosen, who is the Director of Development for ABoone Real Estate, would be speaking briefly about these issues but with a little more precision than he has. The traffic clearly shows the roads in the community can support additional traffic. Some people say there is already too much traffic. They heard that in Mr. Graham's application. When they look at it, the numbers are actually very small for roads that go anywhere from approximately 20 feet wide to 30 feet wide, so these roads are pretty large throughout the community. They are narrower and he has spoken with a number of them about Newman Drive and he will get into more detail about that. They had a good dialogue the other night. They had a meeting with City of Salem Planning on Thursday. They talked about all the issues that came up. They have the notes from that meeting. The first thing was utility law. Somebody said that some utility lines were too low. The utility department is going to evaluate them and if they need to be raised, they would be raised. They thought they were sufficient but he wanted the neighbors to know that they did

evaluate those. Another issue that they did talk about at length was another access to the community. He wanted the neighbors to know that they and the City Planners evaluated how else they could get to North Mill Road and how they could get to Brand Avenue. Unfortunately, there was not a way to do it. When people look at the map, they will see that you have to cross a stream, go uphill and through private property. One thing people do not think about is that there is a house on the other side of that street. They would have to take out the house and build another connection through to that road. He stated they are not looking to displace people. As they looked at the topography and the streams, it was not a viable course. Those are items, as he said that Mr. Burns and Mr. Rosen will address. They want to answer the questions but they are really here on the application to rezone to residential multifamily. They know they are not unlike other communities. All communities have housing issues right now. It is the result of the housing crash we had in 2008 and the lack of construction that went on for 15 years. That is why they are here. It was ironic that the day that they had a community meeting, there was an article or a commentary in all the major newspapers across the Commonwealth that said that the housing crisis in Virginia is worse than they think. It dialed down into lack of permits, lack of new housing and that they are building basically 50% of the amount of housing that they need in the Commonwealth to be able to sustain any type of growth. They say that is Virginia, that they have the Golden Crescent, they have Northern Virginia and they have Tidewater, but they are Salem in the Roanoke Valley. In that case, they have to look at the fact that businesses do not go where their employees cannot live. Businesses cannot grow if their employees do not have a place to live and that really was an issue here. He thought that if they were together at a housing crisis discussion or summit or if they were all just at Mac and Bob's having a beer talking about housing, everybody would agree they need more housing. They need different types of housing. But the disagreement comes when they want to build it in their backyard and that was the issue. As he shared upfront that their first plan was to go single-family housing. Chris Burns and him worked together to come up with a single-family concept. The problem with that was they ended up with about 61 or 62 lots. It was an interesting conversation earlier about the cluster overlay because they were also going under the cluster. They were using 51 foot lots to try to get more lots in because of the infrastructure cost. It did not work. They talked about this a lot last week about what does it mean it did not work. It means when they grade a piece of property like this, there is topography on it, there is steepness and a significant amount of grading. As they look at how do they get the housing on there, they have to put in roads and they have to build roads throughout the community. They have to build storm, they have to build water and all utility infrastructure. When they look at that, when it was spread that across 61 lots or whatever it was, the project was well underwater. Then how about if they go to single-family and some townhomes. That did not work because there was too much grading and too much infrastructure. They got into various mixes. They did not want to try to build apartments here and they did not even look at that. They thought could they build some condo buildings in here but that did not feel right. They did not think the market was right for condominium buildings. Townhomes really fit. In the words of Chris Burns, they fit the property perfectly because they ring the property. They can go in and ring the property and reach the different units. One important thing to realize was that this is a 40-acre tract but it is really a 20 acre developable tract because of the floodway and the floodplain. They could build in the floodplain, but they cannot build in the floodway. Instead of 171 units, as they look at the last row closer to the floodplain, they could actually build all the

way down to the green line where the conservation area begins. There would be over 200 units there but that did not feel right. It worked fine from an engineering perspective, but they think it is too many units. Certainly, a number of people are going to tell them that 171 is too many units. They had a great conversation last week about how many was enough or how many was just right. He stated 171 was just right. He knows that was a lot of density but, in their case, it has to be viable. People asked does that mean maximum profitability. Not at all. Maximum profitability was to put 200 and some units on that property. They did not want to do that. Looking at the concept plan, they are going to conserve half of the property. The density on a per acre basis is very low. In the townhome community on the right when you first turn onto Parkdale has a much higher density on a per acre basis. They are spreading their density out across the 40 acres. Their density on a per acre basis was very low. They are going to have a buffer that rings the property and they are going to make sure that not only do they maintain the existing buffer, but they are also going to add buffer. They are going to add trees as required by the ordinance but also for the community. They want to make sure that it is beautiful. It maintains a park-like setting for this project. This is a unique project for the Roanoke Valley. There is nothing like it. It will be very unique, and he thinks it will attract a lot of people in Salem to move and free up housing in Salem. It is also going to attract people from a lot of the surrounding localities to move to Salem because this is exactly what the market needs. Someone last week mentioned that he grabbed our poster of townhomes and this is what people want to buy. It is the only thing they can build in the \$300,000s. As Brad Graham stated and he was right. Mr. Boone stated he did not even know how Mr. Graham was going to build a \$450,000 house on his property. He suspects they would probably be in the \$500,000s and higher. Here, they would see homes in the low \$300,000s to probably \$400,000s. They are going to have a number of slabs and basements, so it will be a mix. They are going to see a mix of people living here. Different people of different ages, people with kids and people without kids. The grades support having some basements so that will allow people to finish basements and have more families in there. There are going to be a lot of singles and empty nesters because of the low maintenance and no maintenance on the exterior. Importantly, they are going to have parks and they are going to have playgrounds. They talked about walking trails on the last case. They will have walking trails. He has met with a number of the neighbors out there over the past few weeks. Every time he has been to the property, he has met a neighbor who has been walking their dog on the trails that the Wheelers have mowed for many years to open it up to the community. It is important to them that this was maintained. A community feeling and that the residents may continue to use these trails. They can use the playgrounds. They can use the amenities that will be open to the existing community. It was great that somebody asked that last week and said they would like to be able to use the trails and the playgrounds and amenities that will be there. That is a commitment that they make for the community. It was unfortunate because they wanted to do single family housing. As he said at the town hall meeting last week, if they hacked into Chris Burns' folder at Balzer, they would see their very first concept was single family with 60 foot lots. He was not sure if they even got to 50 of them and then they went to the 51 foot lot and got up to he thinks 61. This was a year or year and a half ago. Knowing that did not work, that was where their process started. Unfortunately, they cannot develop this property for single-family. He did not think anybody would do it. He cannot do it. It would be a loss. They would go into it knowing they were going to lose money. These projects are very risky. They can go into them and make money.

They can lose money, but they pretty much never make the money they think they are going to because they always run into rock and extra grading. That is the unfortunate thing. He questioned what was going to happen to this property because it is not going to remain a station for the radio towers. It is going to be something, and they believe that introducing a great new community that can attract many new residents to the City of Salem is an excellent use for this project. To continue to be respectful of the neighbors and open this community up so that it could continue to be a magnet as it is now for people in the community. He stated he would answer any questions but would like to turn it over to Mr. Burns to answer questions about stormwater management, traffic or any other engineering type of issues.

Chris Burns Balzer and Associates of 1208 Corporate Circle, Roanoke addressed the Commission. Mr. Burns stated he did want to touch on the grading just for a minute. Alexander mentioned it a lot and the reason that this plan works so much better for this piece of property was, with the elevation changes that it has, if they were to develop residential single family, with the width of the roads and the depth of the houses, it would essentially destroy that whole property trying to flatten it out to do that. This type of development is going to allow that property to remain much more like it is today in terms of the topography and so that is why he felt like it fits so well. He did want to touch on some items that came up at the community meeting, mainly stormwater management, floodplain and traffic. As far as floodplain and stormwater management goes, they heard a lot of concerns from the neighbors. Most of those seem to be around the overall drainage that comes through here. He wanted to give some background information and context. The floodplain that comes through here is Gish Branch. It is the stream. It is a FEMA defined floodplain, and it is important to note that Gish Branch conveys a lot of drainage that comes from up above this property. It comes straight through the property and continues on downstream. That is happening separately from any of the development that they are talking about. He did research after the community meeting. The drainage area for Gish Branch is over 1,000 acres. That is coming from everything from Penguin Club, Interstate 81 and everything above Interstate 81. That is over 1,000 acres. They are talking about developing 15 to 20 acres here. In the scheme of the drainage that is coming through there, they are less than 2%. He wanted to point that out because they are going to do their part. They are going to do stormwater management. They are going to meet all the regulations talked about during the last hearing. That should improve the situation but, in the scheme of things, they are not going to have any noticeable impact good or bad on what is draining through there. As far as traffic goes, he wanted to talk a little bit about their process and with the results of the traffic study. All of them have a copy. It is 50 pages long and he would try to boil it down. They met with City staff early on. They know that traffic is a concern on a project like this and really any larger project. Alexander already touched on the access challenges here where they really only have one access point. There really is not another feasible location to get in and out of the property. He wanted to note that traffic evaluation is really about studying the intersections that are going to experience that traffic. They met with staff and discussed which intersections needed to be studied, what the scope should be, followed all of that and that is what the study is based on. They follow the same procedure for every traffic study that they do. There are regulations that VDOT has, there are standards that they have to meet, trip generation is based on a standard document and they use

standard software. They followed those same requirements here. The traffic analysis is based on analyzing the AM peak hour when everybody is going to work in the morning. PM peak hour when everybody is coming home at the end of the day. Those are the times of the day when traffic is the most. That is what they look at as a worst-case scenario. They model the intersections in synchro software and all of that was submitted to the City of Salem engineering department. It goes through a review with them. The results of the study are the levels of service that they measure a letter grade. They were unchanged at the intersections that they looked at. Very minimal increases in delay. They are going to wait for another second or two at the stop sign which is really what the result was. They heard a lot of questions at the community meeting about how does this compare to single-family. He did a comparison and, if this property were to be developed as single family versus townhomes, they would have about 30 less trips in the peak hours. Essentially, one car every 2 minutes. They can stand here for 2 minutes and think about one car going by but that is the level that they are talking about as far as the difference between single-family and townhomes. At the end of the day, the existing street network can support the development. The City of Salem engineering department concurred with that. They are happy to answer any questions about it.

Mr. Garst asked if the study was done August 28 which was a school day.

Mr. Burns confirmed that schools were in session, and they always do them Tuesday, Wednesday or Thursday when schools are in session. That was also standard.

Mr. Garst commented that was usually a higher traffic time.

Mr. Burns confirmed he thought that it was during the third week of school last year.

Mr. Garst stated, looking at the report, none of these numbers are projected to downgrade the level of service grade from A to B to B to C etc.

Mr. Burns confirmed that was correct. All the letters stayed the same. They even broke it down by approach. The longest delay at any approach or the biggest increase was about 3 seconds.

Mr. Garst stated that the build out for East Main and Parkdale was going to be about 4 or 5 seconds. That takes it up to about 24 seconds.

Mr. Burns confirmed yes but he thought Mr. Garst may be comparing proposed to existing and some of that is also background growth that is factored in. As Alexander mentioned, it is going to be developed with something so they are comparing to nothing. There was going to be traffic there regardless of what ends up happening.

Chair King asked if anybody else had questions. For the record, she stated that the police chief was contacted on the intersection that appeared to be the one most people are interested in. That is Parkdale and East Main Street. In the last 4 years, in 2022, there was one crash there and that crash was vehicular against a deer. In 2023, there were no crashes whatsoever. In 2024, there were two crashes. One had a failed report. Apparently, it was perhaps somebody who had pulled into the back end of somebody

else, decided that no damage had been done and they failed to make the report. There was one vehicular to vehicular accident. In 2025, so far and into the 7th month, there has been one crash. Generally speaking for what she had been told was a heavy crash area, she was looking for much larger numbers than those. She wanted to share that information with them and to put that on the record. She asked for any other questions at this time.

Mr. Garst asked Mr. Wheeler to come back up. Mr. Garst stated, as the Planning Commission, they determine highest and best uses of land, but they only can make decisions based on what applicants put in front of them. Today, Mr. Wheeler was putting in front of them a multifamily cluster development. If they make a recommendation yes or no to City Council, they are going to make their own decision. He asked, if the City Council voted no and refused this project, what was his next best choice because he needed to make money on this property and cannot let it just sit there with inoperable towers.

Mr. Wheeler stated they are operable, and they serve some purpose. If he were to look at 610 AM where people listen to that station and the sports station, 15% or less of their listenership comes to 610 AM. For all the expense of continuing to operate there, that is a low base of audience for that station. That is not like Q99 which is one of their stations, so it just makes no sense to continue to operate there. To answer the question, if this direction were to be turned down, then they would be coming back and talking about the light manufacturing direction and what conditions they could meet.

Mr. Garst asked if the next best alternative was to try and remove the special exception and go to light manufacturing. From what he understood talking to the City, he asked staff if that was something that could happen immediately after the City Council voted.

Ms. Wines confirmed that is correct. There is no waiting period for a different application.

Mr. Henrickson asked if the special exception have to be removed.

Ms. Wines stated that it was the condition on the previous rezoning that would have to be removed. They would have to make that request and come back through this process but there is no waiting period for them to do that.

Chair King stated there is no waiting period because it would not be an extension of the application.

Mr. Garst stated, one way or the other, they would have to vote that the land stay basically fallow or remove the condition.

Chair King asked if anybody else had any questions before she opened the public meeting. She opened the public meeting at 8:13 p.m. and asked that the following people come and get in line because they have 20 people who wished to speak. They will go with the first 3 names.

Mr. Garst stated the first 3 names are Rev. Dr. Roudebush, Whitney Leeson and David

Foster. Then Mr. Chrisfield and Mrs. Chrisfield. That would be the first 5.

Chair King asked for their name and address and the clock was right there so that they could see the time limit.

Rev. Dr. Jake Roudebush of 1124 Newman Drive, Salem addressed the Commission. He stated that he and his wife have had the pleasure of raising their kids on Newman Drive for the last 15 years. They have 15 years more to go on their mortgage. His wife is a Salem native, born and bred and she never fails to remind him about it. Their three children have had wonderful experiences with the Salem schools; GW Carver, Andrew Lewis and Salem high school. Two of his children ran cross-country, two went to State with the high school forensics team and all three were involved in the marching band. His daughter is a senior this year and is slated to play electric guitar in the pride of Salem marching field show this fall. They love Salem. He pastors a church just over the Bedford County line on the other side of Vinton and drives that round trip daily. He loves Salem and has shared with some folks close to him that he is thankful to pay taxes here in Salem. He would rather pay them to live here than anywhere else. When he taught his kids to drive, he admonished them to take care coming home on Newman Drive. They have kids, they have dogs and dog walkers, they have bikes, they have regular walkers on Newman Drive during all hours of the day. Newman Drive was where he taught his kids how to ride a bike. They love Salem. Two primary concerns that they have with the possibility of rezoning is one, the integration of new water and sewer lines into the established. He is at 1124 Newman, one house from the end of the road. His house is below street level, and he has an ejector pump. He is concerned about how all that will play out long term. Two, with the proposal of 171 units, that would be several hundred cars added to Newman Drive at least once a day. If every unit has 2 cars, around 350 cars would be added to Newman Drive and Doyle Street, then to Parkdale and Stoutamire Drives, then Kesler Mill Road and Main Street. He asked the gentleman presenting the proposal last week how would they handle the extreme increase of traffic in their neighborhoods. The responses he received were not based on perspectives of homeowners, parents or neighbors but responses rooted in terms of progress, a new day or change. In this neighborhood, they are homeowners, they are parents, they are grandparents and they are neighbors. They love Salem and they have concerns about this rezoning.

Whitney Leeson of 212 North Broad Street, Salem addressed the Commission. She stated she was there speaking on behalf of 4 Grapes, the Salem Museum and Historical Society, the Roanoke Valley Preservation Foundation, the Department of Historic Resources and the Roanoke Chapter of the National Railway Society. They all want to remind everyone and public, as well as Alexander Boone, of the importance of the Gish Branch Bridge of the Valley Railroad located on the Wheeler property. They wanted to see the proposed development with Mr. Boone so that they can continue to see the same good stewardship exhibited by Leonard Wheeler to the State. They encouraged Alexander Boone and the Planning Commission to guarantee the bridge's protection in perpetuity via conservation easement. There are several reasons as to why the Gish Branch Bridge is so significant that it appears on both the Virginia Landmark Registry and the National Register of Historic Places. The information she shared comes courtesy of research done by John Hildebrandt, Author of Iron Horses of the Valley and Mike Pulis at

the Department of Historic Resources. First, there are only 3 remaining arch structures in the area, as much of the completed railroad bed has already been destroyed by the construction of Route 11, the widening of Route 117 between I-581 and Williamson Road and residential development. Second, of the 3 limestone arches, this expansive barrel-vaulted tunnel with railroad bed atop is the largest and most imposing. Built in 1873 by a team of Irish immigrants and formerly enslaved African Americans under the direction of Thomas Meniffee. It is, in fact, an example of the very best stonework of any period found in the area. Third, it is also in the best condition of any such structure in the region south of Lexington. She also wanted to emphasize that the Gish Branch Bridge is an integral aspect of Virginia's Reconstruction Era history and the building of a New South post-civil war chartered by the General Assembly in 1866. The 113-mile Virginia Valley Railroad project aimed to connect the Baltimore and Ohio at Harrisonburg to the Virginia and Tennessee at Salem. As you go down I-81 just south of Staunton, look over and they will see those barrel vaults in a field. Robert E. Lee served as the second president of the Valley Railroad Company. Claiborne Rice Mason, Stonewall Jackson's bridge builder, received the contract to build the Staunton to Salem segment in 3 years, an unsurprising choice given Mason's reputation for quality construction and daring feats of engineering. Along with Claudius Crozet, it was the Mason Syndicate that completed the 19-mile crossing of the Blue Ridge at Rockfish Gap for the Virginia Central Railroad including the impressive 1,300-foot Blue Ridge Tunnel. These historical circumstances, coupled with the fact that the potential exists to create a walking trail along the Gish Branch that connects the Mason Creek Greenway and the Hanging Rock Battlefield Trail should encourage all actors involved in the planned development to prioritize permanent protection of this structure.

David Foster of 342 High Street, Salem addressed the Commission. He stated his job would be much easier because one of the things he was going to urge them to do, Whitney Leeson just did more eloquently than he could. On the map of the project, they see the green stops up there at the top where the bump out is on the north. He thought the whole top part up there needed to be green to protect the Valley Railroad right-of-way. A couple decades ago, he and other citizens worked with the Virginia Department of Historic Resources and got that major stone arch structure over Gish Branch onto the National Register so that they have a National Register listed feature up there. He believed that the National Register feature and all the corollary railroad infrastructure along there needed to be protected from development. That was one condition he was going to urge the Planning Commission to impose if this project ultimately comes to fruition. The Valley Railroad up there needed to be protected. Another thing he wanted was to urge as a condition was the green area. Along the area on the opposite side of the creek and between the creek and the base of the wooded hills, they need to have a greenway easement in there. For a future Gish Branch greenway, a good time to do that was when a property was being transferred like this to establish that it was encumbered by a greenway easement. When he was working with Liz Belcher a few years back when she was the greenway coordinator, they walked this whole thing to try to come up with a route to join the Hanging Rock greenway with Longwood Park. This was a key piece. There are other problems of course but this was a key piece. It would help a lot if they could nail this down and say that this property was now encumbered by a greenway easement along Gish Branch. He would urge them to do one thing for history and that was to preserve the Valley Railroad right-of-way and one thing for the future which was

to provide for the Gish Branch greenway.

Mr. Garst stated that he had went down there and took pictures of the arch for Mr. Hildebrand and showed them to the developer. Perhaps he can talk about their intentions about that later.

Ben Chrisfield of 948 North Mill Road, Salem addressed the Commission. He stated that their property abuts the proposed development. He wanted to speak on the potential negative impact on the property taxes and affordability of those living in the area if they move forward with putting 171 townhomes priced at a \$300,000 to \$400,000 sales price. He and his wife moved to the area in 2021. At that time, the City valued their home at \$268,000. It is now valued at \$350,000. It is an increase of about \$1000 a year in property taxes. Those assessments are based on ensuring fairness and equality according to the Salem government. His concern was if they then have townhomes that are being sold at the current assessed property value of his home, which fortunately has a whole acre, how was that going to potentially impact the overall assessment of his property over time. He asked if that could potentially spike those prices and make the price of living here less affordable over time. He and his wife are fortunate enough to be employed in the area but what about those in the community who are retired and on a fixed income. He asked if this was going to help solve the shortage of housing or is it going to slowly make housing less affordable over time and force out existing community members.

Kayleigh Chrisfield of 948 North Mill Road, Salem. She stated that Benjamin was her husband. She works in the healthcare industry so something that she was particularly concerned about, especially with the high density of housing in this development, is their first responders and how they will be able to handle the increased call volume given they only have 56 paid firefighters and EMS currently employed in Salem. Seven of those are trainees so there is a prolonged period of time for them to be adequately trained to deal with these stressful and essential services that they provide for the community. She stated, when they think about the single access point to all of these homes, they have to think about evacuations, mass casualty events and natural disasters. Having people essentially trapped in one area with the inability to exit in a timely fashion or for emergency responders to be able to enter the property is a huge safety concern for her, as well as the surrounding community. Last year, Salem EMS took over 4,000 calls. In speaking with individuals at Station One, they think it is closer to 7,000 calls that they fielded with only 56 employees. They have 20 people on shift for 24 hours at a time. In order to respond to a fire, at least 4 firefighters are needed per truck. If it is in a high-density area, they would need 14 firefighters to respond adequately to an emergency in that area. She would encourage them to consider not rezoning this area, particularly for this plan, given safety concerns, the effect on the community and how Salem would be able to front the cost of improving emergency services as a responsibility to all the citizens.

Mr. James Myer, 464 Chamberlain Lane, Salem addressed the Commission. He stated that his wife has lived here in this area since 1992 and he has been here since 1998. In 1995, they experienced a serious sewage backup in their basement resulting from drainage that came down the hill from the high point where this property is located. Sewer lines were defective at the time which allowed roots to intrude, caused blockages and, therefore, with the heavy rain, sewage backed up in their basement through the floor

drain. This was the worst it was. She had it before in the past. The City installed a new sewage line after this occurred. Thus far, this has corrected the problem. The City was good about reimbursing them for their expenses, including 7 and a half hours of sweeping out their basement which he will not describe. Their concern and question with the development on the table was will the denuding of the property for construction create more issues with drainage, creating more of an accumulation of water at the low point and, thereby, creating flooding problems in the area where they live. Another concern they have was increased traffic flow. The streets in their neighborhood, it appeared to him, were developed to take care of the neighborhood as they were originally designed. They are adding a considerably large new neighborhood to this area of town. He questioned just how well the traffic will be able to flow with this development. Based on these factors, he asked that they not approve this recommendation.

Matthew Kendrick of 842 North Mill Road, Salem addressed the Commission. He stated that his property abuts the property in question and heard Mr. Boone talk about how this is just what the market wants. He asked what about the residents on Newman, Parkdale and Stoutamire and what they want. The streets they have talked about are narrow. They do not have any sidewalks. He was sure that the distinguished people sitting here in front of him do not like to think about 1,000 or more vehicles moving through your neighborhood that are already there. He walked his overweight corgi up and down the hills of this neighborhood every day. The hills were helpful, and he dropped a couple of pounds. He sees kids riding bikes, families walking and neighbors jogging through these streets. This increased traffic resulting from this proposal will put them all in danger. These roads were never built to handle this level of flow, and they cannot be safely adapted to do so. They are also concerned about emergency access and evacuation as Kaylee said earlier. So few exits in such tight road conditions. Fire trucks or ambulances could be delayed in an emergency. Hundreds of residents trying to evacuate through one or two narrow streets could lead to a preventable tragedy. They are not against growth. We know that change will happen, but they are relying on them to maintain the safety of the residents and the character of an established neighborhood through thoughtful and collaborative community planning. This proposal is none of those things. He asked that they deny the change in zoning for this property.

Doug Woodson of 702 Doyle Street, Salem. He stated that he has lived in the neighborhood for 28 years. He formerly lived at 437 Chamberlain Lane. Due to the wonderful job that the City of Salem has done handling floodwater, the house he lived in is gone. FEMA took it. The two houses across the street, 434 and 450 are on the list to be taken. One of them has been waiting 7 years. The other family decided to sit things out even though they cannot buy insurance because they are in the floodway now. It went from flood zone to floodway. There is another house and he had pictures. He did not know they could present something like this to the Commission or the neighborhood probably would have. He asked if they would like to see the pictures. He handed them out and pointed them to one from the bridge on Parkdale. The house still stands. That whole bottom. There is a house facing Parkdale still there. Right now, that whole bottom gets full of water. He has seen the bottom wastewater creek channel probably hit 12 feet. This is not going to make that situation any better. It will just make it worse. The City of Salem had such a great plan about wastewater and he asked when are they going to start

implementing that plan. The water was deep for a walk-out basement, their car got totaled because it came at 5:30 in the morning and they were in bed. This is a problem. He would like to see some type of detailed plan about their wastewater, as well as the general problem with the water coming down North Mill. Permits have been handed out for many years without thought to this bottom down on Chamberlain Lane.

Karen Monroe Walker of 462 Parkdale Drive addressed the Commission. She stated that she was speaking on behalf of her neighbor, Lauren Strong, Roanoke College graduate in Biological Sciences and seasoned professional on environmental compliance and stormwater permitting. She has worked extensively with regulatory agencies and brought both technical insight and genuine concern for their community. The rezoning proposal raises serious red flags. Advancing it without independent hydrology studies or proper wetland delineations would be reckless. Even low-density construction will alter stormwater flow downstream of Gish Branch, increasing flood risk for homes in areas like Parkdale and Chamberlain. The concern extends beyond simple runoff. Lauren and others have highlighted critical discrepancies in how flood risk is assessed. Presently, FEMA flood maps only depict the 100 year flood zones with a 50 percentile confidence. What that means plainly is that it is just a coin flip chance that 100-year flood would actually remain inside the FEMA lines. In addition, a recent study shows that three times more people live in the 100 year flood zone than FEMA recommends so when they make development decisions based on these maps, they are relying on uncertainty, not safety. In addition, climate scientists are forecasting 100-year floods are more likely to recur every 30 years due to sea level rise along the northeast coast of the United States and every 15 years for southern states such as Alabama. Their neighbors in North Carolina recently enduring 78 floods between 1996 and 2020. Of those, 43% of the damaged buildings occurred outside the known flood zone. It is no wonder that flooding increasingly occurs well outside those official zones. Properties marked as low risk may, in actuality, be highly vulnerable. Especially with new development pushing natural systems past their limits. This is not just theoretical, it is measurable foreseeable harm to long standing residents. Just look at the horrific flooding events occurring in the country just this month alone. Lauren also gathered input from the community and compiled those voices into a formal petition with over 160 signatures. That document outlines a full spectrum of concerns, environmental risk, infrastructure strain, traffic safety, neighborhood character loss and economic impacts. What she was sharing here represented just a portion of what their neighbors have brought forth.

Chair King asked her if she had the petition. It was provided.

Carol Sovine of 1229 Forest Lawn Drive addressed the Commission. She stated that she and her husband have lived in this neighborhood for 45 years. When you drive in the neighborhood, right now, at the corner house, there is a gentleman has free flowers that he has grown and cut for the taking. Down the street, there is a tiny little church in the neighborhood who cares about their people. The important part of this statement is it is a neighborhood. It is not downtown Salem. It is not a subdivision. It is a neighborhood. They knew that this land would eventually be developed, but the plan, the thought of putting 171 cookie cutter townhomes in a circle across was way beyond anything they could have thought they would do. She understood only 20 of these acres are developable, but that does not concern them. What they are concerned about was what

they will do with that land. If they put two cars per townhouse, each time you go up and down the road and they all take a million trips up and down their streets, then add on the daily delivery trucks from Amazon and UPS. If they let them build it, then add all the construction vehicles that are going up and down. She asked if they could imagine what that would do to their neighborhood. They asked at the meeting the other day about looking for different venues in and out of either Brand or North Mill or whatever. They said it was not feasible. It would be too hard or cost too much. At the base where this goes up and into where it would be located is multiple families with children that live right there where all of this will take place. They all play outside. There are no sidewalks. We do not have sidewalks. More housing is not the only key to keeping Salem great. Maybe there should be a pause. Less townhouses. Maybe better access. She does not know the answer. They have all chosen to live in this neighborhood because of its charm. They have all chosen to live in Salem because it is a special and unique place to live. They ask them to please help keep it that way.

Marie Varney of 453 Parkdale Drive addressed the Commission. She stated she would like to address the flooding that is already present at the area where she lives. About 100' of her property backs up to Gish Branch. They do not even need it to be a serious storm in order for there to be flooding. She presented a picture of some of the flooding in her backyard. She stated she did not know if anyone could see it, but this was without the development. She understood stormwater management. She stated she was an E & S inspector for the County of Chesterfield, Virginia so she did understand what the engineer was saying as far as the runoff. However, when they have a stormwater management basin or pond, she was not sure if it would be retention or detention, the runoff from that basin will be concentrated. Yes, it will be the same amount of runoff as if they did not have that development. When they concentrate that runoff, it will go into Gish Branch and create more concentrated runoff instead of the property having the impervious areas that would be more of a gentle runoff. She was worried about that and about the traffic. She lives on Parkdale Drive where the people are picking up speed as they come down. They already speed. It is a dangerous area. They have to be very careful about backing out. She double checks that there is nobody coming because they do come down Parkdale Drive very fast. The flooding that they have encountered also involves their neighbors. She is located right to the left as you come across the little bridge on Parkdale Drive where the branch is trying to turn, so they have erosion problems. Salem has already put in gabions which has helped but then, beyond the gabions, there are erosion problems. She knows there is going to be development in this area. She would like to request that it not be 171 units or maybe reduce the number of units.

Elizabeth Roberts of 566 Parkdale Drive, Salem addressed the Commission. She stated that she was 25 years old and lived with her husband at 566 Parkdale Drive. After graduating from Roanoke College, they made a very intentional decision to stay in Salem. She was originally from Hanover County but was drawn to Salem because it offered something increasingly rare, a balance of natural beauty, safety, access to nature and a strong sense of community. They bought their first home here just a few months ago in their quiet neighborhood with a dream of raising their future children there. The proposed townhome development threatens the future they envisioned in this community. She had concerns over the high-density aspect of this multifamily townhome proposal. This development would add an additional 1,000 or more vehicle trips per day through their

small neighborhood roads where children regularly play, ride bikes in the streets and where they find people jogging and exercising. These roads already cannot support two-way traffic when residents park on the street. The volume increase is not just inconvenient, it is dangerous. At a recent community meeting, the developer compared this to the growth he experienced as a child in the area now surrounding Tanglewood Mall. He said he once played in the fields where the mall and high-density housing now stand and suggested that similar growth is inevitable here. To expand on his example, the area surrounding Tanglewood Mall now has a significantly higher population density and crime rate than Salem. A 2020 analysis by the US Department of Justice confirmed that increased residential density is associated with higher rates of property crime, particularly in areas undergoing rapid population growth or lacking adequate infrastructure. Increased density often brings more anonymity and less community cohesion. To further illustrate this concern, she reviewed the public crime data from Roanoke's official crime mapping tool. Since January 1st, the high density townhome and condo complexes in the Tanglewood area have seen 13 assault cases, 6 vehicle break-ins, 3 burglaries, 3 thefts and 3 cases of vandalism. In contrast, their town and neighborhood west of Electric Road have not had a single reported crime during the same time frame. This stark difference further illustrates what is at stake if they choose to introduce large-scale developments rather than preserving low-density, community rooted neighborhoods. If they follow this analogy to its logical conclusion, then Salem's future is one of high-density housing, heavier traffic and higher crime. The developer also claimed that this project addresses a housing shortage in Salem but, as of this past Monday, July 14th, there were 123 homes, apartments, condos and townhouses currently for sale in Salem. There are also approximately 702 residences being built as we speak. That is not what a housing shortage looks like. This proposal is not about a housing need; it is more about profit at the expense of a safe and pre-existing neighborhood. She respectfully asked them to protect the culture of safety and integrity of their town and neighborhood. Please reconsider the rezoning request for multifamily homes. Growth can be thoughtful. Growth can be aligned with what Salem is and not just what developers want it to become.

Chair King asked about the number of houses that were for sale in Salem and where did that information come from.

Mrs. Roberts stated she zoned it in just using the Zillow housing app and put in Salem, Virginia and then 2 zip codes.

Chair King stated, just to clarify, when they put in Salem Virginia, they are going to pick up any property that has a Salem, Virginia 24153 address including parts of the County.

Mrs. Roberts stated that most of the homes that she looked at were within the City. She thought a few were up in the Bradshaw area, but most were in the City.

Connor Kinkema stated he lived at 566 Parkdale with his wife who just spoke. He stated he would mainly be addressing the economic impact of this development on Salem. He first wanted to address some of the information that was garnered at the beginning of this process. He talked to multiple civil engineers, land developers, real estate developers and economists and the three main takeaways that he got after the community meeting

was one, the land was not best suited for townhomes. That is due to the grade. It is best suited for single-family residences. The issue is the roads as Chris did talk about not being able to fit in ample amounts to make the same profit margins. Speaking with a developer that works with Ryan homes, frequently, they found that with the land and pricing 60 homes between \$450,000 and \$550,000, they would still maintain an 8% margin on the total development, assuming normal land expenses and infrastructure costs. There, based on national data, they can see that over the next 5 years, home values in the surrounding area will most likely decrease by 9%, assuming a normal trend of 3% growth. Eliminating 3 years of growth in value. That equates to approximately \$8.1 million in lost growth within the neighborhood for land values. All of this was reputable national peer reviewed literature that he was citing from. Then, at a glance, they are looking at 171 units at approximately \$350,000 each. That brings in \$718,000 of tax revenue to the City. This looks great on paper, and he thinks everyone would want \$718,000 going into the City. When they look at the impact of this on the City, they see that there are a lot of expenditures that are not seen right away. Some of the first ones being traffic. The literature that they used prior at the community meeting was a lower volume townhome study that they done approximating 4 to 5 trips per day for each townhome. These are going to be more family-oriented townhomes, so most research suggests that it is going to be closer to 8 trips per day. That is looking at 1,370 additional trips on roads versus a 60 single-family home project yielding 750 trips less than that, so over double then what they would expect from single-family residency. Addressing public safety. As townhomes are being built, approximately 30% of these will be bought up in the next 5 years to rent. Increased rentals led to a measurable increase in crime, leading to approximately \$1,000 per unit annually to the City. If they were to extrapolate just from this development, that is \$171,000 of taxpayer money that is going to policing, courts and EMS services. Most of them are not here to say no to growth. They were here to say yes to smart growth. He believed that development in Salem is necessary and good for the City, but it needs to be done in a way that aligns with City values and not just with individuals that might not live here and in these neighborhoods.

Sheila Via of 1342 Forest Lawn Drive addressed the Commission. She stated that her street would be one of the exits out of their neighborhood. They already have a lot of cut throughs on Forest Lawn. She is at the lower end of Forest Lawn that exits onto Kesler Mill Road. They have a blind spot. The City of Salem had to come and put up a hidden driveway because they have a hill that is very dangerous. You cannot see. When she pulls out, she does 2 or 3 looks because she does not know if somebody is going to shoot up over that hill. That is going to be a problem. The only other exit out of the neighborhood is going to be Stoutamire and on to Main. The one on main is a problem because they have to sit and wait on all that Main traffic coming through. One of my main concerns is that hill. This project, he was saying 171. She went on the Salem property search and counted the homes and townhouses. If her calculation is right, it was around 372 and that is counting a townhouse as one. This project is going to increase 50% of their neighborhood and that is something to think about. The flooding. There are a lot of problems here. She knows the property does need to be developed and she is sure the man wants to sell it, but they better think long and hard on this.

Becky Vest Thomas of 1316 Forest Lawn Drive addressed the Commission and stated she had lived on about every street in the area. This was coming from her heart that she

was trying to save their neighborhood. She wanted to speak about the impact this proposed townhouse development could have on Salem's public service infrastructure. Right now, there are already over 700 new residential units approved or under construction in the City of Salem. That is a significant population increase. Potentially, thousands of new residents in a small town, in a very short period of time. And yet, we have not seen any clear analysis or public communication on whether the local schools, EMS, police, fire department and hospitals are equipped to handle this surge. There has been no transparent plan shared with the public to show that Salem services and infrastructure are ready for this kind of growth so why are they considering 171 townhomes before they even know whether they have the staffing, road access, emergency response capacity or school space to support the people already coming in. This was not just about the traffic or housing. It is about planning responsibly for public safety, health and quality of life. She was asking for a pause and reassessment and a real look at how Salem can handle how quickly. Once the units are built, the people come and, if they are not ready, the burden falls on existing residents in the system they all rely on. She had one question, would they want this in their neighborhood because, she would go for townhomes, she would go for patio homes, for single living homes. She asked again would they really want this in their neighborhood.

Chair King stated that she would like to read into the record one of the other things that they do besides contacting the Police Department is to also contact the School Superintendent. He believes that they are still down in enrollment by approximately 300 students and he believes that the capacity would be there for the schools. He stated growth was a positive sign for Salem and it is their responsibility as a school division to proactively address the implications rather than discourage development. She wanted them to know that they are aware of considerations such as schools, but they do check with the school system to see if they feel that it is not going to be a burden on them.

Mr. Garst reiterated as well as public safety and utilities.

John Breen of 142 Bogey Lane addressed the Commission. He stated he had watched two of Mr. Boone's presentations. They are very thorough, very folksy and, for the most part, factually oriented. He touts how Salem will benefit from his project. Maybe and maybe not. Consider the average number of school age children in newly constructed single-family attached unit townhouses is less than one, with roughly 30.2 kids per 100 units according to the National Association of Homebuilders. This means that, on average, there are 0.3 children per townhome. For Boone's 171 units, the number of expected kids would be 52. The cost to Salem Schools is \$11,000 per student. There are currently 7 townhomes for sale in Salem at a median listing price of \$350,000 or well within the Boone stated price range. The estimated property tax for a \$350,000 unit is about \$4,130 or a deficit per student of \$6,870 per student per year, so the deficit to the Salem school system would be \$350,000 a year based on 52 students and the proposed 171 units. Generally, builders can make more profit and profit was not a dirty word to him or should be to anyone. He can make more profit with townhouses than single-family homes due to increased density and lower construction cost per unit. The ability to build more units on the same land significantly increases overall project profitability. The average build or gross profit from a townhome generally falls between 10% and 20% of the total sales price. Net profit margins which account for all expenses typically fall

between 6% and 10%. With 171 units with a \$350,000 selling price means that the revenue from the project will be somewhere around \$59.8 million and using just the 6% net profit is \$3.59 million and he wished Mr. Boone all the best of luck getting there. Back to Mr. Boone's position that he wants to benefit Salem. Mr. Breen asked should Boone's project be approved as a suggestion to really give back to their community and do the right thing. To help enhance the number one selling element of Salem and that is their schools. He could help enhance Salem schools by creating the ABoone Salem school fund based upon just 1% of the net profit from each unit. This would be tax deductible. He respectfully requested Mr. Boone consider proceeding in this manner.

Chris McCart of 316 North Broad Street addressed the Commission. She thanked them for the time they have taken evaluating the proposal thus far, but she thinks the proposal needs more information before they vote and urged them to table it until they have full information. Her first issue regarding information was Salem's population. They frequently hear about this need for new housing. This proposal states and, she quoted "as discussed throughout planning publications in recent years and months, localities throughout the United States and the Commonwealth of Virginia are experiencing a housing shortage". That is true for the country and the Commonwealth, but what about Salem. She asked where are the numbers and where is the evidence to support such growth. She understood that, according to the proposed comprehensive plan which used the U.S. census data, the conclusion was that they are growing. Remember, the U.S. census is only accurate once every 10 years and they are right at the midpoint. She asked if Salem is truly growing, then why would Virginia not use these numbers. Virginia uses estimates determined from the Weldon Cooper Center based at UVA to allocate State money to localities. According to the Weldon Cooper Center, as of last year 2024, Salem's population had dropped 1.4% from 2020. These are the numbers that the State uses to help fund them. If these numbers are low, then it means they are underfunded by the State. She questioned which was right, the numbers used by the State or a number extrapolated from 5-year-old data. She tended to believe the Weldon Cooper Center and the State. Either the population is going up, is going down or staying the same. In the 2012 plan, the same methodology for calculating populations used as is done by Weldon Cooper. That is, they start with a population, add the births, deduct the deaths and then add in the net migration. The U.S. census just extrapolates from the past. It is just a forecast for 10 years. She stated what happened here was, for 10 years, they forecast for the last 50 years out in which they were growing until 2020, but now they are decreasing. The bottom line was she would like to know what is happening with Salem's population before approving more high-density housing. Perhaps the belief is "build it and they will come". Look at Valleydale. The original estimate was to have over 300 units completed and rented during 2025. They are now halfway through 2025 and, to date, as of yesterday, there were 70 units rented, making occupancy rates less than 25% of expectation. She asked how about those cute little townhouses on West Calhoun Street. There, they have townhouses that 5 out of 6 are still owned by the original owner and have not been sold. Then they have Simms Farm and Fralin crying because he wants to build bigger houses because little houses do not sell. She had a couple things for them to read she thought they should look at. One is about sidewalks.

Thomas Goodrich Beaman Jr. of 1130 Forest Lawn Drive, Salem for 70 some years. He

stated he had seen a lot. He was a graduate of Andrew Lewis High School, and they had an astronomy club that was formed right there in good old Forest Lawn and Parkdale Drive. As far as an astronomy club, they upgraded the scholastics of the neighborhood. These people have stolen his thunder. He was by education a geologist. His military service was as a terrain analyst for the military in Europe and NATO. He liked to crawl around in caves and climb mountains and hike and stuff like that, so he liked to walk around in this neighborhood. He lives on top of the hill. At one time, back around the 1950s, it was the highest. There was only one house higher than his in Salem and it was the one across the street. He thought that gentleman was going to get up to speak too. He is 80 years old and still walks around in the morning through these places. His observations here most of lately have been in the Parkdale/Newman area back to the antennas. What they have there is like a hill and valley terrain where if they have a flood situation, there will be a lot of water. There is a very shallow aquifer there that they can pump water out of. They pumped water out of it for all of their houses on top of that hill a total distance of three hundred and some feet. That was how much water they pumped out of that. That well has been capped now. There is a very shallow layer there that blocks rainwater from soaking in and it creates a flood situation. There is a funnel up through there. In a flood situation, they will have sewer problems because of that. He asked if they have 20 acres up on a hill and they are going to put 171 townhouses up there, think of all those driveways and all of those cross streets and all of that water coming down towards Parkdale. Then, the day will come when there are 4 automobiles and double family habitation in those houses up there and that will multiply the cars too. They have too many cars to start with.

Russ West of 556 Chamberlain addressed the Commission and stated he had come to present redundancy because pretty much everybody had covered what he was going to cover. He was going to talk about road problems, but with everything and a 50-page traffic study, he was going to pass on that though he still believed there was a way to get to Carey Avenue and Harrison Avenue having done this before in his lifetime. He will talk to stormwater and he just had 9/10s of what he was going to say taken out but he was going to read it anyhow. He stated that they were all sitting there with a bunch of studies, different counts, flat sheets of paper and a map drawn that is flat. What he wanted to ask them to do was go up on the site on a rainy day, it has been raining off and on since February, and walk down through Gish Branch, all the way down the backyards of the houses on Newman Drive and observe the amount of erosion taking place. That gentleman just talked about the amount of water that is moving down through there. Follow around the Parkdale culvert, the Chamberlain Lane culvert and they will see, as mentioned earlier, the houses that have been basically condemned. They are all still living in condemned homes. Going back up to the site, look up that hill and if it is raining, they will be able to see the amount of runoff that is coming down around that knoll. The whole hill is filled with grass, trees and shrubs. Then close their eyes and imagine those 171 paved driveways, the 171 sets of rooftops, all the crossroads and the black top all the way around. As they are standing there, look to the left and they will see the retention pond. No matter how much it is controlled, there was still going to be run off. When they get storms like they have had in the last 2 weeks and this past Monday, all they have to do is watch the news about Rocky Mount. They are going to get hammered. That water is going to top and come down the ravine, flood underneath Parkdale and flood underneath Chamberlain. It is a fact. Then get all the way down and go underneath

Robertson's parking areas there and then come out on Kessler Mill and that has flooded. There are ways to fix it, but it is going to cost. It is going to take a partnership between the City, the developer and the EPA. There is a lot of things that are going to need to take place to get down there. As planners, you have a fiduciary responsibility to protect the neighbors and the neighborhoods surrounding the new development so he was asking them all to apply logic. That is why they are sitting on that side of the table. He understands that because he has sat on that side of the table. On the side of City Council, he was on the regional planner board for 10 years. 10 years of State transportation. Given the need for site visits, the deliberation of tonight's testimony, along with the handouts and the petition, he requested that they table this petition at this time until all of the information could be absorbed.

Suzanne Hickerson of 509 Doyle addressed the Commission. She stated that her and her family live at the intersection of Doyle and Newman where the entrance of this development would be. Their backyard and side yard are adjacent to the property that was being proposed. As an adjacent property owner, she was concerned with only one access point to and from this property. As mentioned earlier, it is a concern not only with day-to-day traffic but, in the case of an emergency, a second access point would be very crucial. She would also like to see the density of this property reduced 10, 15, 20, 25 units. She appreciated the proposal including conservation of the land, however, she thought that a reduction of the number of units and development would help alleviate some of their concerns about traffic impact on the existing neighborhood and reduce strain on the existing City infrastructure. Once they have developed the land, there is no turning back. It is important to preserve a good amount of green space as they go. In conclusion, while they have concerns with the proposal, one part they do support was development as a residential usage. They feel like it is better than the current light manufacturing district as it is now. Some type of residential development would fit better with the neighborhood, so they do support that. They hope the Commission will take these concerns under advisement.

Chair King stated that was all they had on the sign-up list and there was one more person present that did not get to sign up. They will take one more.

Stella Reinhardt of 213 North Broad Street. She apologized for being 5 minutes late but she wanted to support another neighborhood because she had appreciated it when other people from elsewhere in Salem supported their neighborhood. She had a couple of things she thought were important. One of them is the process. It is the middle of summer when it is hard to make yourself go out and do these kinds of things. The fact that there are a lot of new developments that are coming out in the middle of summer, a time when people generally can enjoy life a little bit and take their family on vacation somewhere. The fact that they are here means something and she noticed when reading the proposal that was submitted along with the application on the agenda that the traffic analysis was last August. She heard about this and some of the neighborhood that she has talked with told her that they heard about this in July. She heard about it at the Coffee with Council at the library just a few days ago and it was mentioned by Alexander Boone. There needs to be a process where they think about this with everybody at the table. She knows that this was not property that was bought by Salem but this is a big chunk of acreage. 40 acres. Already, they have that it has a historic railroad importance that impressed her.

They also heard that it could very well be part of a future Greenway that connects with their greenway. Those are two things that make it an exceptional piece of acreage. The neighborhood that lives there and the rest of Salem just heard about it a few days ago. She also wanted to say they should table this for a while. She asked if the Commission had 90 to 100 days before they must do something. At the very least, she asked if they could do that and Council could use their 90 days. The other thing she wanted to comment on was, referring to the map and depending on what happens, would the developer consider turning everything that was not development over to an actual conservation easement. Some of it was described as they could build here but were not going to. That would protect it a greater amount into perpetuity, and she thought that was kind of important.

Chair King stated with no other speakers, they were going to close the public hearing portion of this item at 9:21 p.m. She asked the applicant if they wished to address any of the concerns that have been mentioned.

Mr. Burns stated that he wanted to make a point that there were a lot of citizens who spoke about the flooding and the drainage issues in this area. He wanted to point out for everyone's benefit the green line there. Part of the benefit of the plan that they have was that they are preserving almost all the floodplain that is there now. The floodplain ordinance would allow somebody to go there tomorrow and fill that in all the way up to the green line. The fact that they are preserving that is going to be extremely valuable in mitigating any further flood risks downstream. He wanted to point that out as an item that he had heard come up a lot and wanted them all to have that for consideration.

Mr. Garst asked that they have the stormwater area there on the south side in the plan right now.

Mr. Burns confirmed yes.

Mr. Garst asked if that would handle runoff from the developed property. He asked if that was correct and that it was not going to have any bearing on what is currently flowing through Gish Branch.

Mr. Burns confirmed yes.

Mr. Garst also asked about another branch on the eastern side and if it was correct that it would not have any impact on that either.

Mr. Burns confirmed that is correct and that is generally the way that they want it.

Mr. Garst stated asked if that was going to control all of the runoff from the new development and retain that and then gradually flow it back out into Gish Branch.

Mr. Burns stated that the drainage that Gish Branch generally drains from kind of the top left to the bottom right. The other smaller drainage away that was mentioned kind of drains along the property line and to that same corner. They would direct as much of their runoff as they possibly can to the new facility to control that release. That would be

their stormwater management strategy.

Chair King had a question that Mr. Roudebush had that raised an issue about the fact that he had an injector pump. She is not an engineer but was wondering because she had never heard that term before. She asked what affect, if any, the new stormwater maintenance was going to have on something known as an injector pump.

Mr. Burns stated he was a little bit unclear on whether that was a storm sewer feature or a sanitary sewer pump. He asked if that was on Newman.

Chair King confirmed yes.

Mr. Burns stated that there was a sanitary sewer line that essentially runs along the creek. That is where the development would discharge to. He thought it was a 12 inch line. As far as all of the conversations that they have had, there are no capacity concerns with that line. He believed that they would be draining below his house. He did not foresee any issues with that at all.

Court Rosen of 3934 Electric Road addressed the Commission. He knows he speaks for everyone, Chris, Mr. Wheeler and Alexander, that they believe that the neighbors' concerns are real and genuine. Many of them had expressed them at the previous meeting and they really do understand that. He stated that a lot of people have taken their time to come speak and that is what is best for a community is an open dialogue. When it comes to the project, there are some things they simply disagree about. The traffic study for instance. They use Institute of Transportation engineering numbers. That is what all Departments of Transportation use and the results are not subjective. They are objective based on the number of units. Residents have brought up several things. They are more than happy to preserve the railroad bridge and have discussed that with a couple of the Planning Commission members. They are more than happy to put the green area in a conservation easement if the City wants a greenway easement. They are more than happy to make the amenities, playgrounds and walking trails open to the public. That was brought up at the community meeting the other night. They did not know a legal way to do that but subsequently learned they can proffer playgrounds and things like that can be kept open to the public. This would carry with the land, and they are more than happy to do that because they do not see this as an extension of the neighborhood. They see it as part of the neighborhood. Looking at the development pattern, Newman was developed after Parkdale, and Doyle after Stoutamire and Newman. They do not see this as a separate neighborhood; they see this as a part of the neighborhood. He did want to address what somebody brought up about taxes. He understands that was not something that they all determine zoning based on, but assuming that 50% of the residents of the townhomes are new residents to the City and 50% are Salem residents who are just moving within the City, the real estate taxes are correct. It is about \$715,000. Then add in sales taxes and meals taxes and all the ancillary taxes, it is well over \$1,000,000. Folks have talked about aging infrastructure. This is the sort of revenue that helps repair and replace existing infrastructure, whether it is bonded or cash funded, and they think that is important. He wants to also make sure everyone understands that this would be a for sale community. This would not be a rental community. That is not to say that somebody would not buy a house, either move out of the area and decide to keep and rent it or

otherwise rent it, but every neighborhood that all of us live in have rental homes in them. It is just kind of the way it ends up working. He also wanted to mention that, since the community meeting, he has had several residents who reached out and said either they do not oppose it or they affirmatively support the project. He did not feel comfortable saying that publicly, so he knows it is coming from one of the developers. He thinks there are people who support this and who simply see the opposition and do not necessarily want to speak out. As he has said, they believe there is a housing shortage. They believe the data shows that. They would not be building new communities if they thought that they were going to sit and not sell. This is what they do. It is not just to make money, it is about making communities and building better communities. They are all local. They all live in the region and the valley. They are doing this because it is needed to help the City of Salem and the whole region grow. If they all grow together, they all prosper.

Mr. Henrickson asked about what had been mentioned about the greenway and the railroad. He asked how do they put this in as part of this proposal.

Mr. Rosen stated that the greenway issue somebody mentioned at the community meeting was one where some residents would say, if they put in a greenway, it would be inviting additional people into the neighborhood. They are happy to proffer it but they want to make sure that they do not proffer something and then have the City decide they do not want a greenway connection there.

Mr. Henrickson asked what proffers are they suggesting.

Mr. Rosen suggested he did not think that Balzer was finished or had taken a structural look at the railroad bridge. They do not want to say that it was going to be public, then kids can go play on it and it is structurally unsound. That would not be a smart thing for them to do. What he would say was that any of the playgrounds, pocket parks or public amenities that they consider public for the new extension of the existing community would also be open to existing residents on Parkdale, Doyle, Stoutamire, Newman, etc.

Mr. Garst asked, just for the public's benefit, any proffer that was accepted would be bound to the property, not to the developers. The HOA that picks up ownership of the green space around it would also be bound to any proffer.

Mr. Rosen confirmed and stated that they want the amenities to be public. They want this to be one large community, both existing and new that, in 10 years, everyone gets along. Kids are playing together whether they live in a townhome or they live on Parkdale. Whatever means to do that is their intention.

Mr. Garst stated he did not know about any owner-occupied clause that they could impose on them but, there would be an HOA, and that was something they could certainly address.

Mr. Rosen confirmed that is not uncommon. They regularly do that in their HOAs.

Mr. Boone stated that there will be a minimum of at least 6 months of rental period, more likely a year. As far as the rental of any units and as Mr. Garst suggested, their HOA

declaration would have the requirement that any lease, one that it be reported to the HOA and that it would be no less than 6 months. That was what they saw a lot of the time. Some of them are a year. They do not know what it would be here, but there would be no short-term rentals. These are designed to be for sale for the homeowner occupant to live there, not to be rented. As Mr. Rosen said, it happens in every community, but he thinks it would be limited in this case because of that restriction. In all the communities they have developed across the Roanoke Valley, they always had either 6 months or a year and have not had any problems in the 50+ communities they have. They have not had an issue. As they brought up the bridges and also brought up the floodway and flood plain. As far as the railroad bridges, they will absolutely put that land in a conservation easement. If they have trails, they will take them and clear the area best that they can. They really know very little about it. Mr. Garst introduced them to that more than anybody. They had heard from some of the Wheeler media folks that there were bridges, but it was so thick, they could not get to them at the time. They are completely committed to doing whatever they can to open the trails to them. He had no idea if they could preserve them or if they could work on them. Having not seen them yet, they are completely committed to making that part of the amenity package in the community. They are also willing to say they would put in an easement, but as the HOA would own it, it would be common space. There would be a restriction against any development in that area out and ringing all the townhomes. Everything below that first row of townhomes would be restricted against development, would be owned by the HOA and controlled by the HOA, as well as maintained which would certainly allow for the trails, playgrounds and parks that they have talked about.

Chair King asked for any other questions.

Mr. Boone said one thing he would like to say to this group is he has done a lot of things in his career and, generally, they go pretty well. They had a couple that were rough, but they were very considerate last year. This process really has gone as well as any that he had ever experienced. He appreciated the consideration and the concern. They respectfully request that they grant the approval to the City Council for their rezoning application.

Chair King asked one question for Ms. Wines to remind the Commission about the allowable uses outlined in the RMF Residential Multifamily District.

Ms. Wines stated it is a residential multifamily district that allows for townhomes, multifamily dwellings such as apartment complexes, single-family detached, community recreation, educational facilities like schools, religious assembly, churches and that kind of thing. There is no commercial, no office and no industrial uses. She stated for the public's knowledge that when they get applications such as this, they send them to the public works department directors for their review to see if they foresee any major issues like the street department, water and sewer, electric, fire, EMS and police and they came back with all positive responses that they do not foresee any major issues with this development.

Chair King asked for any comments from the Commission members.

Mr. Garst what had been officially proffered to date because the agenda item says LM Light Manufacturing with proffered conditions to RMF residential multifamily district.

Ms. Wines stated that was included in the previous rezoning to LM where it restricts it to being a radio station only.

Mr. Garst confirmed that there are no current proffers that they have on the table.

Mr. Wines stated none other than what had been talked about and verbally presented.

Mr. Boone stated they are happy to fill out the proffer statement they have had before and to go ahead and proffer.

Mr. Henrickson asked if that included that this will be a townhouse development because, if it is rezoned, there is opportunity for apartment buildings.

Mr. Boone stated first of all when they say they will do something, they will do it. Secondly, they are happy to proffer that. There was no plan to build apartments or other facilities that are allowed under the zoning. They are glad to proffer that this will be a townhome community not to exceed 171 units.

Mr. Garst asked if they have plans to screen the backyards of houses that are on Doyle.

Mr. Burns stated that was covered by the zoning ordinance already. They will have a differing zoning condition and they will have to buffer that per the ordinance.

Mr. Garst asked if that would apply to the north side as well.

Mr. Burns stated that would apply not just to Doyle but to anywhere where they are adjacent to RSF.

Chair King asked if there was a motion.

Mr. Garst stated he would move that they recommend to rezone the property located at 1002 and 1108 Newman Drive from Light Manufacturing with proffered conditions to RMF Residential Multifamily District with proffers.

Mr. Light stated there are no proffers in writing.

Chair King stated that they will have to have those proffers available for City Council.

Mr. Light stated that the petitioners have verbally offered that they are going to do these things so that will be part of the record that will go on to City Council.

Chair King asked if everybody had a good record on what they were recommending to the City Council.

Mr. Garst ended his motion.

Chair King asked for a second.

Mr. Routt seconded the motion.

Chair King asked for a roll call vote:

Mr. Routt - Aye
Mr. Henrickson – Aye, see below
Mr. Beamer - Recused
Mr. Garst - Aye
Chair King – Aye, see below

Mr. Henrickson stated that he did have concerns about the access and width of Newman Drive and thought that it needed further discussion between the City and the developer about Newman Drive. He wanted to go on the record that two-block area needs to be looked at by the City and/or the developer, but he will vote Aye.

Chair King stated that as she had looked at this particular development and at best and highest use, as well as compatibility to the neighborhood. She does not believe it should be light manufacturing. They had a number of residents who had spoken and asked would they want this in their neighborhood. She certainly would not want truck traffic in her neighborhood. She really believed that the best and highest use for this property is residential. She also believed in flexibility when it came to residential housing and believed that the applicant was going to carry through on what they had promised that they would do. With that in mind, she voted Aye.

Chair King stated that the motion carried and this would go on to City Council with the recommendation of approval. She asked that, if anyone was leaving, to please leave quietly. 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.

Chair King asked for the next item on the agenda.

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.

We are considering a time change for the Planning Commission meeting to be moved from 7:00 p.m. to 6:30 p.m. That would be in keeping with the time schedule of City Council and that will be brought before the Planning Commission at the next 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.

Chair King asked Mr. Light to briefly describe the resolution to adopt a remote participation policy.

Mr. Light stated the State code addresses remote participation by board and commission members. On July 1, 2024, the code was changed to require such bodies to adopt their policy annually. This is exactly what they would be doing. It is in the form adopted by City Council and EDA, then reviewed by the City attorney's office, so they ask for the Commission to adopt that for the next year.

Chair King stated they would consider the resolution and asked for a motion on that item.

Mr. Henrickson motioned. Mr. Beamer seconded.

Chair King asked for a roll call vote:

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

Chair King stated that the resolution had been adopted.

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 9:44 p.m.



CITY OF SALEM, VIRGINIA

SALEM CITY COUNCIL
114 NORTH BROAD STREET
P.O. BOX 869
SALEM, VIRGINIA 24153-0869

July 22, 2025

Jerry Cline
J Cline Properties LLC
106 Butt Hollow Road
Salem VA 24153

RE: Petition For Rezoning and Special Exception Permit
106-110 Butt Hollow Road
Tax Map # 174-1-7

To Whom It May Concern:

You and/or your agent shall appear before City Council on **Monday, August 11, 2025, at 6:30 p.m.** in the **Council Chambers, First Floor, Salem City Hall, 114 North Broad Street, Salem, Virginia** for consideration of your rezoning and special exception permit request for the above referenced property. **The public hearing and first reading of the ordinance will be held at the August 11th meeting. A separate reading of the ordinance is required at a subsequent meeting, and the ordinance will be in full force and effective 10 days after the adoption of the ordinance on second reading.**

If you have any questions regarding this matter, please contact our office at (540) 375-3016.

Sincerely,

H. Robert Light
Assistant City Manager/Clerk of Council

Notice of Hearing

Published in Cardinal News on July 24, 2025

Location

Virginia County, Virginia

Notice Text

Notice of Public Hearing

Notice is hereby given to all interested persons that the Council of the City of Salem, at its regular meeting on Monday, August 11, 2025, at 6:30 p.m., in Council Chambers, City Hall, 114. N. Broad Street, in the City of Salem, Virginia, will hold a public hearing, pursuant to Sections 15.2-2204 and 15.2-2285 of the Code of Virginia, as amended, to consider the following requests relative to the CODE OF THE CITY OF SALEM, VIRGINIA:

1. 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.
2. 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).
3. 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.
4. 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.

Copies of the proposed plans, ordinances or amendments may be examined in the Office of Community Development, 21 South Bruffey Street, Salem, Virginia.

At said hearing, parties in interest and citizens shall have an opportunity to be heard relative to the said requests.

THE COUNCIL OF THE CITY OF SALEM, VIRGINIA

BY:

H. Robert Light
Clerk of Council

Notice of Hearing



Published in Cardinal News on July 31, 2025

Location

Virginia County, Virginia

Notice Text

Notice of Public Hearing

Notice is hereby given to all interested persons that the Council of the City of Salem, at its regular meeting on Monday, August 11, 2025, at 6:30 p.m., in Council Chambers, City Hall, 114. N. Broad Street, in the City of Salem, Virginia, will hold a public hearing, pursuant to Sections 15.2-2204 and 15.2-2285 of the Code of Virginia, as amended, to consider the following requests relative to the CODE OF THE CITY OF SALEM, VIRGINIA:

1. 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.
2. 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).
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4. 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.

Copies of the proposed plans, ordinances or amendments may be examined in the Office of Community Development, 21 South Bruffey Street, Salem, Virginia.

At said hearing, parties in interest and citizens shall have an opportunity to be heard relative to the said requests.

THE COUNCIL OF THE CITY OF SALEM, VIRGINIA

BY:

H. Robert Light

Clerk of Council

AN ORDINANCE 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

WHEREAS, J. Cline Properties, LLC, property owner, petitioned to rezone the property at 106-110 Butt Hollow Road (Tax Map # 174-1-7) from BCD Business Commerce District to LM Light Manufacturing District with proffered condition; and

WHEREAS, the rezoning is in accordance with good zoning practice; and

WHEREAS, the City of Salem Planning Commission recommended approval of the rezoning request;

NOW THEREFORE,

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF SALEM, VIRGINIA, that the property at 106-110 Butt Hollow Road (Tax Map #174-1-7) be and hereby is rezoned from BCD Business Commerce District to LM Light Manufacturing District with the following proffer:

1. Allowable uses will not include Truck Stop, Manufactured Home Sales, Transfer Station, Truck Terminal, and Industry Type I.

The map shall be changed in this respect and no other, said property being described as follows:

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 feet 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.

All ordinances or parts of ordinances in conflict with the provisions of this ordinance be and the same are hereby repealed.

This ordinance shall be in full force and effect ten (10) days after its final passage.

Upon a call for an aye and a nay vote, the same stood as follows:

John Saunders -
H. Hunter Holliday –
Byron Randolph Foley –
Anne Marie Green –
Renee F. Turk –

Passed:
Effective:

/s/
Mayor

ATTEST:

H. Robert Light
Clerk of Council
City of Salem, Virginia



Item #: 6.C.

AT A REGULAR MEETING OF THE CITY COUNCIL OF THE CITY OF SALEM,
VIRGINIA HELD AT CITY HALL

MEETING DATE: August 11, 2025

AGENDA ITEM: **Special Exception Permit**
Consider the request of J. Cline Properties, LLC, property owner, for a Special Exception Permit for the property located at 106-110 Butt Hollow Road (Tax Map #174-1-7) to allow athletic instruction services. (The Planning Commission recommended approval by a unanimous vote)
The approval of the Special Exception Permit is contingent upon final Council approval on second reading of the ordinance to rezone the property from BCD Business Commerce District to LM Light Manufacturing District.

SUBMITTED BY: Chuck Van Allman, Director of Community Development

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

FISCAL IMPACT:

STAFF RECOMMENDATION:

Staff recommends Council consider approval of the Special Exception Permit contingent upon Council final approval on second reading of the ordinance to rezone the properties from BCD Business Commerce District to LM Light Manufacturing District.

ATTACHMENTS:

1. Item 6C 8-11-25 106-110 Butt Hollow Special Exception Permit Application

City of Salem Community Development Application

Request for SPECIAL EXCEPTION/USE NOT PROVIDED FOR PERMIT

Case #: _____

APPLICANT INFORMATION	
Owner: <u>Jerry Cline J.Cline Properties</u>	Telephone No. <u>540-580-9780</u>
Contact Name: <u>Jerry Cline</u>	Fax No. _____
Address: <u>106 Butt Hollow Rd.</u>	Email Address: <u>jcline@callchireducational.com</u>
Applicant/Contract Purchaser: _____	Telephone No. _____
Contact Name: _____	Fax No. _____
Address: _____	Email Address: _____

PARCEL INFORMATION		For multiple parcels, please attach a page ☐
(Tax ID #'s) <u>174-1-7</u>	Total Area (acres/square feet) <u>1.13 ac</u>	
Deed Book _____ Page <u>240001520</u>	Current Zoning <u>BCD with request to change to LM</u>	
Subdivision <u>McAdam Rd</u>	Requested Use ☒ Special Exception ☐ Use Not Provided For	
Location Description (Street Address, if applicable) <u>106-110 Butt Hollow Road</u>	<u>athletic instruction services</u>	

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 <u>[Signature]</u> Date <u>5/28/25</u>
Print Name <u>Jerry Cline</u>
Signature _____ Date _____
Print Name _____

QUESTIONS/ LETTERS/ SHOULD BE FORWARDED TO THE FOLLOWING**:	
Name <u>Jerry Cline</u>	Telephone No. <u>540-580-9780</u>
Address: <u>106 Butt Hollow Rd.</u>	Fax No. _____
<u>Salem VA 24153</u>	Email Address: <u>jcline@callchireducational.com</u>
**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:

5/18/25

Print Name:

Jerry Clave

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@onlineelectrical.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?

Public training - Wrestling club for youth training

2. Describe how you plan to develop the property for the proposed use and any associated uses.

They will be in unit 10 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.



Item #: 6.D.

AT A REGULAR MEETING OF THE CITY COUNCIL OF THE CITY OF SALEM,
VIRGINIA HELD AT CITY HALL

MEETING DATE: August 11, 2025

AGENDA ITEM: **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). (Advertised in the July 24 and 31, 2025, issues of *Cardinal News*.) (The Planning Commission recommended approval by a unanimous vote.)

SUBMITTED BY: Chuck Van Allman, Director of Community Development

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

FISCAL IMPACT:

STAFF RECOMMENDATION:

Staff recommends that Council consider the request for a Special Exception Permit.

ATTACHMENTS:

1. Section 106-314.5. - Towers (regulations)
2. 319 Rowan Special Exception Permit application
3. Authorization Letter
4. Narrative
5. Preliminary Design Letter
6. Plans
7. Photo Sims
8. FCC_FAA Reg Not Req'd
9. VZW Collocation Guidelines
10. 319 Rowan Street Neighbor Notification Map
11. Affidavit of Mailing Rowan Cell Tower Updated Signed Notarized
12. Item 6D 8-11-25 Council meeting owner notification letter 319 Rowan Street

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: <u>McJohn Investments, LLC</u>	Telephone No. _____
Contact Name: <u>John Lipscomb</u>	Fax No. _____
Address: <u>3330 Hollins Rd NE, Suite A, Roanoke, VA 24012</u>	Email Address <u>lmp@verizon.net</u>
Applicant/Contract Purchaser: <u>Verizon Wireless</u>	Telephone No. <u>804-901-7433</u>
Contact Name: <u>Stuart P. Squier, AICP</u>	Fax No. _____
Address: <u>513 Stewart St. Suite E, Charlottesville, VA 22902</u>	Email Address <u>stuart.squier@gdnsites.com</u>

PARCEL INFORMATION

For multiple parcels, please attach a page ☐

(Tax ID #'s) <u>232-1-1</u>	Total Area (acres/square feet) <u>13.498 acres</u>
Deed Book <u>160002101</u> Page _____	Current Zoning <u>HM</u>
Subdivision _____	Requested Use ☒ Special Exception ☐ Use Not Provided For
Location Description (Street Address, if applicable) _____	<u>199 foot overall height communications facility in an HM district</u>
<u>319 Rowan St, Salem, VA 24153</u>	

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 [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 <u>Stuart P. Squier, AICP</u>	Telephone No. <u>804-901-7433</u>
Address: <u>513 Stewart St. Suite E, Charlottesville, VA 22902</u>	Fax _____ No. _____
	Email Address <u>stuart.squier@gdnsites.com</u>

**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: 9-20-25

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 plan 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 colocalizers, 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

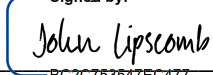
Re: Owner Authorization for Land Use Matters

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

Signed by:
By: 
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:

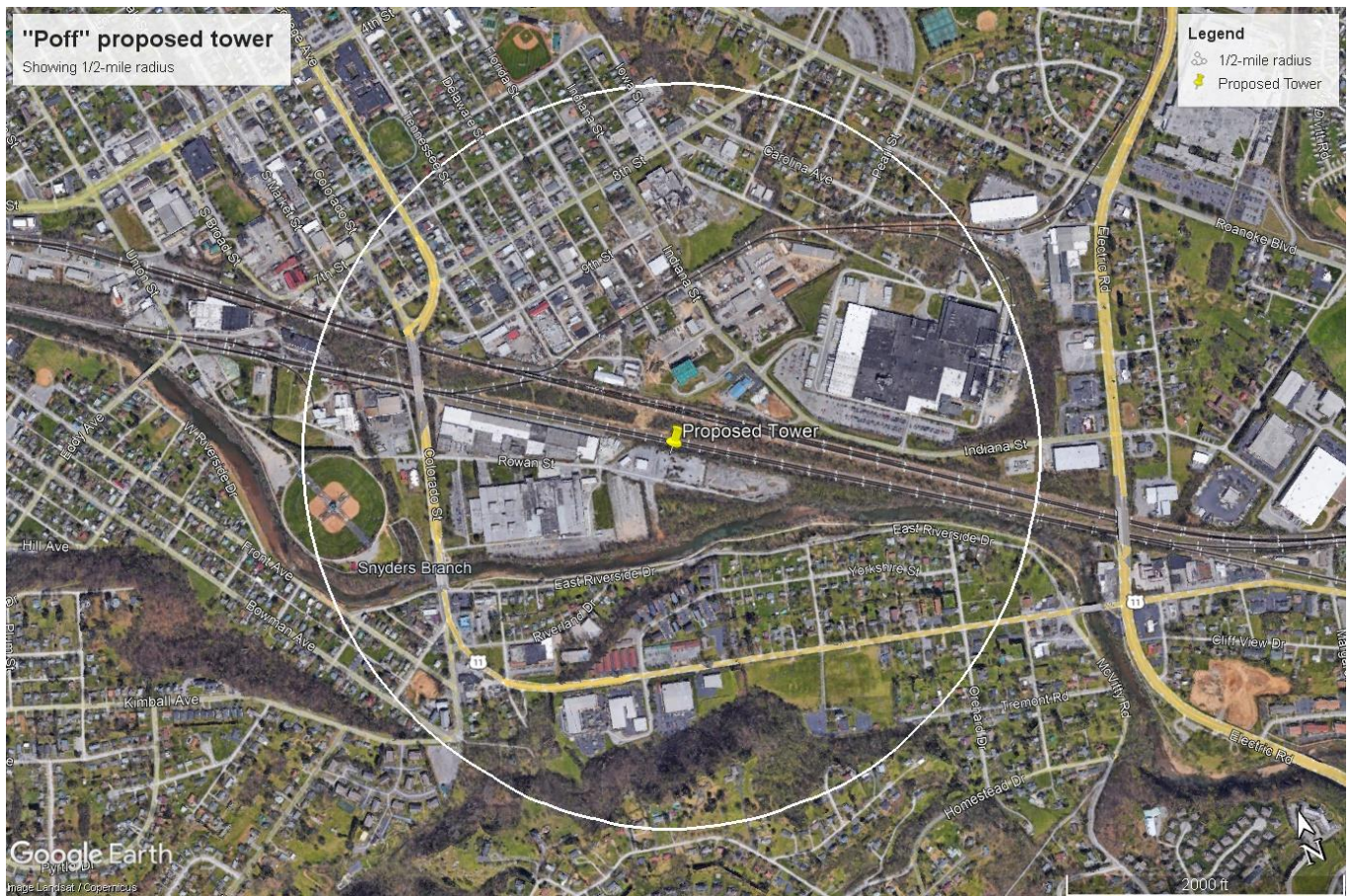


Figure 1: half-mile radius around proposed tower

- (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:

NB&C ENGINEERING SERVICES, LLC

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





Know what's below.
Call before you dig.



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

T-1	TITLE SHEET
T-2	GENERAL NOTES
EE-1	EASEMENT EXHIBIT
EE-2	EASEMENT EXHIBIT
Z-1	SITE PLAN
Z-2	ENLARGED SITE PLAN
C-1	COMPOUND PLAN
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S-1	CONSTRUCTION DETAILS
S-2	FENCE DETAILS I
S-3	FENCE DETAILS II

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

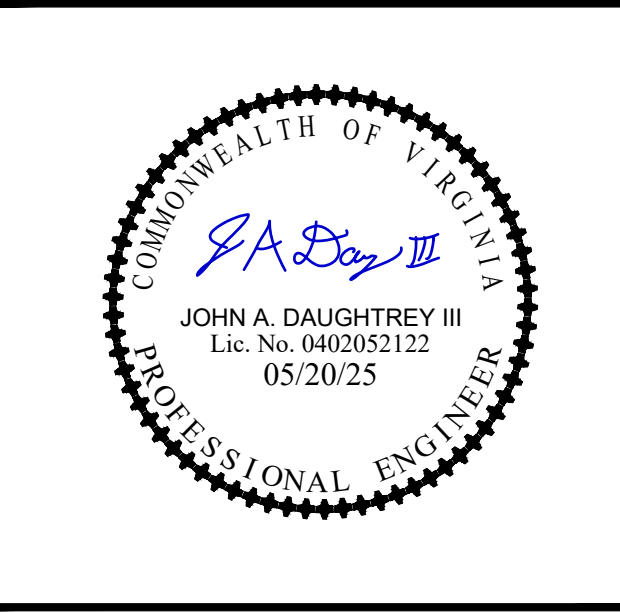
SITE INFORMATION

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



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 338, 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 BIDDING 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 <table><tr><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td></tr><tr><td>2</td><td>05/20/25</td><td>REVISED</td><td>AA</td></tr><tr><td>1</td><td>03/26/25</td><td>REVISED</td><td>AT</td></tr><tr><td>0</td><td>03/17/25</td><td>FINAL ZDS</td><td>JC</td></tr><tr><td>A</td><td>03/17/25</td><td>PRELIMINARY ZDS</td><td>JC</td></tr><tr><td>REV</td><td>DATE</td><td>DESCRIPTION</td><td>BY</td></tr></table>																	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	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																																		
REV	DATE	DESCRIPTION	BY																																		
PROFESSIONAL STAMP	COMMONWEALTH OF VIRGINIA Professional Engineer JOHN A. DAUGHTREY III Lic. No. 0402052122 05/20/25																																				
ENGINEER	JOHN A. DAUGHTREY III, P.E. VA PROFESSIONAL ENGINEER LIC. #052122																																				
SHEET TITLE	GENERAL NOTES																																				
SHEET NUMBER	T-2																																				

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.

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'

EXHIBIT NOTES

- TOPOGRAPHIC SURVEY PERFORMED BY TIM FALLON LAND SURVEYING, PLLC 15139 CARROLLTON, VIRGINIA, 23314. 757-837-2919.
SURVEY DATE: AUGUST 9, 2024.
- 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
- 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.
- 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.
- PROPERTY IS SUBJECT TO ALL EASEMENTS AND RESTRICTIONS OF RECORD.
- 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.
- 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 C, DATED SEPTEMBER 28, 2007.
- THE EXISTENCE OF HAZARDOUS WASTE, VEGETATED WETLANDS, OR TIDAL WETLANDS, WAS NEITHER INVESTIGATED, NOR CONFIRMED DURING THE PERFORMANCE OF THIS EXHIBIT.
- ACCESS AND UTILITY EASEMENTS TERMINATE AT A CONFIRMED PUBLIC ROW
- MARKED UTILITIES SHOWN BASED ON FIELD EVIDENCE AND UTILITY RECORDS AND ARE FOR PLANNING PURPOSES ONLY.

AT THE TIME OF THE TOPOGRPAHC 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)



APPLICANT



PREPARED FOR THE TOWERS

ENGINEER



NB+C ENGINEERING SERVICES, LLC.
120 EASTSHORE DRIVE, SUITE 300
GLEN ALLEN, VA 23059
804-545-4079

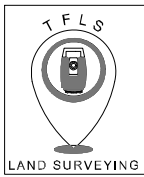
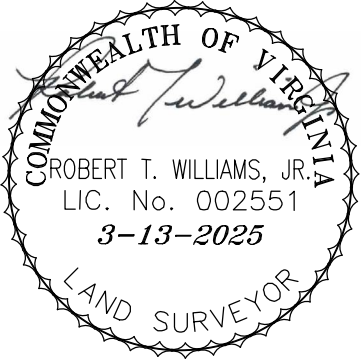
SITE INFORMATION

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



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



PREPARED FOR THE TOWERS

ENGINEER



NB+C ENGINEERING SERVICES, LLC.
120 EASTSHORE DRIVE, SUITE 300
GLEN ALLEN, VA 23059
804-542-4079

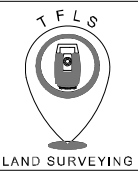
SITE INFORMATION

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

DESIGN RECORD

REVISIONS

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



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



Know what's below.
Call before you dig.

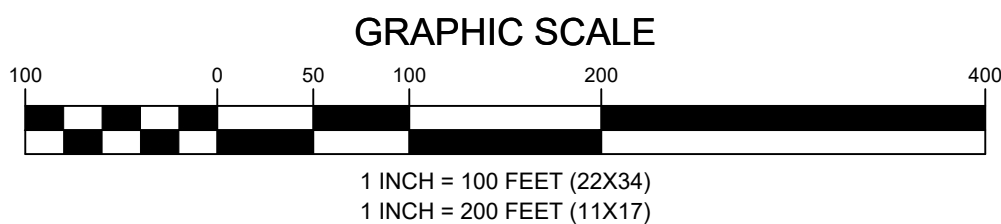
1

Z-1

SITE PLAN

SCALE: 1" = 100' (22X34)

SCALE: 1" = 200' (11X17)

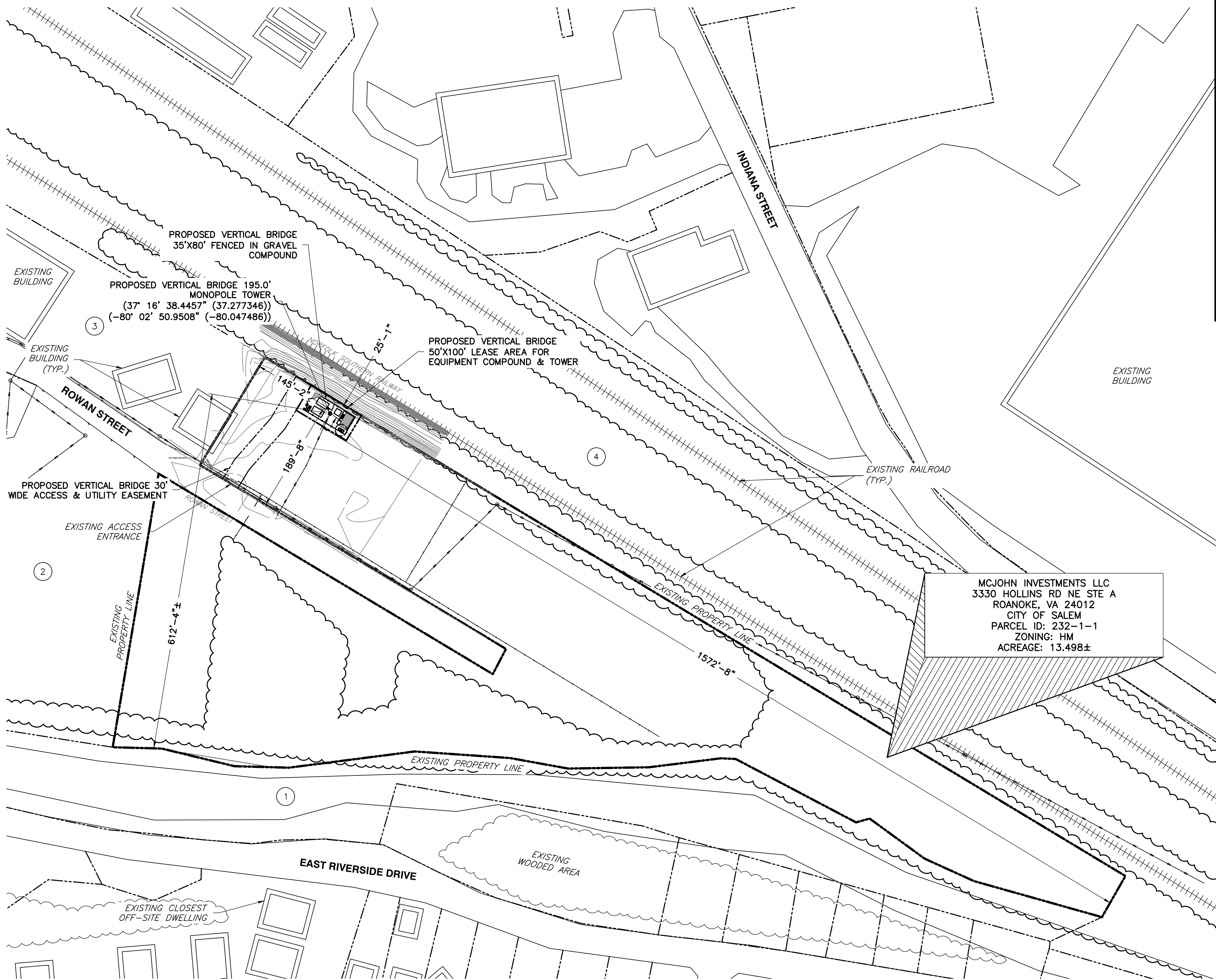


1
CITY OF SALEM
PO BOX 869
SALEM, VA 24153
PARCEL ID: 233-6-1
ZONING: RSF
AREA: 2± ACRES

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



MCJOHN INVESTMENTS LLC
3330 HOLLINS RD NE STE A
ROANOKE, VA 24012
CITY OF SALEM
PARCEL ID: 232-1-1
ZONING: HM
ACREAGE: 13.498±

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

- THIS PLAN IS SUBJECT TO ALL EASEMENTS AND RESTRICTIONS OF RECORD.
- NO SIGNIFICANT NOISE, SMOKE, DUST, OR ODOR WILL RESULT FROM THIS FACILITY.
- THE FACILITY IS UNMANNED AND NOT INTENDED FOR HUMAN HABITATION. THERE IS NO HANDICAP ACCESS REQUIRED.
- 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
[Box]	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)		

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

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

ENGINEER

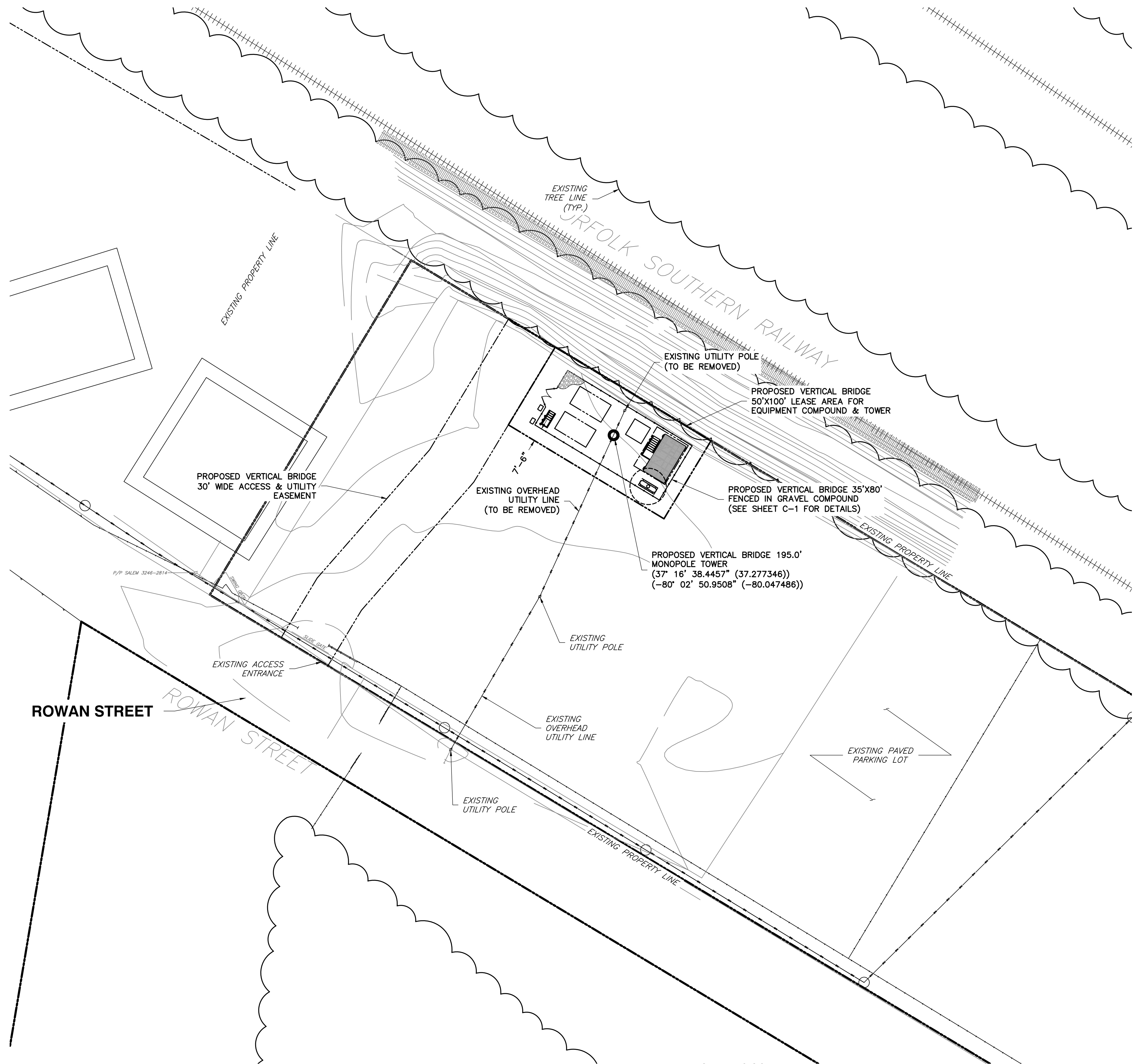
JOHN A. DAUGHTREY III, P.E.
VA PROFESSIONAL ENGINEER
LIC. #052122

SHEET TITLE

SITE PLAN

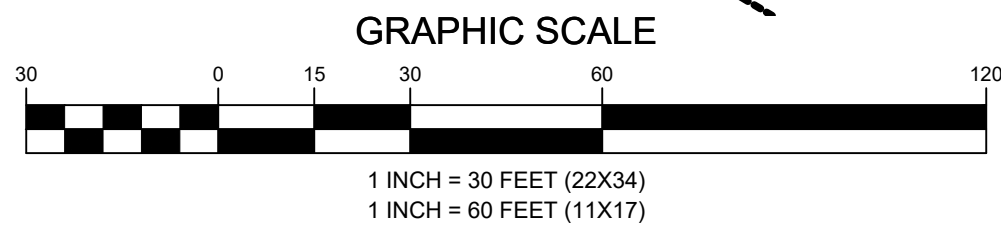
SHEET NUMBER

Z-1



1
Z-2

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



ENGINEERING FIRM

NB+CTM
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

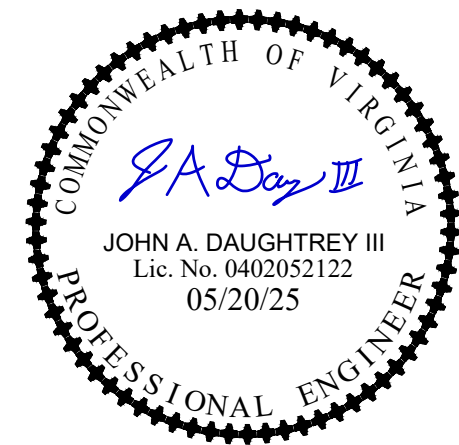
SITE INFORMATION

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

DESIGN RECORD

REVISIONS			
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A	03/17/25	PRELIMINARY ZDS	JC

PROFESSIONAL STAMP



ENGINEER

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

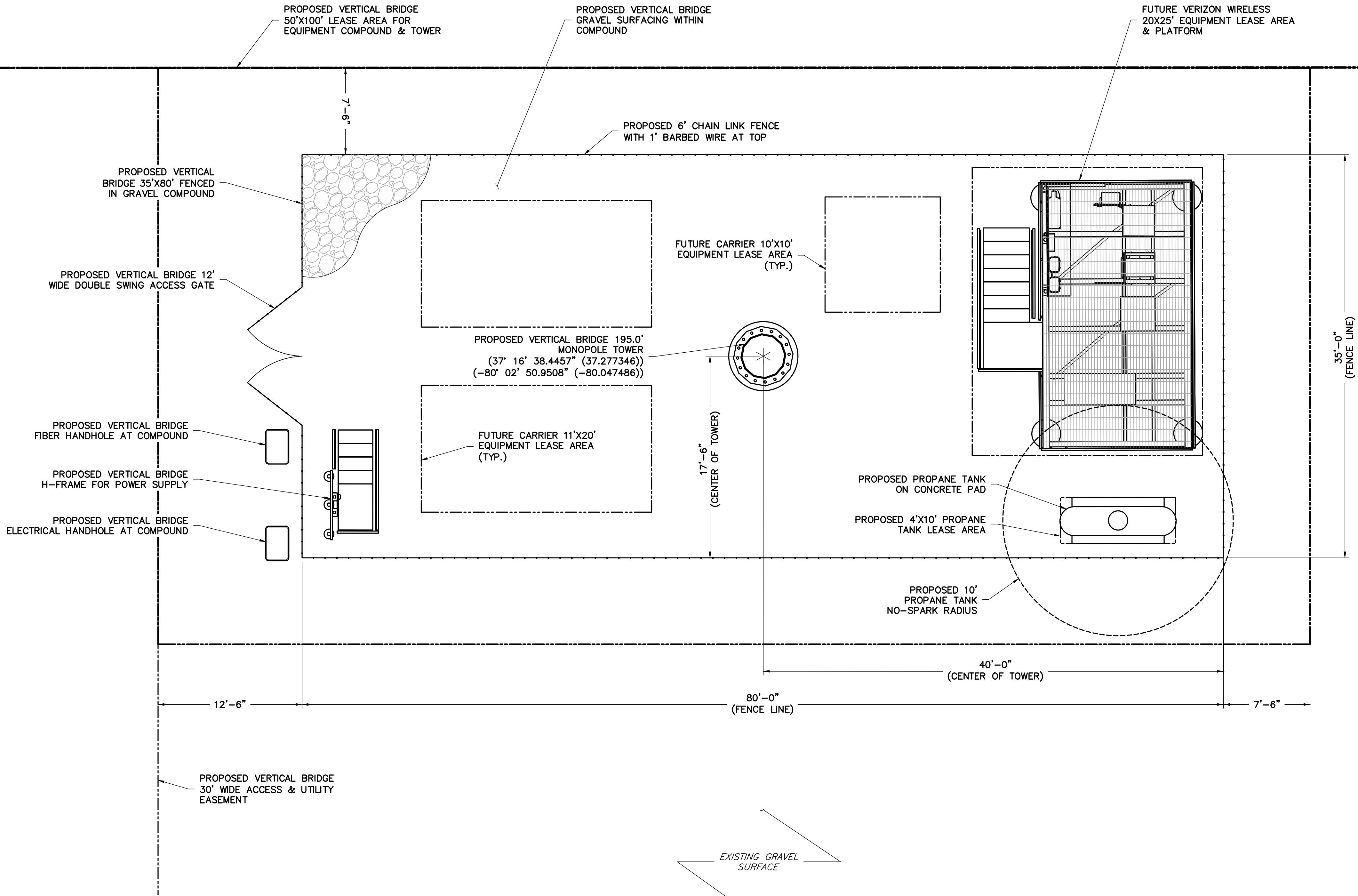
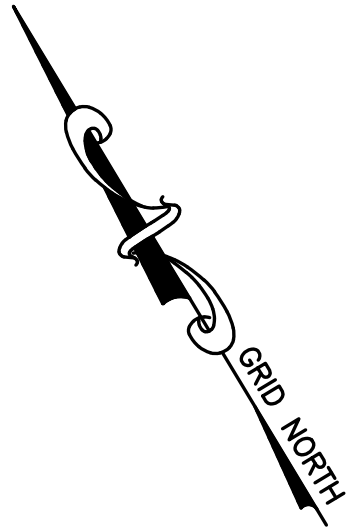
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**ENLARGED
SITE PLAN**

SHEET NUMBER

Z-2

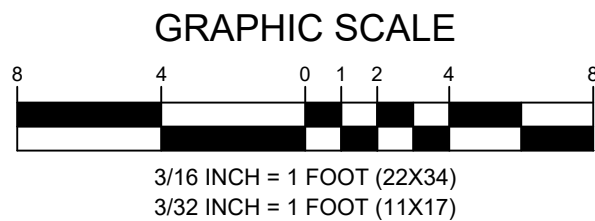
LAST PLOTTED: 05/28/2025 9:39 AM



1

C-1

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



ENGINEERING FIRM

NB+CTM
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

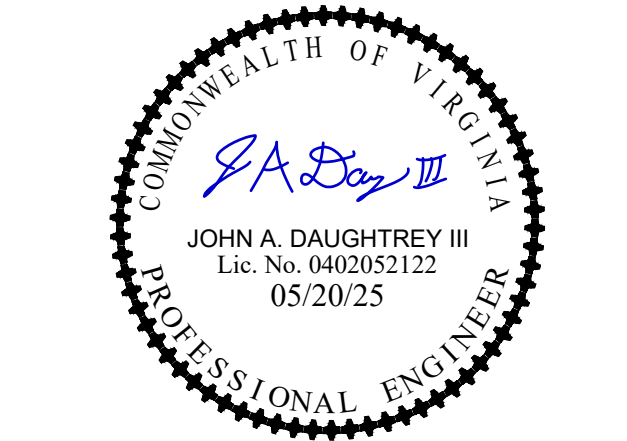
SITE INFORMATION

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

DESIGN RECORD

REVISIONS			
REV	DATE	DESCRIPTION	BY
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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



ENGINEER

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

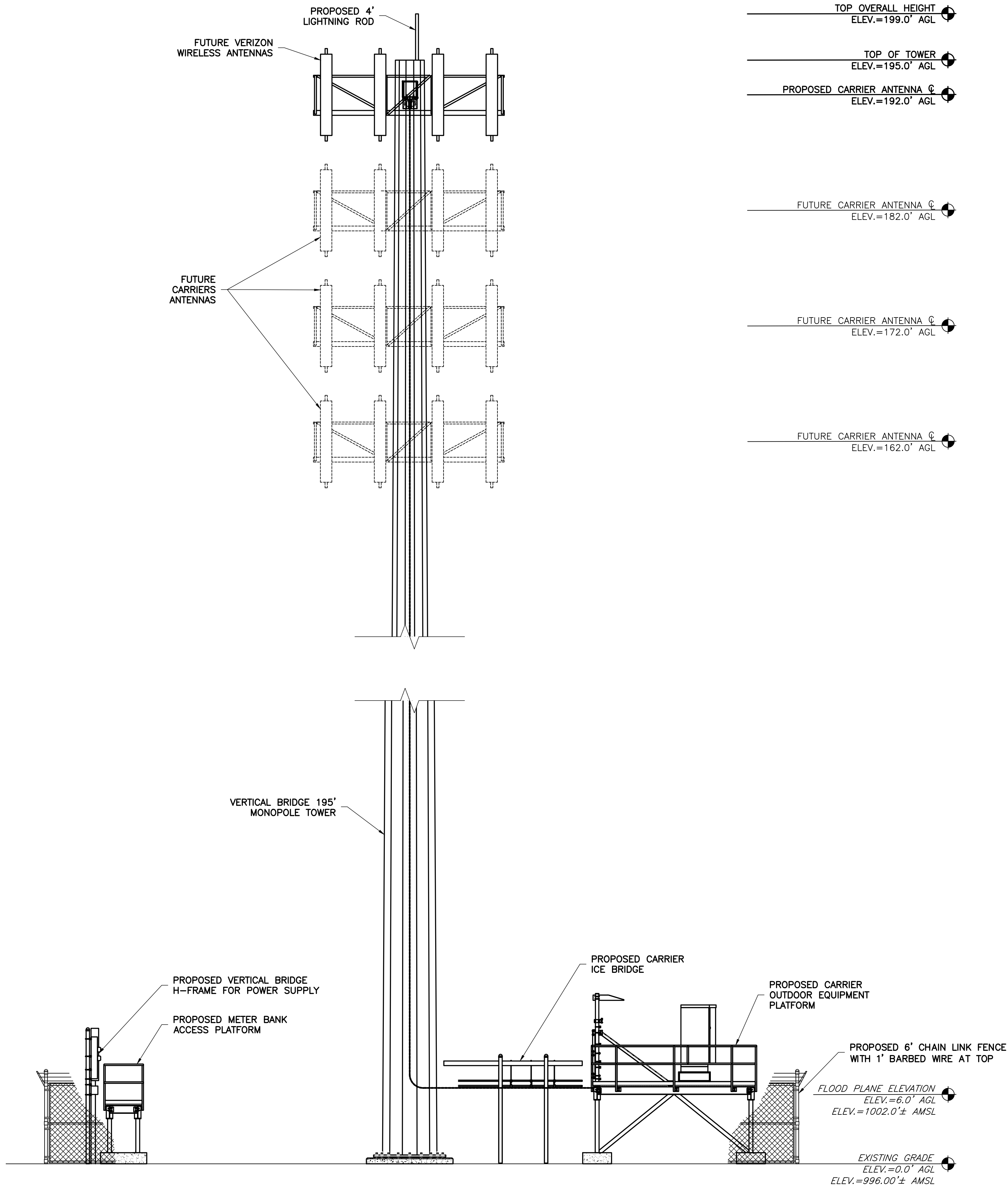
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COMPOUND PLAN

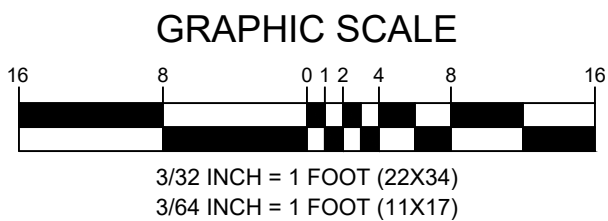
SHEET NUMBER

C-1

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



1 ELEVATION
SCALE: 3/32" = 1' (22X34)
SCALE: 3/64" = 1' (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.



ENGINEERING FIRM

APPLICANT

SITE INFORMATION

DESIGN RECORD

PROFESSIONAL STAMP

ENGINEER

SHEET TITLE

SHEET NUMBER

NB+C
TOTALLY COMMITTED.

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

verizon

1831 RADY COURT
RICHMOND, VA 23222

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

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

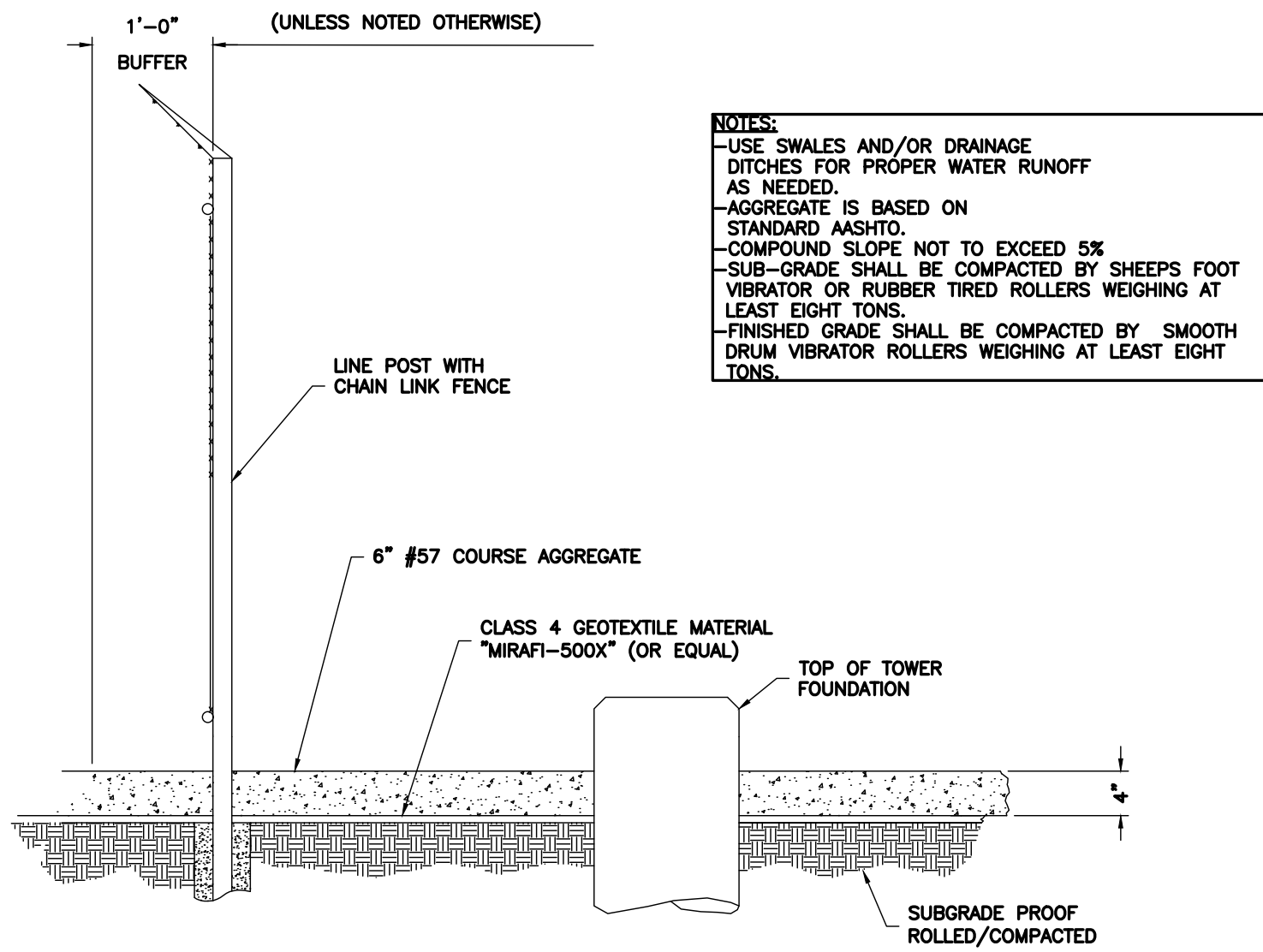
COMMONWEALTH OF VIRGINIA
John A. Daughtrey III
JOHN A. DAUGHTREY III
Lic. No. 0402052122
05/20/25
PROFESSIONAL ENGINEER

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

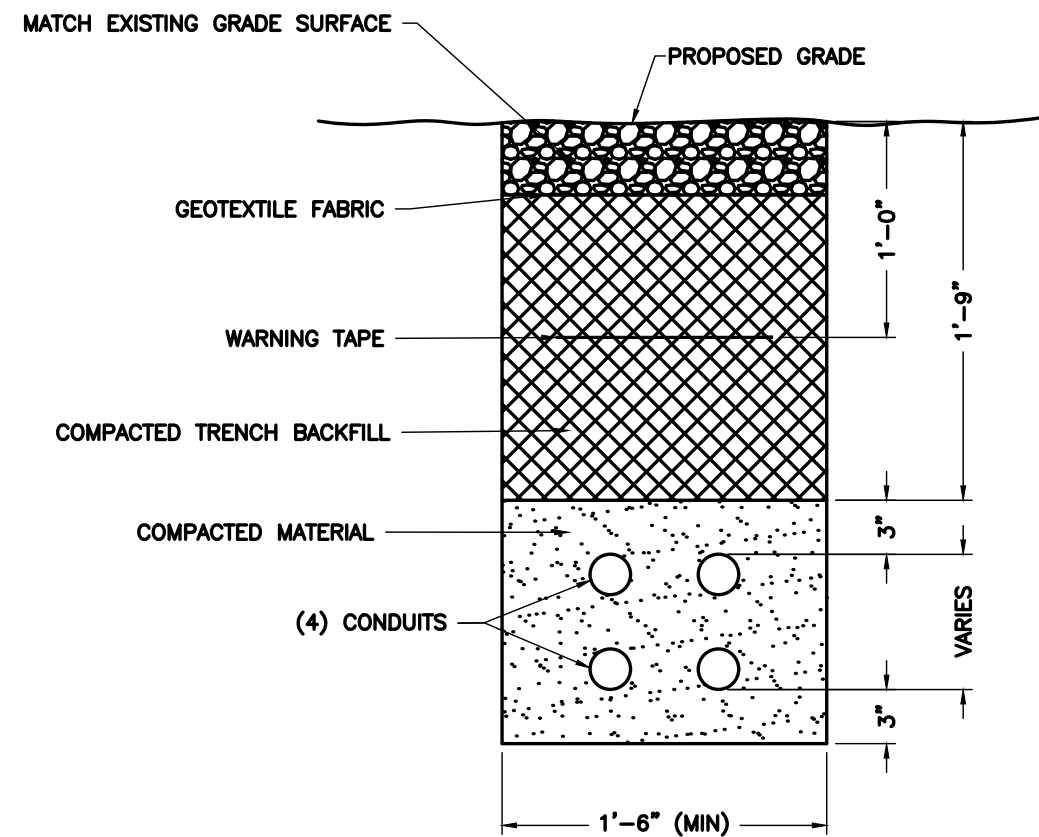
**TOWER ELEVATION
& NOTES**

C-2

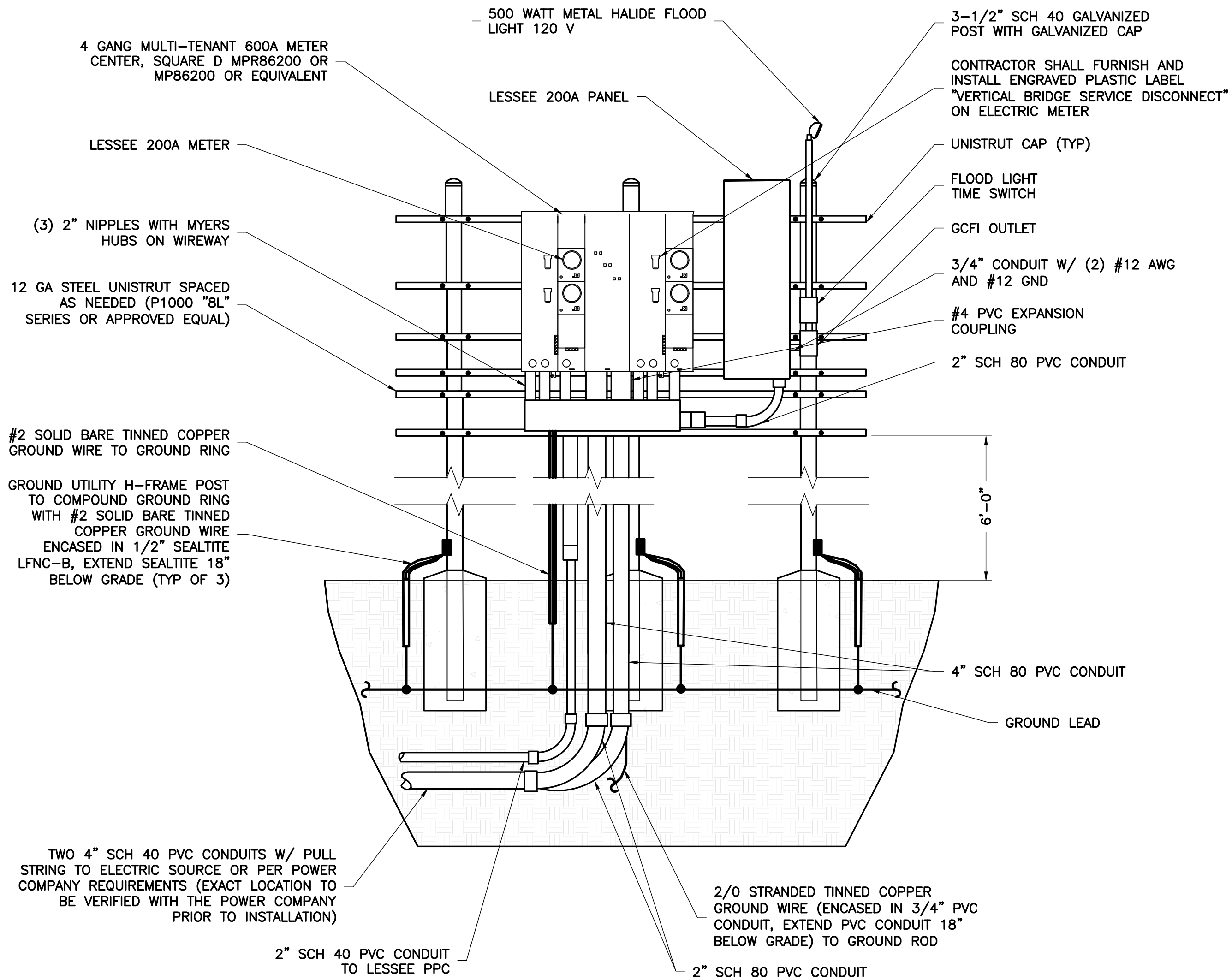
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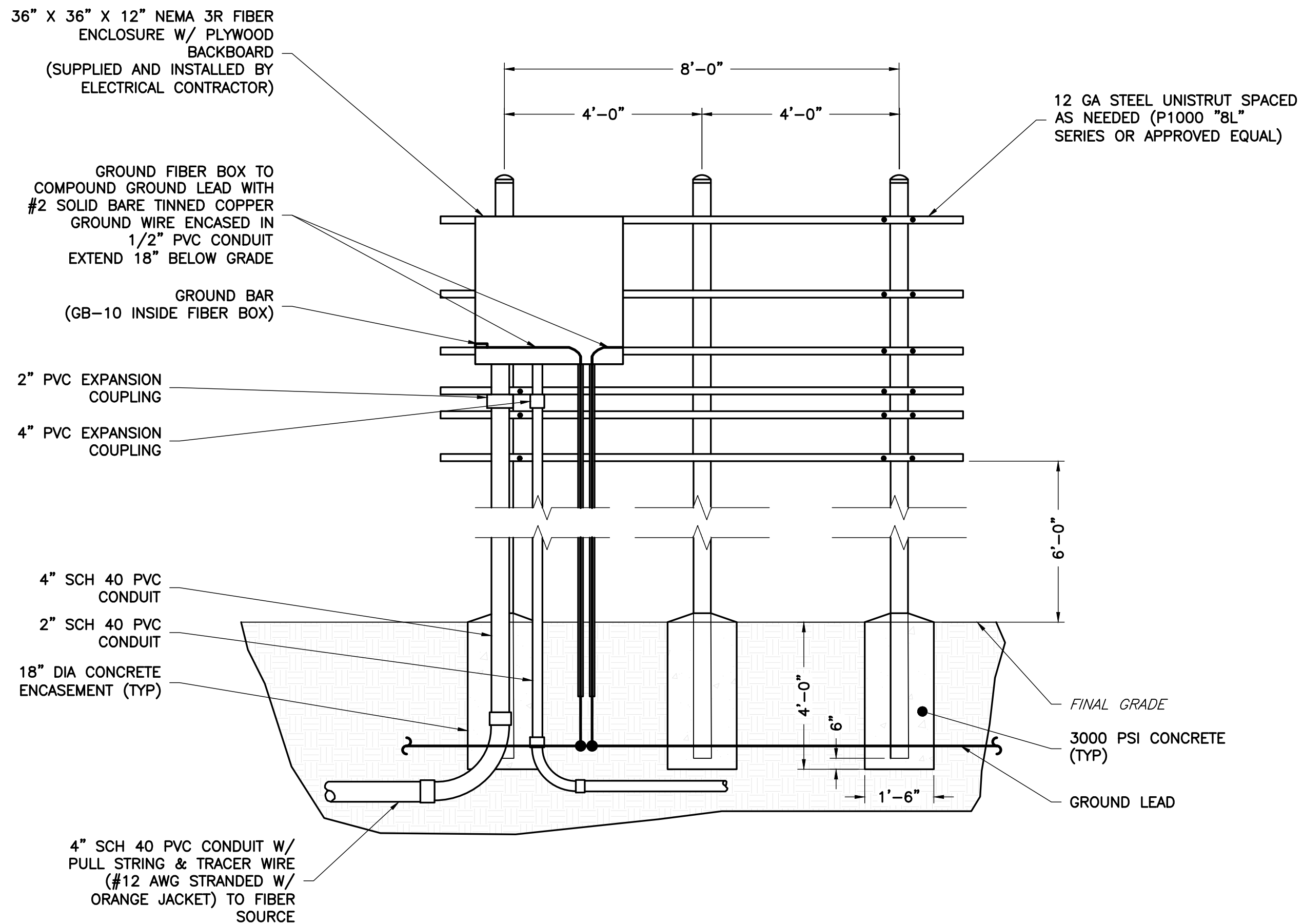
1 SITE COMPOUND SURFACING DETAIL
S-1 NTS



2 FABRIC/BAR CONNECTIONS
S-1 NTS



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



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

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

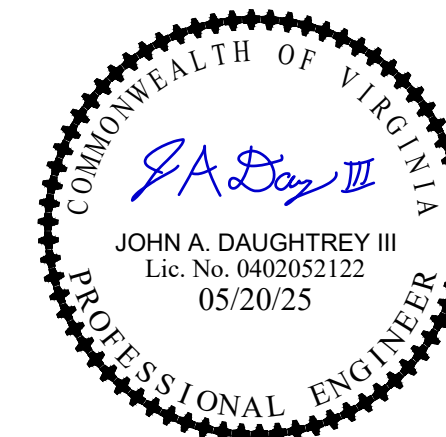
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NB+C PROJECT #: 100374
319 ROWAN ST
SALEM, VA 24153
CITY OF SALEM

DESIGN RECORD

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PROFESSIONAL STAMP



ENGINEER

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

SHEET TITLE

CONSTRUCTION DETAILS

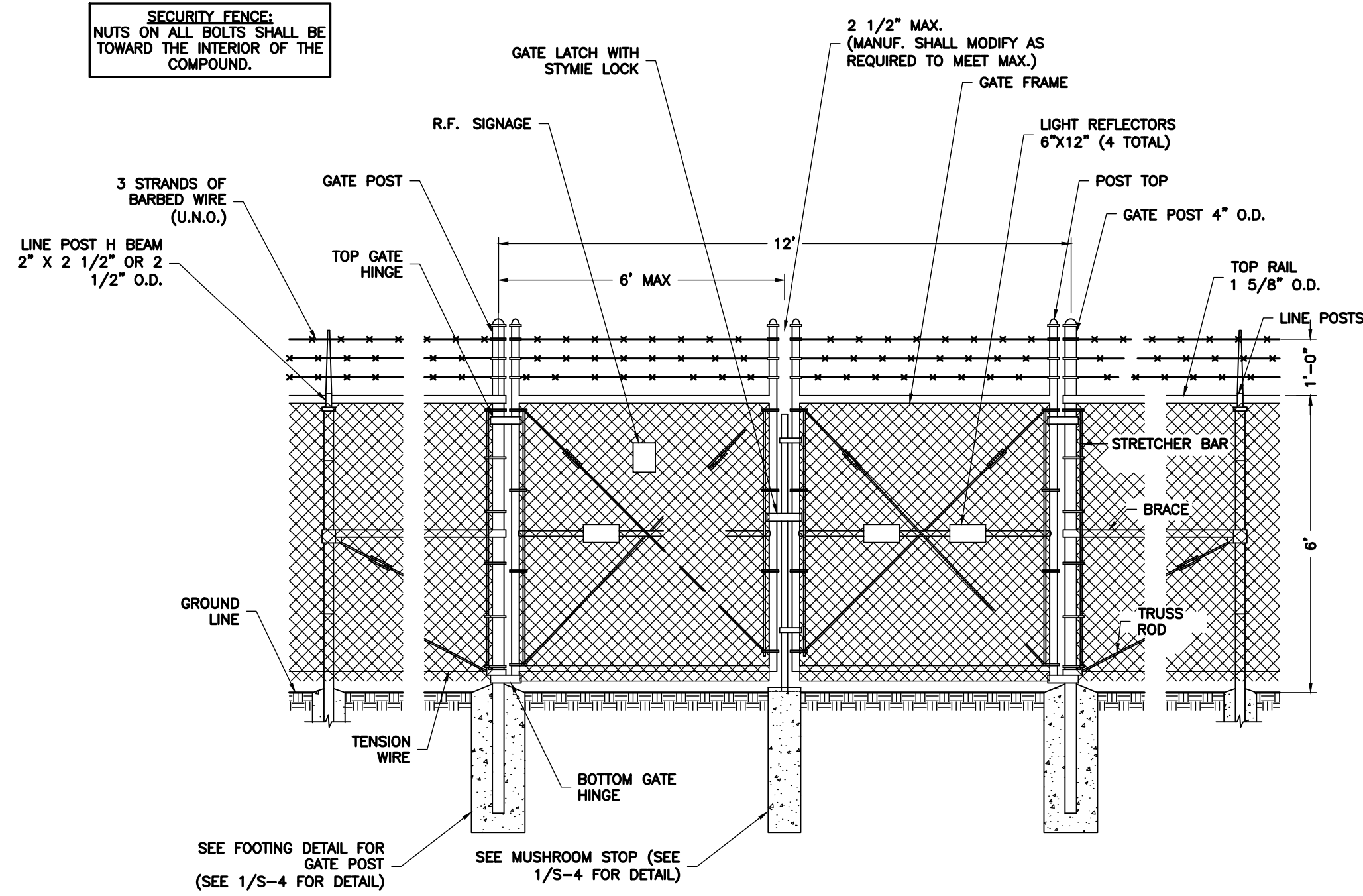
SHEET NUMBER

S-1

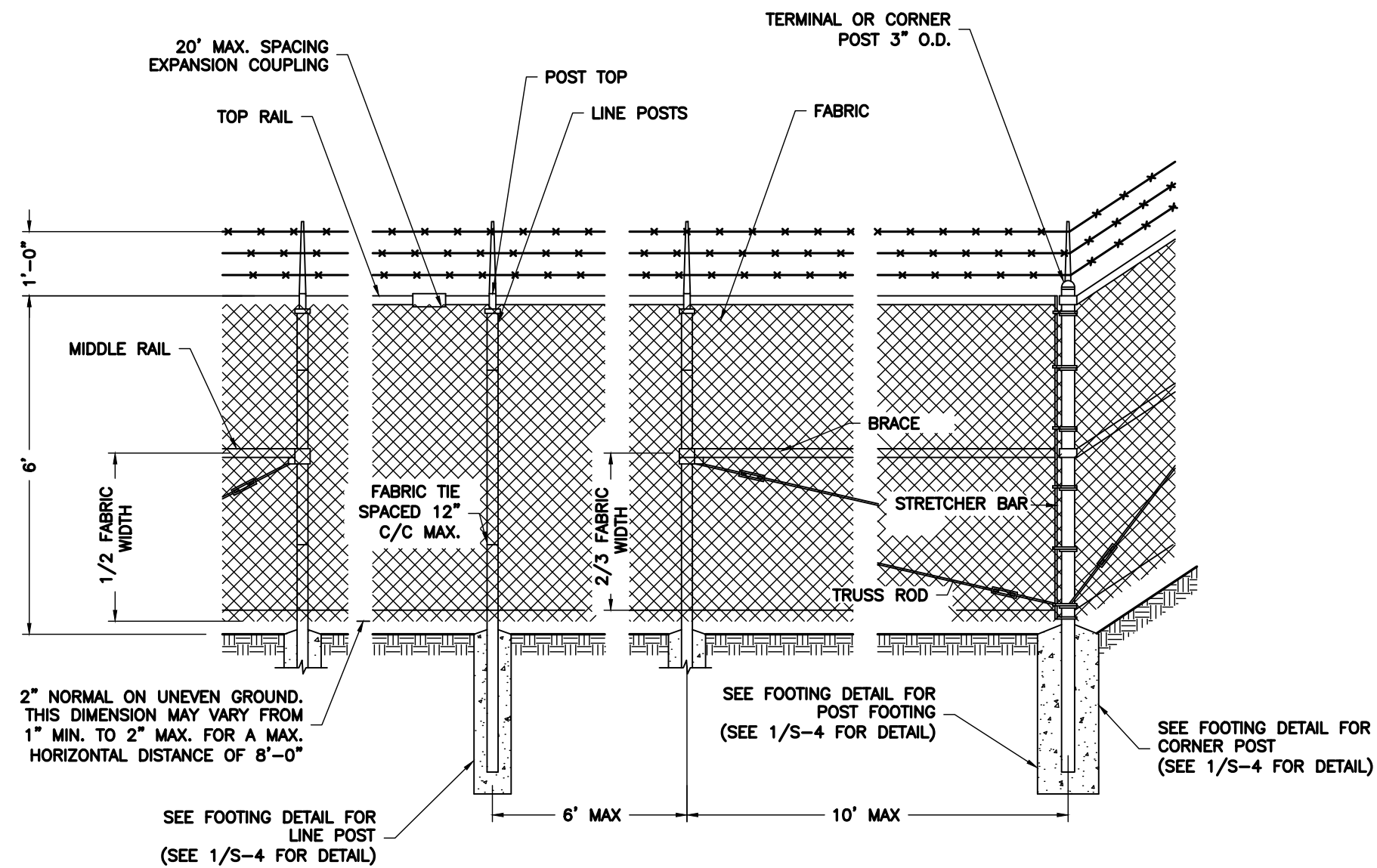


Know what's below.
Call before you dig.

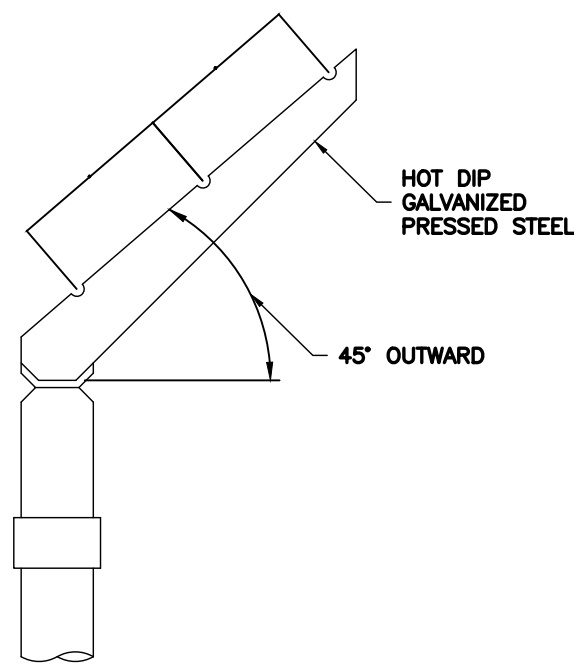
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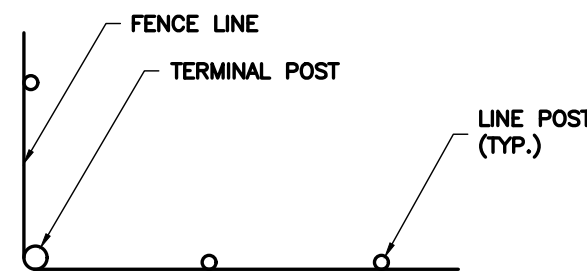
1 VEHICLE GATE ARRANGEMENT
S-3 NTS



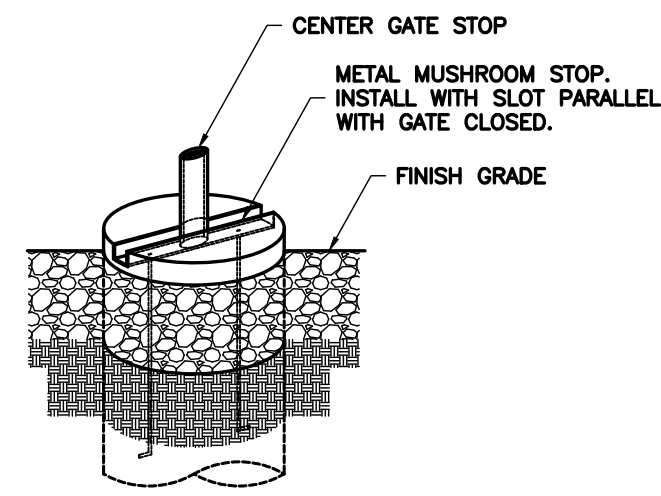
2 POST/CORNER POST ARRANGEMENT
S-3 NTS



4 BARBED WIRE ARM OF LINE POST
S-3 NTS



5 INSTALLATION AT CORNERS
S-3 NTS



6 MUSHROOM STOP DETAIL
S-3 NTS

ENGINEERING FIRM

NB+C
TOTALLY COMMITTED.

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

APPLICANT

1831 RADY COURT
RICHMOND, VA 23222

SITE INFORMATION

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VERIZON RAWLAND
NB+C PROJECT #: 100374
319 ROWAN ST
SALEM, VA 24153
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PROFESSIONAL STAMP

JOHN A. DAUGHTREY III
VA PROFESSIONAL ENGINEER
LIC. #052122

ENGINEER

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

SHEET TITLE

FENCING
DETAILS I

SHEET NUMBER

S-2



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

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 1200 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.

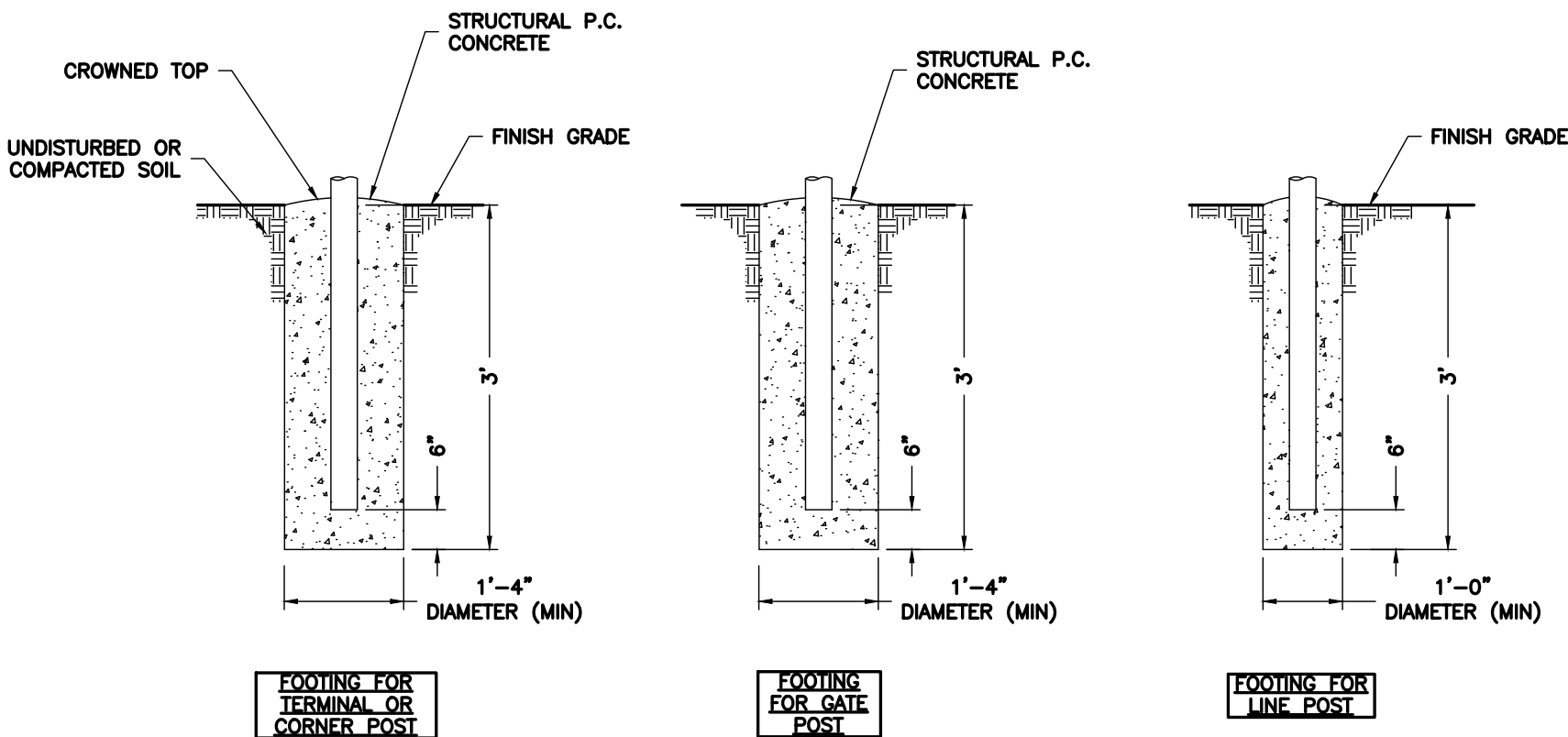
FABRIC TIES – THE FABRIC TIES SHALL BE ALUMINUM WIRE. NOT LESS THAN #9 GAGE.

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.

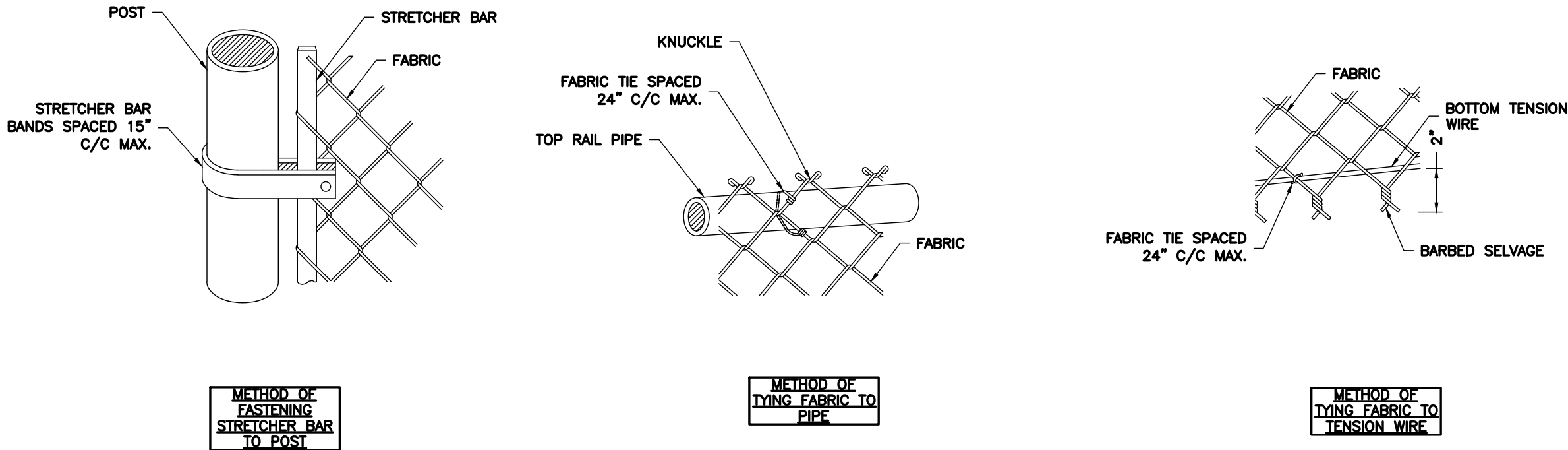
BARBED WIRE – BARBED WIRE OF GALVANIZED STEEL (OR ALUMINUM) CONSISTING OF 12 1/2 GAUGE WIRE WITH 4-POINT BARBS OF 14 GAUGE WIRE SPACED 5 INCHES APART.

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.



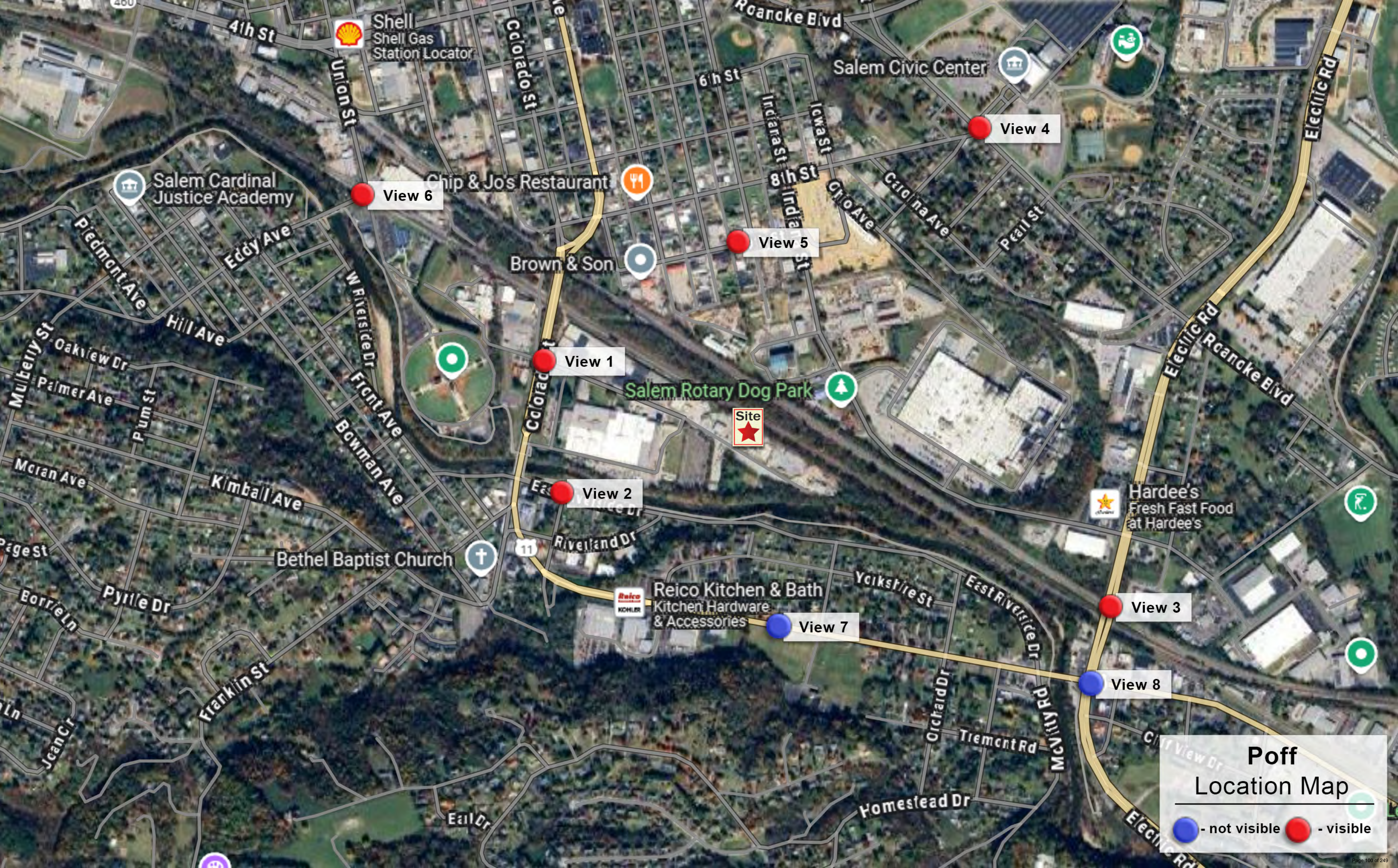
1 POST FOOTINGS
S-4 NTS



2 FABRIC/BAR CONNECTIONS
S-4 NTS

ENGINEERING FIRM	NB+CTM 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	<table><tr><th colspan="4">REVISIONS</th></tr><tr><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td></tr><tr><td>2</td><td>05/20/25</td><td>REVISED</td><td>AA</td></tr><tr><td>1</td><td>03/26/25</td><td>REVISED</td><td>AT</td></tr><tr><td>0</td><td>03/17/25</td><td>FINAL ZDS</td><td>JC</td></tr><tr><td>A</td><td>03/17/25</td><td>PRELIMINARY ZDS</td><td>JC</td></tr><tr><td>REV</td><td>DATE</td><td>DESCRIPTION</td><td>BY</td></tr></table>	REVISIONS																				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	REV	DATE	DESCRIPTION	BY
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PROFESSIONAL STAMP	COMMONWEALTH OF VIRGINIA <i>John A. Daughtrey III</i> 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	FENCING DETAILS II																																								
SHEET NUMBER	S-3																																								





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





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-CTM
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





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 Proposed Site





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





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





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





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





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





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





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+CTM
TOTALLY COMMITTED.



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 Proposed Site

NB+CTM
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





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





Antenna Structure Registration

[FCC](#) > [WTB](#) > [ASR](#) > [Online Systems](#) > TOWAIR

[FCC Site Map](#)

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, 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, 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](#)

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[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](#)

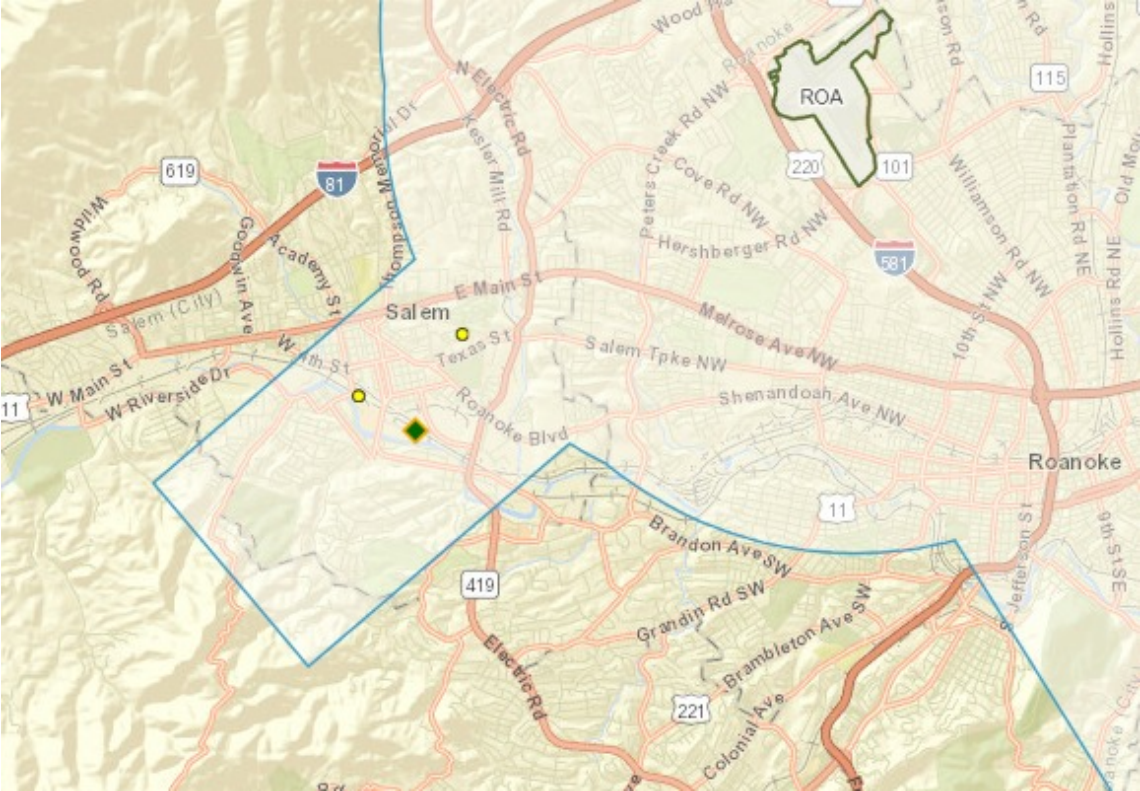
OE/AAA Pre-screening Results

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.

#109975 (Pemberton)

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:

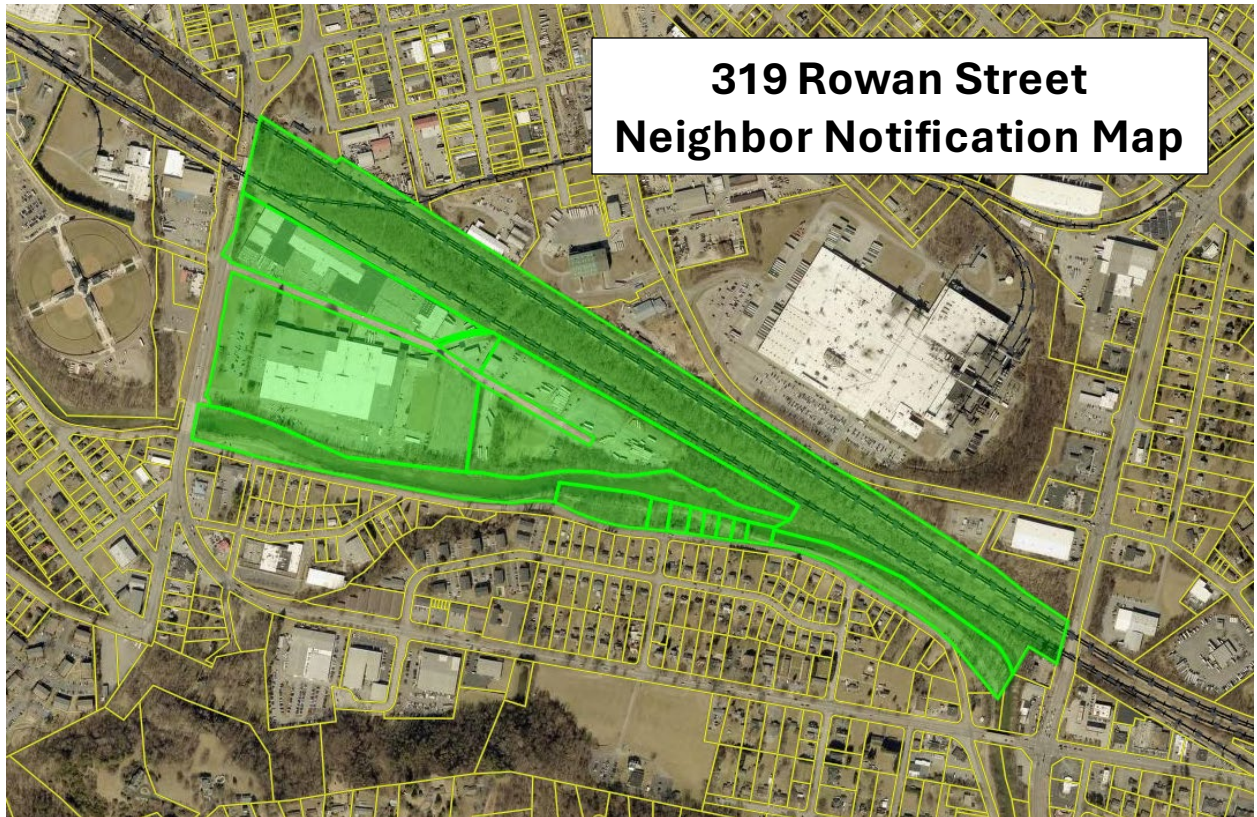
1. Number and specifications of antenna to be installed.
2. Elevation view of antenna location on tower
3. Antenna mount details and specifications (identify antenna mount manufacture)
4. Number and size of coax cable to be installed.
5. Elevation view of coax route on tower (lattice tower= wave guide 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.



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

**PLANNING COMMISSION
JULY 16, 2025**

ITEM #3B

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

[Signature]

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





CITY OF SALEM, VIRGINIA

**SALEM CITY COUNCIL
114 NORTH BROAD STREET
P.O. BOX 869
SALEM, VIRGINIA 24153-0869**

July 22, 2025

John Lipscomb
McJohn Investments LLC
3330 Hollins Rd NE Suite A
Roanoke, VA 24012

RE: Petition For Special Exception Permit
319 Rowan Street
(Tax Map #232-1-1)

To Whom It May Concern:

You and/or your agent shall appear before City Council on **Monday, August 11, 2025, at 6:30 p.m.** in the **Council Chambers, First Floor, Salem City Hall, 114 North Broad Street, Salem, Virginia** for consideration of your special exception permit request for the above referenced property.

If you have any questions regarding this matter, please contact our office at (540) 375-3016.

Sincerely,

H. Robert Light
Assistant City Manager/Clerk of Council



Item #: 6.E.

AT A REGULAR MEETING OF THE CITY COUNCIL OF THE CITY OF SALEM,
VIRGINIA HELD AT CITY HALL

MEETING DATE: August 11, 2025

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

Hold a public hearing for 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. (Advertised in the July 24 and 31, 2025, issues of *Cardinal News*.)

SUBMITTED BY: Chuck Van Allman, Director of Community Development

SUMMARY OF INFORMATION:

Hold a public hearing 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. (Advertised in the July 24 and 31, 2025, issues of *Cardinal News*.)

FISCAL IMPACT:

STAFF RECOMMENDATION:

Staff recommends Council hold a public hearing on the requests 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** for 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.

ATTACHMENTS:

None



Item #: 6.F.

AT A REGULAR MEETING OF THE CITY COUNCIL OF THE CITY OF SALEM,
VIRGINIA HELD AT CITY HALL

MEETING DATE: August 11, 2025

AGENDA ITEM: **Amendment to the Zoning Ordinance**
Consider adoption of ordinance on first reading for 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 with proffered conditions. (The Planning Commission recommended approval by a unanimous vote.)

SUBMITTED BY: Chuck Van Allman, Director of Community Development

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 property owners have voluntarily submitted two proffers for the rezoning request that have been incorporated in the attached ordinance:

1. The minimum lot width will be 60 feet, excluding cul-de-sac lots.
2. Walking trails to be installed as part of the project would be open to the neighborhood.

Note that these proffers are applicable only to the parcel included in this rezoning request. The entire proposed development encompasses multiple parcels for which Council will consider a Special Exception Permit in agenda item 6.G to allow for a Cluster Housing Overlay, contingent upon final approval of this rezoning at a second reading. Should Council be amenable to the rezoning and subsequent issuance of the Special Exception Permit in agenda item 6G, staff recommends Council add conditions in approving the Special Exception Permit to reflect the intent of the proffers as applicable to the entire proposed development.

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.

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.

FISCAL IMPACT:

STAFF RECOMMENDATION:

Recommend consideration of the ordinance with the following proffered conditions:

1. The minimum lot width will be 60 feet, excluding cul-de-sac lots.
2. Walking trails to be installed as part of the project would be open to the neighborhood.

ATTACHMENTS:

1. Item 6F 8-11-25 Rezoning Application Dalewood
2. Item 6F.6G 8-11-25 638 672 696 Dalewood Affidavit
3. Item 6F.6G. 8-11-25 Dalewood Avenue Neighbor Notification Map
4. Item 6f.6G 8-11-25 Dalewood Avenue Subdivision Concept
5. Item 6F 8-11-25 sink property legal description UPDATED
6. Item 6F 8-11-25 Proffer Statement 638 Dalewood

7. Item 6E.6F.6G 8-11-25 638 672 696 Council meeting owner notification letter Dalewood Avenue
8. Item 6F 8-11-25 RezoningOrdinance 638 Dalewood Avenue Tax Map 33-2-3

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@hotmail.com

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 bradgrahamrealstate@gmail.com

PARCEL INFORMATION

For multiple parcels, please attach a page ☐(Tax ID #'s) 33-2-3Total Area (acres/square feet) 9.77 acres

Deed Book _____ Page _____

Current Zoning AG

Subdivision _____

Requested Zoning RSF (COL)

Location Description (Street Address, if applicable) _____

Requested Use Build RSF homes638 Dalewood Ave, Salem, VA 24153Current Use SFD - Urban Res☐ Conditional Zoning Request: See Attached Proffer sheetsSIGNATURE 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. WestmorelandDate 05/28/2025Print Name Jackie WestmorelandSignature Brad GrahamDate 05/28/2025Print 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 bradgrahamrealstate@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

Signature of applicant/authorized agent Jackie S. Westmoreland by POA Lisa C. Westmoreland 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 cluster

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

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

**PLANNING COMMISSION
JULY 16, 2025**

ITEM #3C

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 WHITTLET CT
ROANOKE VA 24019

KING SUSAN
2225 BAINBRIDGE DR
SALEM VA 24153

KNOUFF JANICE
WALKER JONATHAN M
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

STINETTE 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

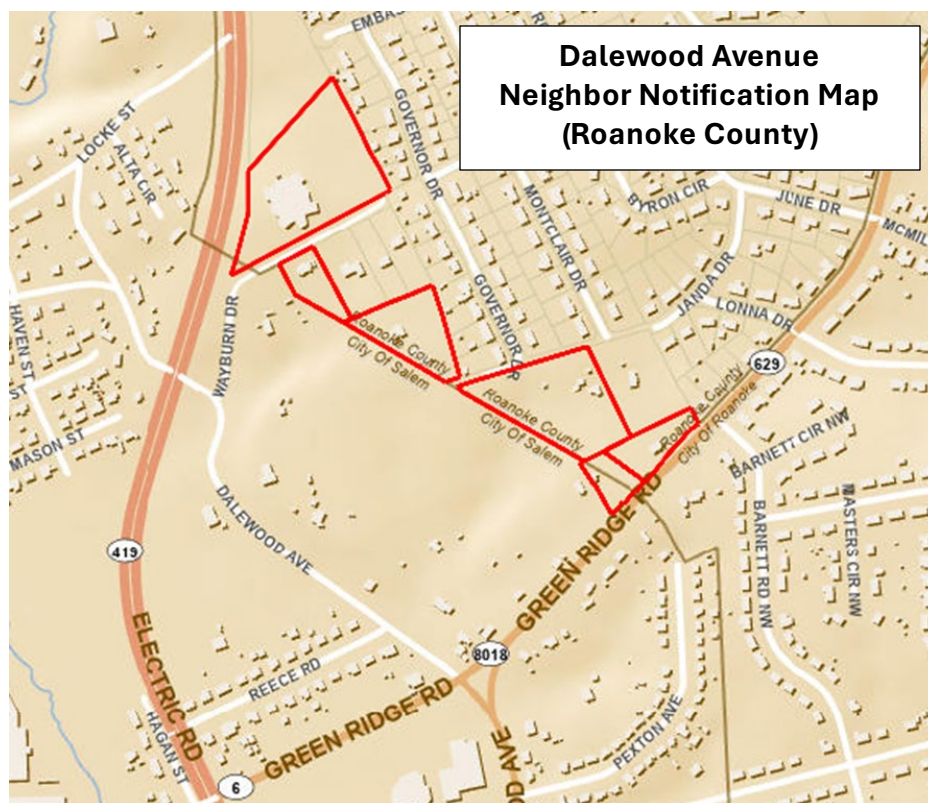
Tammy Dunn



Notary Public

My commission expires: 10/31/2028





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

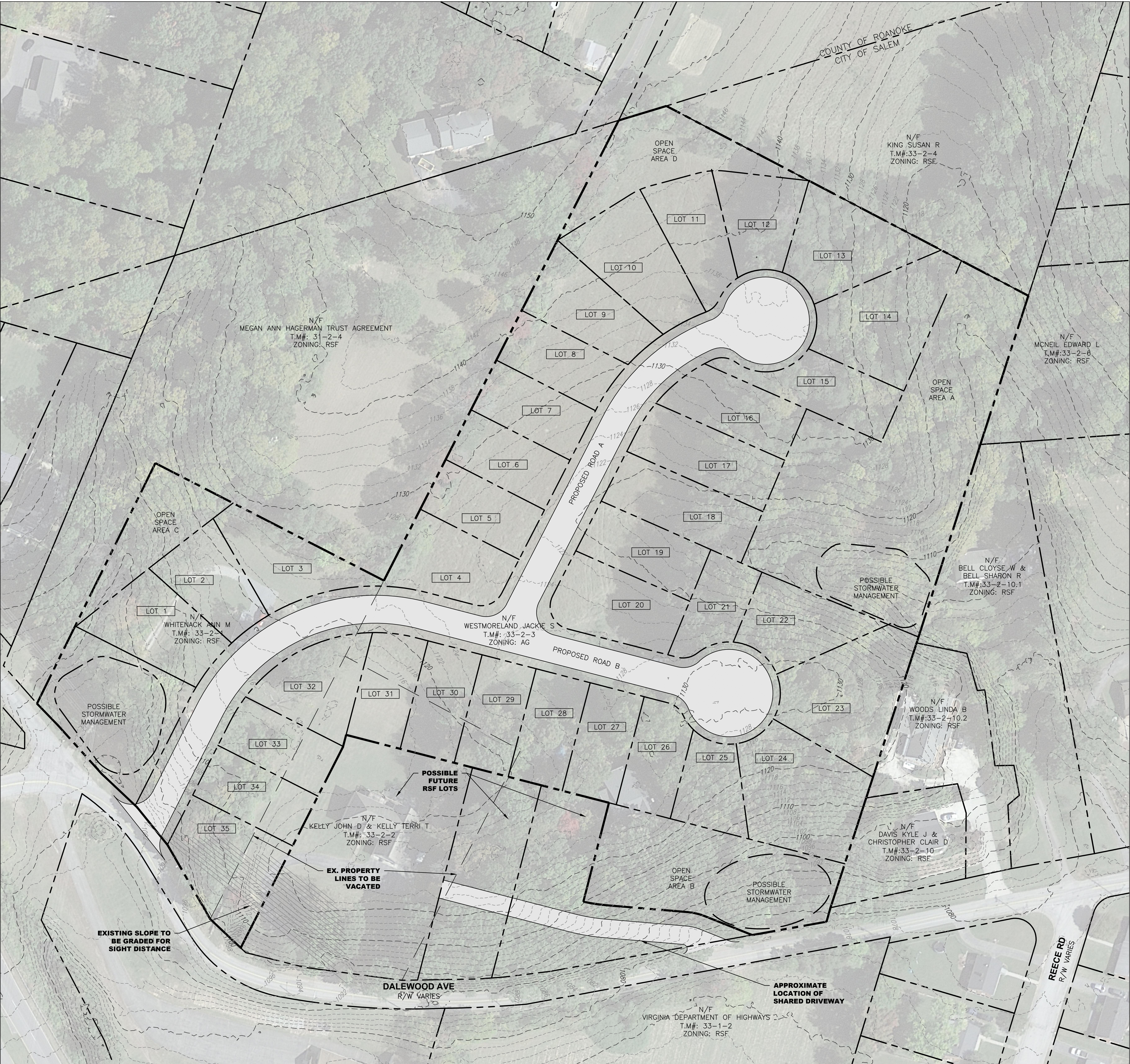
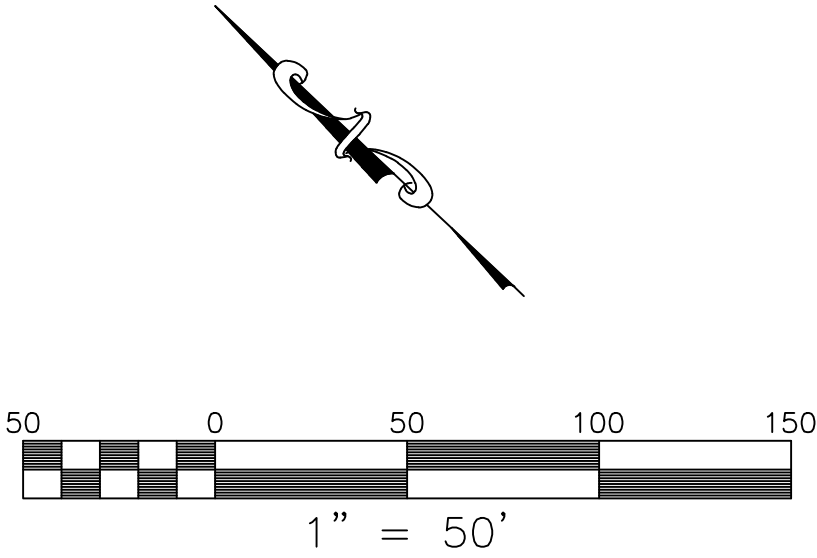
NOTE: RESIDENTIAL SINGLE FAMILY CLUSTER DEVELOPMENT REQUIRES MINIMUM OF 15% OF DEVELOPMENT SIZE TO BE OPEN SPACE, OR ONE SQUARE FOOT OF OPEN SPACE FOR EACH SQUARE FOOT OF REDUCTION IN LOT SIZE BELOW 9,000 SQUARE FEET, WHICHEVER IS GREATER.

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.



**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

BOOK 383 PAGE 372
Plat 9
Tax \$ 12.00
Fee \$ 2.22
Transfer \$
Total \$ 14.22

In the Clerk's Office of the Circuit Court for the County of Roanoke, Va., this 8th day of March 1948, this deed was presented, and with the Certificate of acknowledgment thereto annexed, admitted to record at 2:45 o'clock P.M.

Noted *Ray E. Brown* Clerk

THIS DEED, Made and entered into this 8th day of February, 1948, by and between W. D. TREVEY and MLLA TREVEY, his wife, parties of the first part, and L. W. SINK and MARINE R. SINK, husband and wife, as joint tenants retaining the 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 THREE THOUSAND DOLLARS, (\$3,000.00), Cash in hand, paid by the parties of the second part to the parties of the first part, receipt of which is hereby acknowledged.

The parties of the first part do hereby grant, bargain, sell and convey, with Covenants of General Warranty of Title, unto L.W.Sink and Maxine R. Sink, as joint tenants, the survivor taking the fee simple title as recognized in and provided for by Section 5160 of the Code of Virginia of 1919, as amended to date; parties of the second part, all of that certain lot or parcel of land, lying and being in the County of Roanoke, Virginia, and more particularly described as follows, to-wit:

BEGINNING at a point in the center of State Sec. Route No. 631 at "A" on map and being the southwest corner of the A. L. Guthrie tract (DB.290, page 238); thence with the line of Guthrie N 75-55 E passing an iron at 33.8' in all 297.0' to an iron at "B"; thence N 14-11W 199.0' to an iron on the south side of a 15' road at "C"; thence with the road N 75-55E 30.0' to "D"; thence N14-11W 15.0' to a point at "E" on line of the Tyler property; thence with the line of the Tyler property N 75-55E 656.3' to a corner fence post at "F" corner to J.C. Anderson property; thence with the line of same S13-56E 475.8' to a stake at "G" on line of the south tract of the Sarah E. Trevey subdivision; thence with the line of same S66-17W 724.3' to a point in the center of State Sec. Route No. 631 at "H"; thence with the road N51-55W 360.0' to a point at "J"; thence W 39-26W 109.3' to the Beginning, and containing 9.77 acres excluding the east one-half of the State Road and being the remaining property owned by W. D. Trevey located on the east side of State Sec. Route No. 631 as shown in detail map made by T.P. Parker, O.E., dated Jan. 30, 1948; and being the same property conveyed to parties of the first part by deed dated and recorded in deed book , page , in the Clerk's Office of the County of Roanoke, Va. included in this deed is 15 ft. right-of-way reserved along no. side of A.L. Guthrie land, according to map made by T.P. Parker TO HAVE AND TO HOLD unto L.W. Sink and Maxine R. Sink, husband and wife,

wife, for and during their joint lives with the remainder unto the survivor and his or her heirs and assigns forever, in fee-simple.

TAX MAP NO.: 33-2-3

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

This document prepared by:
(NAME AND ADDRESS): Emory Graham

PO Box 2294

Salem, VA, 24153

PROFFER STATEMENT

WHEREAS, Jackie S. Westmoreland, _____,

("the Owner(s)") is/are the owner(s) of certain real property known as
638 Dalewood Ave, Salem, VA 24153 (*property description/location*) ("the Property") totaling approximately
9.770 acres, located in the City of Salem, Virginia which is more particularly described as follows:
9.77 AC MASONS CREEK (Tax Map # 33-2-3)

(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 AG (*current zoning*) to RSF with Cluster Housing Overlay
(proposed zoning), conditional, 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)
The minimum lot width will be 60 ft, excluding cul-de-sac lots.
2. (proffer 2)
Walking trails to be installed as part of the project would be open to the neighborhood.
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)

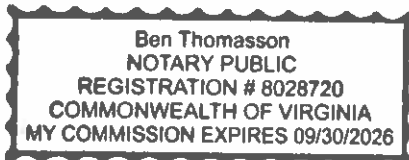
Once proffered and accepted as part of an amendment to the zoning ordinance, these conditions shall continue in full force and effect until a subsequent amendment changes the zoning on the property covered by these conditions; provided, however, that such conditions shall continue if the subsequent amendment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

WITNESS the following signature and seal:

By: Lisa Westmoreland, POA for
Jackie Westmoreland
Owner

COMMONWEALTH OF VIRGINIA CITY OF SALEM, to wit:

The foregoing instrument was acknowledged before me this 23rd day of JULY, 2025.



by Lisa Westmoreland
Owner

Ben Thomasson
Notary Public

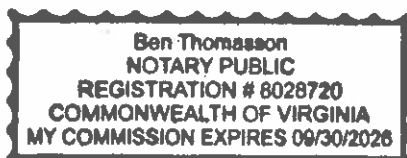
My commission expires: 9/30/2026

WITNESS the following signature and seal:

By: Brad Graham
Contract purchaser

COMMONWEALTH OF VIRGINIA CITY OF SALEM, to wit:

The foregoing instrument was acknowledged before me this 23rd day of JULY, 2025.



by Brad Graham
Contract purchaser

Ben Thomasson
Notary Public

My commission expires: 9-30-2026



CITY OF SALEM, VIRGINIA

**SALEM CITY COUNCIL
114 NORTH BROAD STREET
P.O. BOX 869
SALEM, VIRGINIA 24153-0869**

July 22, 2025

Brad Graham
Brad Graham Real Estate LLC
PO Box 2294
Salem VA 24153

RE: Petition For Rezoning
638 Dalewood Avenue
(Tax Map #33-2-3)
and Special Exception Permit
638, 672 and 696 Dalewood Avenue
(Tax Map #s 33-2-3, 33-2-2 and 33-2-1)

To Whom It May Concern:

You and/or your agent shall appear before City Council on **Monday, August 11, 2025, at 6:30 p.m.** in the **Council Chambers, First Floor, Salem City Hall, 114 North Broad Street, Salem, Virginia** for consideration of your rezoning and special exception permit request for the above referenced property. **The public hearing and first reading of the ordinance will be held at the August 11th meeting. A separate reading of the ordinance is required at a subsequent meeting, and the ordinance will be in full force and effective 10 days after the adoption of the ordinance on second reading.**

If you have any questions regarding this matter, please contact our office at (540) 375-3016.

Sincerely,

H. Robert Light
Assistant City Manager/Clerk of Council

AN ORDINANCE TO REZONE THE PARCEL LOCATED AT 638 DALEWOOD AVENUE (TAX MAP # 33-2-3) FROM AG AGRICULTURAL DISTRICT TO RSF RESIDENTIAL SINGLE-FAMILY DISTRICT WITH PROFFERED CONDITIONS.

WHEREAS, Brad Graham Real Estate, LLC, contract purchaser, petitioned to rezone the parcel located at 638 Dalewood Avenue (Tax Map #33-2-3) from AG Agricultural District to RSF Residential Single-Family District with proffered conditions; and

WHEREAS, the proposed rezoning is in accordance with good zoning practice; and

WHEREAS, the City of Salem Planning Commission recommended approval of the rezoning request;

NOW THEREFORE,

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF SALEM, VIRGINIA, that the parcel at 638 Dalewood Avenue (TAX MAP #33-2-3) be and hereby is rezoned to RSF Residential Single-Family District with the following proffers:

1. The minimum lot width will be 60 ft., excluding cul-de-sac lots.
2. Walking trails to be installed as part of the project would be open to the neighborhood.

The map shall be changed in this respect and no other, said property being described as follows:

Beginning at a point in the center of State Sec.- Route No. 631 at "A" on map and being the southwest corner of the A.L. Guthrie tract (DB.290,page 238); thence with line of Guthrie N 75-55 E passing an iron at 33.3' in all 297.0' to an iron at "B"; thence, N 14-11W 199.0' to an iron on the south side of a 15' road at "C"; thence with the road N 75-55E 30.0' to "D"; thence N14-11W 15.0' to a point at "E" on line of the Tyler property; thence with the line of the Tyler property N 75-55E 656.3' to a corner fence post at "F" corner to J.C. Anderson property; thence with the line of same S13-56E 475.8' to a stake at "G" on line of the south tract of the Sarah E. Trevey subdivision; thence with the line of same S66-17W 724.3' to a point in the center of State Sec. Route No. 631 at "H"; thence with the road N51-55W 360.0' to a point at "J"; thence N 39-26W 109. 3' to the Beginning, and containing 9.77 acres excluding the east one-half of the State Road and being the remaining property owned by W. D. Travey located on the east side of State Sec. Route No. 631 as shown in detail on map made by T.P. Parker, O.E., dated Jan. 30, 1948; and being a portion of the same property conveyed to parties of the first part by deed dated the 7th day of February, 1948, and recorded in deed book 383, page 372, in the Clerk's Office of the County of Roanoke, Va. Included in this deed is 15 ft. right-of-way reserved along no. side of A. L. Guthrie, land, according to map made by T. P. Parker, dated Jan. 30, 1948.

All ordinances or parts of ordinances in conflict with the provisions of this ordinance be and the same are hereby repealed.

This ordinance shall be in full force and effect ten (10) days after its final passage.

Upon a call for an aye and a nay vote, the same stood as follows:

John Saunders -
H. Hunter Holliday –
Byron Randolph Foley –
Anne Marie Green –
Renee F. Turk –

Passed:
Effective:

/s/
Mayor

ATTEST:

H. Robert Light
Clerk of Council
City of Salem, Virginia



Item #: 6.G.

AT A REGULAR MEETING OF THE CITY COUNCIL OF THE CITY OF SALEM,
VIRGINIA HELD AT CITY HALL

MEETING DATE: August 11, 2025

AGENDA ITEM: **Special Exception Permit**
Consider the request of Brad Graham Real Estate LLC, contract purchaser, for 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. (The Planning Commission recommended approval by a unanimous vote.) The approval of the Special Exception Permit is contingent upon final Council approval on second reading of the ordinance to rezone the property located at 639 Dalewood Avenue from AG Agricultural District to RSF Residential Single-Family District.

SUBMITTED BY: Maxwell 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.

As noted in item 6.F, the property owner voluntarily submitted proffers for the parcel in the proposed development that requires rezoning. While proffers are not applicable for Special Exception Permits, Council may add conditions at their discretion. Staff recommends that Council add the following conditions to this Special Exception Permit

should they wish to approve (note that the recommended condition related to walking trails varies slightly from that in the proffer submitted for the companion rezoning item for clarification purposes to reflect that the trails would be open to the public vs. "neighborhood" to avoid any confusion as to the definition of "neighborhood"):

1. The minimum lot width will be 60 feet, excluding cul-de-sac lots.
2. Walking trails to be installed as part of the project would be open to the public.

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.

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.

FISCAL IMPACT:

STAFF RECOMMENDATION:

Staff recommends Council consider approval of the Special Exception Permit with the following conditions, contingent upon Council final approval on second reading of the ordinance to rezone the property located at 639 Dalewood Avenue from AG Agricultural District to RSF Residential Single-Family District:

1. The minimum lot width will be 60 ft., excluding cul-de-sac lots.
2. Walking trails to be installed as part of the project would be open to the public.

ATTACHMENTS:

1. Item 6G 8-11-25 Special Exception Permit Application 638 Dalewood
2. Item 6G 8-11-25 672 Dalewood Kelly_SEP application
3. Item 6G 8-11-25 696 Dalewood Whitenack_SEP application
4. Item 6G 8-11-25 Dalewood Avenue Subdivision Concept

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@hotmail

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 bradgrahamre:estate@gmail.com

PARCEL INFORMATIONFor multiple parcels, please attach a page ☐(Tax ID #'s) 33-2-3Total Area (acres/square feet) 9.77 acresCurrent Zoning AG

Deed Book _____ Page _____

Subdivision _____

Location Description (Street Address, if applicable) _____

638 Dalewood Ave, Salem, VA 24153

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. Westmoneland by POA Lisa C. WestmonelandDate 05/28/2025Print Name Jackie WestmorelandSignature Brad GrahamDate 05/28/2025Print Name Brad Graham**QUESTIONS/ LETTERS/ SHOULD BE FORWARDED TO THE FOLLOWING**:**Name Brad GrahamAddress: PO Box 2294, Salem, VA 24153Telephone No. (540) 293-35Fax No. N/AEmail 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. Westmoneland by POA Lisa C. Westmoneland

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

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

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 plan 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

City of Salem Community Development Application

Request for SPECIAL EXCEPTION/USE NOT PROVIDED FOR PERMIT

Case #: _____

APPLICANT INFORMATION	
Owner: <u>John D. Kelly & Terri T. Kelly</u>	Telephone No. <u>(540) 353-3850</u>
Contact Name: <u>John Kelly</u>	Fax No. _____
Address: <u>672 Dalewood Ave, Salem, VA 24153</u>	Email Address: <u>j.kelly0260@aol.com</u>
Applicant/Contract Purchaser: <u>Brad Graham Real Estate LLC</u>	Telephone No. <u>(540) 293-3520</u>
Contact Name: <u>Brad Graham</u>	Fax No. _____
Address: <u>PO Box 2294, Salem, VA 24153</u>	Email Address: <u>bradgrahamrealstate@gmail.com</u>

PARCEL INFORMATION		For multiple parcels, please attach a page ☐
(Tax ID #'s) <u>33-2-2</u>	Total Area (acres/square feet) <u>1.519 ac</u>	
Deed Book <u>253</u> Page <u>396</u>	Current Zoning <u>RSF</u>	
Subdivision _____	Requested Use ☒ Special Exception ☐ Use Not Provided For	
Location Description (Street Address, if applicable) <u>672 Dalewood Ave</u> <u>Salem, VA 24153</u>	<u>cluster w/ 638+696 Dalewood Ave</u> <u>to build on RSF lots.</u>	

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 <u>Brad Graham</u>	Date <u>07/21/2025</u>
Print Name <u>Brad Graham</u>	
Signature <u>John Kelly</u>	Date <u>07/21/2025</u>
Print Name <u>John Kelly</u>	

QUESTIONS/ LETTERS/ SHOULD BE FORWARDED TO THE FOLLOWING**:	
Name <u>Brad Graham</u>	Telephone No. <u>(540) 293-3520</u>
Address: <u>PO Box 2294, Salem, VA 24153</u>	Fax No. _____
	Email Address <u>bradgrahamrealstate@gmail.com</u>
**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: 07/21/2025

Print Name: Brad Graham

Signature of owner/authorized agent John Kelly Date: 07/21/2025

Print Name: John Kelly

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 plan 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 / 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

City of Salem Community Development Application

Request for SPECIAL EXCEPTION/USE NOT PROVIDED FOR PERMIT

Case #: _____

APPLICANT INFORMATION

Owner: Ann M. Whitenack
 Contact Name: Ann Whitenack
 Address: 696 Dalewood Ave, Salem, VA 24153 or
632 Palmer Ave, Salem, VA 24153

Telephone No. (540)309-2353
 Fax No. _____
 Email Address annwhitenack
50@gmail.com

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

Telephone No. (540)293-3520
 Fax No. _____
 Email Address bradgraham
realstate@gmail.com

PARCEL INFORMATION

For multiple parcels, please attach a page ☐(Tax ID #'s) 33-2-1Total Area (acres/square feet) 2 acCurrent Zoning RSFDeed Book — Page 240001467

Subdivision _____

Location Description (Street Address, if applicable) _____

696 Dalewood Ave
Salem, VA 24153

Requested Use ☒ Special Exception ☐ Use Not Provided For
Cluster w/ 638+672 Dalewood Ave
to build on RSF lots.

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 Brad GrahamDate 07/21/2025Print Name Brad GrahamSignature Ann WhitenackDate 07/22/2025Print Name Ann Whitenack

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

Name Brad GrahamAddress: PO Box 2294, Salem, VA 24153Telephone No. (540)293-3520

Fax No. _____

Email Address bradgraham
realstate@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: 07/21/2025

Print Name: Brad Graham

Signature of owner/authorized agent Ann Whitenack Date: 07/22/2025

Print Name: Ann Whitenack

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 plan 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/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

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

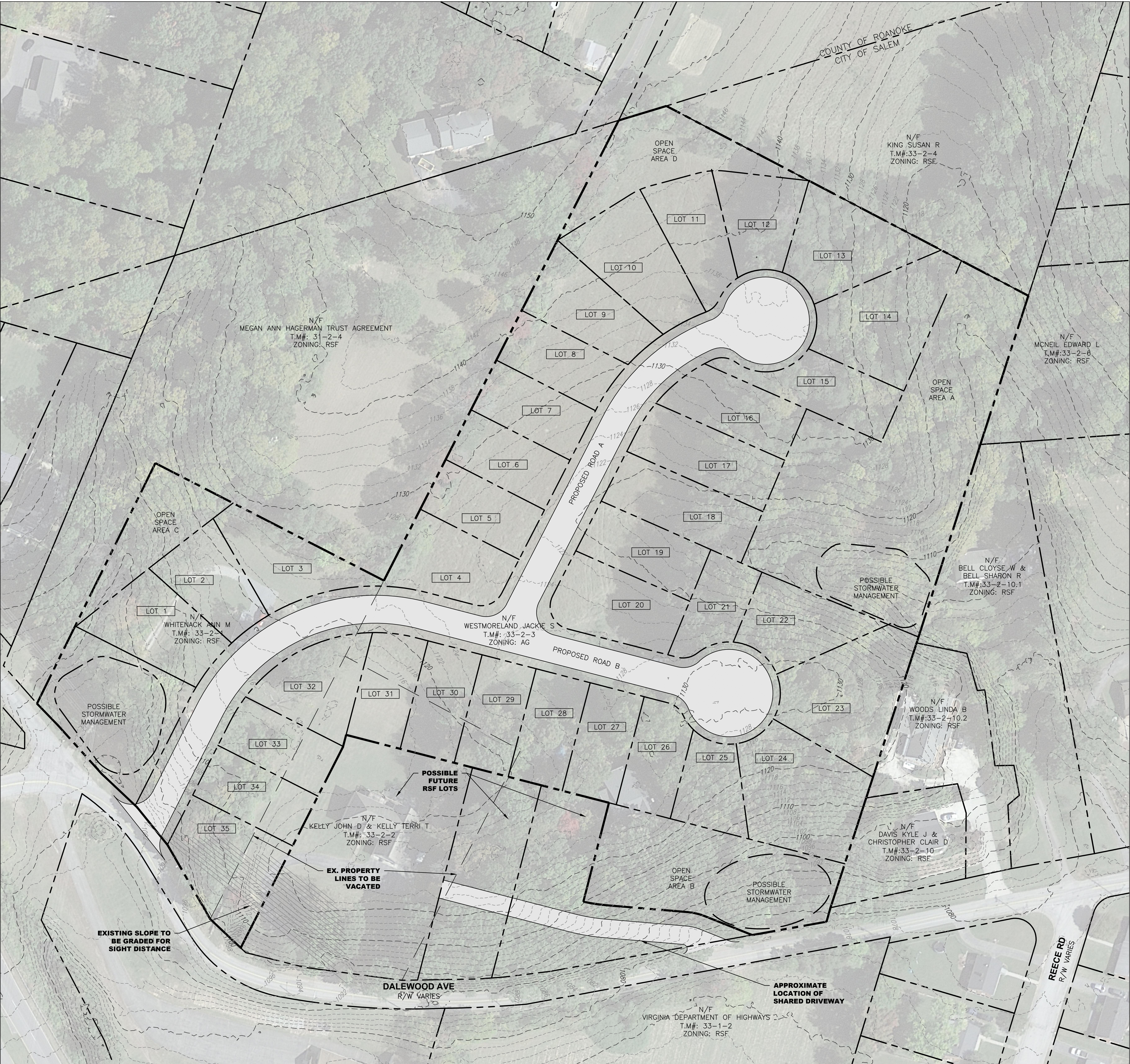
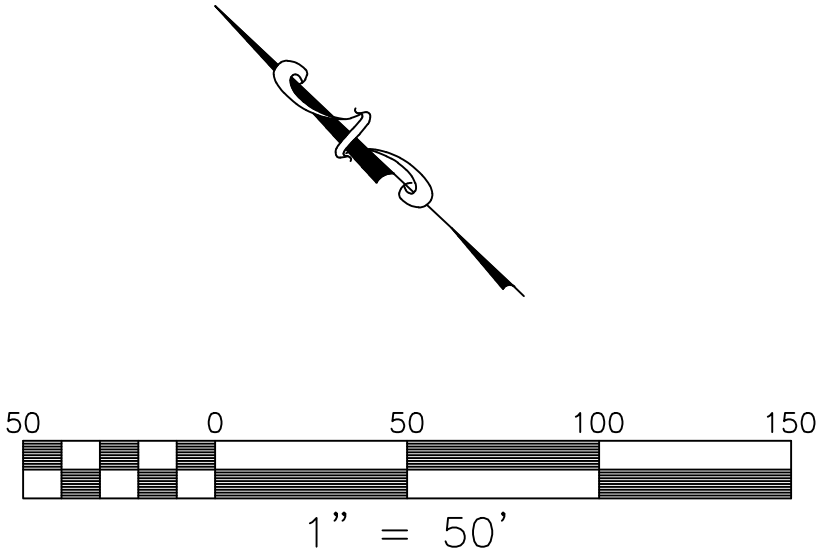
NOTE: RESIDENTIAL SINGLE FAMILY CLUSTER DEVELOPMENT REQUIRES MINIMUM OF 15% OF DEVELOPMENT SIZE TO BE OPEN SPACE, OR ONE SQUARE FOOT OF OPEN SPACE FOR EACH SQUARE FOOT OF REDUCTION IN LOT SIZE BELOW 9,000 SQUARE FEET, WHICHEVER IS GREATER.

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.





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

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



Item #: 6.H.

AT A REGULAR MEETING OF THE CITY COUNCIL OF THE CITY OF SALEM,
VIRGINIA HELD AT CITY HALL

MEETING DATE: August 11, 2025

AGENDA ITEM: **Amendment to the Zoning Ordinance**
Hold a public hearing and consider ordinance on first reading for 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 proffered conditions to RMF Residential Multi-Family District with proffered conditions. (Advertised in the July 24 and 31, 2025, issues of *Cardinal News*.) (The Planning Commission recommended approval by a 4-0 vote with one member recusing himself.)

SUBMITTED BY: Chuck Van Allman, Director of Community Development

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 with proffered conditions in order to facilitate the development of a townhouse residential community with 171 units according to the concept plan dated 07/01/2024.

The City of Salem Engineering Division has reviewed the Traffic Impact Study included with the applicant's submittal.

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.

FISCAL IMPACT:

STAFF RECOMMENDATION:

Recommend Council consider first reading of the ordinance with the following proffered conditions:

1. The development shall consist of townhouses only.
2. The development shall not exceed 171 townhouses.
3. All community amenities, including but not limited to walking trails or paths and playgrounds, shall be open and accessible to residents and the general public.
4. The historic railroad bridge will be protected from development and left in its "as is" condition, reasonable wear and tear from the elements to be expected. Owner shall create pedestrian access for residents and the general public to visit and view the bridge. Owner shall have no obligation to maintain the structure of the bridge itself.

ATTACHMENTS:

1. Newman Drive Rezoning application
2. Newman Drive project narrative
3. Newman Drive concept plan
4. Newman Drive Traffic Impact Study
5. Newman Drive legal description
6. Affidavit - 1002 1108 Newman Signed Notarized
7. Newman Drive Neighbor Notification Map
8. Valley Railroad Bridge National Register Form with Photos
9. Item 6H 8-11-25 Council meeting owner notification letter 1002 1108 Newman Drive
10. Newman Drive Proffer Statement EXECUTED
11. Item 6H 8-11-25 Rezoning Ordinance for 1002 1108 Newman Drive (T.M. 58-1-1 and 58-1-2)

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@aboonealestate.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@aboonealestate.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

Date 5/23/2025

Print Name Leonard Wheeler

Signature By Alexander Boone, President

Date 5/23/25

Print Name Alexander Boone

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@aboonealestate.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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Telephone No. (540) 278-1365

Fax No. _____

Email Address alexander@aboonealestate.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.

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Date 5/23/2025

Print Name Leonard Wheeler

Signature By Alexander Boone, President

Date 5/23/25

Print Name _____

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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@aboonealestate.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

Leonard Wheeler
President

Date:

5/23/2025

Print Name:

Leonard Wheeler

Signature of applicant/authorized agent

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.

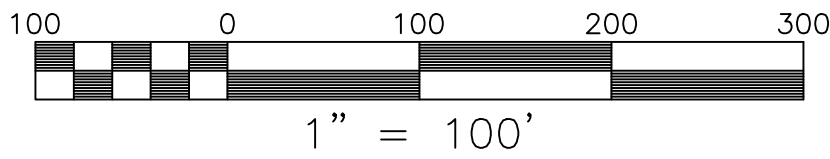
SITE & ZONING SUMMARY:

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):

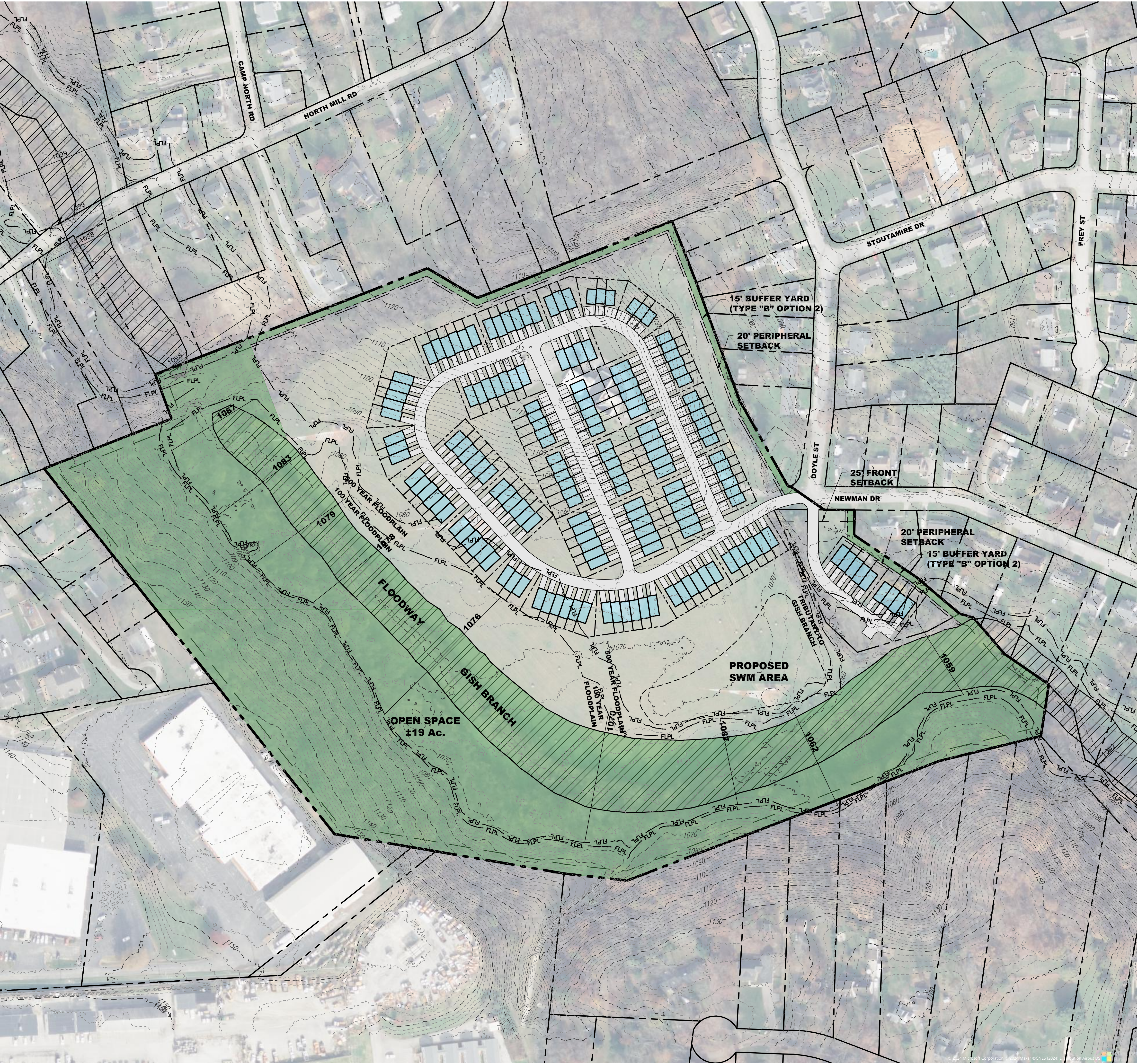
TYPE OF BUFFER YARD:	B
OPTION 1:	8’ BUFFER YARD 1 ROW OF SMALL EVERGREEN TREES + 1 ROW OF EVERGREEN SHRUBS
OPTION 2:	15’ BUFFER YARD 1 ROW OF SMALL EVERGREEN TREES

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



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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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

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



PLANNERS ARCHITECTS ENGINEERS SURVEYORS

1208 Corporate Circle Roanoke, Virginia 24018 Phone: (540) 772-9580



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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:

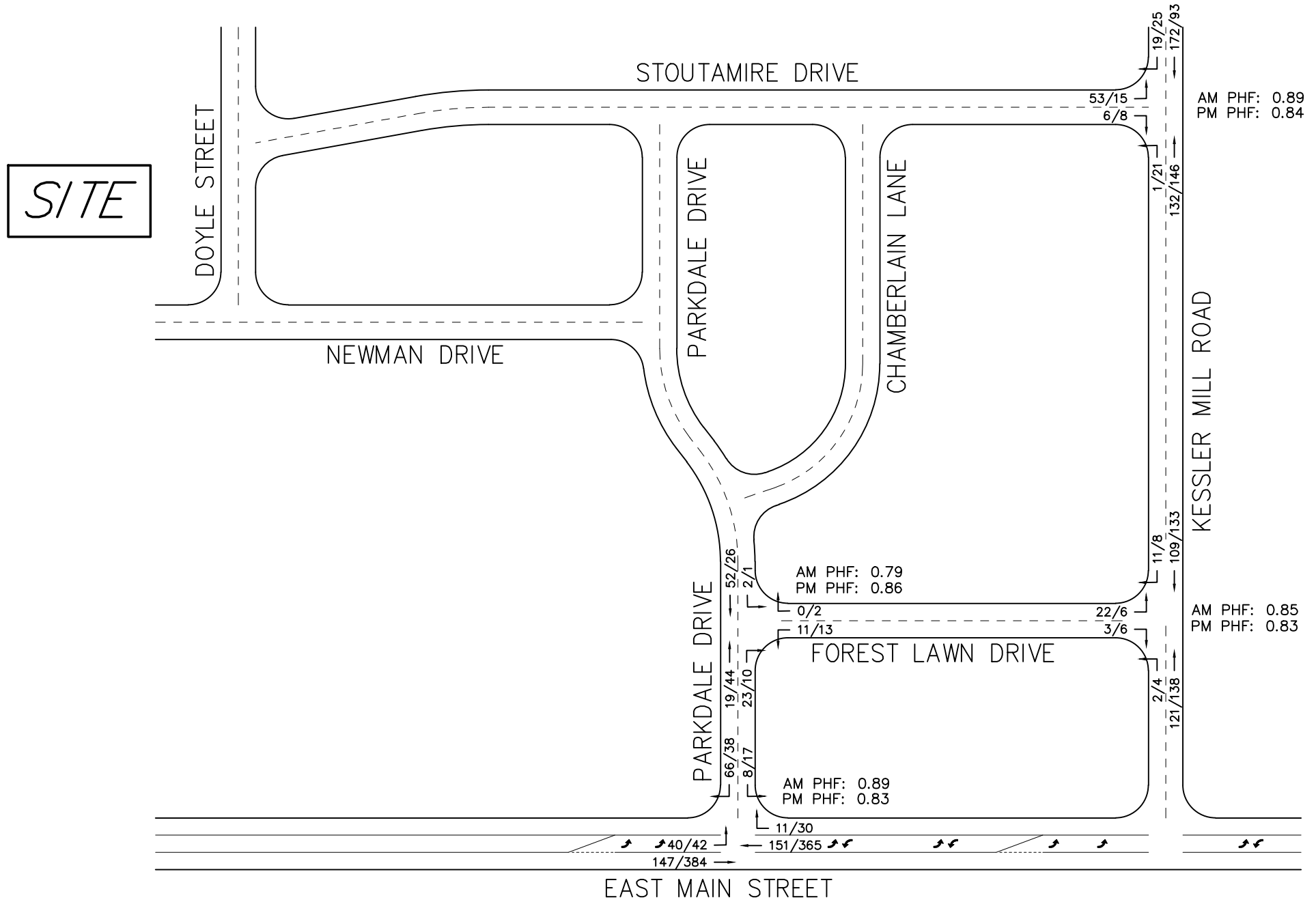
East Main Street, Rte. 460
AADT = 11,000 vpd
Directional Factor = 0.5726
K Factor = 0.0925

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

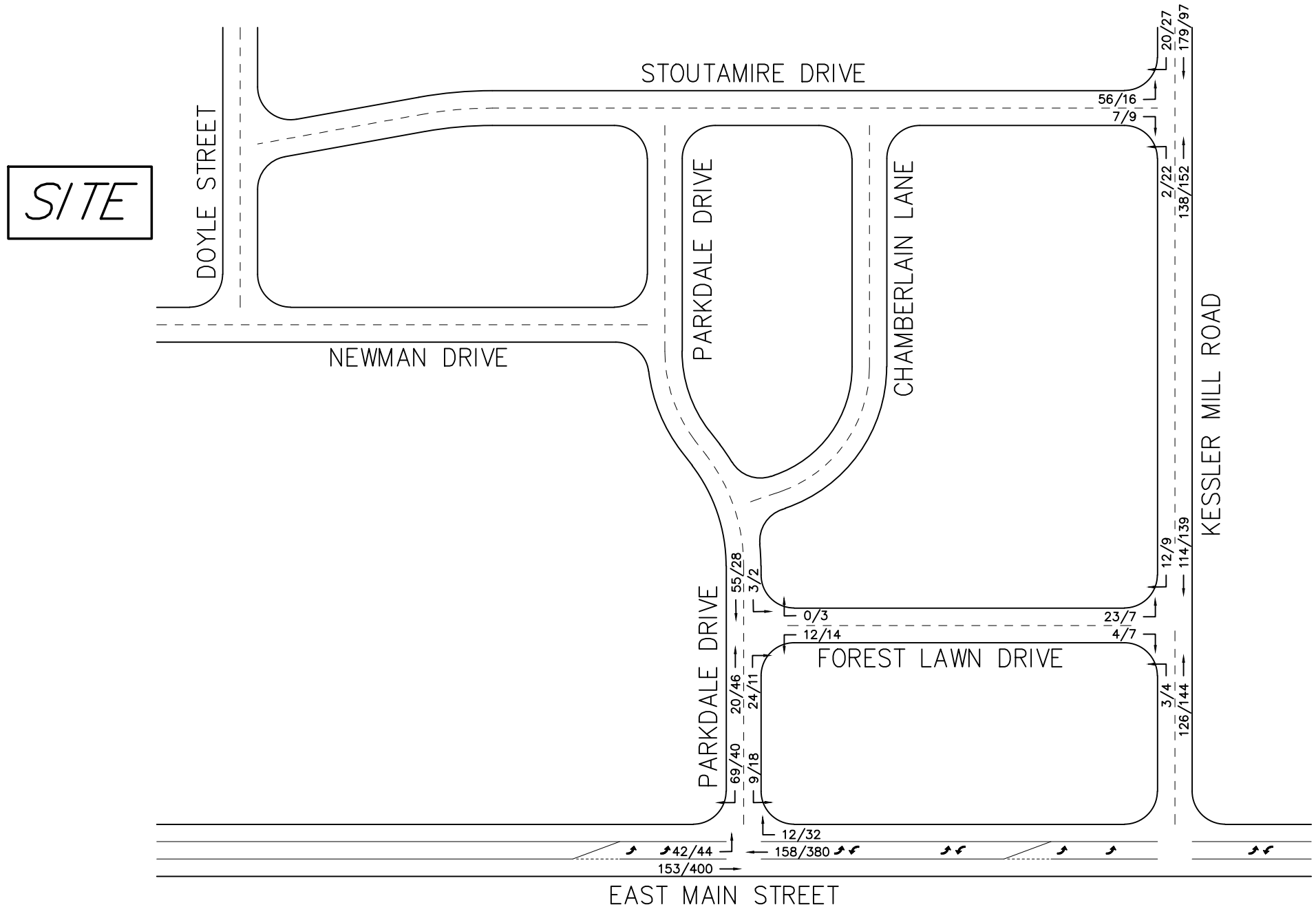
xx/xx: AM/PM Peak Hour Traffic

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

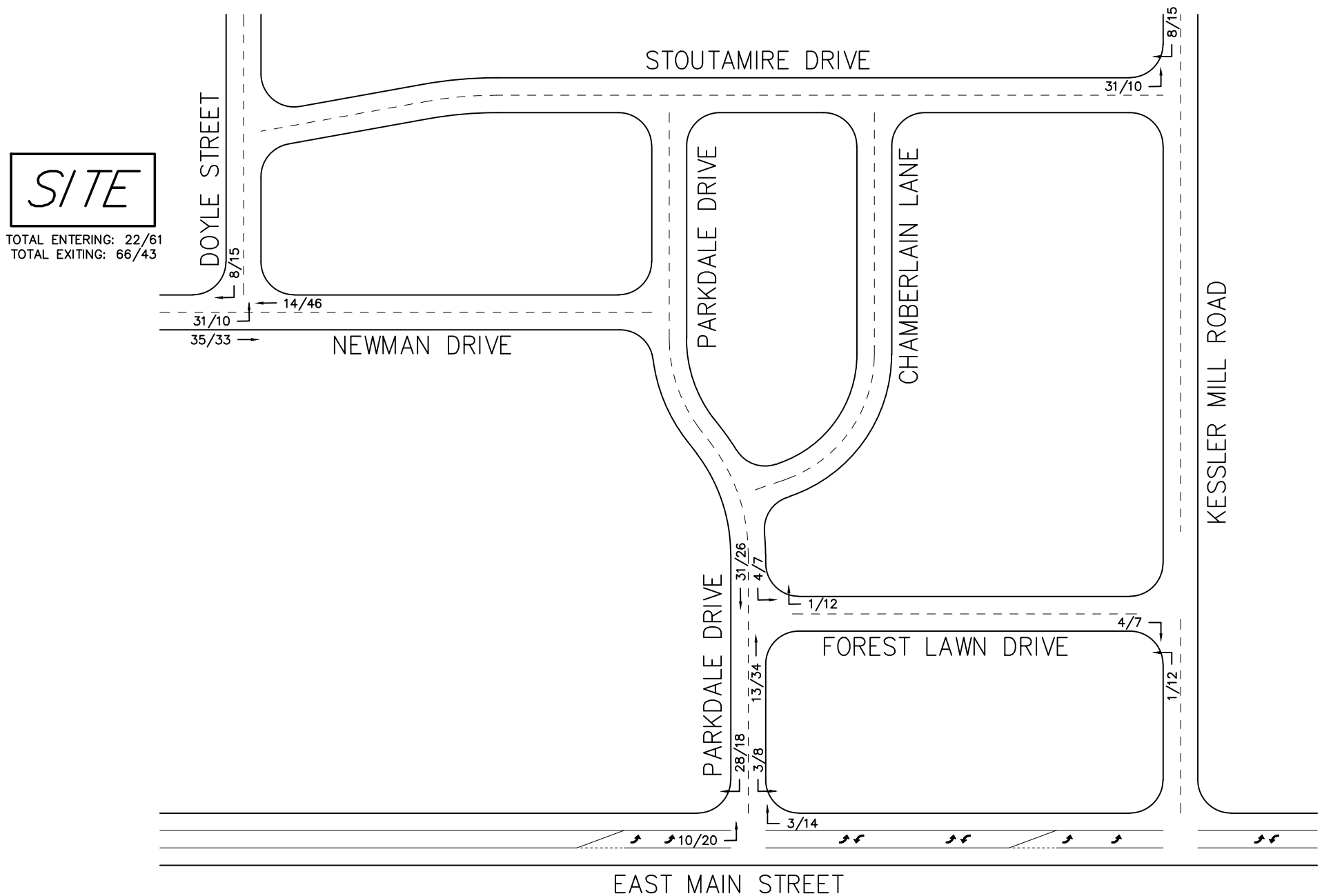
5. Site Traffic Distribution and Assignment

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

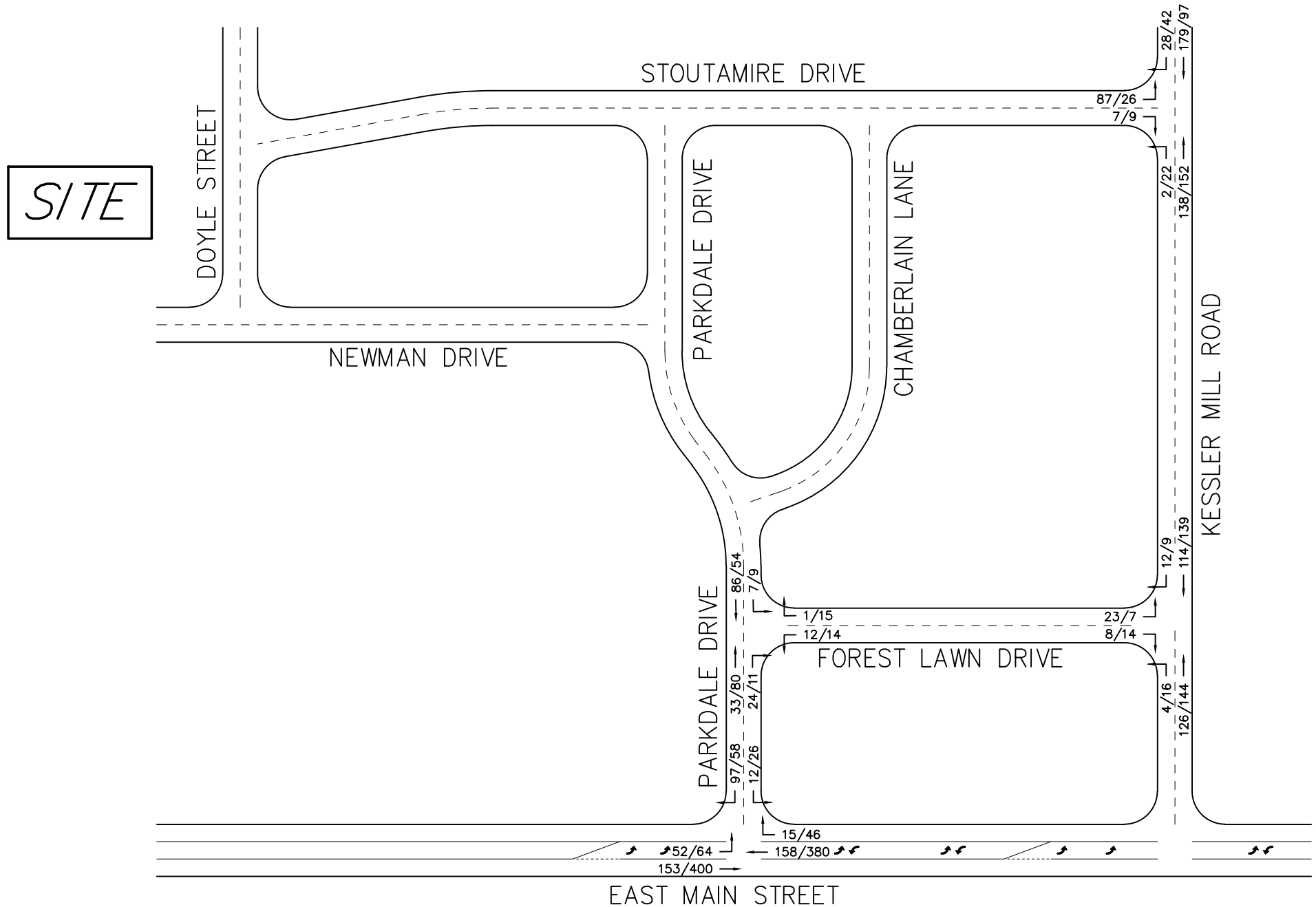
xx/xx: AM/PM Peak Hour Traffic

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

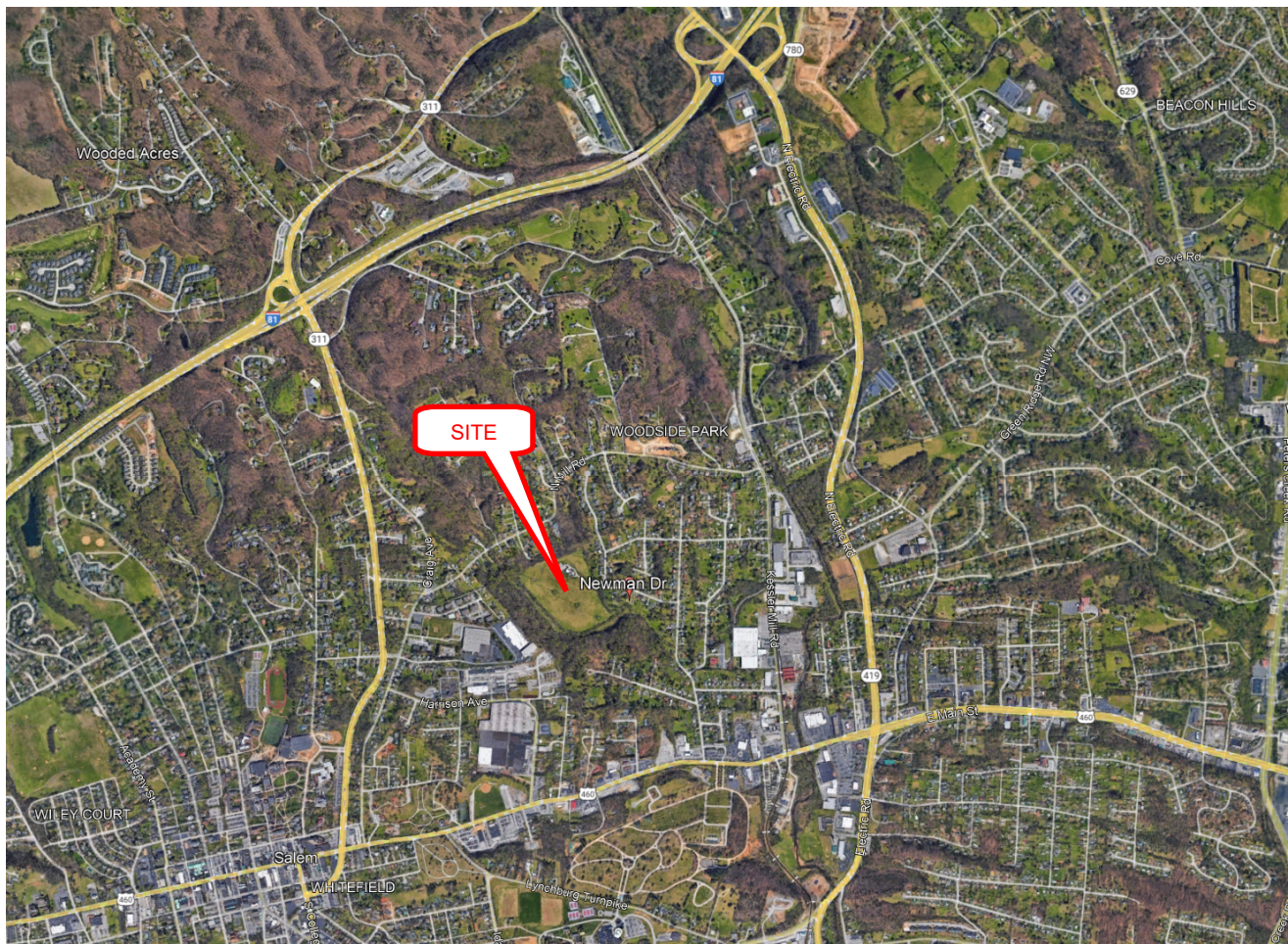
7. Conclusions

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



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 OR DOORS;

MAXIMUM BUILDING HEIGHT: 45'

PROPOSED NUMBER OF UNITS: 171

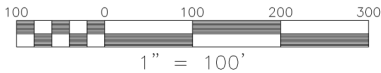
BUFFER REQUIREMENTS (RMF ABUTTING RSF):

TYPE OF BUFFER YARD: B

OPTION 1: 8' BUFFER YARD
1 ROW OF SMALL EVERGREEN TREES
+ 1 ROW OF EVERGREEN SHRUBS

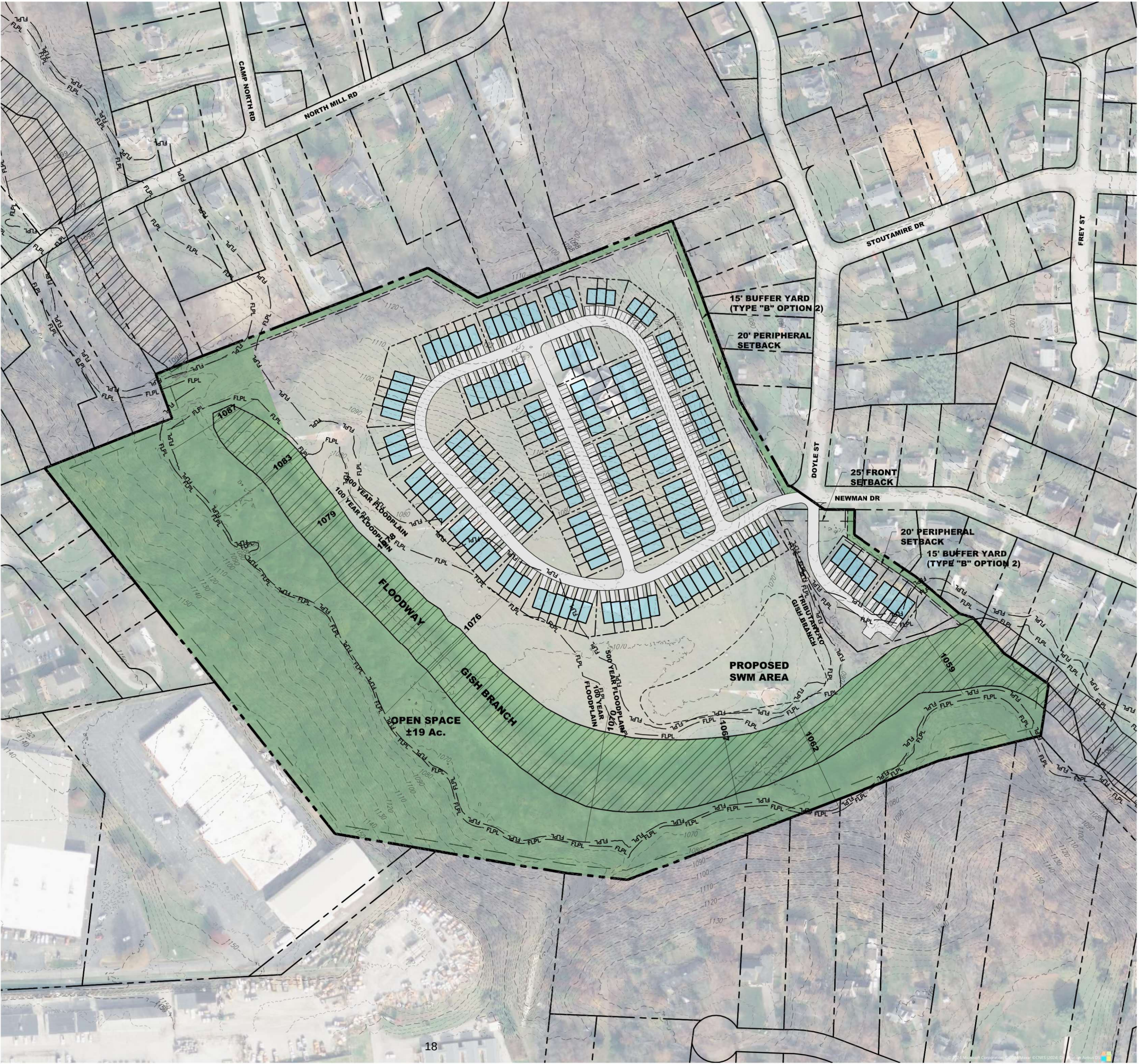
OPTION 2: 15' BUFFER YARD
1 ROW OF SMALL EVERGREEN TREES

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



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.



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

Intersection of: Parkdale Drive
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: 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: Kessler Mill Road					TRAFFIC FROM SOUTH on: Kessler 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: Stoutmire 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	NBRWBLn1		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 SBRLane 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

HCM 2010 TWSC
4: Parkdale Dr & Forest Lawn Dr

11/06/2024

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	NBRWBLn1		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 SBRLane 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
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
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	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	888	1567
HCM Lane V/C Ratio	-	-	0.016	0.002
HCM Control Delay (s)	-	-	9.1	7.3
HCM Lane LOS	-	-	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
Stage 1	60	-	-
Stage 2	37	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	907	1011	-
Stage 1	968	-	-
Stage 2	991	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	906	1011	-
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	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	923	1549
HCM Lane V/C Ratio	-	-	0.021	0.002
HCM Control Delay (s)	-	-	9	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection

Int Delay, s/veh 0.5

Movement EBL EBR NBL NBT SBT SBRLane 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	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-		834	1547	
HCM Lane V/C Ratio	-	-		0.018	0.005	
HCM Control Delay (s)	-	-		9.4	7.3	
HCM Lane LOS	-	-		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
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
Stage 1	-	-	-	-	474
Stage 2	-	-	-	-	621
Critical Hdwy	4.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	1074	-	-	-	239
Stage 1	-	-	-	-	630
Stage 2	-	-	-	-	540
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1074	-	-	-	222
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
Stage 1	100	-	-
Stage 2	83	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	811	961	-
Stage 1	929	-	-
Stage 2	945	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	805	961	-
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	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	879	1498
HCM Lane V/C Ratio	-	-	0.038	0.007
HCM Control Delay (s)	-	-	9.3	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection

Int Delay, s/veh 1

Movement EBL EBR NBL NBT SBT SBRLane 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 A 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.

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.

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

**PLANNING COMMISSION
JULY 16, 2025**

ITEM #3D

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

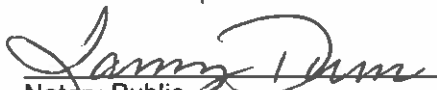
YOUNG LAMONT T
711 DOYLE ST
SALEM VA 24153

Signed  Date 7/7/25

City of Salem
Commonwealth of Virginia

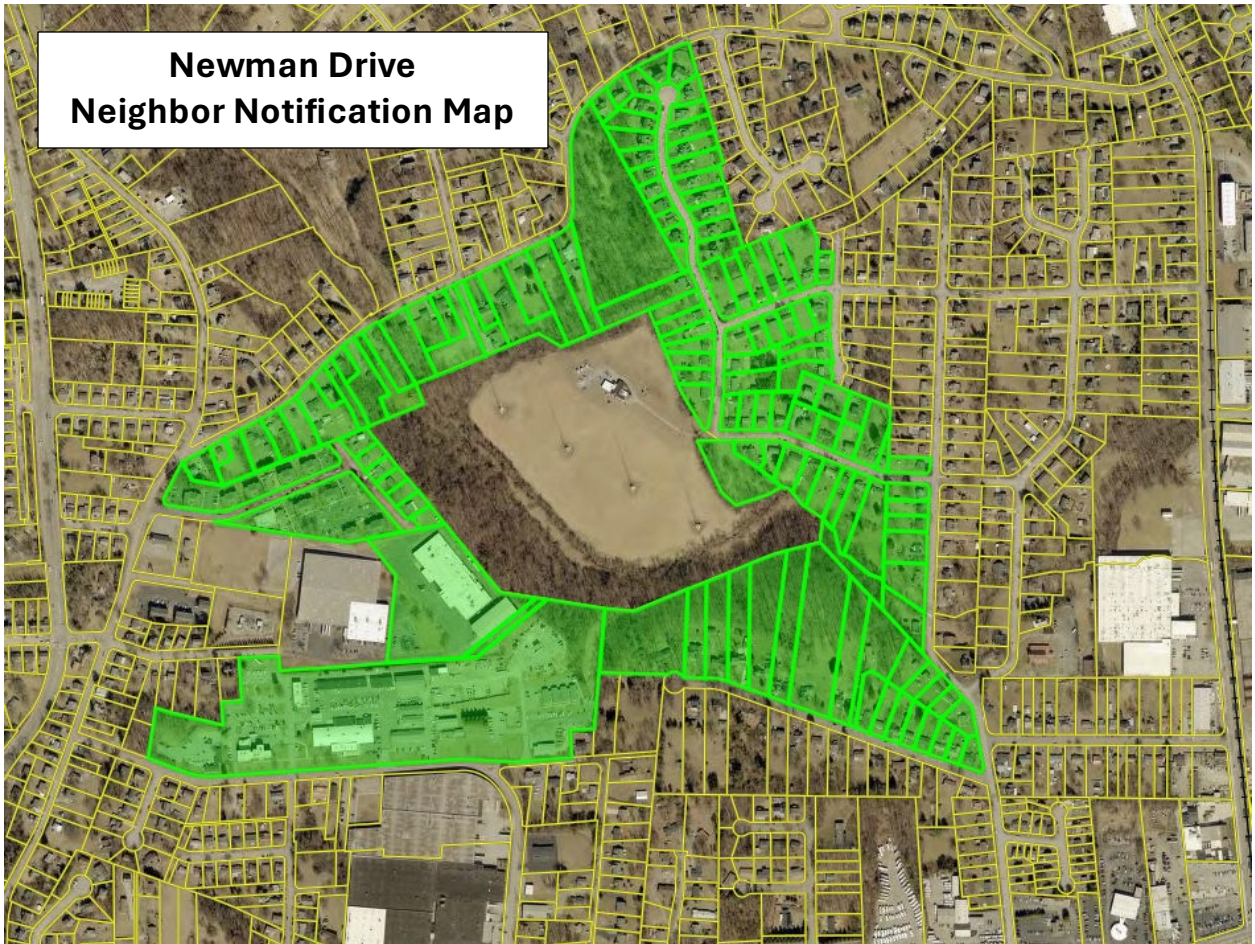
The foregoing instrument was acknowledged before me this 7th day of July, 2025, by

Tammy Dunn


Notary Public
My commission expires: 10/31/2028



**Newman Drive
Neighbor Notification Map**



VLR 6/18/09

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

LISTED ON:

VLR 06/18/2009
NRHP 08/12/2009

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Valley Railroad Bridge (over Gish Branch)

other names/site number 129-5023

2. Location

street & number 1002 Newman Drive not for publication n/a

city or town Salem vicinity N/A

state Virginia county Independent City code 775 zip code 24153

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this x nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property x meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide x locally. (See continuation sheet for additional comments.)


Signature of certifying official

June 25, 2009
Date

Virginia Department of Historic Resources
State or Federal Agency or Tribal government

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register
 See continuation sheet.
 determined eligible for the National Register
 See continuation sheet.
 determined not eligible for the National Register
 removed from the National Register
 other (explain):

Signature of the Keeper

Date of Action

=====

5. Classification

=====

Ownership of Property (Check as many boxes as apply)

☒ private
☐ public-local
☐ public-State
☐ public-Federal

Category of Property (Check only one box)

☐ building(s)
☐ district
☐ site
☒ structure
☐ object

Number of Resources within Property

Contributing	Noncontributing
<u>0</u>	<u>0</u> buildings
<u>0</u>	<u>0</u> sites
<u>1</u>	<u>0</u> structures
<u>0</u>	<u>0</u> objects
<u>1</u>	<u>0</u> Total

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) n/a

=====

6. Function or Use

=====

Historic Functions (Enter categories from instructions)

Cat: <u>Transportation</u>	Sub: <u>bridge</u>
<u></u>	<u></u>
<u></u>	<u></u>
<u></u>	<u></u>

Current Functions (Enter categories from instructions)

Cat: <u>not in use</u>	Sub: <u></u>
<u></u>	<u></u>
<u></u>	<u></u>
<u></u>	<u></u>

=====

7. Description

=====

Architectural Classification (Enter categories from instructions)

no style

Materials (Enter categories from instructions)

foundation stone
roof
walls stone
other

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

=====

8. Statement of Significance

=====

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- ☐ A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☒ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- ☐ A owned by a religious institution or used for religious purposes.
- ☐ B removed from its original location.
- ☐ C a birthplace or a grave.
- ☐ D a cemetery.
- ☐ E a reconstructed building, object, or structure.
- ☐ F a commemorative property.
- ☐ G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

Architecture

Period of Significance 1873

Significant Dates 1873

Significant Person (Complete if Criterion B is marked above) n/a

Cultural Affiliation n/a

Architect/Builder Menifee, Thomas K., engineer, The Mason Syndicate, builders

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

=====

9. Major Bibliographical References

=====

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested.
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____

____ recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

☒ State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☐ Local government
☐ University
☐ Other

Name of repository: Virginia Department of Historic Resources

=====

10. Geographical Data

=====

Acreage of Property less than one acre

UTM References (Place additional UTM references on a continuation sheet)

Zone	Easting	Northing	Zone	Easting	Northing	Zone	Easting	Northing	Zone	Easting	Northing
17	584623	4128818	2	_____	_____	3	_____	_____	4	_____	_____

____ See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

=====

11. Form Prepared By

=====

name/title John R. Hildebrand, Salem Historical Society, and Michael J. Pulice, VDHR architectural historian
organization _____ date February, 2009
street & number [Hildebrand] 630 Dogwood Drive telephone (540) 389-3680
city or town Salem state VA zip code 24153

=====

Additional Documentation

=====

Submit the following items with the completed form:

Continuation Sheets

Maps A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

=====

Property Owner

=====

(Complete this item at the request of the SHPO or FPO.)

name Mel Wheeler, Inc.
street & number 3934 Electric Road telephone (540) 774-9200
city or town Roanoke state VA zip code 24018

=====

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.). A federal agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number.

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

**Valley Railroad Bridge
Salem, Virginia**

Section 7 Page 1

7. Summary Description

The Valley Railroad Bridge is a single-span, barrel-vaulted stone structure, constructed in 1873 over a small drainage called Gish Branch. Located north of the city center in Salem, Virginia, the bridge occupies a small wooded area on the south side of North Mill Road, surrounded by largely residential development, but also some undeveloped open spaces to the east. Currently, there are no roads or public access to the site, but it is hoped that creation of means of public access and on-site interpretation in the form of signage will be an outcome of National Register designation.

Detailed Description

Rather than being supported by arches under each side of a deck, the bridge structure is a semi-circular vaulted tunnel through a man-made earthen embankment, on top of which the railroad tracks were to be laid. The structure was built to carry trains over Gish Branch, allowing the branch to flow uninterrupted. The length of the vaulted structure is 69 feet, not counting the flared, stepped, wing walls at both ends. The span of the arch is 12 feet, and the keystones at each end of the barrel are 15 feet above the creek. The blocks of limestone, thought to have been quarried nearby, are squared, with roughly-dressed faces, and laid in distinct courses. The stones in the side walls are quite large, measuring up to 4½ feet long, 26 inches tall, and perhaps 2 or more feet wide. The voussoirs—stones within the vaulted ceiling—are smaller and more narrow in dimensions, appearing outwardly as uniform, almost square wedges. Outside the vault, the spandrel walls rise up to the rail bed, where a top course of limestone blocks, projecting slightly beyond the spandrel's vertical plane, creates a parapet rising above the rail bed. The roughly-dressed faces of the stones are a form of rustication, intended to give the structure an ancient appearance. The rusticated look was standard among the Valley Railroad's stone structures, many of which survive further north in the counties of Roanoke, Botetourt and Rockbridge, and are found today in various states of preservation/deterioration.

The Romans used similar arch bridges throughout Europe, many of which are still standing today due to their strong masonry materials and designs based on gravity and compression. In these compression arch bridges, the keystones bear the weight of everything above them. The greater the weight put onto the bridge, the stronger the overall structure becomes. The Gish Branch bridge, and indeed most masonry arch bridges, are built with a quantity of fill material, typically compacted rubble, above the arch in order to increase the dead weight and prevent tension from occurring as loads make their way across the bridge. Masonry arches tend to be quite durable and resistant to settlement or undermining. Because they are very heavy, they require extensive foundations, and were expensive to build.

Very few materials have greater compressive strength than cut stone. The surfaces of the stones used in the semicircular arches were dressed to make very tight joints with little to no mortar. The resistance to slipping between stones was provided by the compression force and the friction between the stone. Stone bridges were desirable in locations such as this, where there was danger of being washed out by flood waters. Because they were so strong and durable, stone arches were favored by railroads. In the nineteenth century, stone bridges could be built with locally available skills. Most Virginia communities had both carpenters, who were needed for the arched-shaped wooden forms called centerings, upon which the stones were laid, and masons who laid the stone.

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

**Valley Railroad Bridge
Salem, Virginia**

Section 8 Page 2

8. Statement of Significance

Summary

The Valley Railroad Bridge in Salem, Virginia, is an architecturally significant remnant of an unrealized transportation scheme dating to the period of reconstruction following the Civil War. The Valley Railroad was never completed to Salem, therefore the bridge, constructed in 1873, never fulfilled its intended purpose. Nevertheless, it survives well intact as an artifact of a bygone era. Built at considerable expense, the bridge comprises a work of solid engineering and some of the very best stonework, of any period, found in the area. The bridge is essentially a barrel-vaulted tunnel through which flows a drainage known as Gish Branch, with the railroad grade crossing over the top. The stone was locally quarried and the structure erected by indigenous craftsmen. Though there are many other surviving stone structures from the Valley Railroad construction campaign, the bridge over Gish Branch is by far the most impressive example in the area, built on a larger scale than the others. It also remains in better condition than the other structures in the region south of Lexington, Virginia, about 60 miles north of the City of Salem. As such, it is eligible for listing in the National Register of Historic Places under Criterion C in the area of Architecture.

Historical Narrative

For the imposing dray gray limestone masonry arch bridge spanning Gish Branch City of Salem, its builders and purpose are obscured by the passage of time. It stands today as a reminder of the post-Civil War effort by the people of Roanoke County to partner with their fellow citizens in Staunton, Lexington and Rockbridge and Botetourt counties to build a railroad connecting the Baltimore and Ohio Railroad at Harrisonburg to the Virginia and Tennessee Railroad at Salem. The Gish Branch Bridge was part of that project, the 113 – mile Valley Railroad, chartered by the General Assembly in 1866 and organized on April 4 of that year in Staunton, Virginia.

The estimated cost of the project was \$5,700,000, funded through the sale of stock and a mortgage on its assets. Each of the local governments issued bonds to purchase the company's stock and was joined by the City of Baltimore, whose port would be one of the project's beneficiaries. The majority stockholder was the Baltimore and Ohio Railroad Company, allowing it to realize one of its long term objectives, expansion of its system into the South.

Funding of the project proceeded slowly, but in 1872 work was started on the 26 – mile Harrisonburg to Staunton segment and, by March 1874, trains were running between the two cities. During this period, a contract was awarded to the Mason Syndicate to build the Staunton to Salem segment in three years.

The Mason Syndicate was a railroad construction firm formed in the early 1850s by Claibourne Rice Mason, one of the extraordinary men of that period. Born about 1810, Mason had no formal education. His first significant project was the construction of a railroad to the Midlothian coal mines in 1831. In 1852, he built a 19 – mile crossing of the Blue Ridge at Rockfish Gap for the Virginia Central Railroad. That project featured the 1300-foot Blue Ridge Tunnel and, with Claudius Crozet, they tunneled the gap from each end, at that time a daring and unusual engineering feat.

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

**Valley Railroad Bridge
Salem, Virginia**

Section 8 Page 3

Mason served as Stonewall Jackson's "bridge builder" during the early stages of the Civil War and was later assigned the difficult task of maintaining the railroads in western Virginia, which were severely damaged on numerous occasions by Federal troops. Following the war, he reorganized his company, rebuilt the war-torn Virginia Central Railroad, and in 1872 built two of the most challenging projects on the extension of the Chesapeake and Ohio Railroad from Huntington, West Virginia, to Covington, Virginia: the Jerry Run embankment containing over 1.5 million yards of material and the 4000-foot Lewis Tunnel. These two projects, together with the Blue Ridge Tunnel, established Mason as one of the nation's outstanding civil engineers and railroad contractors. His firm continues today as Mason and Hanger, headquartered in Frankfort, Kentucky.

Mason divided the Staunton – Salem project into six sections, personally directing the first section south from Staunton. The remaining five sections were assigned to men who had worked together on projects far more difficult than the Staunton-Salem section. The Gish Branch Bridge was part of the 14-mile section assigned to Thomas K. Meniffee. It began at the Botetourt County line and proceeded south through north Roanoke County to Salem, and the connection to the Atlantic, Mississippi and Ohio Railroad, successor to the Virginia and Tennessee Railroad. Like Mason, Meniffee was a self-made man without a formal education. Born in 1833 or 1834, his father died when he was 11 and he went to work for a railroad contractor as a cart driver. By the age of 16, he had become a superintendent for that company and, in 1858, was sent to Brazil as superintendent of the company's railroad construction project for the Brazilian government. In 1861 the Confederate government appointed him superintendent of the iron mines in Botetourt County. Following the war, he returned to railroad construction, working with Mason on the Cumberland and Tennessee Railroad and the Chesapeake and Ohio extension.

Meniffee and the other members of the Mason Syndicate began work on their assigned sections immediately on award of the contract by the Valley Railroad's Chief Engineer, James L. Randolph, on May 20, 1873. By late November, 1874, Meniffee had made excellent progress. The roadbed had been brought to grade from the Botetourt county line to where it crossed present day Thompson Memorial Drive, just south of Gish Branch in Salem. Masonry drainage structures and bridges for the completed portions of the roadbed had been completed at all but the major stream crossings, Carvins, Peters and Mason Creeks.

It was at this time that the Valley Railroad's officers were forced to suspend work. Bond issues had not been fully subscribed, private investors had not stepped forward and there was no interest by financial institution in the proposed mortgage. The Valley Railroad was insolvent, a victim of the September 1873 national financial panic and the resulting nation-wide depression which lasted until 1877. The work between Salem and Lexington was abandoned.

Today, the Gish Branch Bridge is an important part of the Roanoke Valley's railroad heritage. It is the largest of the three remaining arch structures built by Meniffee, the other structures and much of the completed roadbed destroyed by the widening of Route 117 between Interstate 581 and Williamson Road, U. S. Route 11 and by residential development.

The Gish Branch Bridge represents a tribute to the people of Staunton, Lexington, Rockbridge, Botetourt and Roanoke counties, who organized and committed their financial resources to the success of the Valley Railroad, and to the

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

**Valley Railroad Bridge
Salem, Virginia**

Section 8 **Page** 3

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The Gish Branch Bridge represents a tribute to the people of Staunton, Lexington, Rockbridge, Botetourt and Roanoke counties, who organized and committed their financial resources to the success of the Valley Railroad, and to the

engineers, contractors and workmen committed to its construction. Theirs was not a failed enterprise, but a worthy example for this and future generations of a willingness to undertake a daunting task during the most difficult of times, the period

NPS Form 10-900-a
(8-86)

OMB No. 1024-0018

**United States Department of the Interior
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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

**Valley Railroad Bridge
Salem, Virginia**

Section 8, 9, 10, photo **Page** 4

following the Civil War. The Gish Branch Bridge is also a mirror, proving a unique insight into railroad planning, design and construction practices of the late 19th century. As shown on the accompanying illustrations, the work was labor intensive and required the effort of many skilled and unskilled workers using horses and mules. They used construction techniques tested over geographic and chronological distances. The number of workmen required could not be filled by local labor and the Mason Syndicate used immigrant Irishmen and freed African American slaves, affording them their first opportunity for a better way of life.

9. Bibliographical References

Hildebrand, John R., *Iron Horses in the Valley, The Valley and Shenandoah Valley Railroads, 1866 – 1882*, Shippensburg, Pennsylvania, Burd Street Press; Roanoke, Virginia, History Museum and Historical Society of Western Virginia; Salem, Virginia, Salem Historical Society, 2001, 53 – 55, 68, 69 73, 74, 78, 86.

Virginia Department of Historic Resources files on Valley Railroad resources in Roanoke, Botetourt and Rockbridge counties.

10. Geographical Data

Verbal Boundary Description

The nominated parcel is a small, roughly square area of less than one acre, with boundary measuring 110 feet at the north and south extents and 100 feet on the east and west extents. The nominated parcel lies entirely within Salem tax parcel 58-1-1 (Deed Book reference 45-28).

Boundary Justification

The nominated boundary corresponds to the historical parcel associated with the bridge.

Photo List

Photos of: Valley Railroad Bridge

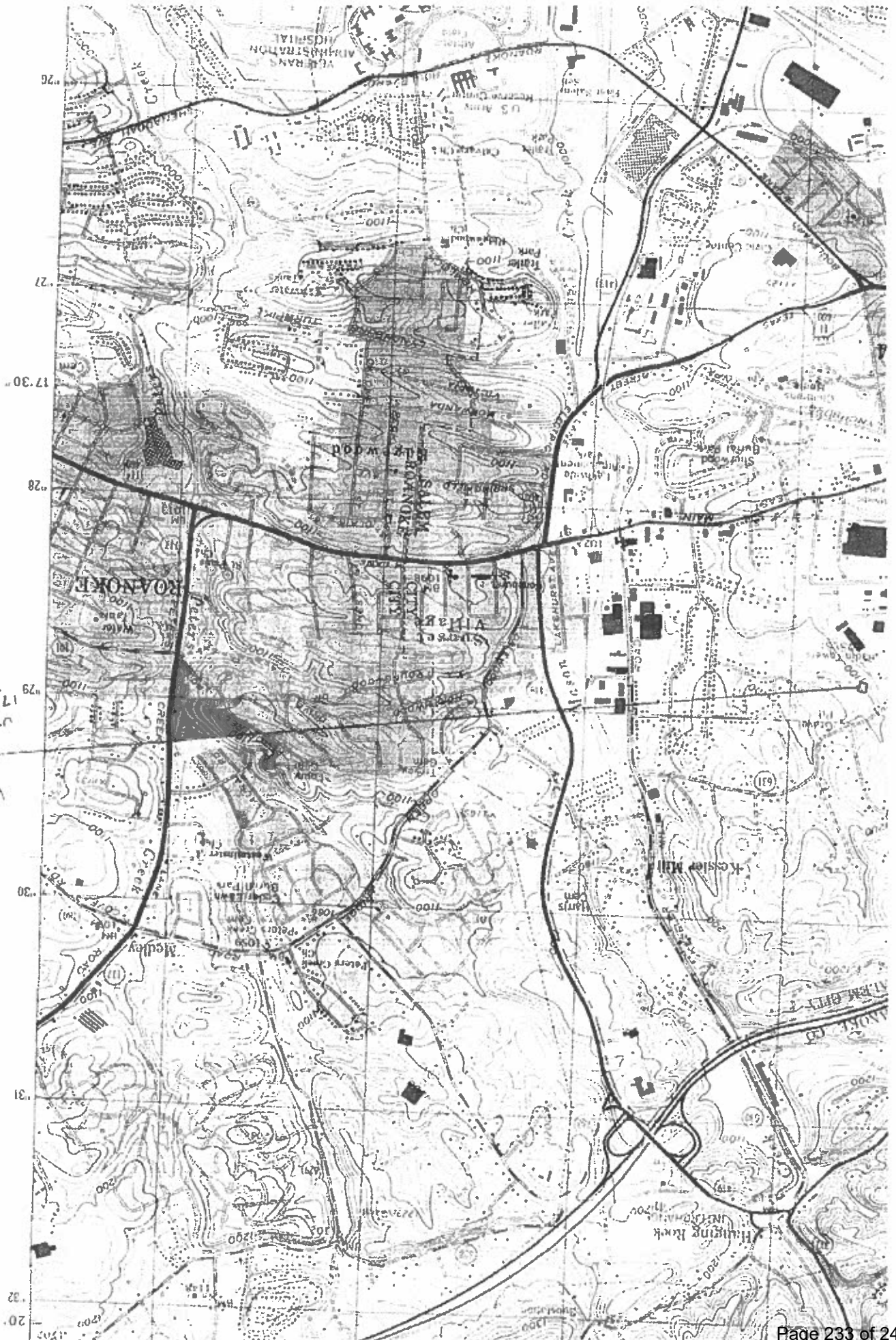
Location: Salem, Virginia

Photo date: January 21, 2009

Photographer: Michael J. Pulice

1. Bridge, facing north.
2. Bridge, facing south.
3. Barrel vault within bridge structure.

UTM: 17/584623/4128818
SALEM VA
BRIDGE
VALLEY RAILROAD





City of Salem Report

Property Owner

Name: MEL WHEELER INC

Mailing Address:
3934 ELECTRIC RD
ROANOKE, VA 24018

Primary Use: Comm - Indl

Neighborhood: KESLER MILL RD AND SIMMS

Property Information

Physical Address: 1002 NEWMAN DR

Tax Map #: 58-1-1

Size (Acres): 39.13

Legal Description: 39.131 AC LICK BRANCH

Additional Information

Zoning	High/Best UseCode	Total Land Acres	Elementary School	Middle School	High School
Light Manufacturing	Commercial	38.868654	G.W. CARVER ELEMENTARY SCHOOL	ANDREW LEWIS MIDDLE SCHOOL	SALEM HIGH SCHOOL

Current Assessment

Year	Land	Improvements	Total
2025	\$680,300	\$224,700	\$905,000

Land

Use Code	Primary Use	Zoning	Size	Units	Land Value
400C	Comm - Indl	LM	1,704,546	SF	680,300.00

Deed Transfers

Deed Date	Deed Reference #	Survivorship	Sale Price	Owner
2/8/2018	PB15-22	N/A	N/A	MEL WHEELER INC
10/15/1976	45-28	0	\$194,500	MEL WHEELER INC
7/15/1972	23-375	0	\$250,000	BASS BROTHERS TELECASTERS INC

Outbuildings

Description	Sub Code-Description	Size
PAVED AREA	N/A	9000.00 UNITS
TANK	TYPICAL	7500.00 UNITS

Assessment History

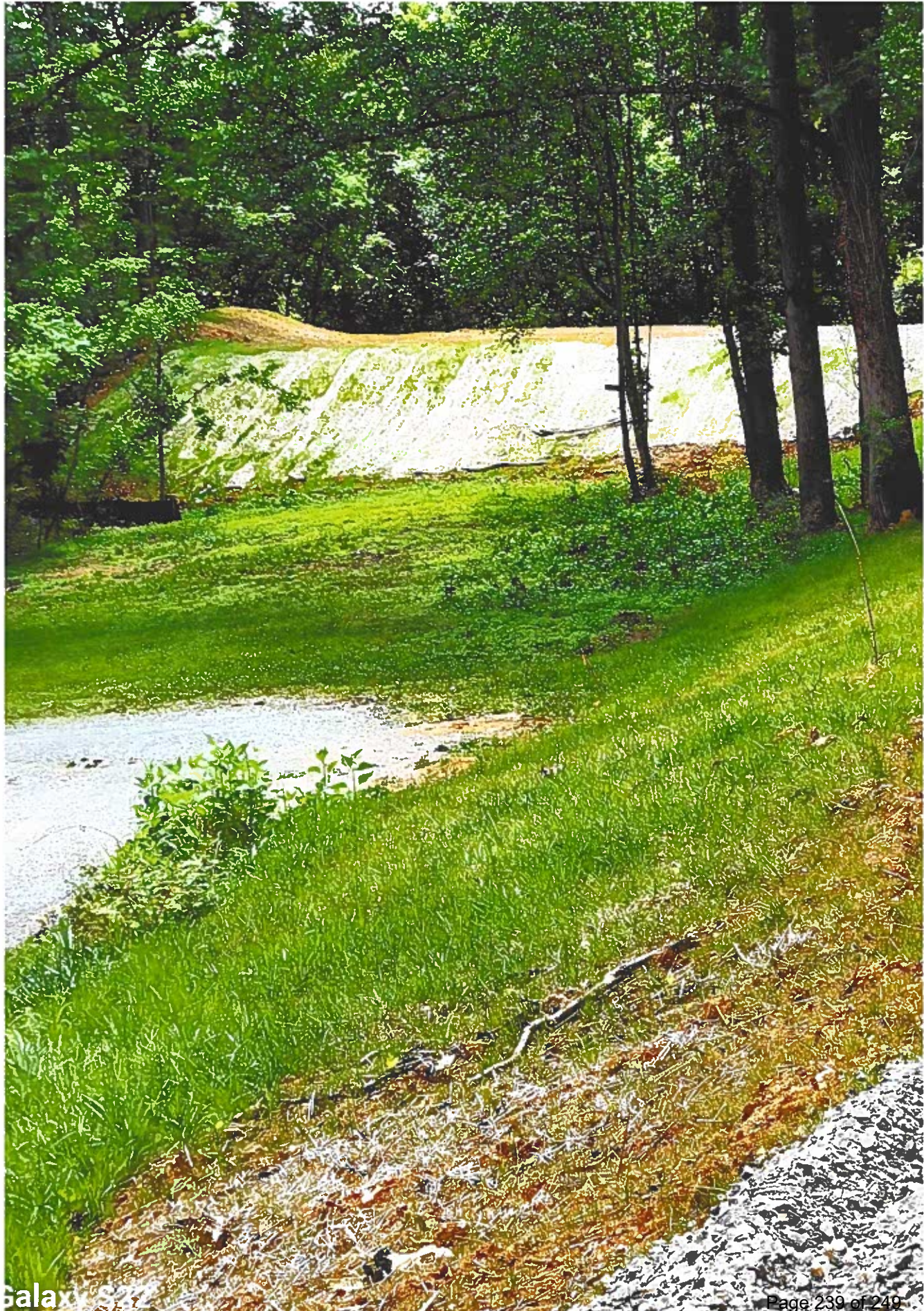
Year	Land	Improvements	Total
2024	\$632,800	\$221,000	\$853,800
2023	\$615,200	\$217,300	\$832,500
2022	\$522,100	\$225,200	\$747,300
2021	\$474,600	\$231,200	\$705,800
2020	\$474,600	\$231,200	\$705,800
2019	\$474,600	\$218,900	\$693,500
2018	\$474,600	\$218,900	\$693,500
2017	\$440,200	\$218,900	\$659,100
2016	\$440,200	\$218,900	\$659,100
2015	\$440,200	\$218,900	\$659,100
2014	\$440,200	\$218,900	\$659,100
2013	\$440,200	\$218,900	\$659,100

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CITY OF SALEM, VIRGINIA

**SALEM CITY COUNCIL
114 NORTH BROAD STREET
P.O. BOX 869
SALEM, VIRGINIA 24153-0869**

July 22, 2025

Alexander Boone
ABoone Real Estate Inc.
3934 Electric Road SW Suite A
Roanoke, Virginia 24018

RE: Petition For Rezoning
1002 Newman Drive (Tax Map #58-1-1)
1108 Newman Drive (Tax Map #58-1-2)

To Whom It May Concern:

You and/or your agent shall appear before City Council on **Monday, August 11, 2025, at 6:30 p.m.** in the **Council Chambers, First Floor, Salem City Hall, 114 North Broad Street, Salem, Virginia** for consideration of your rezoning request for the above referenced property. **The public hearing and first reading of the ordinance will be held at the August 11th meeting. A separate reading of the ordinance is required at a subsequent meeting, and the ordinance will be in full force and effective 10 days after the adoption of the ordinance on second reading.**

If you have any questions regarding this matter, please contact our office at (540) 375-3016.

Sincerely,

H. Robert Light
Assistant City Manager/Clerk of Council

TAX MAP NO.: 58-1-1 and 58-1-2

This document prepared by:

(NAME AND ADDRESS):

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

3934 Electric Road, Suite A

Roanoke, VA 24018

PROFFER STATEMENT

WHEREAS, Arnone Real Estate Inc. contract purchaser and Mel Wheeler, Inc., Owner

("the Owner(s)") is/are the owner(s) of certain real property known as

1002 and 1108 Newman Drive

(property description/location) ("the Property") totaling approximately

40.501

acres, located in the City of Salem, Virginia which is more particularly described as follows:

See attached Legal Description

(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 LM - Light Manufacturing (current zoning) to RMF - Residential Multi-Family

(proposed zoning) conditional, 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) The development shall consist of townhouses only.
2. (proffer 2) The development shall not exceed 171 townhouses.
3. (proffer 3) All community amenities, including but not limited to walking trails or paths and playgrounds, shall be open and accessible to residents and the general public.
4. etc. The historic railroad bridge will be protected from development and left in its "as is" condition, reasonable wear and tear from the elements to be expected. Owner shall create pedestrian access for residents and the general public to visit and view the bridge. Owner shall have no obligation to maintain the structure of the bridge itself.

(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 Leonard Wheeler / J. Alexander Boone
Owner / Contract Purchaser

COMMONWEALTH OF VIRGINIA CITY OF SALEM, to wit:

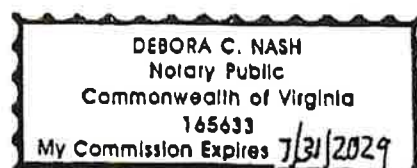
The foregoing instrument was acknowledged before me this 23rd day of July, 2025

by J Alexander Boone / by Leonard Wheeler
Contractor Purchaser Owner

Deborah C Nash

Notary Public

My commission expires: 7/31/2029



AN ORDINANCE TO REZONE THE PROPERTIES LOCATED AT 1002 AND 1108 NEWMAN DRIVE (TAX MAP # 58-1-1 & 58-1-2) FROM LM LIGHT MANUFACTURING DISTRICT WITH CONDITIONS TO RMF RESIDENTIAL MULTI-FAMILY DISTRICT WITH PROFFERED CONDITIONS.

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

WHEREAS, the proposed rezoning is in accordance with good zoning practice; and

WHEREAS, the City of Salem Planning Commission recommended approval of the requested rezoning;

NOW THEREFORE,

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF SALEM, VIRGINIA, that the zoning designation of the property located at 1102 and 1108 Newman Drive (Tax Map # 58-1-1 & 58-1-2) be rezoned to RMF Residential Multi-Family District with the following proffers:

1. The development shall consist of townhouses only.
2. The development shall not exceed 171 townhouses.
3. All community amenities, including but not limited to walking trails or paths and playgrounds, shall be open and accessible to residents and the general public.
4. The historic railroad bridge will be protected from development and left in its "as is" condition, reasonable wear and tear from the elements to be expected. Owner shall create pedestrian access for residents and the general public to visit and view the bridge. Owner shall have no obligation to maintain the structure of the bridge itself.

The map shall be changed in this respect and no other, said properties being described as follows:

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; and

All ordinances or parts of ordinances in conflict with the provisions of this ordinance be and the same are hereby repealed.

This ordinance shall be in full force and effect ten (10) days after its final passage.

Upon a call for an aye and a nay vote, the same stood as follows:

John Saunders –
H. Hunter Holliday –
Byron Randolph Foley –
Anne Marie Green –
Renee F. Turk –

Passed:
Effective:

/s/
Mayor

ATTEST:

H. Robert Light
Clerk of Council
City of Salem, Virginia



Item #: 6.I.

AT A REGULAR MEETING OF THE CITY COUNCIL OF THE CITY OF SALEM,
VIRGINIA HELD AT CITY HALL

MEETING DATE: August 11, 2025

AGENDA ITEM: **Appropriation of Funds**
Consider request to accept and appropriate grant funds received from the Virginia E-911 Services Board.

SUBMITTED BY: Rosemarie Jordan, Director of Finance

SUMMARY OF INFORMATION:

The City of Salem has been awarded a grant totaling \$150,000 from the Virginia E-911 Services Board for the Communications 911 Center. Grant funds will be used to purchase equipment and supplies to promote wellness, retention and recruitment efforts, technology to enhance public and responder safety, technology to enhance training and efficiency and operational environmental improvements. The grant award does not require a local match.

FISCAL IMPACT:

Proceeds from the grant will fund the purchase of equipment and supplies that are not included in the FY26 operating budget.

STAFF RECOMMENDATION:

Appropriate \$150,000 in state grant revenue to account 10-030-0100-48395 and increase the budget for state grant expenditures, account 10-030-3140-55859, by \$150,000.

ATTACHMENTS:

None

Item #6J
Date: 8/11/2025

August 11, 2025

Council of the City of Salem
Salem, Virginia 24153

Dear Council Members:

For your information, I am listing appointments and vacancies on various boards and commissions:

<u>Board or Commission</u>	<u>Recommendation</u>
Board of Appeals (USBC Building Code)	Recommend reappointing Chelsea Dyer as alternate for a five-year term ending August 9, 2030.
Personnel Board	Recommend reappointing Margaret Humphrey and J. Chris Conner for two-year terms ending August 12, 2027.
<u>Vacancies</u>	
Board of Zoning Appeals	Need one regular member for the remainder of a five-year term ending March 30, 2028 and one alternate member for the remainder of five-year term ending November 13, 2028.
Economic Development Authority	Need one member for the remainder of a four-year term ending March 9, 2028.
Roanoke River Blueway Advisory Committee	Need one member, two-year term

Sincerely,

Laura Lea Harris

Laura Lea Harris
Deputy Clerk of Council

**CITY OF SALEM, VIRGINIA
BOARDS AND COMMISSIONS
August 11, 2025**

MEMBER EXPIRATION OF TERM

BLUE RIDGE BEHAVIORAL HEALTHCARE

Term of Office: 3 years (3 terms only)

Denise P. King	12-31-27
Rev. C. Todd Hester	12-31-25
Dr. Forest Jones	12-31-26

AT LARGE MEMBERS:

Patrick Kenney	12-31-25
Helen Ferguson	12-31-26
Bobby Russell	12-31-27

BOARD OF APPEALS (USBC BUILDING CODE)

Term of Office: 5 years

Steve Poff	1-01-26
Robert S. Fry, III	1-01-28
Patrick Snead	1-01-30
Ray Varney	5-11-30
Joseph Driscoll	1-01-28

ALTERNATES:

David Hodges	12-12-26
Chelsea Dyer	8-09-25
David Botts	1-01-29

BOARD OF EQUALIZATION OF REAL ESTATE
ASSESSMENTS

Term of Office: 3 years (**appointed by Circuit Court**)

Wendel Ingram	11-30-27
Corey Fobare	11-30-27
David A. Prosser	11-30-25
Janie Whitlow	11-30-26
Kathy Fitzgerald	11-30-27

BOARD OF ZONING APPEALS

Term of Office: 5 years (**appointed by Circuit Court**)

F. Van Gresham	3-20-27
Jeff Zoller	3-30-28
Steve Belanger	6-05-29
Gary Lynn Eanes	3-20-30
Tom Copenhaver	3-20-27

ALTERNATES:

Tony Rippee	10-12-28
Vacant	3-1-28
Vacant	11-13-28

CHIEF LOCAL ELECTED OFFICIALS (CLEO)
CONSORTIUM

No Term Limit

H, Hunter Holliday

Alternate: John Saunders

MEMBER

EXPIRATION OF TERM

COMMUNITY POLICY AND MANAGEMENT TEAM

No term limit except for Private Provider

(Names)	(Alternates)
Rosie Jordan	Tammy Todd
Laura Lea Harris	Crystal Williams
Kevin Meeks	Joshua Vaught Amy Cole
	Jasmin Lawson
Cathy Brown	Leigh Frazier Howard Shumate
	Heather Gunn Courtenay Alleyne
	Deborah Breedlove
	Mark Chadwick

Parent Rep-Vacant	Vacant
Sue Goad	Chrissy Brake
Randy Jennings	Bridget Nelson
Vacant	Mandy Hall
Sean Slusser	Seth Chamberland
Health Dept. - Vacant	Vacant
Wendel Cook	Jessica Cook Casey Mabery

*Note: Rosie Jordan will serve as Fiscal Agent
For the City of Salem

ECONOMIC DEVELOPMENT AUTHORITY

Term of Office: 4 years (**Requires Oath of Office**)

William Q. Mongan	3-09-27
Paul C. Kuhnelt	3-09-28
Vacant	3-09-28
Cindy Shelor	4-10-29
Jason Fountain	3-09-29
Sean B. Kosmann	12-14-28
Joe Curran	12-14-28

FAIR HOUSING BOARD

Term of Office: 3 years

Betty Waldron	7-01-28
Melton Johnson	7-01-26
Cole Keister	8-09-27
Pat Dew	3-01-27
Janie Whitlow	4-09-27

<u>MEMBER</u>	<u>EXPIRATION OF TERM</u>
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FINE ARTS COMMISSION (INACTIVE)

Term of Office: 4 years

Cameron Vest	5-01-15
Julie E. Bailey Hamilton	5-01-15
Brenda B. Bower	7-26-12
Vicki Daulton	10-26-12
Hamp Maxwell	10-26-12
Fred Campbell	5-01-13
Rosemary A. Saul	10-26-13
Rhonda M. Hale	10-12-14
Brandi B. Bailey	10-12-14

STUDENT REPRESENTATIVESLOCAL OFFICE ON AGING

Term of Office: 3 years

John P. Shaner	3-01-27
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Partnership for a Livable Roanoke Valley (INACTIVE)

Term of Office: Unlimited

PERSONNEL BOARD

Term of Office: 2 years

William R. Shepherd	6-09-27
J. Chris Conner	8-12-25
Margaret Humphrey	8-12-25
Garry Lautenschlager	11-23-26
Teresa Sizemore	4-26-27

PLANNING COMMISSION AND
NPDES CITIZENS' COMMITTEE

Term of Office: 4 years

Mark Henrickson	7-31-26
Denise "Dee" King	7-31-26
Nathan Routt	7-26-27
Reid Garst	7-31-26
N. Jackson Beamer	8-28-27

REAL ESTATE TAX RELIEF REVIEW BOARD

Term of Office: 3 years

David G. Brittain	2-14-28
Wendel Ingram	6-11-27
Daniel L. Hart	2-14-27

ROANOKE REGIONAL AIRPORT COMMISSION

Term of Office: 4 years

Dale T. Guidry	7-1-28
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ROANOKE RIVER BLUEWAY ADVISORY COMMITTEE

Term of Office: 2 years

Jeff Ceasar	6-30-24
Vacant	6-30-25

<u>MEMBER</u>	<u>EXPIRATION OF TERM</u>
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ROANOKE VALLEY-ALLEGHANY REGIONAL
COMMISSION

Term of Office: 3 years

H. Hunter Holliday	6-30-27
Dee King	6-30-26
Anne Marie Green	6-30-27

ROANOKE VALLEY BROADBAND AUTHORITY

Term of Office: 4 years

H. Robert Light	12-14-27
Mike McEvoy (Citizen At-large)	12-13-25

ROANOKE VALLEY DETENTION COMMISSION

No Terms

Member	Alternate
Rosemarie Jordan	Chris Dorsey

ROANOKE VALLEY GREENWAY COMMISSION

Term of Office: 3 years

Dr. Steven L. Powers	11-08-27
Russ Craighead	6-30-28
Denise P. King	9-26-26

ROANOKE VALLEY RESOURCE AUTHORITY

Term of Office: 4 years

Rob Light	12-31-27
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ROANOKE VALLEY TRANSPORTATION PLANNING
ORGANIZATION (TPO) POLICY BOARD

Term of Office: 3 years

Renee F. Turk	6-30-26
H. Hunter Holliday	6-30-26
Alternate: Byron R. Foley	6-30-26

SCHOOL BOARD OF THE CITY OF SALEM

Term of Office: 3 years

Teresa Sizemore-Hernandez	12-31-27
Andy Raines	12-31-25
Stacey Danstrom	12-31-25
Macel Janoschka	12-31-26
Chris King	12-31-27

SOCIAL SERVICES ADVISORY BOARD

Term of Office: 4 years, 2 term limit

Vacant	12-01-26
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TOTAL ACTION FOR PROGRESS

Term of Office: 3 years

Byron Randolph Foley	12-31-27
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MEMBEREXPIRATION OF TERMTRANSPORTATION TECHNICAL COMMITTEE (TTC)

Term of office: 3 years

Crystal Williams 6-30-26

Josh Pratt 6-30-26

Alternate: Vacant 6-30-26

Alternate: Max Dillon 6-30-26

VIRGINIA ALCOHOL SAFETY ACTION PROGRAMBOARD (VASAP)

Term of office: 3 years

Chris Shelor 1-27-28

VIRGINIA WESTERN COMMUNITY COLLEGE LOCALADVISORY

Term of Office: 4 years (2 terms only)

Dr. Forest I. Jones, Jr. 6-30-26

VIRGINIA'S BLUE RIDGE BOARD

Term of Office: No term limit

Chris Dorsey

John Shaner

WESTERN VIRGINIA EMERGENCY MEDICALSERVICES COUNCIL

Term of office: 3 years

Deputy Chief Matt Rickman 12-31-25

WESTERN VIRGINIA REGIONAL INDUSTRIALFACILITY AUTHORITY

Term of Office: 4 years **(Requires Oath of Office)**

Tommy Miller 2-3-26

Chris Dorsey 2-3-28

Crystal Williams (Alternate) 2-3-26

H. Robert Light (Alternate) 2-3-28

WESTERN VIRGINIA REGIONAL JAIL AUTHORITY

Appointee Term of Office: 1 year – Expires 12-31-25

Alternates serve until another alternate is appointed

(Requires Oath of Office)

Governing Body Appointee (by Council): Byron R. Foley

Governing Body Alternate (by Council): H. Hunter Holliday

Local Official Appointee (by Council): Rosemarie Jordan

Local Official Alternate (by Council): Chris Dorsey

Sheriff (Automatic): Chris Shelor

Sheriff Alternate (Appointed by Sheriff): Chief Deputy-

Major Steve Garber