



**Planning Commission Meeting
AGENDA**

Wednesday, April 10, 2024, 7:00 PM

Work Session 6:00PM, Regular Session 7:00PM Community Room, Salem Civic Center, 1001 Roanoke Boulevard:

WORK SESSION

1. Call to Order
2. Comprehensive Plan Update
3. Old Business
 - A. **Discussion of items on the April agenda**
 1. 860 Mount Vernon Lane rezoning from RSF to PUD
 2. 1200 block Thompson Memorial Dr rezoning from RSF to HBD
4. New Business
 - A. **Discussion of items on the April agenda**
 1. Home Occupation Permit Amendment - 275 Fort Lewis Blvd
 2. Use Not Provided For Permit Amendment - 125 Knotbreak Road
 - B. **Discussion of items on the May agenda**
 1. 324 Pennsylvania Avenue - two family dwelling
5. Adjournment

REGULAR SESSION

1. Call to Order
 - A. **Pledge of Allegiance**
2. Consent Agenda
 - A. **Minutes**

Consider acceptance of the minutes from the March 13, 2024, work session and regular meeting.

3. Old Business

A. Amendment to the Zoning Ordinance

Consider the request of Virginia Baptist Children's Home (dba HopeTree Family Services), property owner, for rezoning the properties located at 1000 block Red Ln and a portion of 860 Mount Vernon Lane (Tax Map #'s 41-1-1, 41-1-2, 41-1-3, 41-1-4, 41-1-5, 41-1-6, and a portion of 44-3-10) from RSF Residential Single Family to PUD Planned Unit District. (Continued from the March 13, 2024, meeting.)

B. Amendment to the Zoning Ordinance

Consider the request of Pinkesh R. Patel and Sonal P. Patel, property owners, for rezoning the property located at 1200 block Thompson Memorial Drive (Tax Map # 20 - 2 - 4) from RSF Residential Single-Family District to HBD Highway Business District. (Continued from the March 13, 2024, meeting)

4. New Business

A. Home Occupation Permit

Hold public hearing to consider the request of Philip M. and Rachel C. Knouff, property owners, for the amendment of a Home Occupation Permit to allow retail sales at the cut flower farm (garden) on the property located at 275 Ft Lewis Blvd (Tax Map # 130-2-22).

B. Use Not Provided For

Hold public hearing to consider the request of PHC of Virginia, LLC/Acadia Healthcare, Mt Regis Center, property owner, for the amendment of the Use Not Provided For permit to allow additions to the outpatient mental health and substance abuse treatment center on the property located at 125 Knotbreak Road, (Tax Map # 148-1-5).

5. Adjournment

City Council meeting, April 22, 2024, 6:30 p.m.

Council Chambers, City Hall, 114 North Broad Street

Planning Commission Meeting
MINUTES
Wednesday, March 13, 2024, 7:00 PM

Work Session 6:00PM, Regular Session 7:00PM Community Room, Salem Civic Center, 1001
Roanoke Boulevard:

WORK SESSION

1. Call to Order

A work session of the Planning Commission of the City of Salem, Virginia, was held in the Community Room, Salem Civic Center, 1001 Roanoke Boulevard, Salem, Virginia, at 6:00 p.m. on March 13, 2024; there being the members of said Commission, to wit: Vicki G. Daulton, Chair; Denise P. King, Vice Chair; Reid Garst, Neil L. Conner, and Jackson Beamer; together with H. Robert Light, Assistant City Manager; Mary Ellen Wines, Planning & Zoning Administrator; Charles E. Van Allman, Jr., Director of Community Development; Maxwell S. Dillon, Planner; and Christopher Dadak, on behalf of Jim Guynn, City Attorney; and the following business was transacted: Chair Daulton called the meeting to order at 6:02 p.m. and reported that this, date, place, and time had been set for the Commission to hold a work session.

2. Old Business

A. Discussion of items on the March agenda

1. 860 Mount Vernon Lane rezoning from RSF to PUD

A discussion was held regarding 860 Mount Vernon Lane on the March agenda.

3. New Business

A. Discussion of items on the March agenda

1. 744 Electric Rd rezoning from HBD to HM
2. 1200 block Thompson Memorial Dr rezoning from RSF to HBD
3. Code Change Storage Containers

A discussion was held regarding items on the March agenda.

B. Discussion of items on the April agenda

1. Home Occupation Amendment - Oak & Bloom - 275 Fort Lewis Blvd
2. Use Not Provided For Amendment - 125 Knotbreak Rd

Items for the April agenda were introduced, and a discussion was held.

4. Adjournment

Chair Daulton inquired if there were any other items for discussion and hearing none, adjourned the work session at 6:34 p.m.

REGULAR SESSION

1. Call to Order

A regular meeting of the Planning Commission of the City of Salem, Virginia, was held after due and proper notice in the Community Room, Salem Civic Center, 1001 Roanoke Boulevard, Salem, Virginia, at 7:00 p.m., on March 13, 2024. Notice of such hearing was published in the February 29, and March 7, 2024, issues of the "Salem Times-Register," a newspaper published and having general circulation in the City of Salem. All adjacent property owners were notified via the U.S. Postal Service.

The Commission, constituting a legal quorum, presided together with H. Robert Light, Assistant City Manager; Christopher Dadak on behalf of Jim Guynn, City Attorney; Mary Ellen Wines, Planning & Zoning Administrator; Maxwell S. Dillon, City Planner; and Charles E. Van Allman, Jr., Director of Community Development, and the following business was transacted:

A. **Pledge of Allegiance**

2. Consent Agenda

A. **Minutes**

Consider acceptance of the minutes from the February 14, 2024, regular meeting, and February 21, 2024, joint work session.

Jackson Beamer motioned approve February 14, 2024, meeting and February 21, 2024, work session minutes. Neil Conner seconded the motion.

Ayes: Beamer, Conner, Daulton, Garst, King

3. Old Business

A. Amendment to the Zoning Ordinance

Consider the request of Virginia Baptist Children's Home (dba HopeTree Family Services), property owner, for rezoning the properties located at 1000 block Red Ln and a portion of 860 Mount Vernon Lane (Tax Map #'s 41-1-1, 41-1-2, 41-1-3, 41-1-4, 41-1-5, 41-1-6, and a portion of 44-3-10) from RSF Residential Single Family to PUD Planned Unit District. (Continued from the February 14, 2024, meeting.)

Jon Morris, President, and CEO of HopeTree, appeared before the Commission and thanked everyone for being at the meeting. He also thanked the Commission for the last public hearing and the public work session. We appreciated all the feedback we received, the dialogue in the public work session. We have had several other meetings since then to talk about some of the changes that we could possibly make, and we have made several changes to the application. He then asked Chris Burns from Balzer and Associates to speak about the changes.

Chris Burns, Balzer and Associates, 1208 Corporate Circle, Roanoke, appeared before the Commission and stated that we have been working with Tom Lowe and the development team on some of the changes that have been made to the document. He feels like some pretty significant changes have been made in response to the feedback received and the additional discussions that the developers have had. He believes the Commission received a markup version of the document with the changes clouded as well as a detailed list of what those changes were. So, I'm not going to hit on every little change, but I am going to hit on some of the some of the more major ones, so the document was clarified, to add the maximum residential unit count at 340, which we have talked about previously; there was a maximum for hotel rooms on the site set at 34, which is consistent with what the discussions have been as far as what that type of hotel use that they see on the property. There was a maximum square footage of restaurant use set at 15,000 square feet, and then there was just a clarification really this was something that we talked to planning staff about clarification that home occupations would not count towards these maximum densities and that is consistent with the Salem zoning ordinance and how that is handled currently in all zoning districts. In addition to that on the land use plan, there were four areas at the northern end of the site that were revised from the T5 zone to the less intense T4 zone that covers the area that is across from North Oaks that fronts Red Lane, as well as some other areas south of that. There was a clarification added to the document regarding the sidewalk in the on -street parking along Red Lane that would be provided as part of the development. We have talked a lot about that but it was not specifically called out in the document so that's been added. In addition to that there were several revisions made to the use table. We removed several of the agricultural uses based on feedback that we got. The flea market use was removed, hospital use was removed, veterinary hospital was removed, and then there were several commercial uses that were removed from T4. This is not applicable to that specific zone. In addition to that we have continued to receive feedback and work with planning staff. There are some additional changes that we are willing to commit to that are not reflected in the current document—there were some commercial uses that were left in the T4 zone use table, which will be removed. I believe that there were a couple of boxes that were checked inadvertently in the use table. I just wanted to clarify that the intent is not to add any uses to

the document, and we will get that corrected. In addition to that, we are willing to commit to a maximum of 340 total residential units to include any accessory dwelling units. So those would be included in the total. That was a question that we had received. And then a couple other uses that we are willing to remove from all zones within the development. And this is just contingent on assurance that this will not impact any of HopeTree's current operations. But we are willing to remove outpatient mental health and substance abuse as well as personal storage. The final change is we had a question about height of accessory structures and whether those could exceed the primary structure on the lot, and we are willing to change that language to limit the height of those accessory structures to the height of the primary structure. Thank you. With that, we would be happy to answer any questions that you all have.

Vice Chair King stated she thinks she misunderstood what was said at the end of the work session, accessory residential structures are not allowed in the current zoning, they must be attached to the main residence. My concern is that accessory residential buildings will increase when you have at least one vulnerable car. I fully understand that the thought process there is to have something where a mom-in-law moves in or the child moves in who now wants to go to grad school needs a place to live, but when that need is no longer there, does it become rental property? And so, what happens here is it increases that overall number of 340. So, can I have some comments on that?

Mr. Burns stated that is one of the changes that we're committing to is that the 340 would include any accessory dwelling units on the property, which is not what the language in the current version that you have says; but that's one of the things that we're committing to tonight so that the maximum would not exceed 340 and in truth those accessory dwelling units will actually generate less traffic than a typical residential unit would.

Chair Daulton stated that staff has some concerns that have not been addressed: the difference between civic buildings and historic buildings and asked for clarification.

Mr. Burns stated that is something that we need additional discussion on and is not 100 % sure exactly what that comment means. We just got that today, so we are certainly willing to discuss that and address it.

Mary Ellen Wines, Planning and Zoning Administrator, clarified that on the use table where it says historic existing and civic buildings, it is not clear what the future use of those buildings will be and why they are differentiated between one or the other. She stated that more clarification is needed.

Mr. Burns questioned if there were any differences in the use table as far as between the two uses. He apologized for not knowing the answer.

Ms. Wines stated that there are a few differences, and we are trying to understand why there is a difference and how they are going to be used in the future.

Mr. Burns stated that there is very little on the land use plan that is shown as a civic building; that of the buildings are shown as the historic core buildings in the middle of the site.

Vice Chair King questioned if the 15,000 s.f. commercial includes the existing buildings because we keep seeing retail and restaurant space so if it does not, how much more commercial space is there.

Mr. Burns stated that 15,000 s.f. is the maximum amount of retail and restaurant space including the existing buildings.

Member Conner questioned if there would be other commercial uses--would there be office uses or other business uses that are anticipated. The only thing we are addressing is the commercial use, but there could be other business uses, correct?

Mr. Burns stated that there could be office space. Retail and restaurant are two of the more intense, and so through the conversations those ones were identified as being critical ones to limit.

Member Conner stated that he wants to make sure that it is not limiting the amount of other business space in any way, except as the plan is written.

Chair Daulton questioned if the on-street parking and sidewalks on Red Lane were part of the proffers because there currently is no indication of what the improvements will look like.

Mr. Burns stated that they are part of the document but are not shown in the graphics as we have not gotten down to that level of detail. That is something that would be submitted with a site plan for approval through the typical site plan process—site distance, widths of the parking spaces, etc. would be addressed to the satisfaction of the city during that process.

Chair Daulton inquired about the placement of trees throughout the development.

Todd Robertson of Stateson Homes appeared before the Commission and stated that the graphics in the document were not supposed to represent the distancing of the trees as it has to do with the species of the trees and other things, but they want to form a canopy and a visual break along Red Lane.

Vice Chair King inquired about the commercial part of the concept—the concept shows miscellaneous, commercial, office, and civic—and wants to make sure that everything combined is to be 15,000 s.f. or less.

Mr. Robertson stated that is not what is proposed at this time. Currently, much of the campus at HopeTree is used for office space—approximately 103,000 s.f. HopeTree will continue to house its offices in the existing buildings on the property, which will be over 15,000 s.f. Several of the buildings are vacant, but there are offices in multiple buildings as well. He

believes HopeTree is planning to focus on two buildings—one for a smaller school and the other for offices that are handicap accessible and a better facility.

Vice Chair King clarified that the 15,000 s.f. commercial use does not include HopeTree's offices.

Mr. Robertson stated that it does not, but the to place the offices in one of the buildings that are currently underutilized.

Ms. Wines clarified that the maximum 15,000 s.f. is for retail and restaurant use only, not other nonresidential uses.

A discussion was held regarding 15,000 s.f. and comparable building sizes, use of HopeTree's cafeteria as a restaurant, etc. It was noted that each commercial space in the project will not be larger than 5,000 s.f.

Chair Daulton inquired about cemetery use on the project.

Mr. Robertson, stated that there are not plans to create a new cemetery on the property and they will remove that use from the proposal, but will have to protect any existing cemetery.

Member Garst questioned if removing the outpatient mental health services will affect HopeTree's mission.

Mr. Morris stated that HopeTree currently does outpatient mental health counseling, but not substance abuse counseling.

A discussion was held regarding the uses at HopeTree and the difference between outpatient mental health services and outpatient substance abuse services. It was noted that HopeTree wants to continue outpatient mental health counseling but does not and will not offer substance abuse outpatient therapy. It was noted that HopeTree's use needs to be specifically noted within the existing use table.

Chair Daulton noted that it would be beneficial for HopeTree to meet with Planning Commission members one or two at a time to go over the commercial uses line by line to remove any unneeded uses. There has been so much information given and more time is needed to go over the documents and suggested the item be continued until the April meeting.

Jackson Beamer motioned to approve to continue the item until the April 10, 2024, meeting. Vice Chair King seconded the motion.

Ayes: Beamer, Conner, Daulton, Garst, King

B. Amendment to the City Code - Chapter 106 Zoning

Hold public hearing to consider amending Chapter 106, Zoning, Article IV Development Standards, section 106-406 miscellaneous provisions of the CODE OF THE CITY OF SALEM, VIRGINIA pertaining to storage containers. (Continued from the November 15, 2023, meeting.) (Staff has requested to continue item)

Jackson Beamer motioned to approve to continue the item until the June 12, 2024, meeting. Vice Chair King seconded the motion.

Ayes: Beamer, Conner, Daulton, Garst, King

4. New Business

A. Amendment to the Zoning Ordinance

Hold public hearing and consider the request of E3MAG LLC, property owner, for rezoning the property located at 744 Electric Road (Tax Map # 155 - 2 - 2.2) from HBD Highway Business District to HM Heavy Manufacturing District.

Staff noted the following:

The subject property (744 Electric Road) consists of a 2.036 acre tract of land which currently sits within the HBD Highway Business District designation. To provide a bit of history, this parcel was formerly zoned HM Heavy Manufacturing until a 2007 rezoning reverted its designation to HBD Highway Business District. Since then, the St. John Place Commerce Center has developed in an industrial nature, and correspondingly, this request seeks to return 744 Electric Road to the HM Heavy Manufacturing classification. This request mimics several successful rezoning applications in recent months to revert the undeveloped land within the St. John Place Commerce Center to an industrial setting. This parcel is currently vacant, but a concept plan has been submitted to prepare it for future development.

While there is no concrete site plan for the future development of the property, the uses specified in the HM Heavy Manufacturing District are consistent with existing development in the adjacent St. John Place Commerce Center. Although some of the site sits within the floodplain, any future development will be elevated above the 100-year floodplain to meet the necessary requirements.

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

Barney Horrell, Brushy Mountain Engineering, 3553 Carvins Cove Road, appeared before the Commission and stated that this is the last tract of land in the St. John

Place development that is still zoned HBD, and the request is to rezone the parcel to HM, which is consistent with the other parcels in the development.

Neil Conner motioned to approve the request of E3MAG LLC, property owner, for rezoning the property located at 744 Electric Road (Tax Map # 155 - 2 - 2.2) from HBD Highway Business District to HM Heavy Manufacturing District. Vice Chair King seconded the motion.

Ayes: Beamer, Conner, Daulton, Garst, King

B. Amendment to the Zoning Ordinance

Hold public hearing and consider the request of Pinkesh R. Patel and Sonal P. Patel, property owners, for rezoning the property located at 1200 block Thompson Memorial Drive (Tax Map # 20 - 2 - 4) from RSF Residential Single-Family District to HBD Highway Business District.

Staff noted the following:

The subject property (1200 blk Thompson Memorial Drive) consists of a 2.674-acre tract of land which currently sits within the RSF Residential Single Family zoning designation. The applicant is requesting a rezoning of the property from RSF to HBD to facilitate the construction of a gas station, convenience store, and drive through restaurant development. Situated adjacent to Interstate 81, this property is uniquely positioned to potentially serve the commercial needs of both travelers and local residents alike as there are no other commercial establishments currently located in this portion of Salem. Furthermore, the approved Edgebrook Development to the north of this site in Roanoke County may catalyze the evolution of its surrounding corridor. Still, the subject property is currently bounded (within Salem) by residentially zoned parcels, many of which serve single family homes.

A conceptual site plan has been included with the submittal that displays a proposed convenience store and restaurant positioned behind the gas pump structures (located closer to Thompson Memorial Drive). The exhibit indicates two separate access points – one which intersects Penguin Lane and the other with Thompson Memorial Drive. If this rezoning application is approved, this development project is subject to site plan review and corresponding compliance with Salem's ordinances.

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

Compton Biddle, attorney with OPN Law, 110 East First Street, Salem, appeared before the Commission on behalf of the property owners. He stated that they have owned the property since 2007 and during the course of their ownership, they have realized that the property is not developable as residential land and would like the

parcel rezoned to HBD Highway Business District in order to build a gas station, neighborhood store, and fast-food restaurant. He clarified that it will not be a truck stop and is not intended to serve 18-wheelers or accommodate them overnight—there is no room and no plans for it. It is designed to be a neighborhood store more along the lines of you get off the highway to go to your home and you need to get gas, you can get gas, get a cup of coffee in the morning, or if there is an urgent need like cold medicine or something, you don't have to get on the highway or go into town to get it—you can just go to the neighborhood store with the idea there also would be a fast food restaurant with a drive-thru next to it. He stated that the applicants have been residents in the community for 25 years and want to be good neighbors. This is not something an out-of-town business is trying to shove upon the community. The owners would like to have one of the gas pumps dedicated to a donation per gallon to Salem High School sports. They also have an extensive landscaping plan to try to keep the neighborhood feel that it's intended to be and to be consistent with the Thompson Memorial corridor. He stated that Ben Crew with Balzer and Associates is also present to further answer questions regarding the project.

Member Conner noted that a gas station is one of the more intensive uses in the Highway Business District.

A discussion was held regarding the traffic associated with a convenience store, if VDOT will need to be contacted; underground stormwater retention; the amount of rock on the site, etc.

Mr. Biddle gave the Commission the landscaping plans proposed for the site. He noted that the proposed plan is similar to the store located off of Exit 132 at Dixie Caverns and will have an EV charging station.

Chair Daulton noted that the speakers will have three minutes to speak during the public hearing and opened the public hearing at 7:48 p.m.

Jim Williams, Winston Estates, appeared before the Commission and asked for a show of hands of the people present who live in the area near the project. He then asked for a show of hands from those people who raised their hands who want the project. Case closed.

Archie Pugh, 1416 Evergreen Court, appeared before the Commission and stated that he is a lifelong resident of the City of Salem and has been a resident in Salem Woods for 28 years. He stated that he is vice president of a utility that covers 13 states, is a registered professional engineer in the states of Virginia and West Virginia. He further stated that he is not representing the utility, but feels it is important to know his background as he has a career in engineering, structural analysis, foundation design, and geotechnical engineering to enhance our transmission grid. He is opposed to the rezoning due to the high cost of site

development. The presence of extensive rock will result in a high cost of grading and foundation design, which is often underestimated and results in extensive foundation costs. When foundation and grading is over budget, it is usually the result for the developer to save those costs in the above ground structure, and he expects that to happen with this project. The significant drainage pattern that runs through the center of the property will result in an extensive cost of underground culvert system. There is currently a stream that flows on the property and has running water in it regularly. There is currently a four-foot culvert that takes the water away from the property and will incur additional subsurface costs in order to take the drainage away from the property. Due to this, he feels the developer will overshoot their foundation budget and developments costs and will save those on the above-ground structure. Very often there are suspicious out-of-state vehicles that come off Interstate 81 and park on Penguin Lane. He has called the police numerous times to come by to let them know they are being watched. If there is a commercial business on the parcel, it is going to give an avenue for people to come off the interstate and use the property for what he feels are suspicious activities. Finally, this exit is the gateway to the City of Salem. Currently there is a welcome sign, plantings, trees, and the beautiful boulevard of Thompson Memorial Drive. Roanoke College has made extensive enhancements to their campus entrance. This is the entrance to Salem, it's the entrance to Roanoke College. What do you want the traveler to see when they exit Interstate 81 and approach our beautiful city—a four-pump gas station sends the wrong message to travelers.

Carrie Pugh, 1416 Evergreen Court, appeared before the Commission and stated that she has been a resident of Salem Woods for 28 years. In her professional life, she was the assistant real estate manager for the Kroger company for over 21 years, handling new store development, but specifically the fuel center program in a six-state region. She personally led the development and installation of over 35 fuel centers and three of which are in Salem. From this experience in not only commercial real estate, but specifically gas stations, she is opposed to the rezoning of the property for the following reasons: she has spoken with VDOT, and it is not desirable for the egress of the site. According to discussions with VDOT and the Salem District P.E. Mr. Blevins, the standards of VDOT and the Federal Highway Administration, this site would not meet the spacing standards for commercial entrances, signals, intersections, and crossovers. The limited access right-of-way that is shown on the plan onto Thompson Memorial Drive does not meet the minimum traffic standards per VDOT. The code notes spacing for a commercial entrance in a 45 MPH zone to be 305 feet from the entrance ramp. Penguin Lane is currently in that 300-ish feet setback so that you have an idea of reference. Based on the survey in the proposal, it appears that the right-in, right-out is about 175 feet, which creates a dangerous situation from a traffic standpoint and would not be permissible. To have the only access point off Penguin Lane does not create a very desirable real estate site. In addition, the intersection at Penguin Lane and Thompson Memorial Drive would not ever meet VDOT's requirements for a traffic light. She also stated that there is almost 100 percent residential single family from

the 140 exit down to Roanoke College and highway business district is a big jump from that. Unless this use is proffered, the rezoning will open about 60-plus additional uses that could be on the property.

Blair Burns, 1204 Mountainview Drive, appeared before the Commission and stated that she has lived at that address since 1996, which is located at the end of Penguin Lane. She has similar concerns as the previous speakers. Thompson Memorial is our prettiest access to Salem. The other two exits that enter Salem are fully developed—hotels, restaurants, fast food places. Thompson Memorial is the only one that is memorable, and she would like to see it left as it is. She opposes the rezoning. The parcel in question is divided by Penguin Lane and if the property is rezoned, the other side of Penguin Lane could be developed as well. If this were to happen, she feels it would negatively affect the property values and negatively affect the viewshed when you come into Salem. Traffic is also a concern with gas tanker trucks coming into the property, beverage and other food delivery trucks coming onto the property at all hours of the night. Plus, it is already hard to find the right shot to get across the intersection at Thompson Memorial Drive from Penguin Lane, or to access the interstate from Penguin Lane.

Lawrence Kessman, 353 Penguin Lane, and has lived there since 2021 when they moved from Lake Wise in South Carolina, but he grew up in Salem and loves Salem. While he shares the other concerns addressed, he is also concerned about our children. Common sense tells him that if you build something right off the interstate, you are going to draw those travelers not from this area to stop there and wonder “what’s up this road” and then travel into the neighborhood and possibly bring predators into the neighborhood. The children need to be protected. He asked the Commission to listen to his constituents because their concerns are valid.

Don Thomas, 1304 Panarama Circle, appeared before the Commission and stated that like many of his neighbors, he is here to voice his concerns about the rezoning request. His perspective on the matter comes from both a practical and a professional standpoint. In addition to being a resident of Salem Wood Subdivision, he is a certified general real estate appraiser licensed by the State of Virginia and has been licensed since 1992. He stated that one of the criteria for a property achieving its highest and best use is for it to be financially feasible. He questioned if the finished site that the proposed rezoning provides a large enough footprint to achieve the necessary economies of a scale for an economically viable convenience store and asked if a feasibility study of the project has been given to the Commission. He also asked if a traffic study has been done to show the number of cars and trucks that must come to the site for it to be a financial win for the developer. He further stated that he can state with certainty that high value properties are without exception more negatively affected by undesirable external influences and are affected at a higher rate than lower value properties. According to the city’s most recent reassessment, the average market value for the 86 homes

in the neighborhood is approximately \$460,000. The Virginia Association of Realtors published in January that the median home sale price in Salem is about \$250,000.

Paul Scolneck, 1309 Winson Drive, appeared before the Commission and stated that he shares the concerns previously shared and emphasized the traffic issues. He stated that if you're going south on Penguin Lane and turn left to go east on Thompson Memorial Drive, it is a very difficult turn as there is traffic all day, but at certain times it is almost impossible to make the turn due to the traffic. Likewise, if you are going east on Thompson Memorial Drive and try to turn north onto Penguin Lane, it is also difficult to make that turn. He feels that if a traffic study were done, this project would be "dead in the water." He asked the Commission to consider all the concerns that have been mentioned.

Chair Daulton paused the hearing at 8:06 for a brief break. The meeting was reconvened at 8:11 p.m.

Gary Saunders, 367 Penguin Lane, appeared before the Commission and stated that he has lived in the neighborhood twice. He stated that a commercial establishment is being proposed but half of the traffic coming into the site is channeled back out into a residential neighborhood. Unless you live on Penguin Lane, you don't realize how many people go onto Penguin Lane and think they're on the ramp to I-81. He and his neighbor had the fun of repairing our yards last winter after a tractor trailer came on Penguin Lane and used our front yards as the cul-de-sac to turn around in. He opposes the rezoning.

Buster Mowles, 342 Academy Street, appeared before the Commission and stated that he does not live near the parcel, but lives in Salem and has his entire life. He stated that curb appeal is a big deal, and that exit is our curb appeal to Salem. He travels to see his grandchildren in Maryland and Florida and uses that exit to get back home and feels that the gas station will end up looking terrible and we don't need something like this for the entrance into our city. He opposes the rezoning.

Virginia Frame, 1412 Evergreen Court, appeared before the Commission and stated that she has walked the neighborhood with a petition to be presented to City Council that nearly everyone has signed saying they are against this project.

Curtis Ellwanger, 150 Freedman Lane, appeared before the Commission and stated that he lives in the house that you cannot see and has lived there for 24 years. The drive-thru being shown in the proposal will be 17 yards from his front door. He stated that when his water system was installed, it had to be blasted to place the water line and he could not connect to city sewer because it would be too expensive blasting to install it; therefore, he has a septic tank which is right near the property line of the parcel. He is concerned the affects the blasting to clear the site will have on the foundation of his house. He further stated that even though this is not proposed to be a truck stop, trucks will stop there. Trucks currently stop along the

entrance ramp to Interstate 81 and he has the Virginia State Police on speed dial for tractor trailers using the entrance ramp as a truck stop. He is opposed to the rezoning as he feels it will cause damage to his house and he doesn't feel it is for the well-being of the rest of the neighborhood.

Tracy Patton, 318 Penguin Lane, appeared before the Commission and stated that she and her husband have lived there approximately 17 years. They love their home, and this is the most beautiful entrance to Salem. She feels the development—blasting will cause damage to other homes and will decrease the property value of the homes in the neighborhood.

Susan Robertson, 1400 Evergreen Court, appeared before the Commission and stated that she feels the truck traffic parked along the entrance ramp to Interstate 81 will get worse once there is a convenience store. It is a safety hazard and a fire hazard. There are woods all around and it is a haven for wildlife that will be affected. She opposes the rezoning.

Bill Robertson, 1400 Evergreen Court, appeared before the Commission and stated that everyone has had a lot of important points—traffic safety, traffic merging off the interstate to get to a ramp here to get fuel is going to increase the risk and accidents. The City of Salem Emergency Services is going to bear the cost of that so any tax revenue that might be gained from this project is going to be quickly offset by servicing. He stated that fuel will be leaked into water and wildlife will suffer. He purchased his residence due to the secluded entrance and the proposed development will destroy that. He opposes the rezoning.

Russell Deyerle, 620 Red Lane, appeared before the Commission and stated that he was originally present due to the other major item, but decided to stay for this item. He stated that he has an uncle who owned a gas station in South Carolina that was near an exit ramp but closed it down due to the number of times it was robbed being that close to the entrance of the interstate. He further stated that I-81 is like I-95 and is considered corridors for trafficking children, sex trafficking, as well as gun trafficking. He feels that adding something like this could add problems, crime, to the neighborhood. He is also concerned about the traffic issues. He opposes the rezoning.

Ted Dyer, 357 Penguin Lane, appeared before the Commission and stated that he also owns 15 other properties in Salem. He stated that the "bunny trail" is not an adequate second way to get out of the neighborhood and has been overlooked by the city for years. If a fuel trailer or tractor trailer can get on this property, so can any other tractor trailer coming down the interstate and they are not going to change the way they service this. Second, the extra property on the side can now allow for the Ferrell's property and the Winston's property that is for sale right now for about \$875,000 to be resold. He stated he would buy it tomorrow and put five hotels on the property. This development will change the entire gateway of how

our city looks by allowing this to happen. You can have several different businesses on the property if it is rezoned and this is the one chance to veto changing a residential single-family parcel to highway business. There are other EVs in Salem—they are at all the Sheetz stores. He also has a petition of over 140 people and counting who are neighbors in the community of this city opposing the rezoning. The Penguin Lane neighborhood is a great community, it is a high-function, highly involved members of the Salem community—business owners, car dealers, schoolteachers, principals, lawyers, doctors, clerks of this city, public workers, employees of the city, construction workers, retirees, etc. It is simple, we as a neighborhood and taxpayers do not want a gas station and do not want a zoning for highway business into our residential single-family neighborhood and will do little for our neighborhood. We have managed without a gas station for years and can live many years to come without another gas station. He feels that this store will mainly cater to interstate traffic, and he will not stop at this store if it affects the way I drive to Salem.

Gary Sovine, 1229 Forest Lawn Drive, appeared before the Commission and yielded his time to Mr. Dyer.

Mr. Deyer stated that we are here to look at the possibility of the land use, and not what could possibly go on the parcel. If the rezoning is approved, he will purchase 27 acres for sale and will change the way the gateway to our city works. Our city is pretty, our city is elegant, and we should not change the major gateway. As this moves forward to City Council, we will petition, and our petitions will continue to add over 200 names to show that the community of Salem does not wish for this to be a high business district and to remain a residential single family.

Mr. Sovine, reappeared before the Commission and stated that he has a concern for safety. He knows what safety is like on the highways as he had a daughter killed in 1995 because of an intersection that is not even quite as bad as this one. He opposes the rezoning.

John Byrd, 1803 Winston Drive, appeared before the Commission and stated that he is concerned about the crime, litter, light pollution, and the Gish branch which is the name of the little stream on the property. He does not feel this is an environmental win or a win for the City of Salem. He opposes the rezoning.

Stella Reinhardt, 213 North Broad Street, appeared before the commission and stated that he agrees with all the previous comments. She stated there are other gas stations at the other exits to Salem. This is the pretty entrance to Salem. She opposes the rezoning.

Dennis Twine, 349 Penguin Lane, appeared before the Commission and stated that he is the next closest to the development and has lived there 20 years. He has multiple items stolen and feels this development is not a good idea.

No other person(s) appeared related to the request.

Chair Daulton closed the public hearing at 8:43 p.m.

Mr. Biddle reappeared before the Commission and asked that the Commission continue the item so that the issues brought forward in the meeting can be addressed with a neighborhood meeting.

Neil Conner motioned to continue the request of Pinkesh R. Patel and Sonal P. Patel, property owners, for rezoning the property located at 1200 block Thompson Memorial Drive (Tax Map # 20 - 2 - 4) from RSF Residential Single-Family District to HBD Highway Business District to the April 10, 2024, meeting.

Ayes: Beamer, Conner, Daulton, Garst, King

5. Adjournment

Neil Conner motioned to adjourn at 8:46 p.m. Jackson Beamer seconded.

City Council meeting, March 25, 2024, 6:30 p.m.

Council Chambers, City Hall, 114 North Broad Street

AT A REGULAR MEETING OF THE PLANNING COMMISSION OF THE CITY OF SALEM, VIRGINIA held in the Community Room, Salem, Civic Center, 1001 Roanoke Boulevard, Salem, VA 24153

AGENDA ITEM:

Amendment to the Zoning Ordinance

Hold public hearing to consider the request of Virginia Baptist Children's Home (dba HopeTree Family Services), property owner, for rezoning the properties located at 1000 block Red Ln and a portion of 860 Mount Vernon Lane (Tax Map #'s 41-1-1, 41-1-2, 41-1-3, 41-1-4, 41-1-5, 41-1-6, and a portion of 44-3-10) from RSF Residential Single Family to PUD Planned Unit District.

SUBMITTED BY:

Mary Ellen Wines, Planning & Zoning Administrator

SITE CHARACTERISTICS:

Zoning: RSF Residential Single Family
Land Use Plan Designation: Residential
Existing Use: Civic
Proposed Use: PUD Planned Unit District

BACKGROUND INFORMATION:

The subject property is commonly known as "HopeTree", formerly as the "Baptist Home" and consists of seven parcels land of approximately 62.318 acres. It is bounded by the Stonegate & Emerald Hills subdivisions and North Broad Street on the west, East Carrollton Avenue on the south, Red Lane on the east, and Interstate 81 to the north. The property is currently, and will continue, to be the home of HopeTree Family Services. These services include clinical services such as equine assisted psychotherapy, therapeutic foster care, the HopeTree Academy, therapeutic group homes, and developmental disability homes.

This request is to rezone the property in order for it to be developed as a planned unit district that will contain the existing HopeTree services, a significant number of residential building types (not to exceed 340 units including Accessory Dwelling Units), single-use renovated and/or one-story structures, and mixed use structures that will contain commercial uses. Approximately 35% of the site will be preserved or used as public or private open space areas including a proposed lawn area near the center of the site. As a planned unit district is extremely flexible by design, the exact building types and locations have not been determined.

The applicant is proposing access adjustments to the property. According to the proposal, the existing main entrance from Mount Vernon Lane and East Carrollton will remain. The northern entrance on Red Lane will be moved in line with the intersection to the North Oaks Subdivision. The second existing entrance from Red Lane will remain and four additional entrances from Red Lane will be added. Two additional entrances will be constructed on East Carrollton Avenue along with the opening and extension of North Broad Street. All roads within the PUD will be privately owned.

Several potential areas for stormwater management are identified throughout the plan. As a PUD is designed to be flexible in nature, the exact size and location of the SWM areas have not been determined. As a light imprint development, stormwater facilities are often small in nature and dispersed throughout the development. The actual number of facilities and their design will depend on engineering and regulatory requirements and will be reviewed and approved through the site plan review process.

PROFFERED CONDITIONS:

The Planned Unit District master plan (labeled PUD Rezoning Application in attached documentation) will constitute the required conditional zoning proffers. All other documentation included throughout the application process is supportive in nature.

INDEPENDENT ANALYSIS OF TRAFFIC DATA SUBMITTED BY THE APPLICANT:

The City hired Mattern & Craig, an independent, licensed professional engineer to review the traffic data that was submitted with the request for accuracy and to obtain a third party opinion.

In summary, Mattern & Craig found the need for an expansion of the study area in regard to the intersections examined (not just Red Lane/East Carrollton Ave and East Carrollton Ave/North Broad St) and data points collected. Additionally, there needs to be justification for the trip generation reduction (currently as assumption of 25%); otherwise, standardized metrics (provided by the Institute of Transportation Engineers or VDOT) should be utilized.

Mattern & Craig's analysis can be found in the supporting documents of this staff report.

Balzer and Associates responded to Mattern & Craig's independent analysis, and correspondingly updated its Traffic Impact Study. Those materials can be found in the supporting documents of this staff report.

Mattern & Craig responded to the updated Balzer and Associates Traffic Impact Study, noting that "the revised study appears to conform with VDOT and industry standard practices, and addresses our concerns with the original study."

SUBSEQUENT AMENDMENTS TO THE PLAN REGARDING TRAFFIC:

The applicants have amended page 7 of the PUD document to reflect that traffic generation from new residential and non-residential uses will not exceed 4,037 trips per day.

COMMENTS RECEIVED FROM CITY DEPARTMENTS:

The proposed development was submitted to all city departments for comment and review. Below is the response of each department:

COMMUNITY DEVELOPMENT, Engineering Division

If approved, the project will have to comply with all applicable local and state stormwater regulations and requirements, including over-detention.

An independent analysis of the submitted traffic data was performed by Mattern & Craig, Professional Engineers. For more details, please see the Traffic Section above.

COMMUNITY DEVELOPMENT, Planning & Zoning Division

The intent of the Planned Unit District (PUD) is to encourage maximum flexibility in the design and development of land. PUD developments facilitate the adequate and economical provision of streets, utilities and other improvements, and allow for the management of the natural and scenic qualities of

vacant land that is proposed for development. The PUD district allows a variety of housing options, as well as commercial, civic and office use types of a number and scale sufficient to serve the needs of the PUD residents.

This proposal offers a delightful light imprint development focused on walkability, open space, amenities, and a sense of community. The numerous revisions to the submitted documents serve as helpful guidelines to ensure that the plan's stated objectives are fulfilled by the development's potential buildout. For example, maximums have been introduced both residentially and commercially, guaranteeing that there will be no more than 340 residential units constructed in the development (including Accessory Dwelling Units), no more than 15,000 square feet of retail and restaurant uses (not including other limited permitted commercial uses), no more than 34 hotel rooms, and no more than 35,000 square feet of limited "other commercial" (non-retail/restaurant/hotel) and office space. While it is likely that single-family detached homes will be constructed as part of the project should it be approved, there is no guarantee of that housing archetype based on the current plan.

Since the original submission, the project team has greatly refined the allowable use list in respect to the appropriate uses for HopeTree's location and proximity to downtown. Additional discussion with City staff and City leadership since the March Planning Commission meeting has resulted in the removal/adjustment of approximately 50 proposed uses.

HopeTree's Project Team has been very receptive to the suggestions of staff and City leadership. The PUD document has significantly involved since its original submittal, and its allotted maximums provide safeguards for use and density concerns. In its current form, staff feels that the Planned Unit District document satisfies the corresponding requirements listed in the zoning ordinance.

Economic Development

HopeTree's proposed development appears to be a very creative "outside the box" development, unique to the Roanoke Region. The overall development has the potential for becoming a well-known planned development well outside the Roanoke Valley.

Historically, economic development only engages in commercial and industrial land use development. The proposed HopeTree development is a unique master planned community largely consisting of residential development. However, in the interest of economic development, the plan incorporates several initiatives related to Economic Development's strategic plan and incorporates a small portion of proposed commercial uses. Proposed commercial uses are predominantly associated with the adaptive reuse of older HopeTree buildings.

Related to Economic Development's strategic plan, the HopeTree development supports several objectives, including:

1. Opportunities to diversify the housing options in the City of Salem
 - a. Support existing efforts in retention and attraction of talent
2. Opportunities to expand quality of life amenities to local residents
 - a. Pedestrian walking paths, preserving open green space and recreation for the public
 - b. Increase beautification efforts in building design and city corridors
 - i. Reference of Wiley Court & pocket parks are positive
3. Business attraction & entrepreneurial support
 - a. Enhanced adaptive reuse of older buildings can boost efforts to attract eclectic businesses with potential to be retail/hospitality destinations

ELECTRIC

Electric loading - The proposed development would not adversely affect the power in that area. We have adequate feeds available for the new load.

Easement/Pre-Construction – This development will require extensive easements and phase planning prior to construction. The existing power on site will need to be replaced/intercepted as Salem Electric will be bringing the existing power up to its code. Well in advance to construction, materials and equipment will need to be decided upon in coordination with the developer and ordered to ensure that they will be available at the time of construction.

Construction – The proposed development will require all new power feeds into the site. Coordinating the existing power with the new facilities will require extensive electrical work and planning to ensure that outages will be manageable and new electric services will be available to the proposed phases of construction.

POLICE

Along the same lines of the Police Department's response to the Simms Farm development, we would anticipate a slight increase in Calls for Police Services which is expected from any development of this nature. We are not in a position to dispute the facts presented in the Traffic Study which details the increase of vehicular traffic in the adjacent neighborhoods. At this time, there is no immediate concern regarding quality of life issues such as homelessness.

SCHOOLS

Thank you for the opportunity to provide input on this matter. Ultimately, please know that the School Board and School Administration trust the City Council and City Administrators to make good decisions that benefit all Salem residents.

From the perspective of the Salem City School Division, new development is likely to increase enrollment. Since 2017, the Salem City School Division has experienced a significant decline in enrollment, negatively affecting state funding (approximately 300 students in grades K-12). Increased enrollment will provide additional revenue from the state on a per-pupil basis for annual instructional costs. Additionally, enrollment increases generally happen over time, which permits staffing and program delivery to adapt and adjust incrementally.

Outside of annual instructional programming, the other consideration is the capacity of school facilities. The proposed development is in what is currently the West Salem Elementary Attendance Zone. West Salem Elementary School has a facility capacity of approximately 450 students and is currently operating below capacity with approximately 400 students, some of whom are nonresident students or in-division transfer students. So, there is capacity for increased enrollment at West Salem. ALMS and SHS also have ample space to address increases in enrollment in grades 6-12.

If additional enrollment results in the need to adjust attendance zones, changes will be phased in over time by permitting current students in affected neighborhoods to continue attending the neighborhood's traditional school while new students are transported to the newly assigned school.

In large or rural districts, the redundant transportation required to phase in changes would be a more significant challenge than it will be here in Salem. While there would be a modest increase in transportation costs during implementation, it would be a small price to pay to mitigate the impact of changing attendance zones on families.

STREET DEPARTMENT

All roads in this PUD will be privately owned; therefore, the City will not have any maintenance cost. All maintenance, snow removal, asphalt patching, and etc. would be the responsibility of the owner.

When it comes to trash, we feel we can service those new residential units initially with current staffing levels and keep the collection day the same as it currently is, until the PUD is fully built out. There will be a slight increase in fuel and maintenance. Once it is completed, we would need to re-evaluate to see if we need to increase staff to handle the total number of residential units there. There is the possibility of increased staff and salary along with fuel and maintenance costs once the PUD is completed.

We will provide a garbage tote to each new residential unit; I'm only counting one tote for each of the units. The traffic study mentions 340 residential units (115 single family detached, 140 single family attached, 85 multi-family units). The current cost of a new tote is about \$75 each including shipping, which is going to cost \$25,500.00. Garbage totes last approximately ten years. I'm estimating the residential units might dispose of 150lbs of garbage per week, which equals 26 tons a week. We currently pay \$55.00 a ton, equals \$1,430.00 a week or \$5,700.00 a month or \$74,400.00 a year for disposal. We would also provide curbside bulk collection. Being they will be new residential units this is a difficult one to estimate; I would estimate \$6,000.00 in tipping fees for bulk. In round numbers, the impact to garbage collection will be approximately \$80K annually.

WATER DEPARTMENT

We still have a concern about how the water metering will be handled since the complex is currently served by a master meter. Likely, some of the existing HopeTree buildings will have to be separately metered.

OPTIONS:

1. Recommend approval of the request.
2. Recommend denial of the request.

REZONING NARRATIVE

As outlined in the PUD document, the vision for this property is to allow for the development of a fully integrated, mixed-use, pedestrian-oriented neighborhood woven into the existing HopeTree campus of buildings and surrounding open space, while being sensitive to, and providing meaningful connections to, the surrounding neighborhoods in the community.

On behalf of HopeTree Family Services (HopeTree), we are providing the narrative below as supplemental information to support the rezoning application and Planned Unit District (PUD) document with associated zoning information and guidelines for the development. This request is to rezone a portion of existing Tax Parcel 44-3-10 from RSF-Residential Single Family, to PUD-Planned Unit District for a proposed mixed-use neighborhood to be developed on the property. The HopeTree PUD document is the only document that is proffered with this request and all other documents are provided as supplemental information to further explain the request.

Project Narrative

The portion of the property that is proposed to be rezoned is approximately 62.318 acres along Red Lane and East Carrollton Avenue. The parcel is owned, operated, and occupied by HopeTree Family Services. HopeTree Family Services offers a wide range of ministries for at-risk children and youth and their families. These services include Treatment Foster Care, the HopeTree Academy secondary educational program, and Therapeutic Group Home. HopeTree also serves the needs of adults with intellectual disabilities and their families through their Developmental Disabilities Ministry. HopeTree Family Services is supported by the Virginia Baptist Children's Home & Family Services Foundation and is a mission partner of the Virginia Baptist Mission Board.

Over the last several decades, the use of this property has changed significantly, mainly due to a changing regulatory environment surrounding the specific types of services that have occupied the Salem campus. At its peak, when HopeTree was an orphanage, the campus was home to more than 400 youth ranging in age from 5 to 18. New regulations have discouraged the type of large-scale group home that existed on this campus in the past and have moved instead toward smaller-scale facilities that are integrated with the surrounding communities in which they are located. Because of limits from licensing bodies, the HopeTree campus is now limited to housing no more than 16 youth residents ages 13 to 17. In the past, youth would live on the campus for years until they turned 18. Today, youth residents typically stay no more than 6 months before being moved to another setting or back to their home.

Care for youth and adults is moving away from a congregate, campus-style setting. Today, most services are offered in the communities in which they already live. As a result, HopeTree no longer has a need for the large amount of property that exists at this site; however, there is a strong desire to stay true to HopeTree's roots and maintain a presence in this location.

The HopeTree Board of Directors has been discussing options for the Salem campus since 2007. Several recommendations have been considered over the years, including selling the Salem campus property and moving elsewhere, or selling a portion of property along the Red Lane frontage for development. The proposed rezoning request is a result of HopeTree's desire to "do more" with the property and to create something that will benefit HopeTree, the City of Salem, and its residents for years to come.

The proposed PUD rezoning and associated development will allow HopeTree to remain on the property where they have so much history, while integrating HopeTree's services with the proposed development, which is in keeping with the intent of the new regulations. HopeTree is currently teamed with a residential

home builder (Stateson Homes) and commercial builder (Snyder & Associates), who are providing construction expertise on the project.

Existing Conditions

Existing improvements on the site include approximately 20 buildings of varying condition, drive aisles and parking areas, pool, tennis and basketball courts, two existing baseball fields near Red Lane, picnic shelter, above-ground stormwater management facility, and other miscellaneous improvements. The existing improvements have served various purposes for HopeTree over the years and many of them are under utilized or no longer utilized at all.

Many of the buildings are centered around the core area in the center of the site. Six of these buildings (Portsmouth, Memorial, Carpenter, English, the Infirmary, and Ruth Camp Campbell) are currently vacant and will not be used again by HopeTree and were previously planned to be demolished. The proposed development envisions preserving as many of these structures as possible and converting them to residential or commercial uses that the entire community can benefit from. Utilizing the existing structures will preserve the unique character of the campus and allow this existing infrastructure to be re-purposed for the intended new uses.

Existing topography is rolling with a ridge through the middle of the site running north to south that contains much of the existing development. There is an existing pond and two existing creeks on the property. One creek is on the west side to the south of the pond and the other creek is located in the southeast corner of the site. These features are anticipated to remain and have been incorporated into the Master Plan. There is a wooded area near the pond and creek along the western side of the property and this vegetation will be preserved to the extent practical.

The property has frontage on the public rights-of-way of Red Lane, East Carrollton Avenue, North Broad Street, and Mount Vernon Avenue. This property is designated for residential use on the City of Salem Future Land Use Map dated June 11, 2012. The property is surrounded by Interstate 81 to the north and existing residential development on other sides.

Community Vision

The intent of this project is to preserve the HopeTree campus and buildings to the extent practical (including the buildings that were previously planned to be demolished) and provide new and infill development, where appropriate. Guiding principles of the project are to create a new community that minimizes traffic congestion, suburban sprawl, site grading, infrastructure costs, and preserves natural features and amenities. The plan for the HopeTree project is based on neighborhood design and development conventions which were widely used in the United States up until the 1940s and were based on the principles outlined throughout the PUD document.

A design charette was held in October 2022 to solicit input from, and engage with, adjacent property owners, City staff, elected City officials, and other stakeholders for the project. While engaging with the community during the development of the Master Plan, it was noted that the existing neighborhood lacks pedestrian amenities such as sidewalks or trails. Residents currently walk along Red Lane and the speed of traffic along this road was also cited as a major concern. It is the intent of the project to reduce vehicle trips and encourage pedestrian activity by limiting the width of vehicular drives, providing on-street parking where possible, and providing a network of sidewalks and trails throughout the property. In addition to these design principles, the project also proposes to install on-street parking along the frontage of Red Lane, which will slow traffic and provide additional parking opportunities, and to install a new sidewalk along the frontage of Red Lane to provide safe pedestrian accommodations for the surrounding community.

Density

The City of Salem has very limited land resources remaining to be developed and it is paramount to utilize these remaining land resources to their true potential. The proposed PUD plan allows for the HopeTree property to be developed to its potential while also being sensitive to the existing community and its residents. These are guiding principles of this PUD plan.

The density of the development will be limited by what is allowed in the PUD document. The total number of primary residential units shall not exceed 340. Accessory dwelling units will also be allowed but are not expected to be a major component of the project. Residential uses will make up the majority of the development with the proposed commercial uses and existing HopeTree institutional uses being integrated into the overall development. The commercial uses within the development will be determined based on what this community can support but is anticipated to consist of smaller users that are integrated into the neighborhood at an appropriate scale and in thoughtful locations.

Approximately 40% of the property will be preserved either in a natural state or as public or private open space areas. This includes the large area on the west side of the site that contains the existing pond, creek, and natural vegetation. Several interior open space areas will be provided as well, including the proposed lawn area near the center of the site.

Development Guidelines

The development of the property will be governed by the PUD document. Lot development regulations, architectural standards, etc. are provided within the document and will be enforceable throughout the development. Allowable uses are outlined in the Use Table that is provided within the PUD document.

Roads

Roads and drive aisles internal to the development will be private. On-street parking will be a preferred parking solution for the development and will be utilized where practical. All proposed roads will be paved, and we will work with the appropriate City staff to ensure that sufficient access for emergency and trash collection vehicles is provided. A network of sidewalks will be provided throughout the development to encourage pedestrian activity and connectivity, as this is a central theme of the project.

On-street parking and new sidewalk will be provided on Red Lane along the frontage of the property. The intent of these improvements is to slow traffic along this section of Red Lane, provide additional public parking opportunities, and to provide a dedicated pedestrian accommodation where one does not exist now. This section of Red Lane has a significant amount of pedestrian activity, and these improvements will serve existing and new residents.

Access

There are existing vehicular access points on Red Lane (2 locations) and East Carrollton Avenue (1 location). Additional access points are proposed along Red Lane, East Carrollton Avenue, and at the end of North Broad Street. One of the central themes within this development is to provide multiple access points to increase connectivity within the existing street grid pattern and to allow vehicular trips to be distributed to the existing road network more efficiently.

As requested by the City, a Traffic Study has been prepared by Balzer and Associates, Inc. that analyzes the development and impacts to the existing roadway network adjacent to the project. In addition to this, turn lane warrants have been analyzed. The quantities of residential and commercial uses have been assumed in order to study a reasonable and conservative level of traffic that will be generated by this project. The uses assumed in the study intended to be placeholders and are not intended to represent exactly what will be developed on the property. As outlined in the Traffic Study, the surrounding road network is

sufficient to handle traffic from the proposed development and impacts to delay and level of service are minimal. The development does not meet any turn lane warrants at any of the proposed access points. Sight distance requirements will be required to be met with the final development plans.

Utilities

This project will be served by public water and sewer. As discussed with the City of Salem Water and Sewer Department, sufficient capacity exists within the existing public water and sewer systems to serve the proposed development.

Public water and sewer will be extended through the property to serve the existing and proposed buildings and replace the existing private utility systems that are currently in place. New public water mains are anticipated to provide additional interconnectivity and redundancy in the system, which will improve service to the property and the surrounding area.

Comprehensive Development Plan

This project is in conformance with many of the Goals and Objectives defined in the City of Salem's current Comprehensive Plan. The development pattern for this project is sensitive to the existing surrounding neighborhoods by centering the most intense uses near the core of the property furthest from the existing residential houses. The least intense residential uses are located around the perimeter of the property, closest to the existing roadways and existing residential homes. The variety of housing types acknowledges and addresses the need for new housing and varying types of housing in the City of Salem. The intent of the project is to maximize the development potential of the most developable portions of the property and to preserve the most environmentally sensitive areas of the property. The preservation of open space, development of pedestrian amenities, and extensive landscaping will all enhance the neighborhood and directly address the goals of improving the beauty and appearance of the City of Salem and Preserving and Enhancing Open Space on Private properties.

Summary

The proposed development regulations and Master Plan are fully outlined in the HopeTree PUD document, attached to this application. It is the intent that this be the official document that will guide the development of this property.

HopeTree has repeatedly stated that its three main goals for the project are "to honor the history of HopeTree on this campus, to position HopeTree for the future, and to make our community proud." We are extremely excited to submit this application for rezoning. This project provides an excellent opportunity for the City of Salem to gain a new mixed-use community that will serve existing and future residents of Salem. The HopeTree project will provide many different housing types, while being sensitive to the surrounding residential neighborhoods, preserving important natural features, and providing services and amenities that will benefit the entire community.

Pre-application Meeting (optional)

- Meetings with the Community Development Staff are recommended prior to submittal of a rezoning application. Please bring a plat to the meeting with a sketch of your proposal.

Application Submittal

- The application deadline is the first of the month for inclusion on the following month's agenda. If the first falls on a weekend or holiday, the application deadline will be the following business day.
- When submitting an application be sure to include the following: a complete application, plat of the subject property, legal description that includes metes and bounds, and supplementary information to support the request (such as conceptual plans and building elevations). Please note: incomplete applications will not be accepted and will be returned to the applicant.
- The application fee is due at time of submittal. (See Page 4)
- PLEASE NOTE: As per 106-520(C) of the City of Salem Zoning Ordinance no application shall be accepted for a lot or parcel that does not comply with the minimum lot area, width, or frontage requirements of the requested zoning district. A variance from the Board of Zoning Appeals must be obtained prior to the submission of a rezoning application.

Application Distribution for City Review

- Complete applications may be routed to City departments for review.

Staff/Applicant Meeting

- The staff may contact the applicant to schedule a meeting to discuss comments provided by reviewing agencies, to request additional information or plan revisions, and to negotiate proffers.

Planning Commission

- Revised conceptual plans and draft proffers must be submitted prior to the Planning Commission meeting. Proffers and conceptual plans may be revised in accordance with Staff's recommendations, and revisions incorporating the staff's recommendations must be submitted prior to the Planning Commission meeting.
- A staff report and recommendation is included in the Planning Commission packet. The packet is distributed approximately 1 week prior to the Planning Commission meeting.
- The Planning Commission meets on the 1st Wednesday after the 1st City Council meeting of the month.
- Following a public hearing on the rezoning case, the Planning Commission may recommend approval, approval with revisions to the proffers, denial, or deferral of the application.

City Council

- Signed and notarized final proffers must be submitted prior to the City Council meeting.
- A staff report containing the recommendation of the Planning Commission and Staff is sent to the City Council prior to the meeting.
- The City Council typically hears rezoning cases on the 4th Monday of every month. Cases are usually heard by Council at the meeting following the Planning Commission meeting.
- Following a public hearing on the case, the City Council may vote to approve, approve with proffered conditions, deny, defer the application to another meeting, or remand the application back to the Planning Commission for further consideration.

ATTACHMENTS - For ALL REQUESTS you must submit the following electronically:

- a. **A fully completed signed application.**
- b. **Acknowledgement of Application Fee Payment Procedure (Page 4)**
- c. **Signed Proffer Statement if applicable (Pages 6 & 7)**
- d. **A plat of the subject property**, which accurately reflects the current property boundaries, is drawn to scale, and shows existing structures. (Typically, available from the City Clerk's Office.)
- e. **Responses to questions on Page 5**
- f. **Historic Impact Information** (if any)
- g. **For applications requiring plans**, please submit electronically only. No hard copies will be accepted.
- h. **Check here** if the conceptual plan will serve as the preliminary plat. ☐

NOTE: Elevations will be required with new development.

TO THE APPLICANT:

It is the policy of the City of Salem City Council, the City of Salem Planning Commission, and City of Salem Board of Zoning Appeals to require a property to be posted when a zoning action is being considered. Such a posting notifies the general public of an impending action and the location being considered.

It is incumbent on you, the applicant, to ensure the sign is in the proper location and remains there until an action has taken place. Consequently, the procedure for posting is as follows:

1. The Community Development Staff will post the sign on your property.
2. You should check the location of the sign to make certain it is in the right place on your property. If it is not, notify the Community Development Office as soon as possible.
3. You should check periodically to ensure the safety of the sign. If it is stolen or otherwise harmed, notify the Community Development Office as soon as possible.

In submitting this rezoning application, you hereby grant permission to the agents and employees of the City of Salem to enter the referenced property for the purposes of processing and reviewing the above application.

Should you have any questions regarding this policy, please contact a member of Community Development.

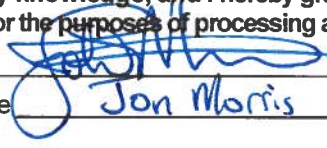
City of Salem Community Development Application

Request for REZONING or CONDITIONAL REZONING

Case #: _____

APPLICANT INFORMATION	
Owner: <u>Virginia Baptist Children's Home (dba HopeTree Family Services)</u> Contact Name: <u>Jon Morris, President & CEO of HopeTree Family Services</u> Address: <u>860 Mount Vernon Lane</u>	Telephone No. <u>(540) 389-5468</u> Fax No. _____ Email Address <u>jonm@hopetreeds.org</u>
Applicant/Contract Purchaser: <u>Same as owner</u> Contact Name: _____ Address: _____	Telephone No. _____ Fax No. _____ Email Address _____

PARCEL INFORMATION		For <u>multiple</u> parcels, please attach a page <input type="checkbox"/>
(Tax ID #'s) <u>41-1-1, 41-1-2, 41-1-3, 41-1-4</u> <u>41-1-5, 41-1-6, portion of 44-3-10</u> Deed Book <u>210003146</u> Page _____ Subdivision _____ Location Description (Street Address, if applicable) _____ <u>860 Mount Vernon Lane</u>	Total Area (acres/square feet) <u>62.318 acres</u> Current Zoning <u>RSF</u> Requested Zoning <u>PUD</u> Requested Use <u>Mixed-Use</u> Current Use <u>Institutional</u> <input type="checkbox"/> Conditional Zoning Request: See Attached Proffer sheets	

SIGNATURE OF OWNER <input checked="" type="checkbox"/> CONTRACT PURCHASER <input type="checkbox"/> (attach contract) <input type="checkbox"/>	
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></u> Print Name <u>Jon Morris</u>	Date <u>11/30/23</u>
Signature _____ Print Name _____	Date _____

QUESTIONS/ LETTERS/ SHOULD BE FORWARDED TO THE FOLLOWING**:	
Name <u>Jon Morris</u> Address: <u>HopeTree Family Services</u> <u>860 Mount Vernon Lane</u> <u>Salem, VA 24153</u>	Telephone No. <u>(540) 389-5468</u> Fax _____ No. _____ Email Address <u>jonm@hopetreeds.org</u>
**It is the responsibility of the contact person to provide copies of all correspondence to other interested parties to the application.	

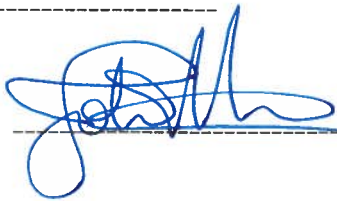
ACKNOWLEDGEMENT OF APPLICATION FEE PAYMENT PROCEDURE

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: _____

Print Name: Jon Morris, President & CEO

Signature of applicant/authorized agent



Date: 11/30/23

Print Name:

Jon Morris

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

☐ Email _____

☐ 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. See attached narrative.

3. List any sensitive environmental or unique features on the property. Are there any high voltage transmission lines, public utility lines, or others? See attached narrative.

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? Conceptual Master Plan
is provided within the P.U.D. guidelines illustrating the general layout of streets, development areas, etc. and the
P.U.D. document sets forth development requirements.

PLEASE RESPOND FOR COMMERCIAL REZONING APPLICATIONS

1. What provisions will be made to ensure safe and adequate access to the subject property? See attached narrative.

2. How will the traffic impact of this development be addressed? See attached narrative and traffic study.

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? See attached narrative.

4. What type of signage is proposed for the site? Signage to be determined and will be developed in accordance with City Code.

5. Have architectural/building elevations been submitted with this application? See P.U.D. document.



**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

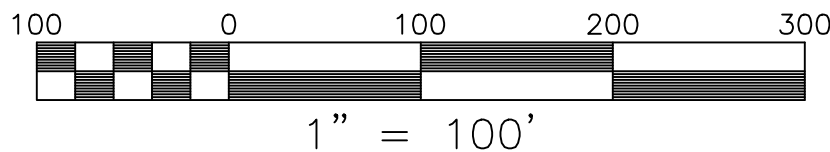
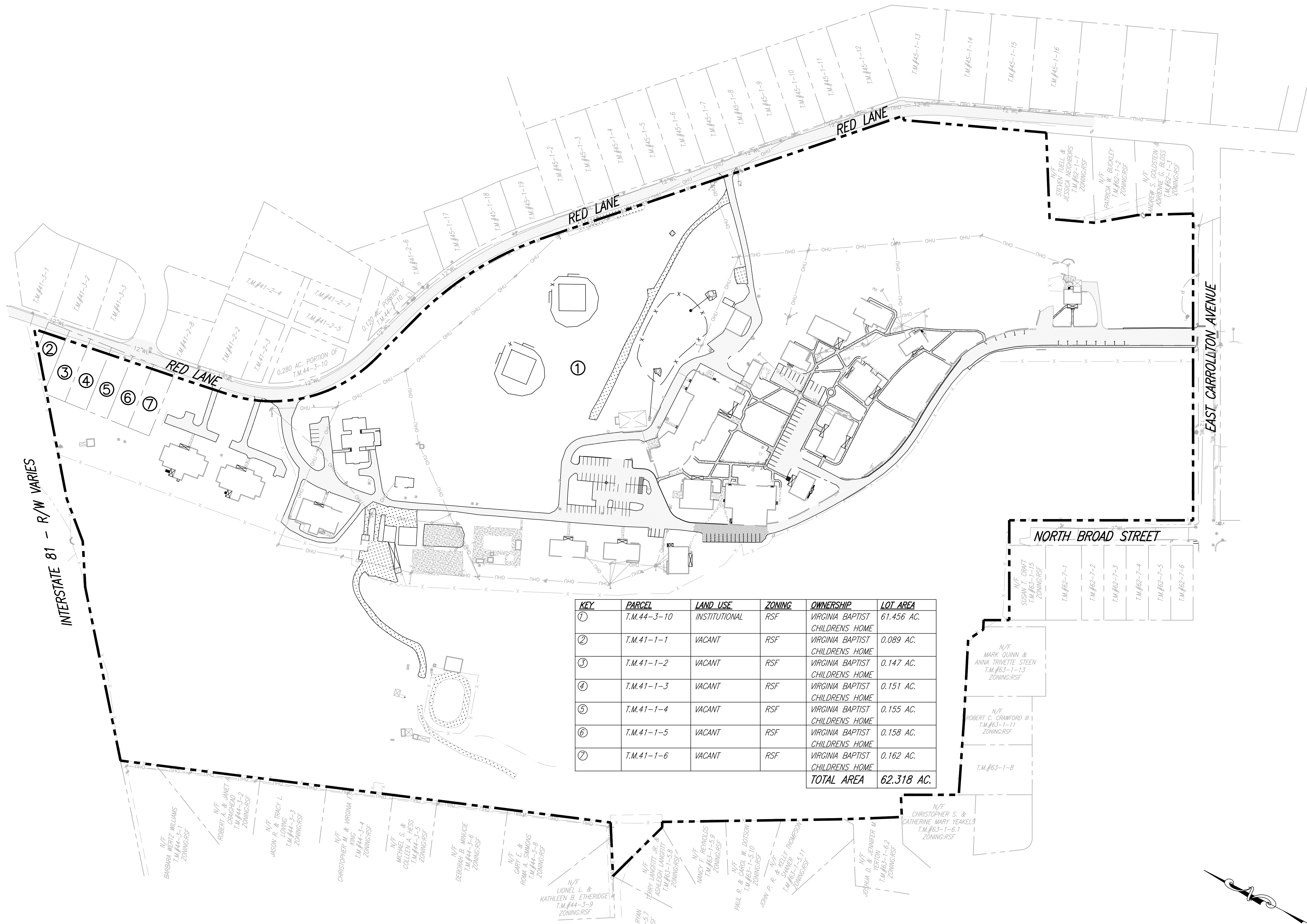
HOPETREE PLANNED USE DISTRICT

PROPERTY EXHIBIT

CITY OF SALEM, VIRGINIA
MOUNT VERNON AVENUE

DRAWN BY AAB
DESIGNED BY CPB
CHECKED BY CPB
DATE 12/1/2023
SCALE 1" = 100'
REVISIONS

EX-A
PROJECT NO. 04220029.00



122000040220020.00 MOORETEE MASTERS AN/CWILL dev04220020.00 Mona_Tees Property, Evelyn Ann DiATTER. 2/10/2024 10:34:48 AM



HOPETREE

SALEM, VIRGINIA

PUD REZONING APPLICATION

CITY OF SALEM VIRGINIA
PUD APPLICATION
PLANNING OBJECTIVES

Per the Salem Zoning Application Sec. 106-228.4.

Application process: To initiate an amendment, the applicant shall complete a rezoning application. This information shall be accompanied by graphic and written information, which shall constitute a preliminary master plan. All information submitted shall be of sufficient clarity and scale to clearly and accurately identify the location, nature, and character of the proposed district. At a minimum this information shall include:

1. A legal description and plat showing the site boundaries, and existing street lines, lot lines, and easements.

2. Existing zoning, land use and ownership of each parcel proposed for the district.

3. A general statement of planning objectives to be achieved by the PUD district, including a description of the character of the proposed development, the existing and proposed ownership of the site, the market for which the development is oriented, and objectives towards any specific manmade and natural characteristics located on the site.

4. A description and analysis of existing site conditions, including information on topography, natural water courses, floodplains, unique natural features, tree cover areas, etc.

5. A land use plan designating specific use types for the site, both residential and non-residential use types, and establishing site development regulations, including setback, height, building coverage, lot coverage, and density requirements.

6. A circulation plan, including location of existing and proposed vehicular, pedestrian, bicycle, and other circulation facilities and location and general design of parking and loading facilities. General information on the trip generation, ownership and maintenance and proposed construction standards for these facilities should be included. A traffic impact analysis may be required by the administrator.

7. A public services and utilities plan providing requirements for and provision of all utilities, sewers, and other facilities to serve the site.

8. An open space plan, including areas proposed for passive and active recreational uses, natural and undisturbed areas, and proposed buffer areas proposed around the perimeter of the site. Information on the specific design and location of these areas and their ownership and maintenance should be included.

9. Generalized statements pertaining to any architectural and community design guidelines shall be submitted in sufficient detail to provide information on building designs, orientations, styles, lighting plans, etc.

10. A development schedule indicating the location, extent and sequence of proposed development. Specific information on development of the open space, recreational areas, and non-residential uses should be included.



EXISTING SITE PLAN



EXISTING AERIAL PHOTOGRAPH OF SITE

SITE & ZONING SUMMARY:

SITE ADDRESS: 860 MOUNT VERNON LN
SALEM, VA 24153

OWNER: VIRGINIA BAPTIST CHILDREN'S HOME

OWNER ADDRESS: 860 MOUNT VERNON LN
SALEM, VA 24153

TAX MAP NUMBERS: 41-1-1, 41-1-2, 41-1-3, 41-1-4, 41-1-5, 41-1-6,
and a portion of 44-3-10.

EXISTING LOT SIZE: 62.318 AC

EXISTING ZONING: RSF - RESIDENTIAL SINGLE FAMILY

ZONING REQUIREMENTS:

MINIMUM LOT AREA: 9,000 SF

MINIMUM LOT FRONTAGE: 75'

SETBACKS:

FRONT: 25' IF RIGHT-OF-WAY IS 50' OR GREATER
50' FROM CENTERLINE IF RIGHT-OF-WAY IS LESS THAN
50' IN WIDTH

SIDE: 10% OF LOT WIDTH, NOT REQUIRED TO EXCEED 25'

REAR: 25'

MAXIMUM HEIGHT: 45'

MAXIMUM BUILDING SIZE: NONE

CONCEPT PLAN NOTE:

1. 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.
2. AERIAL IMAGERY SOURCED FROM GOOGLE EARTH, DATED NOVEMBER, 2019.

1.A legal description and plat showing the site boundaries, and existing street lines, lot lines, and easements.

2.Existing zoning, land use and ownership of each parcel proposed for the district.

EXISTING SITE DESCRIPTION

Existing Development

The site is currently developed with a network of private driveways and several existing buildings on the property. The center core of the site is located on top of a ridge and consists of many of the existing buildings, as well as supporting parking areas and other improvements. Some of the existing buildings are currently being utilized by HopeTree, while others are vacant. There are also two recreational fields located near Red Lane to the north of the center core.

The existing site has road frontage on East Carrollton Avenue, Red Lane, and North Broad Street. There is an existing private access drive (Mount Vernon Lane) from East Carrollton Avenue that accesses through the site and provides access to the center core before continuing through the site and back to Red Lane. A separate private access drive (Printers Lane) from Red Lane provides access to the recreational fields, as well as providing an additional connection to Mount Vernon Lane to the north of the center core. In addition to these private roads, there are also adult homes located at the north end of the property with driveways that access directly from Red Lane.

Existing Topography

There is an existing ridge bisecting the property from north to south. The east side of the property slopes from this ridge and from Red Lane to an existing drainage swale and storm sewer system. There is an existing stormwater management detention pond located near the center core of the property that was constructed with a previous development project.

Existing Natural Features/Floodplain

There is an existing pond located on the property in the northwest corner adjacent to Interstate 81. The pond discharges to an existing creek to the south that conveys stormwater from north to south toward the existing residential area at the end of North Broad Street. There is also an existing creek located at the southeast corner of the property that begins at the end of the existing storm sewer system that conveys water through the HopeTree property. This creek conveys runoff to an existing culvert under East Carrollton Avenue.

The property is not located within a FEMA-defined floodplain.

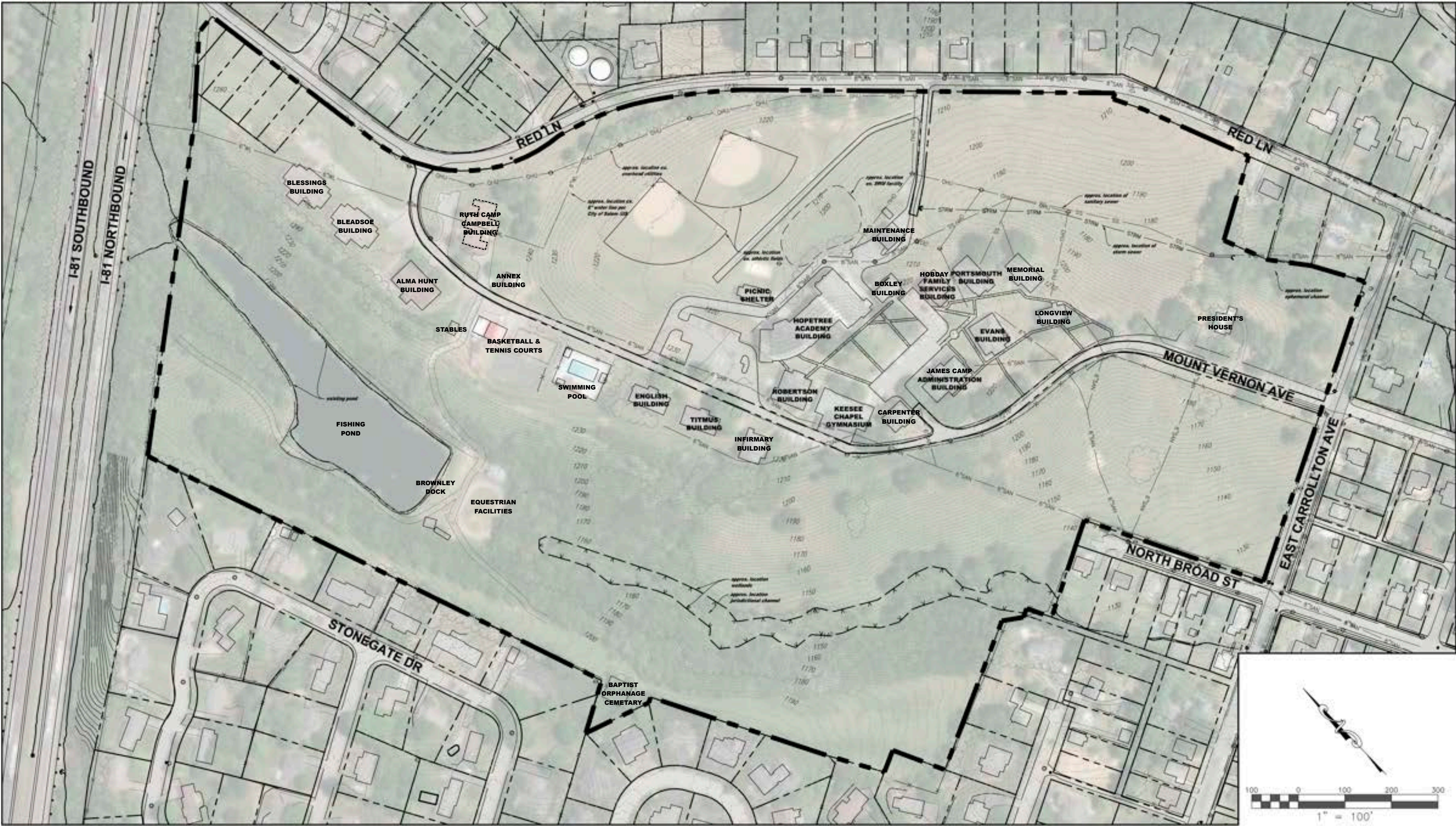
Existing Vegetation

Much of the property that is not developed with buildings or pavement/hardscape is covered with a mix of managed turf and pasture. There is a large wooded area on the west side of the property around the pond and existing creek. There is a variation of other trees that are located throughout the property, with many of these being in the southeast corner of the site or along Red Lane.

BALZER AND ASSOCIATES

4.A description and analysis of existing site conditions, including information on topography, natural water courses, floodplains, unique natural features, tree cover areas, etc.

EXISTING SITE DESCRIPTION







ILLUSTRATIVE MASTER PLAN WITH AERIAL

HOPETREE Master Planned TND Traditional Neighborhood Development

PLANNING OBJECTIVES

*Per the Salem Zoning Application Sec. 106-228.4. - Application process:
“ 3. A general statement of planning objectives to be achieved by the PUD district, including a description of the character of the proposed development, the existing and proposed ownership of the site, the market for which the development is oriented, and objectives towards any specific manmade and natural characteristics located on the site.”*

The purpose of the Hopetree master plan is to allow for the development of fully integrated, mixed-use pedestrian oriented neighborhood woven into the existing Hopetree campus of buildings and surrounding open space while connecting to the surrounding neighborhoods where feasible.

The intent is to preserve the Hopetree campus and buildings and for new and infill development to minimize traffic congestion, suburban sprawl, site grading, infrastructure costs, and environmental degradation. The provisions of the Hopetree neighborhood are based on urban design and development conventions which were widely used in the United States since its founding until the 1940's and were based on the following principles:

- A. All neighborhoods have identifiable centers and edges.
- B. The center of the neighborhood is easily accessed by non-vehicular means from lots on the edges (i.e. approximately one-quarter-mile from center to edge, or a five-minute walk).
- C. Uses and housing types are mixed and in close proximity to one another.
- D. Street networks are interconnected and blocks are small.
- E. Civic buildings are given prominent sites throughout the neighborhood.

THE HOPETREE MASTER PLAN INCLUDES THE FOLLOWING DESIGN FEATURES:

- A. Neighborhood form.
 - 1. Dwellings at the edge of the neighborhood are roughly a five-minute walk or less to the center of the neighborhood.
 - 2. A great variety of housing types and price ranges is included in the neighborhood, with the highest density of housing located towards the center of the neighborhood.
 - 3. Within the neighborhood a mix of land uses is arranged to serve the needs of the residents in a convenient walking environment: open space/recreational areas, civic buildings, low and high density residential, retail/commercial, business/workplace, institutional, educational, and parking.
 - 4. The area of the overall master plan includes the existing core campus with the surrounding open areas divided into blocks, streets, lots, greenways, and open space.
 - 5. Similar land uses generally front across each street. Dissimilar land uses generally abut at rear lot lines. Corner lots which front on streets of dissimilar use generally observe the setback established on each fronting street.
 - 6. Along existing streets, new buildings are compatible with the general spacing of structures, building mass and scale, and street frontage relationships of existing buildings.
 - 7. The appearance of the neighborhood blends in with existing surrounding neighborhoods and feature the use of similar materials in construction.
 - 8. The facades of townhouses shall be varied by staggered front yards and variations in design and materials.

- B. Lots and buildings:
 - 1. New lots share a frontage line with a street or public space; lots fronting on a public space shall have access to a rear alley.
 - 2. Consistent build-to lines are established along all streets and public space frontages.
 - 3. All buildings, except accessory structures, have their main entrance opening on a street or public space.
 - 4. ~~No structure exceeds 3 stories in height in the Edge zone, and 4 stories in the General and Center zones.~~ Height of buildings shall be measured per the Salem code and shall not exceed 45' in any location. The height of any Accessory Building shall not exceed the principal structure on the lot.

- C. Streets, alleys and pathways:
 - 1. Designs permit comfortable use of the street by motorists, pedestrians and bicyclists. Pavement widths, design speeds, and number of motor travel lanes are minimized to enhance safety for motorists and non-motorists alike. The specific design of each street considers the building types which front on the street and the relationship of the street to the overall town street network. An extensive system of connected pathways is woven through the core campus extending to the perimeter.
 - 2. A combination of perimeter public streets and internal private streets provide access to all tracts and lots
 - 3. Streets and alleys connect where feasible at other streets within the neighborhood and connect to existing and projected streets outside the development. Cul-de-sac and dead-end streets are discouraged and should only occur where absolutely necessary due to natural conditions.
 - 4. Block faces do not have a length greater than 500 feet without dedicated alleys or pathways providing through access.
 - 5. To prevent the build-up of vehicular speed, disperse traffic flow, and create a sense of visual enclosure, long uninterrupted segments of straight streets are avoided.
 - 6. A continuous network of rear alleys is provided for the majority of lots.
 - 7. Existing and proposed utilities are underground and run along alleys wherever possible as well as some streets and greenways.
 - 8. Streets are organized according to a hierarchy based on function, size, capacity and design speed. Streets and rights-of-ways are therefore expected to differ in dimension. The proposed hierarchy of streets is indicated on the submitted master plan and each street type is separately detailed in the master plan.
 - 9. Every street, except alleys, has a sidewalk on at least one side that is at least five feet wide. In commercial areas, sidewalks shall be at least ten feet wide.

- D. Parking:
 - 1. On-street parking is provided on all streets where feasible. Occasional on-street parking may be accommodated without additional pavement width. For streets which serve workplace and storefront buildings, on-street parking is required and should be marked as such. On-street parking is parallel to the street unless the street lends itself to other parking layouts.
 - 2. Parking lots are generally located at the rear or at the side of buildings and screened from public rights-of-way and adjoining properties by land forms or evergreen vegetation .
 - 3. ~~To the extent practicable, adjacent parking lots are interconnected.~~
 - 4. Small and strategically placed parking areas are also provided.
 - 5. Parking areas are paved as required and all parking areas and traffic lanes shall be clearly marked.
 - 6. The number, width and location of curb cuts is such as to minimize traffic hazards, inconvenience and congestion.
 - 7. Off-street parking and loading requirements as outlined in the city's parking regulations may be used as guidance but there are no minimum parking standards.
 - 8. The master plan provides adequate parking and off-street loading areas for different areas of the development, based on the uses allowed and the density of development.
 - 9. In addition to landscaping provided for screening above, trees are planted around the perimeter and interior of parking lots to provide shade.

- E. Landscaping:
 - 1. Trees are planted within right-of-ways parallel to the street along all streets except alleys.
 - 2. Tree spacing is determined by species type selected from the City list of approved trees. Large maturing trees are generally planted a minimum of 30 feet and a maximum of 50 feet on center. Small and medium maturing trees are planted a minimum of ten feet and a maximum of 30 feet on center.
 - 3. Large maturing trees are generally planted along residential streets and along the street frontages and perimeter areas of parks, squares, greenbelts and civic structures.
 - 4. Small maturing trees are generally planted along non-residential streets, interior portions of parks, squares, greenbelts and civic lots. Storefronts are not obstructed by the planting pattern.
 - 5. The natural features of the landscape are incorporated into the landscaping plan.
 - 6. All plantings are with native or appropriate species (refer to the City list).
 - 7. Buffer requirements for property located on the perimeter of the neighborhood has setbacks and buffers that are consistent with the setbacks and buffers of the adjoining zoning district, including provisions for accessory buildings, but are a minimum of 10 feet.

- F. Sidewalks and Greenways:
 - 1. Sidewalks or greenway easements are proposed in locations shown on the master plan or proposed to connect to pedestrian facilities shown on the master plan.
 - 2. Existing sidewalks at the time of development or re-development in each phase are improved, repaired, or replaced as necessary.

- G. Uses.
 - 1. Maximum number of total residential units is 340.
 - 2. Maximum number of total hotel rooms is 34.
 - 3. Maximum total square footage of retail and restaurant uses is 15,000 s.f.
 - 4. Home occupations shall not be counted toward any maximum densities.

Permitted uses shall be based on the general category of use that has been established for a lot or group of lots as shown in the Use Table.

- 5. Maximum total square footage of Office and other Commercial (not including hotel/retail/restaurant) is 35,000 s.f.
 - 6. Traffic generation calculations for the development shall be provided to the City of Salem during the development review process based upon the actual new residential and non-residential uses that are developed on the site (excluding HopeTree operations). Total unadjusted traffic generation for new uses on the site shall not exceed 4,037 trips per day. Traffic generation calculations shall be performed as outlined in the ITE Trip Generation Manual.
 - 7. Accessory Dwelling Units (ADU's) that are developed on the site shall count as a separate unit toward the maximum number of total residential units.
- ***Maximum square footages denoted in this section are total square footages allowable, not building footprints (excluding HopeTree operations).

3.A general statement of planning objectives to be achieved by the PUD district, including a description of the character of the proposed development, the existing and proposed ownership of the site, the market for which the development is oriented, and objectives towards any specific manmade and natural characteristics located on the site.

GENERAL NOTES:

- Building Types generally provide parking from rear alleys and lanes screened from frontages on lots.
- On-street parking shall be provided along all streets where practical.
- Each Block Group includes a minimum of three (3) building types.
- Each Block Group shall have 20% minimum of each of the building types used.
- A minimum of six (6) building types shall be used for the overall project.
- A maximum of five (5) of the same building type attached consecutively.
- ~~Civic or~~ Historic Core Buildings may be converted to T5 - Neighborhood Center transect zone if the current use is discontinued.
- Land may be subdivided into separate ownership.

Building types do not apply to existing buildings.

Single-story mixed use buildings may be single use.

Existing buildings can be 100% non-residential use.

Minimum open space shall be 35% of total site area.



TRANSECT ZONES w/ FRONTAGE LINES

- T5** T5 - NEIGHBORHOOD CENTER
- T4** T4 - NEIGHBORHOOD GENERAL
- T3** T3 - NEIGHBORHOOD EDGE
- OPEN SPACE / NATURAL
- HISTORIC CORE BUILDINGS
- STRUCTURE TO BE REMOVED

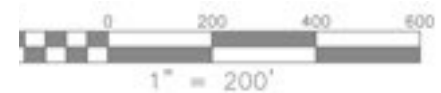
TRANSECT ZONES & BUILDING TYPES KEY (SEE SPECIFIC BUILDING TYPES FOR STANDARDS)

- E** E - ESTATE
- H** H - HOUSE / ADU
- C** C - COTTAGE / ADU
- PH** PH - PAIR HOUSE / ADU
- T** T - TOWNHOUSE / ADU
- PC** PC - POCKET / COTTAGE COURT
- TH-PU** TH-PU - TOWNHOUSE PARK-UNDER
- 3THE** 3THE - 3-TOWNHOUSE ESTATE
- SF** SF - STACKED FLAT
- LH** LH - LOFT HOUSE
- MH** MH - MEWS HOUSE
- TR** TR - TREE HOUSE
- AH** AH - MULTI-FAMILY HOUSE
- AB** AB - MULTI-FAMILY BUILDING
- MXB** MXB - MIXED-USE BUILDING
- CV** CV - HISTORIC CORE BUILDING SITE

REQUIREMENTS & DETAILS

- BLOCK GROUP**
- RECOMMENDED GALLERY**
- RECOMMENDED SHOPFRONT**
- VISTA POINTS**
- PEDESTRIAN SHED - 5 MINUTE WALK RADIUS**

5.A land use plan designating specific use types for the site, both residential and non-residential use types, and establishing site development regulations, including setback, height, building coverage, lot coverage, and density requirements.










LAND USE PLAN

The Purpose of Streets designed within Hopetree is to create a network with managed motor vehicle driver speeds that are compatible with safe, comfortable walking and bicycle mobility. Target Speeds are 20 miles per hour. Lane widths of 10 feet maximum and street trees planted between certain parking spaces and between the curb and sidewalk help manage driver speeds via lateral views and provide shade for travelers in summer months. Wet utilities are typically placed in the front of buildings and dry utilities are in the rear. Solid waste is collected in the rear lanes enhancing walkability in front.

HOPETREE THOROUGHFARE TYPES

The first number is the estimated pavement width and second is the estimated R.O.W. width but dimensions may vary as the design is engineered in more detail.

-  PARK ALLEE'
ST 20-64
-  PLAZA
PL VARIES
-  REAR LANE*
RL 14-30
-  PEDESTRIAN PATH** 1
PP 5/10
-  HILLSIDE LANE
HL 20-20
-  MOUNT VERNON AVENUE IMPROVEMENTS*
MV 36-60
-  RED LANE IMPROVEMENTS*
RED - 28-60

* On-street parking and a minimum 5' sidewalk shall be provided along Red Lane.

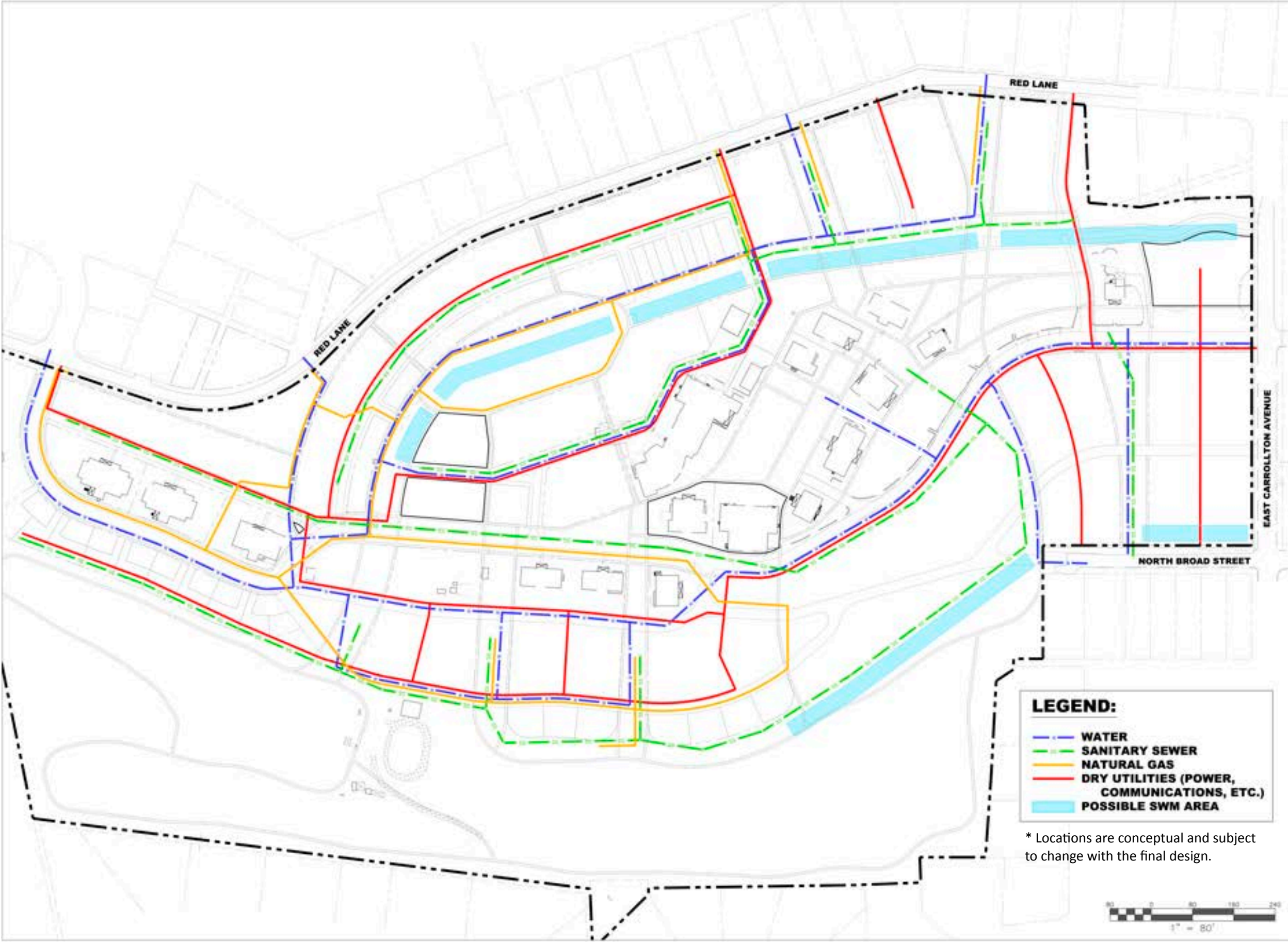
** On existing thoroughfares dimensions and details may vary based on existing conditions and site constraints.

1- Pedestrian Paths will be open to the public, except as necessary for HopeTree events and therapeutic interactions.

6.A circulation plan, including location of existing and proposed vehicular, pedestrian, bicycle, and other circulation facilities and location and general design of parking and loading facilities. General information on the trip generation, ownership and maintenance and proposed construction standards for these facilities should be included. A traffic impact analysis may be required by the administrator.



CIRCULATION PLAN



LEGEND:

- WATER
- SANITARY SEWER
- NATURAL GAS
- DRY UTILITIES (POWER, COMMUNICATIONS, ETC.)
- POSSIBLE SWM AREA

* Locations are conceptual and subject to change with the final design.



7.A public services and utilities plan providing requirements for and provision of all utilities, sewers, and other facilities to serve the site.



8. An open space plan, including areas proposed for passive and active recreational uses, natural and undisturbed areas, and proposed buffer areas proposed around the perimeter of the site. Information on the specific design and location of these areas and their ownership and maintenance should be included.

OPEN SPACE PLAN

SHOWING PARKS, GREENWAYS, GREEN FINGERS, TREE CANOPY, TREE PLANTINGS,
,WATER FEATURES, & THE QUADRANGLE

**TRANSECT ZONES & BUILDING TYPES KEY
(SEE SPECIFIC BUILDING TYPES FOR STANDARDS)**

E E - ESTATE

H H - HOUSE / ADU

C C - COTTAGE / ADU

PH PH - PAIR HOUSE / ADU

T T - TOWNHOUSE / ADU

PC PC - POCKET / COTTAGE COURT

TH-PU TH-PU - TOWNHOUSE PARK-UNDER

3THE 3THE - 3-TOWNHOUSE ESTATE

SF SF - STACKED FLAT

LH LH - LOFT HOUSE

MH MH - MEWS HOUSE

TR TR - TREE HOUSE

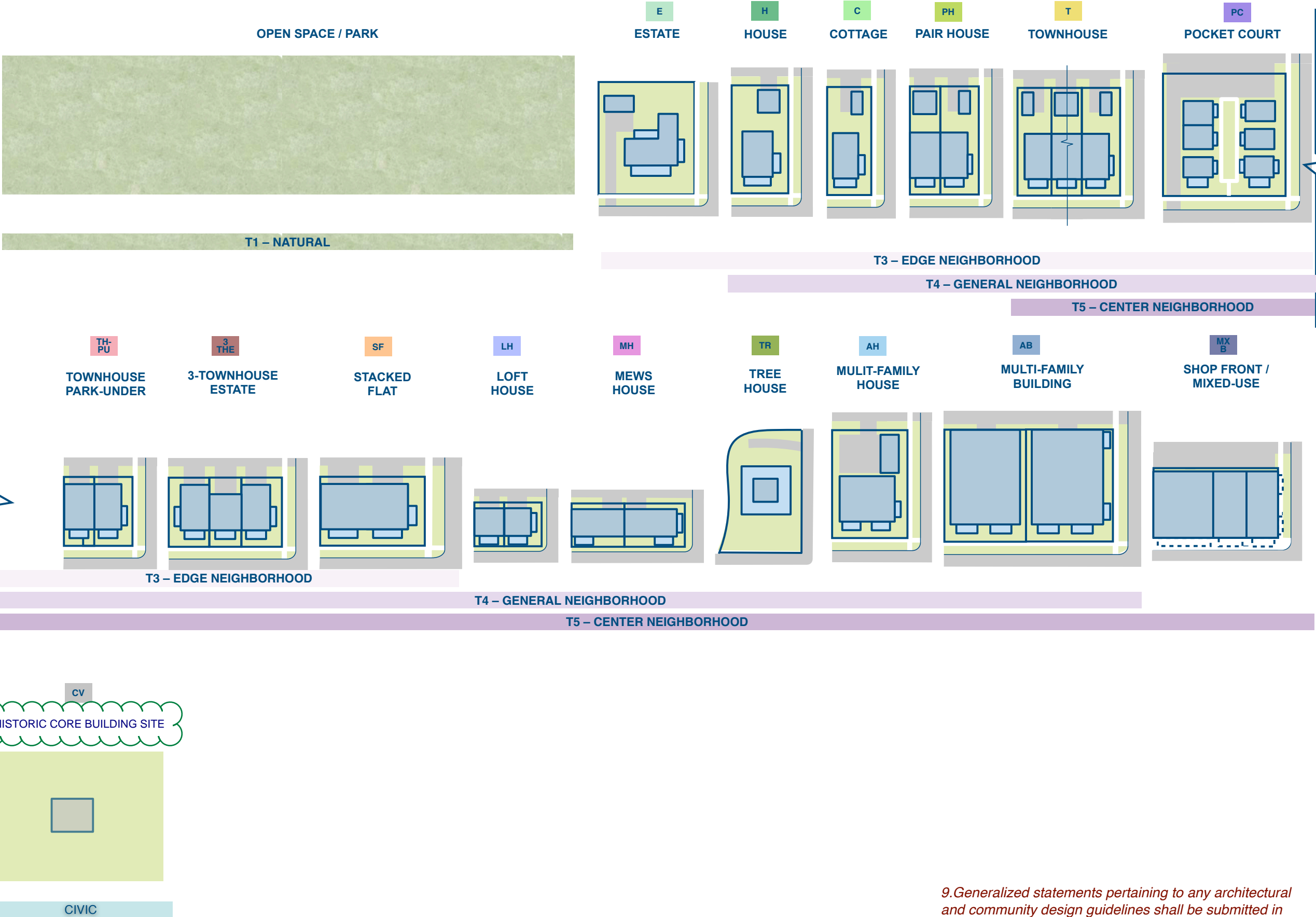
AH AH - MULTI-FAMILY HOUSE

AB AB - MULTI-FAMILY BUILDING

MXB MXB - MIXED-USE BUILDING

CV CV - HISTORIC CORE BUILDING SITE

Note: These standards do not apply to the existing buildings.



HOUSING & BUILDING TYPES BY TRANSECT ZONES

9. Generalized statements pertaining to any architectural and community design guidelines shall be submitted in sufficient detail to provide information on building designs, orientations, styles, lighting plans, etc.

TOWNHOUSE

NAME OF
BUILDING TYPES

TOWNHOUSE

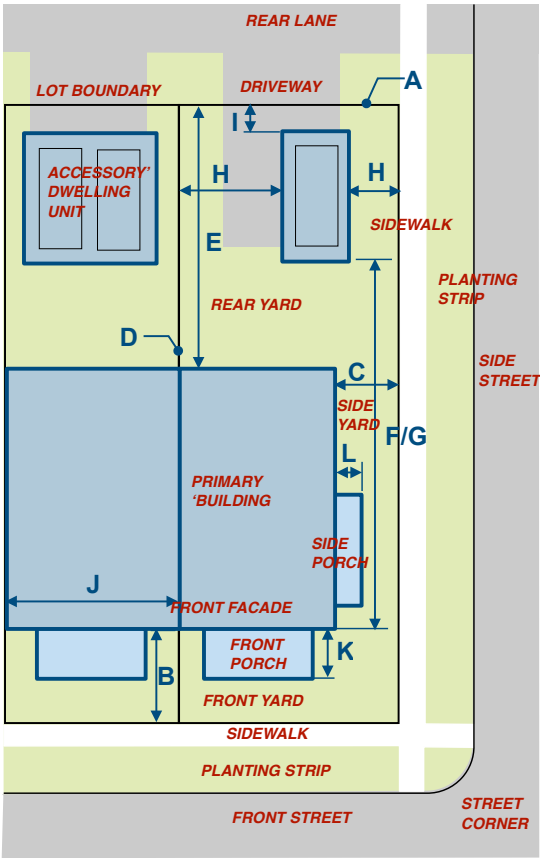
DESCRIPTION

A Townhouse is a single-family residence that shares a party wall with another of the same type and occupies the full frontage line on its own lot. For Townhouses, garages and/or parking is provided from the rear lane frontages while the primary townhouse front faces a street or public greenway. Townhouses in the Strolling District are permitted to have ground floor mixed-use.

Lot width x depth	16' min. x 80' min. (A)
Setbacks	
Front	10' min. (B)
Front Corner	10' min. (C)
Side	0' min. (D)
Rear	20' min. (E)
Parking and Waste from Front Façade	20' min. (F)
Accessory Buildings from Front	40' min. (G)
Accessory Buildings Side	Align. (H)
Accessory Buildings Rear	0' min. (I)
Building Frontage at Setback	100 %' max. (J)
Building Front Encroachments	5' max. (K)
Building Side Encroachments	4' max. (L)
Height	
Principle Building	3.5 Stories max.
First Floor Above Grade	1.5' min.
Outbuilding	2.5 Stories max.

LOT DIMENSIONS

DIMENSIONAL
STANDARDS
KEYED TO
THE GRAPHIC
PLAN



FORM-BASED
GRAPHIC PLAN

SAMPLE
STANDARDS
TEMPLATE KEY

THIS IS A SAMPLE BUILDING TYPES TEMPLATE KEY FOR REFERENCE ONLY AS A GUILD TO THE BUILDING TYPES STANDARDS GRAPHICS INCLUDED IN THIS DOCUMENT. THE TEXT LABELS IN RED IDENTIFY THE SPECIFIC STANDARDS FEATURED ON THE GRAPHICS FOR EACH TYPE.

NOTE: THESE STANDARDS DO NOT APPLY TO THE EXISTING BUILDINGS.

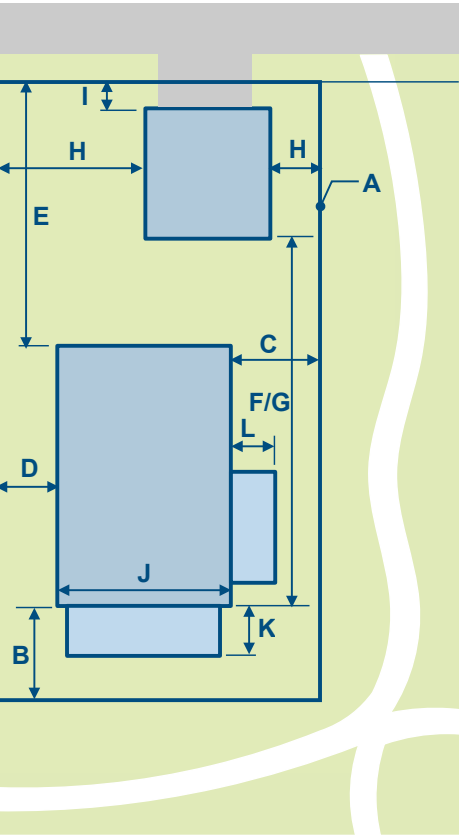
GREENWAY OPTION

GREENWAY OPTION — AVAILABLE OF ALL TYPES

A Greenway Option is for reference. Instead of fronting a street, the primary facade faces a public greenway connected to walks and trails while garages and/or parking is generally provided from a rear lane frontage. For each Type the Standards are the same.

EXAMPLE of the HOUSE TYPE SHOWING the GREENWAY OPTION

Lot width x depth	50' min. x 100' min. (A)
Setbacks	
Front	20' min. (B)
Front Corner	15' min. (C)
Side	8' min. (D)
Rear	20' min. (E)
Parking and Waste from Front Façade	20' min. (F)
Accessory Buildings from Front	40' min. (G)
Accessory Buildings Side	5' min. (H)
Accessory Buildings Rear	5' min. (I)
Building Frontage at Setback	30' min. (J)
Building Front Encroachments	12' max.(K)
Building Side Encroachments	8' max. (L)
Height	
Principle Building	Varied Stories max.
First Floor Above Grade	1.5' min.
Outbuilding	2.5 Stories max.

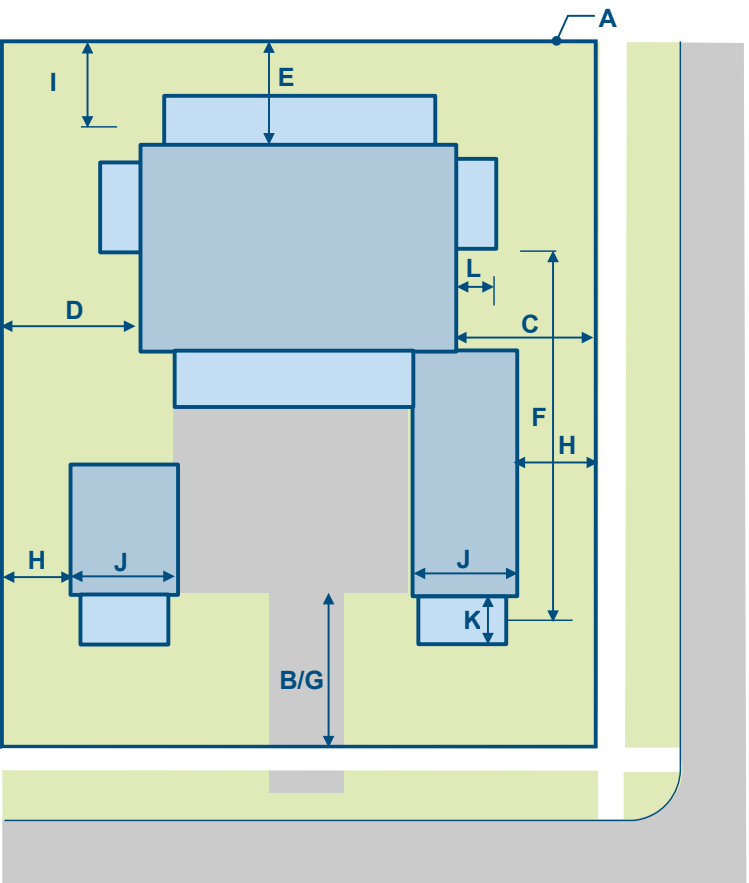
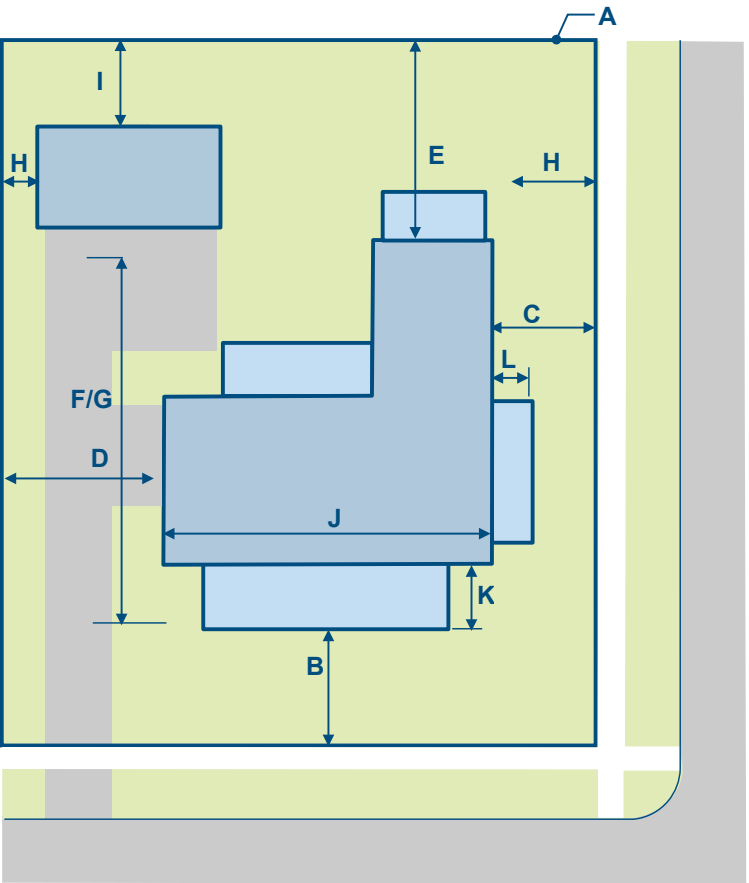


ESTATE

ESTATE

An Estate is a large single-family dwelling on a large lot of more suburban character, often shared by one or more ancillary buildings. The primary facade faces a street or public greenway where a porch and entry are prominent. Garages and/or parking is generally provided from the street frontage and is set back from the primary facade, side-loaded, or set forward side-loaded. Garage forward doors are not permitted to face the street.

Lot width x depth	80' min. x 100' min. (A)
Setbacks	
Front	25' min. (B)
Front Corner	20' min. (C)
Side	20' min. (D)
Rear	20' min. (E)
Parking and Waste from Front Façade	20' min. (F)
Accessory Buildings from Front	25' min. (G)
Accessory Buildings Side	10' min. (H)
Accessory Buildings Rear	6' min. (I)
Building Frontage at Setback	60 % max. (J)
Building Front Encroachments	15' max.(K)
Building Side Encroachments	12' max. (L)
Height	
Principle Building	3.5 Stories max.
First Floor Above Grade	1.5' min.
Outbuilding	2.5 Stories max.

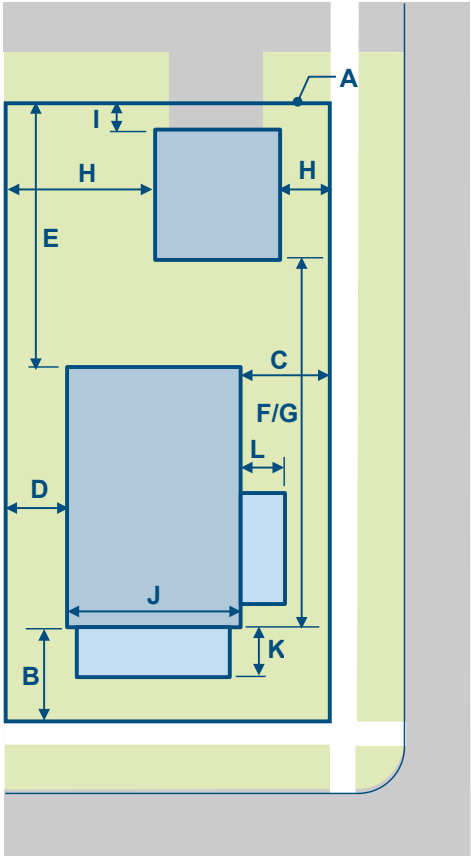


HOUSE

HOUSE

A House Type is a single-family residence on its own lot. For House the primary facade faces a public street or a greenway where a porch and entry are prominent. Garages and/or parking is generally provided from a rear lane or from the street frontage set back from the primary façade.

Lot width x depth	50' min. x 100' min. (A)
Setbacks	
Front	20' min. (B)
Front Corner	15' min. (C)
Side	8' min. (D)
Rear	20' min. (E)
Parking and Waste from Front Façade	20' min. (F)
Accessory Buildings from Front	40' min. (G)
Accessory Buildings Side	6' min. (H)
Accessory Buildings Rear	6' min. (I)
Building Frontage at Setback	30' min. (J)
Building Front Encroachments	12' max.(K)
Building Side Encroachments	8' max. (L)
Height	
Principle Building	3.5 Stories max.
First Floor Above Grade	1.5' min.
Outbuilding	2.5 Stories max.

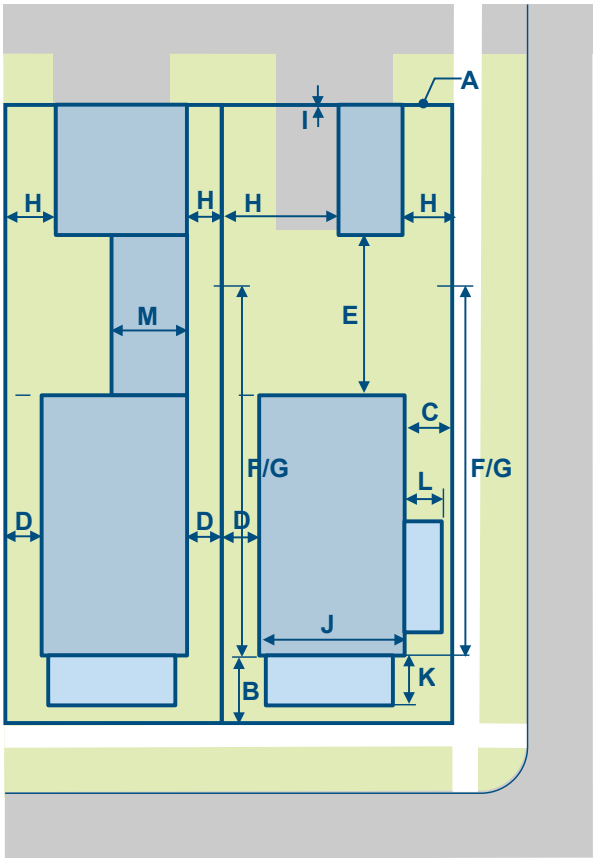


COTTAGE

COTTAGE

A Cottage is a smaller single-family residence on its own lot. For Cottages garages and/or parking is required to be provided from a rear lane while the primary house front faces a public street or greenway.

Lot width x depth	30' min. x 65' min. (A)
Setbacks	
Front	12' min. (B)
Front Corner	8' min. (C)
Side	5' min. (D)
Rear	30' min. (E)
Parking and Waste from Front Façade	40' min. (F)
Accessory Buildings from Front	40' min. (G)
Accessory Buildings Side	Align (H)
Accessory Buildings Rear	0' min. (I)
Building Frontage at Setback	20' min. (J)
Building Front Encroachments	10' max.(K)
Building Side Encroachments	6' max. (L)
Building Back Wing	15' max. (M)
Height	
Principle Building	3.0 Stories max.
First Floor Above Grade	1.5' min.
Outbuilding	2.0 Stories max.

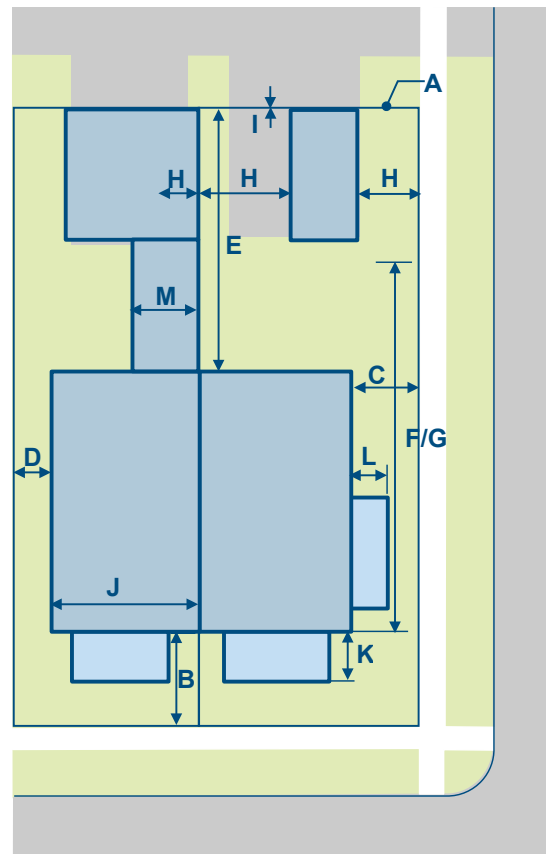


PAIR HOUSE

PAIR HOUSE

A Pair House is a single-family residence that shares a party wall with one other of the same type, each on their own lot. Garages, ADUs and/or parking is provided from the rear lane while the primary front faces a street or public greenway.

Lot width x depth	24' min. x 65' min. (A)
Setbacks	
Front	15' min. (B)
Front Corner	10' min. (C)
Side	6' min. (D)
Rear	30' min. (E)
Parking and Waste from Front Façade	35' min. (F)
Accessory Buildings from Front	40' min. (G)
Accessory Buildings Side	Align (H)
Accessory Buildings Rear	0' min. (I)
Building Frontage at Setback	20' min. (J)
Building Front Encroachments	12' max. (K)
Building Side Encroachments	6' max. (L)
Building Back Wing	15' max. (M)
Height	
Principle Building	3.5 Stories max.
First Floor Above Grade	1.5' min.
Outbuilding	2 Stories max.

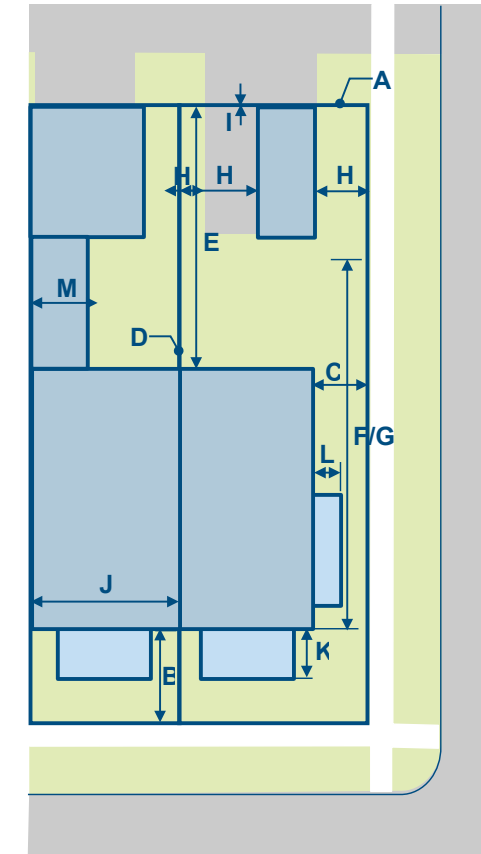


TOWNHOUSE

TOWNHOUSE

A Townhouse is a single-family residence that shares a party wall with another of the same type, with a minimum of three units in a row, and occupies the full frontage line on its own lot. For Townhouses, garages, ADUs, and/or parking is provided from the rear lane frontages while the primary townhouse front faces a street or public greenway. ~~Townhouses in the T-5 Neighborhood Center Strolling District are permitted to have ground floor mixed use.~~

Lot width x depth	16' min. x 80' min. (A)
Setbacks	
Front	10' min. (B)
Front Corner	8' min. (C)
Side	0' min. (D)
Rear	30' min. (E)
Parking and Waste from Front Façade	35' min. (F)
Accessory Buildings from Front	40' min. (G)
Accessory Buildings Side	Align. (H)
Accessory Buildings Rear	0' min. (I)
Building Frontage at Setback	100 % max. (J)
Building Front Encroachments	8' max.(K)
Building Side Encroachments	6' max. (L)
Building Back Wing	15' max. (M)
Height	
Principle Building	3.5 Stories max.
First Floor Above Sidewalk Grade	1.5' min.
Outbuilding	2.5 Stories max.

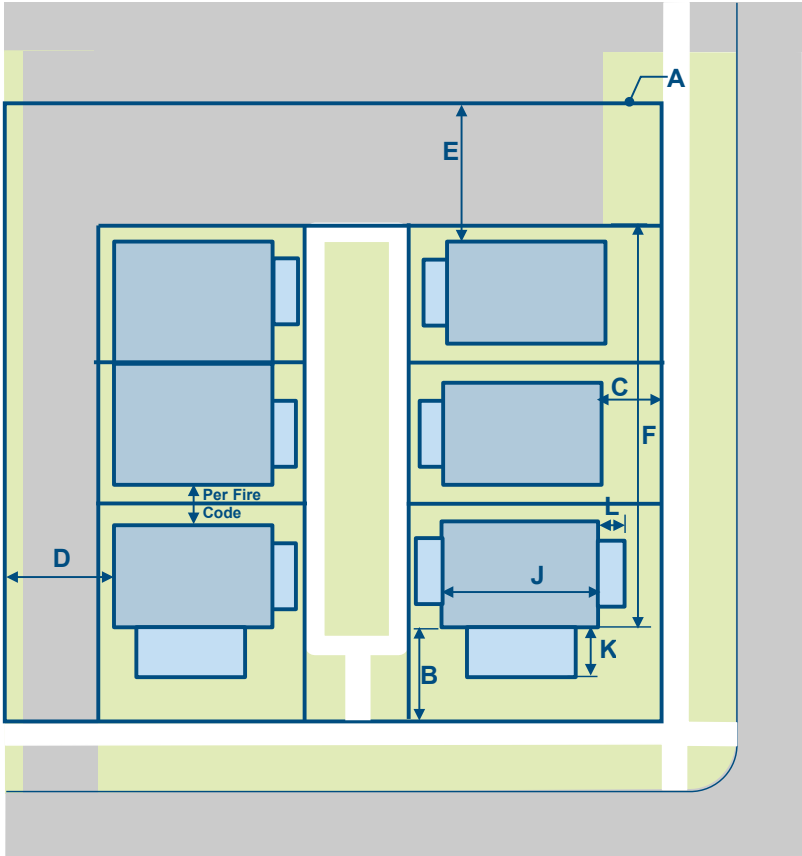


POCKET COURT

POCKET COURT

A Pocket Court is permitted with up to 8 units. Pocket Courts permit units that do not front a public vehicular right-of-way. Attached and detached houses can be grouped in pedestrian courts facing a mews, small common, green or garden, shared through an owners' association. A pocket court is often, but not always, arranged in a U-shape. The units are separated from the common area only by a sidewalk, path or other non-vehicular way. Parking is from rear lanes or alleys in attached or detached garages or open parking in a central location.

Lot width x depth (may rotate)	60' min. x 90' min. (A)
Setbacks	
Front	5' min. (B)
Front Corner	10' min. (C)
Side	5' min. (D)
Rear	20' min. (E)
Parking and Waste from Front Façade	20' min. (F)
Building Frontage at Setback	80 % max. (J)
Building Front Encroachments	5' max. (K)
Building Side Encroachments	5' max. (L)
Height	
Principle Building	2.5 Stories max.
First Floor Above Grade	1.5' min.

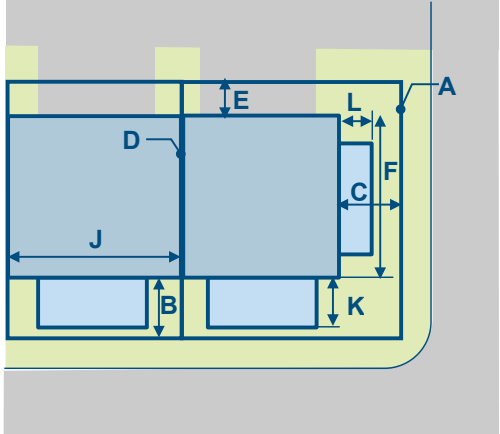


LOFT

LOFT

A Loft is a single-family residence that is detached or shares a party wall with another of the same type and occupies the full frontage line on its own lot. For Loft types, garages, and/or parking is provided adjacent or under the townhouse from the rear lane frontages while the primary townhouse front faces a lane, street, or public greenway. ~~Lofts in the T-5 Neighborhood Center Strolling District are permitted to have ground floor mixed use.~~

Lot width x depth	20' min. x 30' min. (A)
Setbacks	
Front	0' min. (B)
Front Corner	0' min. (C)
Side	0' min. (D)
Rear	0' min. (E)
Parking and Waste from Front Façade	20' min. (F)
Building Frontage at Setback	90 % max. (J)
Building Front Encroachments	8' max. (K)
Building Side Encroachments	6' max. (L)
Height	
Principle Building	3.5 Stories max.
First Floor Above Grade	1.5' min.
Outbuilding	2.5 Stories max.

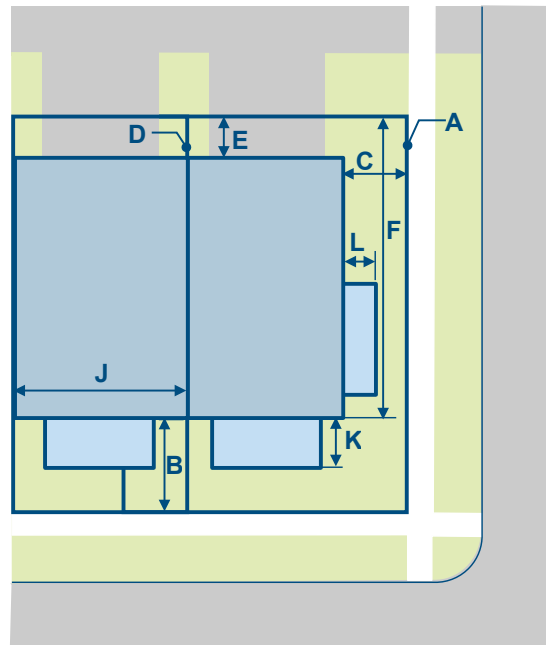


TOWNHOUSE PARK-UNDER

TOWNHOUSE PARK-UNDER

A Townhouse is a single-family residence that shares a party wall with another of the same type and occupies the full frontage line on its own lot. For Townhouse Park-Under types, garages, and/or parking is provided under the townhouse from the rear lane frontages while the primary townhouse front faces a street or public greenway. ~~Townhouses in the T-5 Neighborhood Center Strolling District are permitted to have ground floor mixed use.~~

Lot width x depth	20' min. x 50' min. (A)
Setbacks	
Front	10' min. (B)
Front Corner	8' min. (C)
Side	0' min. (D)
Rear	30' min. (E)
Parking and Waste from Front Façade	30' min. (F)
Building Frontage at Setback	100 %' max. (J)
Building Front Encroachments	8' max.(K)
Building Side Encroachments	6' max. (L)
Height	
Principle Building	3.5 Stories max.
First Floor Above Grade	1.5' min.
Outbuilding	2.5 Stories max.

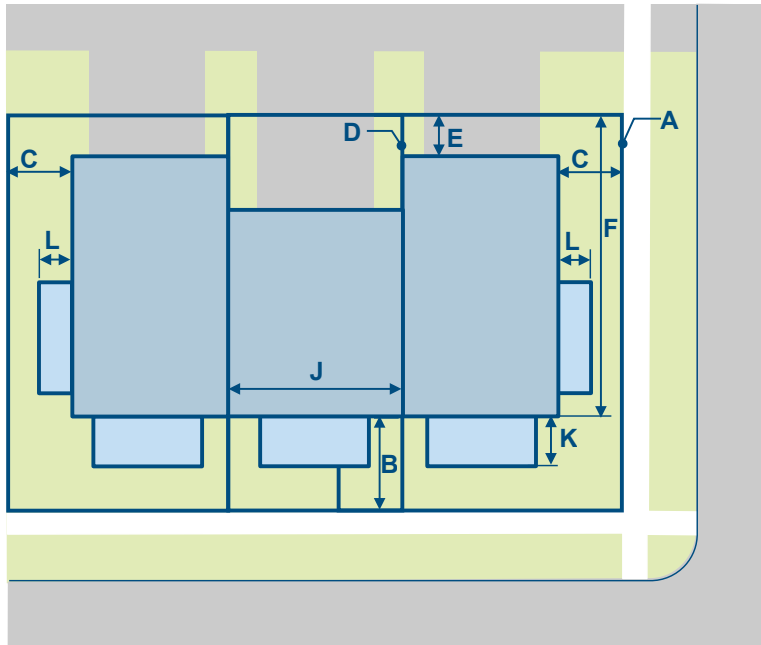


3-TOWNHOUSE ESTATE

3-TOWNHOUSE ESTATE

A 3-Townhouse Estate is a single-family residence that shares a party wall with two other of the same type with the building and architectural massing of a large house or estate. and occupies the full frontage line on its own lot. For 3-Townhouse Estate types, garages, and/or parking is provided under the townhouse from the rear lane frontages while the primary townhouse front faces a street or public greenway. ~~Townhouses in the T-5 Neighborhood Center Strolling District are permitted to have ground floor mixed use.~~

Lot width x depth	24' min. x 50' min. (A)
Setbacks	
Front	10' min. (B)
Front Corner	8' min. (C)
Side	0' min. (D)
Rear	30' min. (E)
Parking and Waste from Front Façade	30' min. (F)
Building Frontage at Setback	100 %' max. (J)
Building Front Encroachments	8' max. (K)
Building Side Encroachments	6' max. (L)
Height	
Principle Building	3.5 Stories max.
First Floor Above Grade	1.5' min.
Outbuilding	2.5 Stories max.

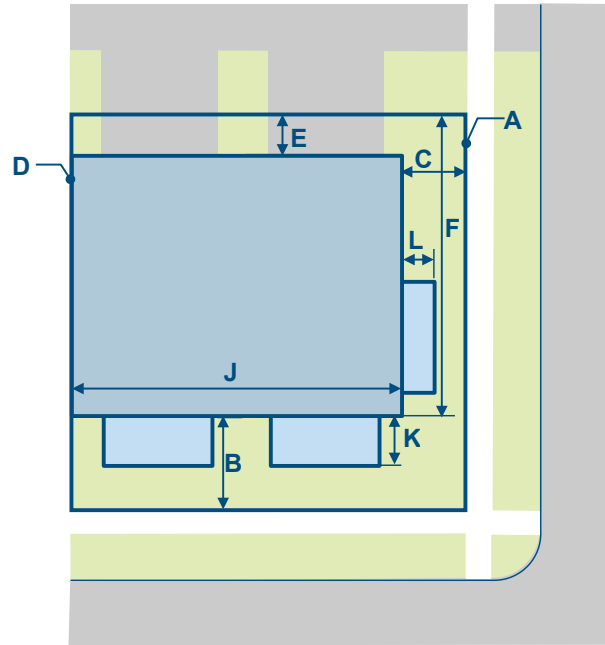


STACKED-FLAT

STACKED-FLAT

A Stacked-Flat is a single floor or town house residence that is stacked vertically with one above the other and occupies the full frontage line on a shared lot lot. For Staked-Flat types, garages, and/or parking is provided under or behind the building accessed from the rear lane frontages while the front faces a street or public greenway. ~~Stacked Flats in the T-5 Neighborhood Center are permitted to have ground floor mixed-use.~~

Lot width x depth	60' min. x 50' min. (A)	
Setbacks		
Front	10' min.	(B)
Front Corner	8' min.	(C)
Side	0' min.	(D)
Rear	30' min.	(E)
Parking and Waste from Front Façade	30' min.	(F)
Building Frontage at Setback	80 % max.	(J)
Building Front Encroachments	8' max.	(K)
Building Side Encroachments	6' max.	(L)
Height		
Principle Building	4 Stories max.	
First Floor Above Grade	1.5' min.	

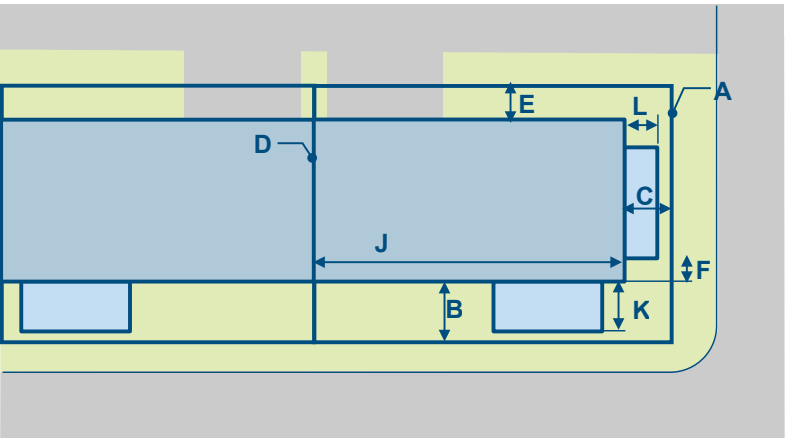


MEWS HOUSE

MEWS HOUSE

A Mews House is a single-family residence that is detached or shares a party wall with another of the same type and occupies the full frontage line on its own lot. Mews House types are generally wide and shallow. For Mews House types, garages, and/or parking is provided adjacent from the rear lane frontages screened from the frontage while the primary townhouse front faces a lane, street, or public greenway. ~~Mews Houses in the T-5 Neighborhood Center are permitted to have ground floor mixed-use.~~

Lot width x depth	50' min. x 30' min. (A)	
Setbacks		
Front	5' min.	(B)
Front Corner	5' min.	(C)
Side	5' min.	(D)
Rear	5' min.	(E)
Parking and Waste from Front Façade	Screened	(F)
Building Frontage at Setback	90 % max.	(J)
Building Front Encroachments	8' max.	(K)
Building Side Encroachments	6' max.	(L)
Height		
Principle Building	3.5 Stories max.	
First Floor Above Grade	1.5' min.	
Outbuilding	2.5 Stories max.	



MULTI-FAMILY HOUSE

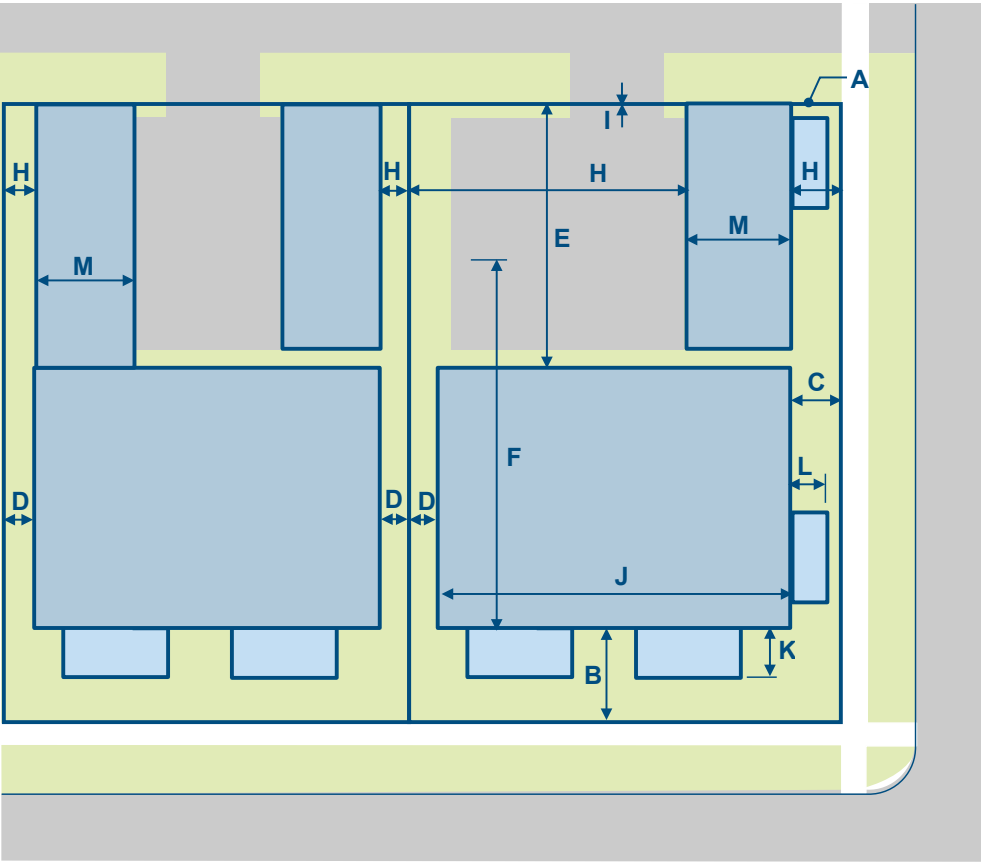
MULTI-FAMILY HOUSE

A Multi-Family House is a multi-family residence with up to 8 units that is similar in scale, massing, and character with a large single-family house and intended to be compatible in form and adjacency. For Multi-Family Houses, garages, ADUs and/or parking is provided from the street and lane frontages while the primary front faces a street or public greenway. ~~Multi-Family Houses in the T-5 Neighborhood Center are permitted to have ground floor mixed-use.~~

Lot width x depth 72' min. x 100' min. (A)

Setbacks		
Front	12' min.	(B)
Front Corner	6' min.	(C)
Side	8' min.	(D)
Rear	30' min.	(E)
Parking and Waste from Front Façade	45' min.	(F)
Accessory Buildings from Front	60' min.	(G)
Accessory Buildings Side	Align	(H)
Accessory Buildings Rear	0' min.	(I)
Building Frontage at Setback	90 % max.	(J)
Building Front Encroachments	10' max.	(K)
Building Side Encroachments	6' max.	(L)

Height		
Principle Building	3.5 Stories max.	
First Floor Above Grade	1.5' min.	
Outbuilding	2.5 Stories max.	



MULTI-FAMILY BUILDING

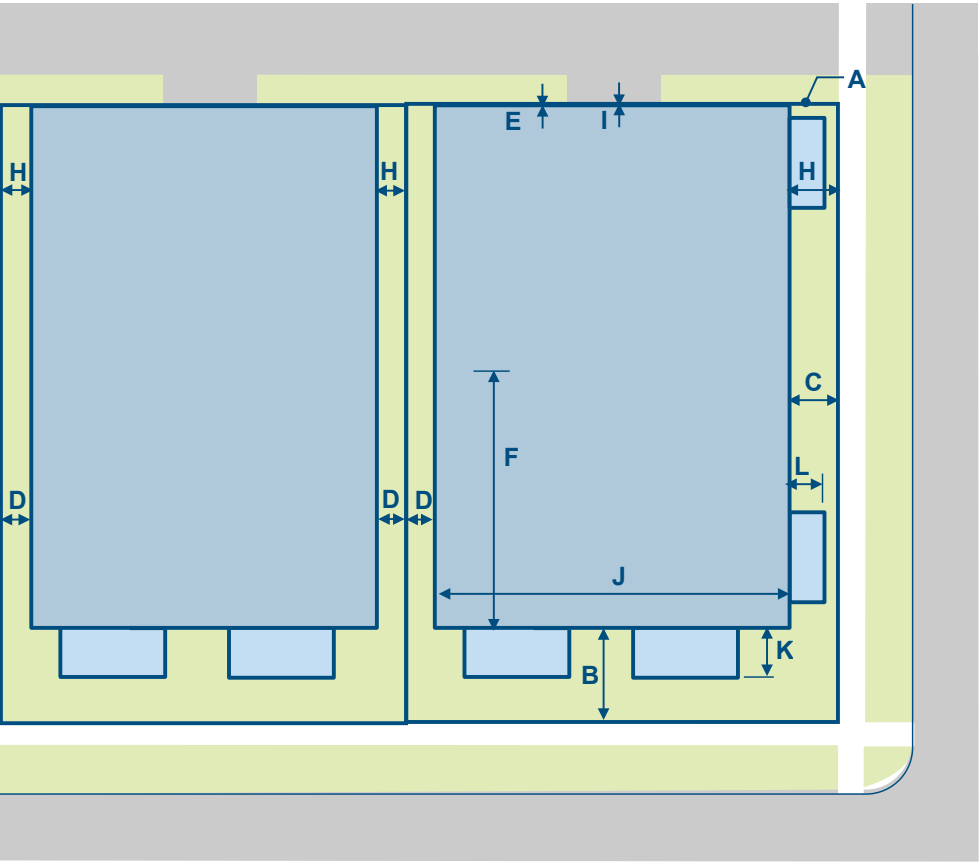
MULTI-FAMILY BUILDING

A Multi-Family House is a multi-family residence with up to 16 units that is similar in scale, massing, and character with the frontage of a Multi-Family Building and intended to be compatible in form and adjacency. For Multi-Family Buildings, garages, ADUs and/or parking is provided in a rear common parking area and/or park-under garages screened from the street while the primary front faces a street or public greenway. ~~Multi-Family Buildings in the T-5 Neighborhood Center are permitted to have ground floor mixed-use.~~

Lot width x depth 72' min. x 60' min. (A)

Setbacks		
Front	6' min.	(B)
Front Corner	6' min.	(C)
Side	6' min.	(D)
Rear	0' min.	(E)
Parking and Waste from Front Façade	45' min.	(F)
Building Frontage at Setback	90 % max.	(J)
Building Front Encroachments	10' max.	(K)
Building Side Encroachments	6' max.	(L)

Height		
Principle Building	4 Stories max.	
First Floor Above Grade	1.5' min.	
Outbuilding	2.5 Stories max.	



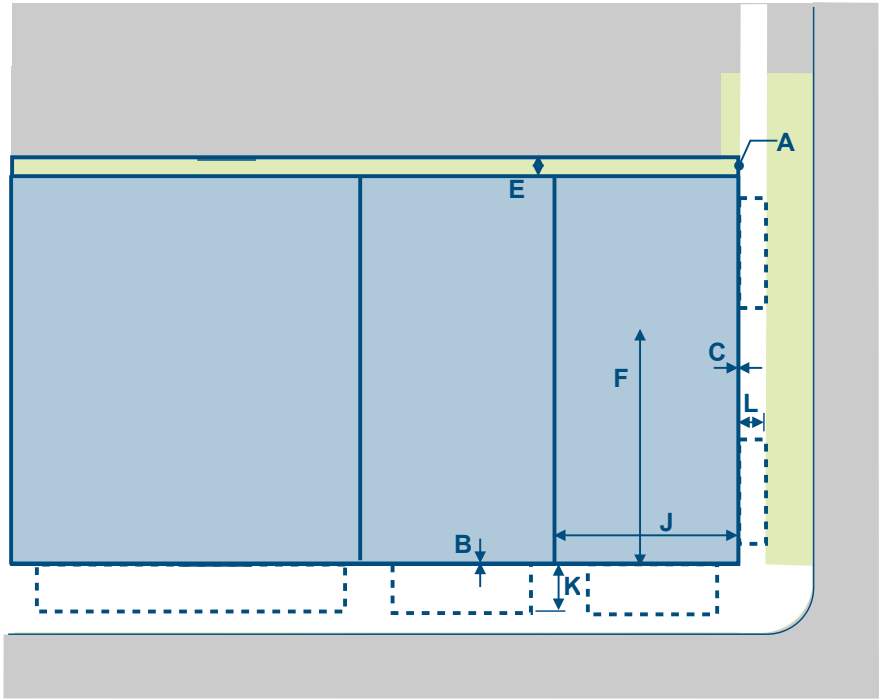
SHOPFRONT / MIXED-USE

SHOPFRONT / MIXED USE

Shopfront and Mixed-Use Buildings are small to medium size traditional building types typically following the platting patterns of the historic main street. Ground level uses typically include retail shops, restaurants and cafes, and commercial. Upper level uses typically include residential and/or commercial uses. Ground level facades are detailed with inviting storefronts with abundant windows and canopies, balconies, and/or awnings above. Parking is provided on-street and in shared screened parking areas or park-under accessed from a rear alley while the primary front faces the street or public green space. Refer to the Land Use Plan for recommended shopfront locations.

Lot width x depth	12' min. x 40' min. (A)
Building Footprint	5,000 sf building footprint max.
Setbacks	
Front	0' min. (B)
Front Corner	0' min. (C)
Side	0' min. (D)
Rear	0' min. (E)
Parking and Waste from Front Façade	20' min. (F)
Building Frontage at Setback	80 % min. (J)
Building Front Encroachments Above 1st Level	15' max. (K)
Building Side Encroachments Above 1st Level	8' max. (L)
Height	
Principle Building	4 Stories max.
First Floor Above Grade	0' min.

Note: These standards do not apply to the existing buildings.

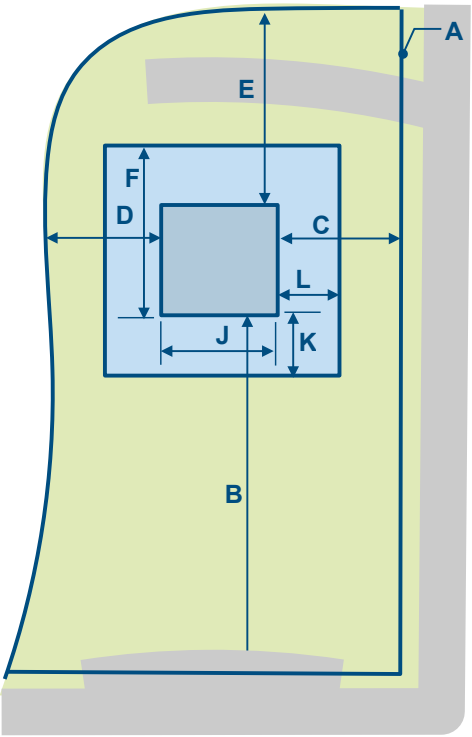


TREEHOUSE

TREEHOUSE

A Treehouse Type is a single-family dwelling. The small footprint is vertical in proportion and typically includes substantially deep cantilevered porches and balconies. Parking is generally provided along the street frontage or by driveways set back from the frontage.

Lot width x depth & max footprint	50' min. x 50' min. (A) 576 sq. ft. max. building footprint
Setbacks	
Front	5' min. (B)
Front Corner	12' min. (C)
Side	12' min. (D)
Rear	5' min. (E)
Parking and Waste from Front Façade	20' min. (F)
Building Frontage at Setback	40 % max. (J)
Building Front Encroachments	15' max. (K)
Building Side & Rear Encroachments	12' max. (L)
Height	
Principle Building	4 Stories max.
First Floor Above Grade	1.5' min.
Outbuilding	N/A



ACCESSORY BUILDING

ACCESSORY BUILDING

- Accessory Structures are permitted in zones with residential uses. In all cases, garages and storage buildings should be located behind or set back from the principal dwelling. When the housing type does not include a garage, a storage building is recommended.
- Garages: Garages should be located behind the principal dwelling. Construction of garages for houses should be optional.
- Accessory buildings are allowed everywhere that accessory building standards are called out in specific Building Types Standards including Estate, House, Cottage, Pair House, Town House, and Multi-Family House.
- Accessory Dwelling Unit: A secondary dwelling unit associated with a principal residence on a single lot is permitted. ADUs shall be a maximum of 50% of the square footage of the primary building footprint. An accessory unit is typically located over the detached garage of a townhouse or detached house. Refer to each Building Type for specific standards.
- See the Use Table for “accessory apartment” when attached to the principal residence.

Note: These standards do not apply to the existing buildings.

WALLS

Walls shall be in stone, brick, stucco, wood clapboard, board and batten, fiber cement, or vinyl, or polymeric.

Walls shall show no more than two materials above the foundation.

Materials shall change along a horizontal line, with the heavier material below the lighter.

Siding shall be of integral color, painted or stained.

Arches and Piers shall be brick, stone, or stucco.

Posts shall be pressure treated, wood, or protective wrapped with vinyl or PVC.

Foundations shall be enclosed with horizontal wood boards, wood louvers, stucco over block, stamped poured concrete, stone, or brick.

Trim shall be high grade lumber, pre-painted metal, polymeric, vinyl, or fiber cement board, and shall be 3.5 inches to 6 inches in width at corners and around corners.

Wood, if visible, shall be painted or stained with an opaque stain, except walking surfaces, which may be left natural.

Stucco shall be cement with smooth sand or pebble finish.

OPENINGS

Doors shall provide a clear width of not less than 32". Exterior doors shall have a maximum nominal width of 36" for single doors. If double doors are used, one leaf shall provide a minimum 32" clearance. Local compliance for fire egress and ADA standards takes precedent.

Doors shall be side-hinged swinging type (no sliders) at frontages.

Doors shall be painted.

Windows shall be made of wood, extruded aluminum, vinyl, or hollow steel frame and glazed with clear glass.

Windows shall be with a vertical or square proportion,

Storm Windows and Screens, shall cover the entire window area.

Panes shall be of square or vertical proportion.

Shutters shall be operable w/ shutter dogs, sized, and shaped to meet the associated openings.

ELEMENTS

Porches and Colonnades are generally covered and shall have their columns, and posts.

Porches shall have square or vertically proportioned intercolumniation. Porches may encroach into the setbacks.

Railings shall be made of metal, wood, or composite.

Railings shall have horizontal top and bottom rails centered on the balusters. The openings between balusters shall not exceed 4 inches. Bottom rails shall be raised above the level of the floor.

Equipment including HVAC and utility meters shall be screened and located away from the primary entries.

Vista Points where shown on the Land Use Plan are prominent locations including corners, deflections, and at the axial conclusion of a thoroughfare or public space. A building located at a Vista Point designated on a Regulating Plan is required to be designed in response to this location.

Galleries shall be aligned close to the frontage line with an attached cantilevered shed or lightweight colonnade overlapping the Sidewalk.

SUSTAINABILITY GUIDELINES

Sites should be disturbed as little as possible during construction. Natural drainage patterns shall be kept wherever feasible. Excavated soil shall be used for required contour line modifications and onsite backfill.

Materials should be locally sourced where feasible.

Use of **Recycled Materials** is encouraged.

Building Shape is recommended to be rectangular to allow breezes inside, cross-ventilation, and provide natural cooling.

Landscaping should encourage deciduous trees next to buildings to provide them with shade in summer and solar heating in winter.

Building Shading should be used selectively to minimize unwanted solar heat gain in the summer and maximize heat gains in the winter.

Cross ventilation is recommended to be provided through narrow floor plans with large, operable windows, porches and breezes.

Paints are recommended to have Low-VOC emissions.

Stormwater Management for guidance on stormwater management and the application of tools for paving, channeling, storage, and filtration including maintenance and costs refer to the; Light Imprint Handbook; Integrating Sustainability and Community Design.

ROOFS

Roofs shall be clad in galvanized metal, fiberglass/asphalt shingles, or slate.

Roof Penetrations, including vent stacks, shall be placed on the rear slope of the roof where feasible. Roof penetrations shall be finished to match the color of the roof.

Mechanical equipment including solar panels shall be screened and located away from frontages.

Roof Slope shall be between 6:12 and 12:12. Porch Slope shall be a minimum of 3:12.

Gutters, Downspouts, and Projecting Drainpipes shall be made of galvanized metal, copper, or painted aluminum in white or same color as building.

Flashing shall be galvanized/pre-painted metal or copper.

Eaves shall be continuous.

Eaves shall be either exposed with custom cut rafter tails, partially exposed with square-cut rafter tails, or closed soffits and on the front facade shall project 12 to 36 inches from the exterior wall sheathing to the outer edge of gutter.

Rafter Tails shall not exceed 6 inches in depth at the tip.

HEIGHT

Height of buildings shall be measured per the Salem code.

For residential dwellings the ground floor shall be a minimum of 18" above the back of curb measured at the front corners.

SIGNAGE

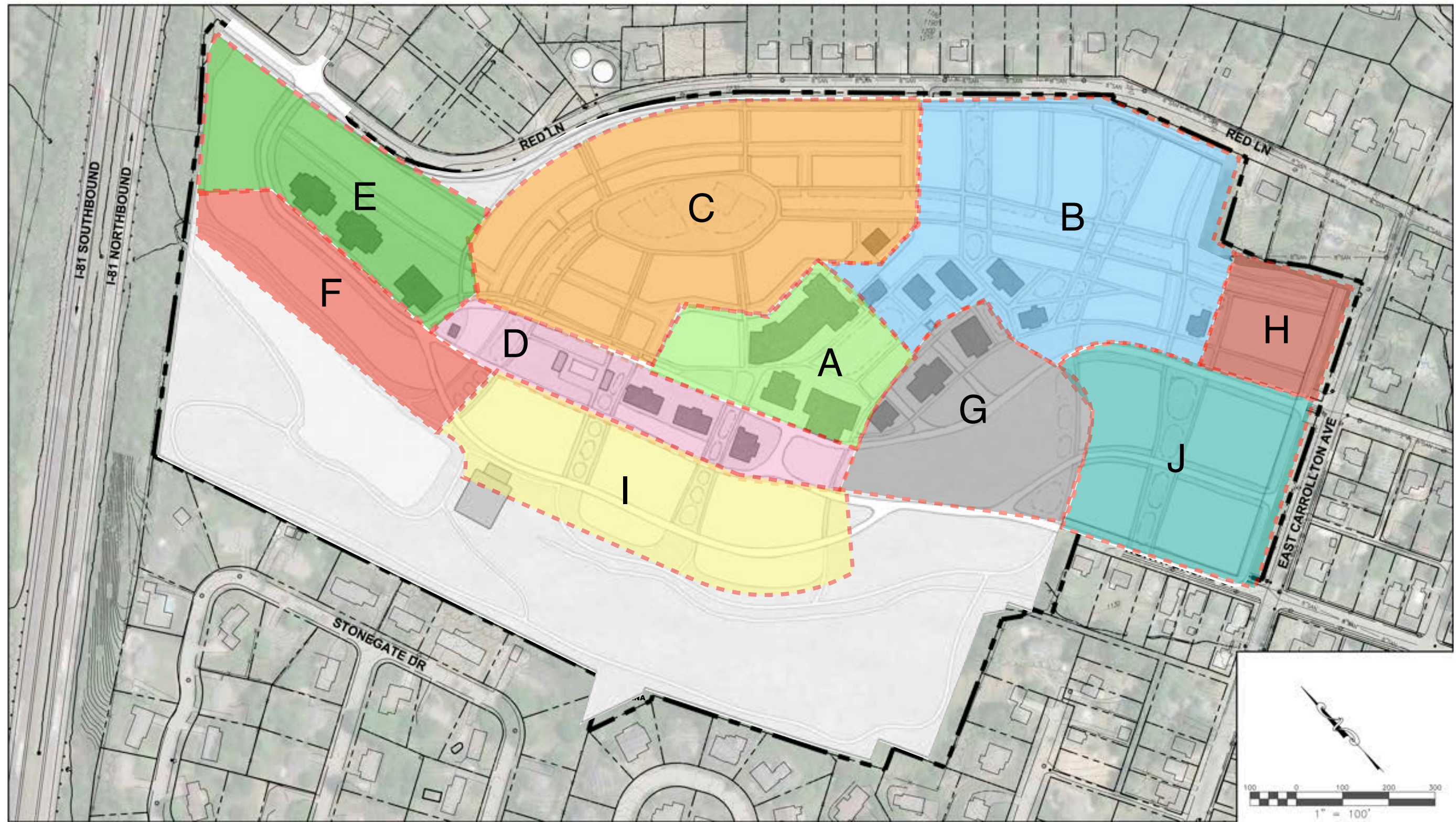
A Master Signage Plan and Sign Standards may be submitted prior to specific site plan submissions.

General to all zones:
a. There shall be no signage permitted additional to that specified in this section. Temporary signage for builders is excluded.

General and Edge zone
a. The address number, no more than 6 inches measured vertically, shall be attached to the building in proximity to the Principal Entrance or at a mailbox.

Center zone
a. Blade signs, not to exceed 6 square ft. for each separate business entrance, may be attached to and should be perpendicular to the Facade, and shall clear 8 feet above the Sidewalk.
b. A single external permanent sign band may be applied to the Facade of each building, providing that such sign not exceed 3 feet in height by any length.

9.Generalized statements pertaining to any architectural and community design guidelines shall be submitted in sufficient detail to provide information on building designs, orientations, styles, lighting plans, etc.



Final order of Phasing Plan to be determined during Engineering design and development.

10. A development schedule indicating the location, extent and sequence of proposed development. Specific information on development of the open space, recreation areas, and non-residential uses should be included.

PHASING PLAN

The City of Salem Zoning Ordinance - Hopetree Uses & Definitions - Revised 03.18.2024

Agriculture

Use Type	Historic Core Buildings	T3	T4	T5	Open Space / Natural	Definition
Agriculture						The use of land for the production of food and fiber, including farming, dairying, pasturage, agriculture, horticulture, viticulture, and animal and poultry husbandry. A garden accessory to a residence shall not be considered agriculture. The keeping of a cow, pig, sheep, goat, chicken or similar animal shall constitute agriculture regardless of the size of the animal and regardless of the purpose for which it is kept.
Agritourism						Any activity carried out on a farm or ranch that allows members of the general public, for recreational, entertainment, or educational purposes, to view or enjoy rural activities, including farming, wineries, ranching, historical, cultural, harvest-your-own activities, or natural activities and attractions.
Farm stand						An establishment for the seasonal retail sale of agricultural goods and merchandise primarily produced by the operator on the site, or on nearby property. Agricultural goods produced on other properties owned or leased by the operator may also be allowed provided a majority of the produce comes from land surrounding the wayside stand. This use type shall include agricultural products picked by the consumer.
Forestry operations						The use of land for the raising and harvesting of timber, pulp woods and other forestry products for commercial purposes, including the temporary operation of a sawmill and/or chipper to process the timber cut from that parcel or contiguous parcels. Excluded from this definition shall be the cutting of timber associated with land development approved by the City of Salem, which shall be considered accessory to the development of the property.
Stable					√*	The boarding, keeping, breeding, pasturing or raising of horses, ponies, mules, donkeys or llamas by the owner or occupant of the property and/or their paying or non-paying guests. Included in this definition are riding academies. *HopeTree Equine Therapy to remain a viable use.

Residential						
Use Type	Historic Core Buildings	T3	T4	T5	Open Space / Natural	Definition
Accessory apartment	√	√	√	√		A second dwelling unit within a detached single family dwelling which is clearly incidental and subordinate to the main dwelling unit.
Accessory Dwelling Unit	√	√	√	√		Additional use type to include attached or detached accessory dwelling units.
Family day care home	√	√				A single family dwelling in which more than five but less than ten individuals, are received for care, protection and guidance during only part of a 24 hour day. Individuals related by blood, legal adoption or marriage to the person who maintains the home shall not be counted towards this total. The care of five or less individuals for portions of a day shall be considered a home occupation.
Home occupation	√	√	√	√		An accessory use of a dwelling unit for gainful employment involving the production, provision, or sale of goods and/or services.
Manufactured home						A structure, transportable in one or more sections, which in the traveling mode is eight body feet or more in width or 40 body feet or more in length, or, when erected on site, is 320 or more square feet, and which is built on a permanent chassis and designed to be used as a dwelling with or without a permanent foundation. A manufactured home shall contain one dwelling unit. Some manufactured homes are also referred to as mobile homes.
Manufactured home, accessory						A manufactured home that is subordinate to a single family dwelling on a single lot and meets the additional criteria contained in this chapter.
Manufactured home, emergency						A manufactured home used temporarily for the period of reconstruction or replacement of an uninhabitable dwelling lost or destroyed by fire, flood, or other act of nature, or used temporarily as housing relief to victims of a federally declared disaster in accordance with the provisions of this chapter.
Manufactured home subdivision						A ten acre or larger community of manufactured home dwellings with lots that are subdivided for individual ownership.
Manufactured home park						A ten acre or larger tract of land intended to accommodate a manufactured home community of multiple spaces for lease or condominium ownership. A manufactured home park is also referred to as a mobile home park.
Multi-family dwelling	√		√	√		A building or portion thereof which contains three or more dwelling units for permanent occupancy, regardless of the method of ownership. Included in the use type would be garden apartments, low and high rise apartments, apartments for elderly housing and condominiums.
Residential human care facility	√	√	√	√		A building (1) used as a group home where not more than eight mentally ill, mentally retarded or other developmentally disabled persons, not related by blood or marriage, reside, with one or more resident counselors or other staff persons and for which the Virginia Department of Behavioral Health and Developmental Services is the licensing authority, pursuant to Virginia Code § 15.2-2291, or (2) used as a group home where not more than eight aged, infirm or disabled persons, not related by blood or marriage, reside with one or more resident counselors or other staff persons and for which the Department of Social Services is the licensing authority, pursuant to § Virginia Code § 15.2-2291(B). Excluded from this definition are drug or alcohol rehabilitation centers, half-way houses and similar uses.

Single family dwelling detached	√	√	√	√		A site built or modular building designed for or used exclusively as one dwelling unit for permanent occupancy. A single family dwelling which is surrounded by open space or yards on all sides, is located on its own individual lot, and which is not attached to any other dwelling by any means.
Single family dwelling attached	√	√	√	√		A site built or modular building designed for or used exclusively as one dwelling unit for permanent occupancy. Two single family dwellings sharing a common wall area, each on its own individual lot.
Temporary family health care structure	√	√	√	√		A transportable residential structure providing an environment facilitating a caregiver's provision of care for mentally or physically impaired person that (i) is primarily assembled at a location other than its site of installation, (ii) is limited to one occupant who shall be the mentally or physically impaired person, (iii) has no more than 300 gross square feet, (iv) complies with the applicable provisions of the Industrialized Building Safety Law and the Uniform Statewide Building Code, and (v) is not placed on a permanent foundation. For purposes of this definition "caregiver" and "mentally or physically impaired person" are as defined in § 15.2-2292.1 of the Code of Virginia.
Townhouse		√	√	√		A grouping of three or more attached single family dwellings in a row in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more common walls.
Two family dwelling	√	√	√	√		The use of an individual lot for two dwelling units which share at least one common wall, each occupied by one family.

Civic						
Use Type	Historic Core Buildings	T3	T4	T5	Open Space / Natural	Definition
Administrative services						Governmental offices providing administrative, clerical or public contact services that deal directly with the citizen. Typical uses include federal, state, county, and city offices.
Assisted care residence						An establishment that provides shelter and services which may include meals, housekeeping, and personal care assistance primarily for the elderly. Residents are able to maintain a semi-independent life style, not requiring the more extensive care of a nursing home. Residents will, at a minimum, need assistance with at least one of the following: medication management, meal preparation, housekeeping, money management, or personal hygiene. At least one nurse's aid is typically on duty, with medical staff available when needed.
Camps					√*	A use which primarily provides recreational opportunities of an outdoor nature on a daily or overnight basis. Included in this use type would be scout camps, religious camps, children's camps, wilderness camps, and similar uses which are not otherwise specifically described in this chapter <i>*Limited to special events of a temporary nature.</i>
Cemetery					√*	Land used or dedicated to the burial of the dead, including columbariums, crematoriums, mausoleums, and necessary sales and maintenance facilities. Funeral Services use types shall be included when operated within the boundary of such cemetery. <i>* There is small cemetery located on the edge of our pasture</i>
Clubs	√			√		A use providing meeting, or social facilities for civic or social clubs, and similar organizations and associations, primarily for use by members and guests. Recreational facilities, unless otherwise specifically cited in this section, may be provided for members and guests as an accessory use. This definition shall not include fraternal or sororal organizations associated with colleges or universities. A Club does not include a building in which members reside.
Community recreation	√			√	√	A recreational facility for use solely by the residents and guests of a particular residential development, planned unit development, or residential neighborhood, including indoor and outdoor facilities. These facilities are usually proposed or planned in association with development and are usually located within or adjacent to such development.
Correction facilities						A public or privately operated use providing housing and care for individuals legally confined, designed to isolate those individuals from a surrounding community.
Crisis center						A facility providing temporary protective sanctuary for victims of crime or abuse including emergency housing during crisis intervention for individuals, such as victims of rape, child abuse, or physical beatings.
Cultural services	√*			√*		A library, museum, or similar public or quasi-public use displaying, preserving and exhibiting objects of community and cultural interest in one or more of the arts or sciences. <i>**HopeTree Museum Specifically</i>
Educational facilities, college/university						An educational institution authorized by the Commonwealth of Virginia to award associate, baccalaureate or higher degrees.
Educational facilities, primary/secondary	√			√		A public, private or parochial school offering instruction at the elementary, junior and/or senior high school levels in the branches of learning and study required to be taught in the public schools of the Commonwealth of Virginia.

Guidance services	√			√		A use providing counseling, guidance, recuperative, or similar services for persons requiring rehabilitation assistance or therapy for only part of a 24 hour day. This use type shall not include facilities that dispense and/or administer controlled substances and/or pharmaceutical products for the treatment of drug addiction and substance abuse and/or mental health disorders. Non-medicinal counseling-based treatment of drug addiction and substance abuse and/or mental health disorders may be considered guidance services after review by the administrator. Facilities that do dispense and/or administer controlled substances and/or pharmaceutical products for the treatment of drug addiction and substance abuse and/or mental health disorders shall be considered an Outpatient mental health and substance abuse clinic.
Halfway House						An establishment providing residential accommodations, rehabilitation, counseling, and supervision to persons suffering from alcohol or drug addiction, to persons reentering society after being released from a correctional facility or other institution, or to persons suffering from similar disorders or circumstances.
Life care facility						A residential facility primarily for the continuing care of the elderly, providing for transitional housing progressing from independent living in various dwelling units, with or without kitchen facilities, and culminating in nursing home type care where all related uses are located on the same lot. Such facility may include other services integral to the personal and therapeutic care of the residents.
Nursing home						A use providing bed care and in-patient services for persons requiring regular medical attention but excluding a facility providing surgical or emergency medical services and excluding a facility providing care for alcoholism, drug addiction, mental disease, or communicable disease. Nursing homes have doctors or licensed nurses on duty.
Park and ride facility						A publicly owned, short-term, parking facility for commuters.
Post office						Postal services directly available to the consumer operated by the United States Postal Service.
Public assembly						Facilities owned and operated by a public agency accommodating public assembly for sports, amusement, or entertainment purposes. Typical uses include auditoriums, sports stadiums, convention facilities, fairgrounds, and sales and exhibition facilities.
Public maintenance and service facilities						A public facility supporting maintenance, repair, vehicular or equipment servicing, material storage, and similar activities including street or sewer yards, equipment services centers, and similar uses having characteristics of commercial services or contracting or industrial activities.
Public parks and recreational areas						Publicly-owned and operated parks, picnic areas, playgrounds, indoor or outdoor athletic facilities, greenways and open spaces.
Religious assembly	√			√		A use located in a permanent building and providing regular organized religious worship and related incidental activities, except primary or secondary schools and day care facilities.
Safety services						Facilities for the conduct of safety and emergency services for the primary benefit of the public, whether publicly or privately owned and operated, including police and fire protection services and emergency medical and ambulance services.

Office						
Use Type	Historic Core Buildings	T3	T4	T5	Open Space / Natural	Definition
Financial institutions	√			√*		Provision of financial and banking services to consumers or clients. Walk-in and drive-in services to consumers are generally provided on site. Typical uses include banks, savings and loan associations, savings banks, credit unions, lending establishments and free-standing automatic teller machines. • Walk-In Only
General office	√			√		Use of a site for business, professional, or administrative offices, excluding medical offices/clinic. Typical uses include real estate, insurance, management, travel, computer software or information systems research and development, or other business offices; organization and association offices; or law, architectural, engineering, accounting or other professional offices. Retail sales do not comprise more than an accessory aspect of the primary activity of a General Office.
Medical Office/clinic						A facility used for human health care of the body, such as medical, dental, therapeutic, chiropractic or similar consultation, diagnosis, and treatment by one or more practitioners licensed by the Commonwealth of Virginia. Medical offices/clinics provide outpatient care on a routine basis, and may offer minor surgical care, but do not provide overnight care or serve as a base for an ambulance service.
Outpatient mental health and substance abuse clinic						An establishment which provides outpatient services primarily related to the diagnosis and treatment of mental health disorders, alcohol, or other drug or substance abuse disorders. Services include the dispensing and administering of controlled substances and pharmaceutical products by professional medical practitioners licensed by the Commonwealth of Virginia.
Laboratories	√			√		Establishments primarily engaged in performing research or testing activities into technological matters. Typical uses include engineering and environmental laboratories, medical, optical, dental and forensic laboratories, x-ray services, and pharmaceutical laboratories only involved in research and development. Excluded are any laboratories which mass produce one or more products directly for the consumer market.

Commercial						
Use Type	Historic Core Buildings	T3	T4	T5	Open Space / Natural	Definition
Adult business						Any adult bookstore, adult video store, adult model studio, adult motel, adult movie theater, adult nightclub, adult store, business providing adult entertainment, or any other establishment that regularly exploits an interest in matters relating to specified sexual activities or specified anatomical areas or regularly features live entertainment intended for the sexual stimulation or titillation of patrons, and as such terms are defined in Chapter 58 of this Code.
Agricultural services						An establishment primarily engaged in providing services specifically for the agricultural community which is not directly associated with a farm operation. Included in this use type would be servicing of agricultural equipment, independent equipment operators, and other related agricultural services.
Antique shops	√			√		A place offering primarily antiques for sale. An antique for the purposes of this chapter shall be a work of art, piece of furniture, decorative object, or the like, of or belonging to the past, at least 30 years old.
Assembly hall	√			√		A building, designed and used primarily for the meeting or assembly of a large group of people for a common purpose. Typical uses include meeting halls, union halls, bingo parlors, and catering or banquet facilities.
Athletic instruction services	√			√		Establishments primarily engaged in providing indoor instruction and training in athletic sports that require high ceiling heights for the activity. Typical uses include gymnastics academies, baseball and softball training centers, tennis centers and golf centers.
Automobile dealership, new						The use of any building, land area or other premise for the display of new and used automobiles, trucks, vans, or motorcycles for sale or rent, including any warranty repair work and other major and minor repair service conducted as an accessory use.
Automobile dealership, used						Any lot or establishment where three or more used motor vehicles, including automobiles, trucks, and motorcycles are displayed at one time for sale.
Automobile repair services, major						Repair of construction equipment, commercial trucks, agricultural implements and similar heavy equipment, including automobiles, where major engine and transmission repairs are conducted. This includes minor automobile repairs in conjunction with major automobile repairs. Typical uses include automobile and truck repair garages, transmission shops, radiator shops, body and fender shops, equipment service centers, machine shops and other similar uses where major repair activities are conducted.
Automobile repair services, minor						Repair of automobiles, noncommercial trucks, motorcycles, motor homes, recreational vehicles, or boats, including the sale, installation, and servicing of equipment and parts. Typical uses include tire sales and installation, wheel and brake shops, oil and lubrication services and similar repair and service activities where minor repairs and routine maintenance are conducted.
Automobile rental/leasing						Rental of automobiles and light trucks and vans, including incidental parking and servicing of vehicles for rent or lease. Typical uses include auto rental agencies and taxicab dispatch areas.
Automobile parts/supply, retail						Retail sales of automobile parts and accessories. Typical uses include automobile parts and supply stores which offer new and factory rebuilt parts and accessories, and include establishments which offer minor automobile repair services.

Business support services	√			√		Establishments or places of business engaged in the sale, rental or repair of office equipment, supplies and materials, or the provision of services used by office, professional and service establishments. Typical uses include office equipment and supply firms, small business machine repair shops, convenience printing and copying establishments, as well as temporary labor services.
Business or trade schools						A use providing education or training in business, commerce, language, or other similar activity or occupational pursuit, and not otherwise defined as an educational facility, either primary and secondary, or college and university.
Campgrounds						Facilities providing camping or parking areas and incidental services for travelers in recreational vehicles and/or tents.
Car wash						Washing and cleaning of vehicles. Typical uses include automatic conveyor machines and self-service car washes.
Commercial indoor amusement						Establishments which provide multiple coin operated amusement or entertainment devices or machines as other than an incidental use of the premises. Such devices would include pinball machines, video games, and other games of skill or scoring, and would include pool and/or billiard tables, whether or not they are coin operated. Typical uses include game rooms, billiard and pool halls, and video arcades.
Commercial indoor entertainment						Predominantly spectator uses conducted within an enclosed building. Typical uses include motion picture theaters, and concert or music halls.
Commercial indoor sports and recreation						Predominantly non-instructional participant-based uses conducted within an enclosed building. Typical uses include bowling alleys, ice and roller skating rinks, indoor racquetball, swimming, and/or tennis facilities.
Commercial outdoor entertainment						Predominantly spectator uses conducted in open or partially enclosed or screened facilities. Typical uses include sports arenas, motor vehicle or animal racing facilities, and outdoor amusement parks.
Commercial outdoor sports and recreation	√*				√*	Predominantly participant uses conducted in open or partially enclosed or screened facilities. Typical uses include driving ranges, miniature golf, swimming pools, tennis courts, outdoor racquetball courts, motorized cart and motorcycle tracks, and motorized model airplane flying facilities. *Limited to two existing ballfields in current or future location/design.
Communications services						Establishments primarily engaged in the provision of broadcasting and other information relay services accomplished through the use of electronic and telephonic mechanisms. Excluded from this use type are facilities classified as Utility Services - Major or Towers. Typical uses include television studios, telecommunication service centers, telegraph service offices or film and sound recording facilities.
Construction sales and services						Establishments or places of business primarily engaged in retail or wholesale sale, from the premises, of materials used in the construction of buildings or other structures, but specifically excluding automobile or equipment supplies otherwise classified herein. Typical uses include building material stores and home supply establishments.
Consumer repair services	√			√		Establishments primarily engaged in the provision of repair services to individuals and households, rather than businesses, but excluding automotive and equipment repair use types. Typical uses include appliance repair shops, shoe repair, watch or jewelry repair shops, or repair of musical instruments.
Convenience store	√			√		Establishments primarily engaged in the provision of frequently or recurrently needed goods for household consumption, such as prepackaged food and beverages, and limited household supplies and hardware. Convenience stores shall not include fuel pumps or the selling of fuel for motor vehicles. Typical uses include neighborhood markets and country stores.

Dance hall						Establishments in which more than ten percent of the total floor area is designed or used as a dance floor, or where an admission fee is directly collected, or some other form of compensation is obtained for dancing.
Day care center	√			√		Any facility operated for the purpose of providing care, protection and guidance to ten or more individuals during only part of a 24 hour day. This term includes nursery schools, preschools, day care centers for individuals, and other similar uses but excludes public and private educational facilities or any facility offering care to individuals for a full 24 hour period.
Equipment sales and rental						Establishments primarily engaged in the sale or rental of tools, trucks, tractors, construction equipment, agricultural implements, and similar industrial equipment, and the rental of mobile homes. Included in this use type is the incidental storage, maintenance, and servicing of such equipment.
Flea market						Businesses engaged in the outdoor sale of used or new items, involving regular or periodic display of merchandise for sale.
Funeral services						Establishments engaged in undertaking services such as preparing the dead for burial, and arranging and managing funerals. Typical uses include mortuaries and crematories.
Garden center						Establishments or places of business primarily engaged in retail or wholesale (bulk) sale, from the premises, of trees, shrubs, seeds, fertilizers, pesticides, plants and plant materials primarily for agricultural, residential and commercial consumers. Such establishments typically sell products purchased from others, but may sell some material which they grow themselves. Typical uses include nurseries, plant stores and lawn and garden centers.
Gasoline station						Any place of business with fuel pumps and gasoline storage tanks which provides fuels and oil for motor vehicles.
Golf course						A tract of land for playing golf, improved with tees, greens, fairways, hazards, and which may include clubhouses and shelters. Included would be executive or par 3 golf courses. Specifically excluded would be independent driving ranges and any miniature golf course.
Homestay inn						A dwelling in which not more than five bedrooms are provided for overnight guests for compensation, on a daily or weekly basis, with or without meals. The owner or the owner's agent shall reside on the same parcel occupied by the homestay inn. A homestay inn may also be known as a bed and breakfast.
Hospital						A facility providing medical, psychiatric, or surgical service for sick or injured persons primarily on an in-patient basis and including ancillary facilities for outpatient and emergency treatment diagnostic services, training, research, administration, and services to patients, employees, or visitors.
Hotel/motel/motor lodge	√			√		A building or group of attached or detached buildings containing lodging units intended primarily for rental or lease to transients by the day, week or month. Such uses generally provide additional services such as daily maid service, restaurants, meeting rooms and/or recreation facilities.
Kennel, commercial						The boarding, breeding, raising, grooming or training of dogs, cats, or other household pets of any age not owned by the owner or occupant of the premises, and/or for commercial gain.
Laundry						Establishments primarily engaged in the provision of laundering, cleaning or dyeing services other than those classified as Personal Services. Typical uses include bulk laundry and cleaning plants, diaper services, or linen supply services.
Manufactured home sales						Establishments primarily engaged in the display, retail sale, rental, and minor repair of new and used manufactured homes, parts, and equipment.

Massage parlor						Establishments having a fixed place of business where any person other than a massage therapist, as licensed by the Virginia Board of Nursing, administers or gives any kind or character of massage, manipulation of the body or other similar procedure. Massage therapy as licensed by the Virginia Board of Nursing shall be considered a personal service. This definition shall not be construed to include a hospital, nursing home, medical clinic, or the office of a duly licensed physician, surgeon, physical therapist, chiropractor, osteopath, or a barber shop or beauty salon in which massages are administered only to the scalp, the face, the neck, or the shoulders, or an exercise club where massage is performed by a person of the same sex as the subject of the massage.
Microbrewery	√			√		An establishment engaged in the production of beer with a significant commercial component, such as a restaurant or retail store.
Microdistillery	√			√		An establishment engaged in the production of spirits with a significant commercial component, such as a restaurant or retail store.
Personal storage						A building designed to provide rental storage space in cubicles where each cubicle has a maximum floor area of 400 square feet. Each cubicle shall be enclosed by walls and ceiling and have a separate entrance for the loading and unloading of stored goods.
Pawn shop						A use engaged in the loaning of money on the security of property pledged in the keeping of the pawnbroker and the incidental sale of such property.
Personal improvement services	√			√		Establishments primarily engaged in the provision of informational, instructional, personal improvements and similar services. Typical uses include driving schools, health or physical fitness centers (excluding athletic instruction services), reducing salons, dance studios, handicraft and hobby instruction.
Personal services	√			√		Establishments or places of business engaged in the provision of frequently or recurrently needed services of a personal nature. Typical uses include beauty and barber shops; grooming of pets; seamstresses, tailors, or shoe repairs; florists; and Laundromats and dry cleaning stations serving individuals and households.
Recreational vehicle sales and service						Retail sales of recreational vehicles and boats, including service and storage of vehicles and parts and related accessories.
Restaurant*	√*			√*		An establishment engaged in the preparation and sale of food and beverages. Service to customers may be by counter or table service, or by take-out or delivery. * Walk-In Only.
Retail Sales	√			√		Sale or rental with incidental service of commonly used goods and merchandise for personal or household use but excludes those classified more specifically by these use type classifications.
Short-term lender						Establishments primarily engaged in short-term lending such as payday loans, car title loans, and refund anticipation loans.
Studio, fine arts	√			√		A building, or portion thereof, used as a place of work by a sculptor, artist, or photographer.
Truck stop						An establishment containing a mixture of uses which cater to the traveling public and in particular motor freight operators. A truck stop might include such uses as fuel pumps, restaurants, overnight accommodations, retail sales related to the motor freight industry, and similar uses.
Veterinary hospital/clinic						Any establishment rendering surgical and medical treatment of animals. Boarding of animals shall only be conducted indoors, on a short term basis, and shall only be incidental to such hospital/clinic use, unless also authorized and approved as a commercial kennel.

Miscellaneous						
Use Type	Historic Core Buildings	T3	T4	T5	Open Space / Natural	Definition
Amateur radio tower						A structure on which an antenna is installed for the purpose of transmitting and receiving amateur radio signals erected and operated by an amateur radio operator licensed by the Federal Communications Commission.
Aviation facilities						Private or public land areas used or intended to be used for the take-off and landing of aircraft. Aviation facilities may include facilities for the operation, service, fueling, repair and/or storage of the aircraft.
Mixed use	√			√		Mixed use is a single building or parcel wherein multiple uses such as residential and commercial share space.
Outdoor gathering						Any temporary organized gathering expected to attract 500 or more people at one time in open spaces outside an enclosed structure. Included in this use type would be music festivals, church revivals, carnivals and fairs, and similar transient amusement and recreational activities not otherwise listed in this section. Such activities held on publicly owned land shall not be included within this use type.
Parking facility, surface/structure						Use of a site for surface parking or a parking structure unrelated to a specific use which provides one or more parking spaces together with driveways, aisles, turning and maneuvering areas, incorporated landscaped areas, and similar features meeting the requirements established by this chapter. This use type shall not include parking facilities accessory to a permitted principal use.
Shooting range, outdoor						The use of land for archery and the discharging of firearms for the purposes of target practice, skeet and trap shooting, mock war games, or temporary competitions, such as a turkey shoot. Excluded from this use type shall be general hunting, and the unstructured and nonrecurring discharging of firearms on private property with the property owner's permission if in compliance with the Code of the City of Salem.
Tower						Any structure that is designed and constructed primarily for the purpose of supporting one or more antennas. The term includes but need not be limited to radio and television transmission towers, microwave towers, common-carrier towers, and cellular telephone and wireless communication towers. Tower types include, but are not limited to monopoles, lattice towers, wooden poles, and guyed towers. Excluded from this definition are amateur radio towers, which are otherwise defined.
Utility services, minor	√	√	√	√	√	Services which are necessary to support existing and future development within the immediate vicinity and involve only minor structures. Including in this use type are distribution lines and small facilities that are underground or overhead, such as transformers, relay and booster devices, and well, water and sewer pump stations. Also included are all major utility services owned and/or operated by the City of Salem, or any major utility services which were in existence prior to the adoption of this chapter.
Utility services, major						Services of a regional nature which normally entail the construction of new buildings or structures such as generating plants and sources, electrical switching facilities and stations or substations, water towers and tanks, community waste water treatment plants, and similar facilities. Included in this definition are also electric, gas, and other utility transmission lines of a regional nature which are not otherwise reviewed and approved by the Virginia State Corporation Commission.

Sec. 106-228. - Planned Unit district.

Sec. 106-228.1. - Statement of intent.

- (A) The intent of the Planned Unit District (PUD) is to encourage maximum flexibility in the design and development of land. PUD developments facilitate the adequate and economical provision of streets, utilities and other improvements, and allow for the management of the natural and scenic qualities of vacant land that is proposed for development. The PUD district allows a variety of housing options, as well as commercial, civic and office use types of a number and scale sufficient to serve the needs of the PUD residents.

(Ord. of 3-14-05(2))

Sec. 106-228.2. - Permitted uses.

- (A) Applications for planned unit districts may propose any residential, civic, and/or commercial use type as part of a planned unit district. All land uses proposed shall be shown on the preliminary and final master plans. as required by this chapter.
- (B) All use types proposed shall be reviewed by the Commission and Council pursuant to the provisions of this chapter. No use type may be allowed within the planned unit district unless approved by Council as part of the final master plan.

(Ord. of 3-14-05(2))

Sec. 106-228.3. - Development regulations.

- (A) Each planned unit development shall be subject to the following development standards.
1. Maximum gross density: Maximum gross density allowable in the planned unit district shall be established by Council by approval of the final master plan.
 2. Minimum common open space and/or recreational areas: 15 percent of the gross area of the planned unit district.
 3. Criteria for all required open space:
 - a. Minimum countable open space: 5,000 contiguous square feet
 - b. Minimum horizontal dimension: 50 feet, except that areas with a horizontal distance of not less than 20 feet shall be counted as open space provided such areas contain facilities such as, but not limited to, bikeways, exercise trails, tot lots, gazebos, picnic tables, etc.
 - c. Common open space shall not include proposed street rights-of-way, open parking areas, or driveways.
 - d. All common open space and/or recreational areas shall be of an appropriate nature and location to serve the residents of the planned unit district.
 4. The maximum area devoted to civic, office and commercial use types shall be established by Council by approval of the final master plan.
 - a. Commercial and office uses types shall be located, and shall be of a scale and location suitable to serve the needs of the residents of the planned unit district convenience.
 - b. Commercial, office, and civic use types shall be screened and landscaped so as to be compatible with adjoining residences.
 - c. Construction of commercial, office and civic use types shall not begin until 20 percent of the residential units of the total planned unit district have been completed.
 5. Minimum setback requirements shall be specifically established during the review and approval of the preliminary and final master plans. The following guidelines shall be used in establishing the building spacing and setbacks:
 - a. Building spacing shall provide privacy within each dwelling unit;
 - b. Building spacing shall ensure that each room has adequate light and air;
 - c. Areas between buildings used as service yards, storage of trash, or other utilitarian purposes should be designed so as to be compatible with adjoining dwellings;
 - d. Building spacing and design shall provide privacy for outdoor activity areas (patios, decks, etc.) associated with individual dwelling units.
 6. Streets in the planned unit district may be public in accordance with VDOT and city standards or may be private. In reviewing the planned unit development preliminary master plan, the commission may recommend, and the Council may approve, one or more private streets within the proposed district

Not Applicable for existing buildings.



Not Applicable due to campus arrangements of multiple buildings.



(Ord. of 3-14-05(2))

Sec. 106-228.4. - Application process.

- (A) *Prior to submitting a formal application for review and approval under these provisions, the applicant shall meet with city staff to discuss the requirements of the planned unit district. The purpose of the meeting is to obtain a mutual understanding of the application requirements and process. The applicant is encouraged to submit information on the scope and nature of the proposal to allow staff to become familiar with the proposal in advance of this meeting.*
- (B) *Any application to rezone land to the PUD designation, shall constitute an amendment to the zoning ordinance. The written and graphic information submitted by the applicant as part of the application process shall constitute conditional zoning proffers. Once the Council has approved the final master plan, all accepted proffers shall constitute conditions pursuant to the provisions of this chapter.*
- (C) *To initiate an amendment, the applicant shall complete a rezoning application. This information shall be accompanied by graphic and written information, which shall constitute a preliminary master plan. All information submitted shall be of sufficient clarity and scale to clearly and accurately identify the location, nature, and character of the proposed district. At a minimum this information shall include:*
 - 1. *A legal description and plat showing the site boundaries, and existing street lines, lot lines, and easements.*
 - 2. *Existing zoning, land use and ownership of each parcel proposed for the district.*
 - 3. *A general statement of planning objectives to be achieved by the PUD district, including a description of the character of the proposed development, the existing and proposed ownership of the site, the market for which the development is oriented, and objectives towards any specific manmade and natural characteristics located on the site.*
 - 4. *A description and analysis of existing site conditions, including information on topography, natural water courses, floodplains, unique natural features, tree cover areas, etc.*
 - 5. *A land use plan designating specific use types for the site, both residential and non-residential use types, and establishing site development regulations, including setback, height, building coverage, lot coverage, and density requirements.*
 - 6. *A circulation plan, including location of existing and proposed vehicular, pedestrian, bicycle, and other circulation facilities and location and general design of parking and loading facilities. General information on the trip generation, ownership and maintenance and proposed construction standards for these facilities should be included. A traffic impact analysis may be required by the administrator.*
 - 7. *A public services and utilities plan providing requirements for and provision of all utilities, sewers, and other facilities to serve the site.*
 - 8. *An open space plan, including areas proposed for passive and active recreational uses, natural and undisturbed areas, and proposed buffer areas proposed around the perimeter of the site. Information on the specific design and location of these areas and their ownership and maintenance should be included.*
 - 9. *Generalized statements pertaining to any architectural and community design guidelines shall be submitted in sufficient detail to provide information on building designs, orientations, styles, lighting plans, etc.*
 - 10. *A development schedule indicating the location, extent and sequence of proposed development. Specific information on development of the open space, recreational areas, and non-residential uses should be included.*
- (D) *The completed rezoning application and supporting preliminary master plan materials shall be submitted to the planning commission for review and analysis. The commission shall review this information and make a report of its findings to the Council. The commission shall as part of its review hold a public hearing pursuant to § 15.2-2204 of the Code of Virginia, as amended.*
- (E) *The commission shall make a report of its findings to the Council within 90 days of the receipt of the materials, unless the applicant requests, or agrees to an extension of this time frame. The commission's report shall recommend approval, approval with modifications, or disapproval of the preliminary master plan. Failure of the commission to make a report of its findings to the Council within this period shall constitute a commission recommendation of approval.*
- (F) *If the commission recommends denial of the preliminary master plan, or approval with modification, the applicant shall, if requested, have 60 days to make any modifications. If the applicant desires to make any modifications to the preliminary master plan, the council's review and action shall be delayed until such changes are made and submitted for review.*
- (G) *The Council shall review the preliminary master plan, and act to approve or deny the plan within 90 days. Approval of the preliminary master plan shall constitute acceptance of the plan's provisions and concepts as proffers pursuant to the provisions of this chapter. The plan approved by the Council shall constitute the final master plan for the PUD.*

(Ord. of 3-14-05(2))

Sec. 106-228.5. - Revisions to final master plan.

- (A) Major revisions to the final master plan shall be reviewed and approved following the procedures and requirements for zoning map amendments contained in [section 106-520](#) of this chapter. Major revisions include, but are not limited to changes such as:
 - 1. Any increase in the density of the development;
 - 2. Substantial change in circulation or access;
 - 3. Substantial change in the mixture of dwelling unit types included in the project;
 - 4. Substantial changes in the mixture of land uses or an increase in the amount of land devoted to non-residential purposes;
 - 5. Reduction in the approved open space, landscaping or buffering;
 - 6. Substantial change in architectural or site design features of the development;
 - 7. Any other change that the administrator finds is a major divergence from the approved final master plan
- (B) All other changes in the final master plan shall be considered minor amendments. The administrator, upon receipt of a written request of the owner, may approve such minor amendments.
 - 1. A request which is disapproved by the administrator shall be considered a major amendment and shall be subject to the approval process outlined above for such amendments.

Sec. 106-228.6. - Approval of preliminary and final site development plans.

- (A) Following the approval of the final master plan, the applicant or its authorized agent, shall be required to submit preliminary and final site plans for approval.
- (B) It is the intent of this section that subdivision review under the subdivision regulations be carried out simultaneously with the review of a PUD under this section. The plans required under this section shall be submitted in a form which will satisfy the requirements of the subdivision regulations, as determined by the administrator.
- (C) Preliminary and final site plans submitted for review shall in compliance with the final master plan approved by the Council. The city shall review and approve or disapprove any final site plan within 60 days of its submittal.
- (D) No PUD shall be approved and no work shall be authorized on construction until all property included in the Final Master Plan is in common ownership.

(Ord. of 3-14-05(2))

Sec. 106-228.6. - Approval of preliminary and final site development plans.

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- (D) No PUD shall be approved and no work shall be authorized on construction until all property included in the Final Master Plan is in common ownership.



HOPETREE

SALEM, VIRGINIA

PUD REZONING APPLICATION

HopeTree Re-Zoning Updates

HopeTree – List of revisions made previously on 3/07/2024 (Red Bubble Clouds)

Pgs. 1/2 – No change

Pg. 3 – Revised tax map numbers to include all parcels within the project boundaries.

Pgs. 4/5/6 – No change

Pg. 7 – In Parking, section 2: removed barrier height and timeline for growth.

Pg. 7 – In Uses, added:

- Maximum residential units at 340.
- Maximum hotel rooms at 34.
- Maximum square footage of retail / restaurant at 15,000SF.
- Home occupations shall not be counted toward any maximum densities. This is consistent with how home occupations are typically handled in the City.
- Removed note about establishing densities during master plan review.

Pg. 8 – Removed reference to tree houses in T-3 Zone to be consistent with land use map.

Pg. 9 – Revised four areas around the lower-left perimeter to be T-4 in lieu of T-5. Also:

- Added clarification note that Historic Core Buildings or Civic Buildings would become T-5 zone if current use is discontinued.
- Revised labeling of “Civic Building Site” to “Historic Core Building Site” for consistency with Use Table.
- Revised general note to explain the definition of a “row” to mean a maximum of (5) of the same building type attached consecutively.
- Deleted note about Commercial, Mixed Use, and Live-Works in T-5 (already noted in use table).

Pg. 10 – Added note that sidewalk and on-street parking would be provided along Red Lane to be consistent with what has been discussed and committed to in meetings.

Pgs. 11-22 – No change

Pg. 23 – Accessory Buildings:

- Removed language from “Garages” section that required a storage building be added if no garage.
- Added language denoting what building types allow for accessory buildings, including ADU’s.

Pg. 24 – Removed “General Zone” signage specifications, as signage is not applicable to residential use types.

Pg. 25 – No change

Pgs. 26-31 – Use tables:

- “Existing Buildings” column change to “Historic Core Buildings” throughout Use Table to be consistent with Land Use Plan.
- Removed several Agricultural Uses.
- Added “Residential Human Care Facility” to all T-zones. Per City comment, this must be allowed throughout.
- Added “Home Occupation” to list of Residential Uses – already allowed by ordinance, so this is a clarification.
- Removed certain uses from T-4 zone as mixed-use building is not allowed.
- Removed “Medical Office” from Open Space – typo.
- Removed “Flea Market” from allowable uses.
- Removed “Hospital” from allowable uses.
- Removed “Veterinary Hospital” from allowable uses.

Pgs. 32-35 – No change

HopeTree Re-Zoning Updates

HopeTree – Additional changes made on 3/18/2024 and 4/1/2024 (Green Bubble Clouds)

Pages 1-6 – No change

Page 7

- Section A, Item 8 – Addresses the varying facades for townhouse units as noted in the zoning ordinance.
- Section B, Item 4 – Add language to address the height of accessory buildings not exceeding that of the principal structure.
- Section G, Item 5 – Adds maximum square footages for Office and other Commercial uses.
- Section G, Item 6 – Limits total traffic generation for new residential and non-residential uses.
- Section G, Item 7 – Denotes that Accessory Dwelling Units (ADU's) shall count toward the maximum number of residential units.
- Section G, Footnote – Clarifies that square footage maximums are for total square footage.

Page 8 – No change

Page 9

- General Notes were updated on the left-hand side of the page based upon Planning Commission feedback.
 - Building types do not apply to existing buildings.
 - Single-story mixed use buildings may be single use.
 - Existing buildings can be 100% non-residential use.
 - Minimum open space shall be 35% of total site area.
- Civic Use Building Type was removed from the key.
- Block ground delineation was updated (black dashed lines ILO green dashed lines)

Page 10

- Note clarifying that Pedestrian Paths will be open to the public, except as necessary for HopeTree events and therapeutic interactions.

Pages 11-12 – No change

Page 13

- Changed “Civic Building Site” to “Historic Core Building Site”

Pages 14-16 – No change

Page 17

- Removed mixed use permission from Townhouse Building Type

Page 18

- Removed mixed use permission from Loft Building Type

Page 19

- Removed mixed use permission from Townhouse Park-Under Building Type
- Removed mixed use permission from 3-Townhouse Estate Building Type

Page 20

- Removed mixed use permission from Stacked-Flat Building Type
- Removed mixed use permission from Mews House Building Type

Page 21

- Removed mixed use permission from Multi-Family House Building Type
- Removed mixed use permission from Multi-Family Building Building Type

Pages 22-24 – No change

Page 25

- Note added that final phasing plan will be determined during engineering design and development.

Pages 26-36

- Use tables updated following feedback from Planning Commission and City Staff.

Pages 37-40 – No Change



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February 2, 2024

City of Salem, Virginia
Department of Planning
21 South Bruffey Street
Salem, VA 24153
Attn: William Simpson, Jr., PE

**RE: HopeTree Planned Unit Development
Response to City of Salem Traffic Study Review
B&A Project # 04220029.00**

Dear Mary Ellen,

Please find attached the revised Site Plans for the above referenced project. These plans have been revised in accordance with comments in the review letter prepared by Mattern & Craig, dated December 20, 2023, and provided to us by the City of Salem. Mattern and Craig comments are shown in italics, Mattern and Craig recommended actions are shown in bold italics. Balzer responses are provided in bold below each comment and recommended action.

REVIEW LETTER COMMENTS:

- The proposed development is a rezoning of approximately 62 acres of land located along Red Lane in the City of Salem and is proposed as a mixed-use development consisting of single family detached housing, multi-family housing, hotel use, general office use, and retail (restaurant) use. Since the proposed development is a mixed-use development, the study does not qualify as a low volume road submission as defined in the **VDOT Traffic Impact Analysis Regulations** (must be residential only). The "Required Elements of a Traffic Impact Analysis" table as depicted on pages 46-49 of the **Administrative Guidelines** (see Exhibit A) was used in determining conformity with VDOT and standard practices. The unadjusted trip generation contained in the TIS prepared by Balzer & Associates identifies 286 site-generated AM peak hours trips and 312 site-generated PM peak hour trips for the proposed development. As such, the "Less than 500" column in the above-referenced table was used to define the necessary elements of the study.*
Recommended Action: None.

- Page 1 of the Balzer-prepared TIS identifies the study area intersections (indicated as discussed with the City of Salem) as Red Lane at East Carrollton Avenue and East Carrollton Avenue at North Broad Street.*
Recommended Action: Documentation should be provided that shows what conversations were had and what decisions were agreed upon with the City. The defined area study of only two intersections seems insufficient considering the scope of the proposed development, the location of the proposed development, the multiple access points to the development, and the existing transportation infrastructure surrounding the development. At a minimum, along with the two intersections identified above, all existing access points should be included in the study area as well as the intersection of East Carrollton Avenue at Mt. Vernon Lane since this intersection is located in-between the two identified study intersections and serves as an access point to the development. Further intersections for consideration include Mt. Vernon Lane at Red Lane and Printer's Lane at Red Lane. The applicant should provide documentation justifying the limited study area or revise the TIS to include an expanded study area as described above.

Response:

The scope of the traffic study was previously discussed and agreed upon with the City of Salem. The intersection of Mount Vernon Avenue and East Carrollton Avenue was not chosen for analysis simply because it is evident that the volumes at this intersection

would be very similar to the volumes at the two intersections that were being studied and it seemed redundant to include. However, after further discussion with the City of Salem, this intersection has been included in the traffic study to further document that the existing roadway network and intersections will function adequately. As shown in the study, this intersection will function at a level of service 'A' in all scenarios.

Turn lane warrants have been analyzed for the highest volume entrances to show that turn lanes are not warranted for the development. Level of service and queuing along Red Lane will not be affected at any of these entrance points because there is not a stop condition along this roadway.

3. *Page 3 of the Balzer-prepared TIS indicates that, among other things, the study was undertaken to determine the impacts to level of service and **queue lengths** at the existing intersections. Page 15 of the study includes tabular results of level of service (LOS) and delay (control delay) for the two study intersections but does not include any queue length results.*

Recommended Action: *The summarized capacity analyzed results should include tabulated results of the Synchro 95th Percentile queue as well as the SimTraffic max queue or discussion should be included as to the results of the queue length analyses.*

Response:

SimTraffic queuing analysis has been included for the study intersections for all scenarios. The Buildout queue lengths are very similar to Existing and Background scenarios for all intersections and no improvements are warranted based on these results.

4. *The traffic volumes on Figure 1 (existing peak hour turning movement counts) match the raw turning movement count data included in Appendix C of the Balzer-prepared TIS. The use of a 1.5% growth rate over a period of 5 years (to achieve the background year of 2028) seems reasonable and the traffic volumes on Figure 2 (2028 turning movement counts) appear to be correctly calculated.*

Recommended Action: *None.*

5. *Section 4. Trip Generation of the Balzer-prepared TIS provides information related to the trips expected to be generated by the development as well as information on potential trip reduction due to the mixed-use nature of the development (internal capture) and due to the walkable aspect of the proposed development. The unadjusted trips presented in Table 2: Site Generated Traffic on Page 8 of the TIS seem unreasonable. The **ITE Trip Generation Manual and Handbook** contains methodology for the application of trip reductions for multi-use developments. In addition, VDOT provides an alternative trip generation methodology for mixed use developments (see page 43 of the VDOT Administrative Guidelines for Traffic Impact Analysis Regulations in Exhibit A attached to this letter report). Page 9 of the Balzer-prepared TIS applies a flat 25% reduction to the trip generated values presented in Table 1. While this may or may not be a reasonable reduction to apply, it is unclear how this 25% number was realized.*

Recommended Action: *The TIA should employ the use of either the ITE internal capture trip reduction methodology or the VDOT alternative trip generation methodology to achieve the appropriate trip reduction and document how the reduction numbers are obtained.*

Response:

The ITE and VDOT methodologies both require a high level of detail about proposed uses that is not available at this time. In addition, these methodologies do not adequately account for other qualities of this development that are expected to further reduce

generated trips. These include urban design principles such as close proximity between uses within the development and outside the development, proximity to downtown, and the very nature of the development, which is to prioritize pedestrian connectivity and de-emphasize vehicle trips. Additional information is included in the traffic study regarding research that has been done on other mixed-use developments.

Based on the characteristics of this development, a 25% reduction is considered to be reasonable and has not been revised in the study. However, additional analysis was performed to determine how the results of the study would be affected if the 25% reduction was eliminated. It was determined that eliminating the 25% reduction results in almost no increase in delay/queuing at the study intersections and would not change the results of the study. These results are not included in the study as they are not deemed to be an accurate representation of trip generation for this development, but are summarized here as supplemental information for this review.

6. *Section 5. Site Traffic Distribution and Assignment describes how traffic was distributed to the various existing and proposed access points for the development. Figures 3 and 4 identify 8 different access points which seems excessive for a development of this magnitude. Recommended Action: The applicant should have discussions with the City of Salem and VDOT regarding the locations of proposed access points to serve the development. If those discussions have already taken place, documentation of those discussions and decisions agreed upon should be provided. While it is true that the multiple access points will “disperse traffic and efficiently distribute vehicles to the adjacent road system” as stated on Page 10 of the Balzer-prepared TIS, having multiple access points introduces additional potential conflict points on the existing transportation infrastructure and is counter-productive to modern access management techniques. Generally, proposed access points should be kept to the minimum required to adequately serve the proposed development in an efficient and safe manner. The applicant should consider consolidation of some of the proposed access points or provide documentation as to why this is not feasible.*

Response:

Additional discussions have occurred with the City of Salem Engineering Department. While it is true that modern access management technique is to consolidate entrances in most instances, this is more applicable to busier corridors with higher traffic volumes and higher speeds. The location of this development along lower volume roads and in proximity to residential areas warrants a different approach. One of the guiding principles of this type of development is to create a ‘block’ system of roads with multiple routes to each destination and to avoid high volumes of cars entering or exiting at any specific point. To consolidate entrances would run counter to the type of development that this is.

In addition to this, one of the main concerns that we have heard from existing residents in the area is about vehicle speed on Red Lane combined with pedestrians that walk along Red Lane. The design of this development with multiple access points on Red Lane, on-street parking proposed along Red Lane, and new pedestrian improvements adjacent to Red Lane are all designed to lower traffic speeds on Red Lane and improve pedestrian safety.

7. *Section 7. Turn Lane Warrants of the Balzer-prepared TIS contains a summary of the results for analyses of left and right turn lanes at the study intersections. However, analyses were not provided for the left and right turn lanes at the intersection of East Carrollton Avenue at Red Lane (currently a study intersection) or at the intersection of East Carrollton Avenue at Mt. Vernon Lane.*



Recommended Action: Additional analyses should be performed at the above-mentioned intersections at a minimum and potentially more intersections if the access points to the development are consolidated and/or if either the City or VDOT expand the study area.

Response:

VDOT turn lane warrants are not appropriate for analyzing the need for turn lanes on local, low speed, roadways with other intersection controls already in place. These warrants are generally utilized for new entrances between existing intersections where there are not already stop controls in place. The provided intersection modeling supports the conclusion that the intersections function at an acceptable level of service in both pre-development and post-development conditions and turn lanes are not warranted at any of these approaches.

8. *Section 8. Conclusions of the Balzer-prepared TIS concludes that no improvements are recommended to the existing transportation infrastructure as a result of this proposed development.*

Recommended Action: Pending the answers provided to the above comments and the further discussions the applicant may need to have with the City and/or VDOT, the Conclusions Section may need to be rewritten to include recommended mitigation improvements.

Response:

No revisions to Conclusions as a result of the traffic study revisions.

Please do not hesitate to contact me with any concerns and/or questions.

Respectfully Submitted,

BALZER AND ASSOCIATES, INC.

Christopher Burns, P.E.
Associate Vice President

HOPETREE PLANNED UNIT DEVELOPMENT

Traffic Impact Study

B&A Project #04220029.00

Date: December 1, 2023

Revised: February 2, 2024

Planners | Architects | Engineers | Surveyors

1208 Corporate Circle, Roanoke, VA 24018

www.balzer.cc

**TRAFFIC STUDY
FOR**

**HOPETREE PLANNED
UNIT DEVELOPMENT**

TAX MAP #: 44-3-10

**860 MOUNT VERNON LANE
CITY OF SALEM, VIRGINIA**

B&A PROJECT #04220029.00

**DATE: December 1, 2023
REVISED: February 2, 2024**



PLANNERS ARCHITECTS ENGINEERS SURVEYORS

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



Table of Contents

	<u>Page</u>
1. Introduction.....	1
2. Analysis of Existing Conditions.....	4
3. Analysis of Future Conditions Without Development.....	6
4. Trip Generation.....	8
5. Site Traffic Distribution and Assignment.....	11
6. Analysis of Future Conditions with Development.....	14
7. Turn Lane Warrants.....	18
8. Conclusions.....	20
Appendix A – Vicinity Map.....	21
Appendix B – P.U.D. Master Plan.....	23
Appendix C – Existing Traffic Data.....	25
Appendix D – VDOT Turn Lane Worksheets.....	28
Appendix E – Synchro 11 and SimTraffic 11 Intersection Analysis Data.....	33
2023 Existing AM Peak Hour Analysis.....	34
2023 Existing PM Peak Hour Analysis.....	43
2028 Background AM Peak Hour Analysis.....	52
2028 Background PM Peak Hour Analysis.....	61
2028 Buildout AM Peak Hour Analysis.....	70
2028 Buildout PM Peak Hour Analysis.....	79

List of Figures

Fig. 1 – 2023 Existing Turning Movements.....	5
Fig. 2 – 2028 Projected Turning Movements.....	7
Fig. 3 – Site-Generated Entering Movements.....	12
Fig. 4 – Site-Generated Exiting Movements.....	13
Fig. 5 –2028 Buildout Turning Movements.....	15

List of Tables

Table 1 – LOS Criteria for Unsignalized Intersections (HCM).....	3
Table 2 – Site-Generated Traffic.....	8
Table 3 – Site-Generated Traffic w/ 25% Reduction.....	10
Table 4 – Red Lane & East Carrollton Avenue LOS & Queuing Analysis.....	16
Table 5 – Mount Vernon Lane & East Carrollton Avenue LOS & Queuing Analysis.....	16
Table 6 – North Broad Street & East Carrollton Avenue LOS & Queuing Analysis.....	17

1. Introduction

HopeTree Family Services is proposing to rezone 62.318 acres of land located along Red Lane in the City of Salem (see Appendix A for vicinity map). The property is proposed to be rezoned from RSF, Residential Single Family, to PUD, Planned Unit Development. The P.U.D. Land Use Plan, prepared by Civic by Design, is included in Appendix B. The development will have a mix of residential and commercial use types. The maximum number of residential units allowed for this development is 340 and these are assumed to be broken down by type as outlined in the list below. Residential and commercial uses will be determined by market conditions and opportunities available at the time of development. The list below outlines the uses that have been assumed for the purposes of this traffic study.

- 115 Single-Family Detached Dwelling Units
- 140 Single-Family Attached Dwelling Units
- 85 Multi-Family Dwelling Units
- 60 Total Hotel Rooms
- 15,000 s.f. of Total General Office Space
- 7,500 s.f. of Total Restaurant Space

The breakdown of uses above is based on what is considered to be a reasonable and conservative expectation for the development based on the P.U.D. Land Use Plan. The actual breakdown will differ from these assumptions. It is recommended that projected trip generation be tracked as the development progresses for comparison to the traffic study. If the actual development results in significantly more traffic than what is included in these assumptions, then it may be necessary to update this study.

The site is located on the west side of Red Lane with East Carrollton Avenue to the south and Interstate 81 to the north. The property is described as City of Salem Tax Parcel #44-3-10. The development has several proposed existing and proposed entrances on Red Lane, East Carrollton Avenue, and North Broad Street.

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

- Red Lane and East Carrollton Avenue (Unsignalized)
- East Carrollton Avenue and Mount Vernon Lane (Unsignalized)
- East Carrollton Avenue and North Broad Street (Unsignalized)

All roads in the direct vicinity of the project are two-lane local roads that provide access between mostly residential areas. A mix of residential building types is present in this area, including single-family, two-family, townhome, and multi-family units. Roanoke College is located approximately 0.25 miles from the site to the southeast. The Main Street and downtown Salem commercial corridor is located approximately 0.7 miles south of the site. There are also two golf courses located in this area, Hanging Rock Golf Course to the north and Salem Municipal Golf Course to the west. Red Lane is utilized as a connection between downtown Salem, Hanging Rock Golf Course, and existing residential developments to the north. The speed limit on all of the local roads in the direct vicinity of the project is 25 mph.

Three scenarios will be considered: Existing Condition 2023, 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 and queue lengths at the existing intersections as a result of the background traffic growth and from the proposed development;
- determine if any roadway or intersection improvements are warranted as a result of the proposed development;
- and to determine turn lane/taper requirements at the proposed entrances to the site.

2. Analysis of Existing Conditions

The site is currently owned and operated by HopeTree Family Services and has been for many years. Changing regulations over the last several decades have greatly decreased the number of permanent residents that are allowed to be housed at the site at any one time. There are many existing buildings, some of which are still in use by HopeTree, and others that are no longer in use. Among other things, the site includes a school, group homes for children and adults, and offices where staff members work on-site.

Other improvements on-site include access drives and parking areas, pool and athletic courts, two existing baseball fields near Red Lane, and other miscellaneous improvements. There is an existing pond and two existing creeks located on the site as well and these will be preserved to the extent practical.

All intersections in the vicinity of the site are unsignalized. 2021 VDOT traffic count data is available for Red Lane just to the north of the site in Roanoke County, and this data is provided below as general background information.

2021 VDOT Traffic Count Data:

Red Lane, Rte. 705 (from Salem/Roanoke County line to North Road)
AADT = 1,100 vpd
Directional Factor = not provided
K Factor = not provided

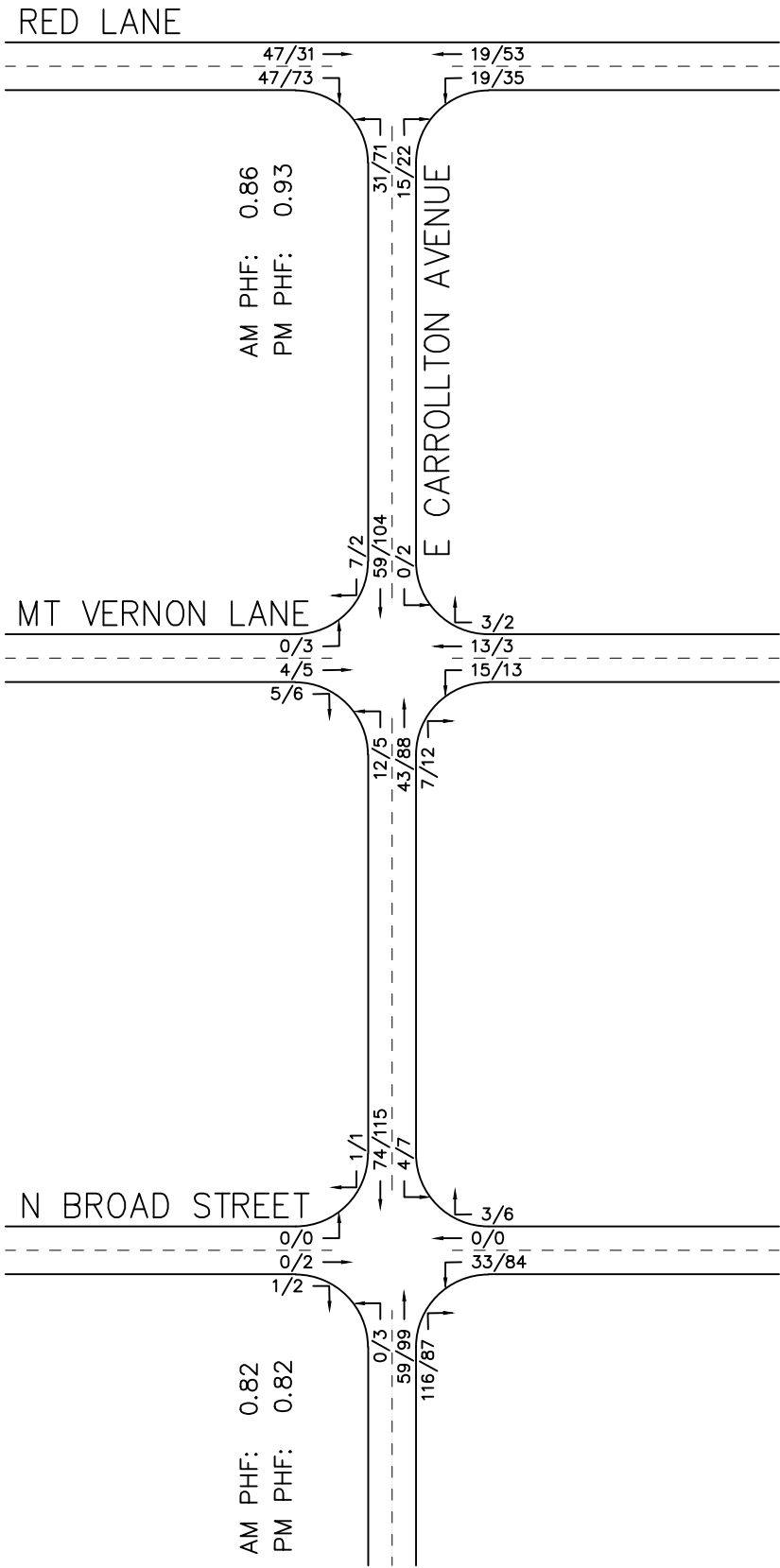
In addition to the VDOT published traffic count data, manual traffic counts were performed at two of the study intersections. Counts were performed at the Red Lane/East Carrollton Avenue intersection and the East Carrollton Avenue/North Broad Street intersection on Tuesday, October 3, 2023 from 7:00 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 for these intersections is provided in Appendix C.

After the first review of the traffic study, it was requested by the City of Salem that the intersection of East Carrollton Avenue/Mount Vernon Lane be added to the analysis. Traffic volumes for this intersection were derived from the previous counts that were obtained at the other two intersections. In addition, a site visit was made to observe traffic patterns at this intersection during the peak traffic times to inform the breakdown of turning movements at each approach. Figure 1 graphically depicts the existing peak hour traffic volumes at all intersections.

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 E.

FIGURE 1: 2023 EXISTING TURNING MOVEMENTS

SITE



LEGEND

xx/xx: AM/PM Peak Hour Traffic

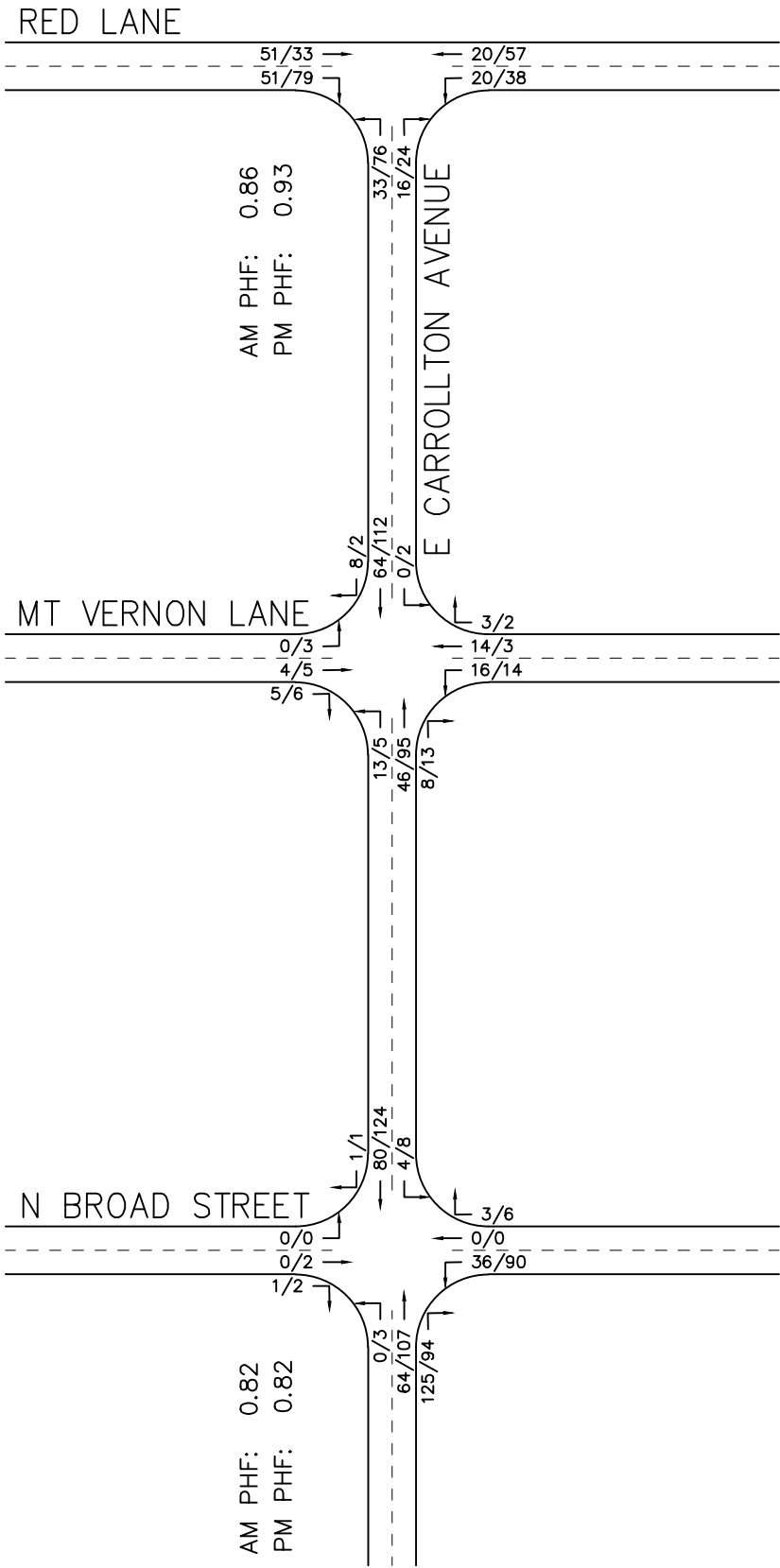
3. Analysis of Future Conditions Without Development

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, the average growth rate over the last 10 years or so has been approximately 1% on Red Lane and there has actually been a reduction in traffic volume over the last 5 years. To provide a conservative analysis, a 1.5% annual growth rate was applied to bring the existing traffic volumes from the current year of 2023 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 E.

FIGURE 2: 2028 PROJECTED TURNING MOVEMENTS

SITE



LEGEND

xx/xx: AM/PM Peak Hour Traffic

4. Trip Generation

Trip generation for this study was based on the anticipated and assumed uses outlined in the Introduction and information provided by the developer regarding the possible uses of 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 Detached Housing	210	115 Dwelling Units	21	64	85	71	42	113	1,147
Single-Family Attached Housing	215	140 Dwelling Units	17	50	67	47	33	80	1,016
Multi-Family Housing (Low-Rise)	220	85 Dwelling Units	12	37	49	36	21	57	620
Hotel	310	60 Rooms	13	10	23	8	9	17	227
General Office	710	15,000 s.f.	29	4	33	6	28	34	223
Sit-Down Restaurants	932	7,500 s.f.	39	33	72	41	27	68	804
		Total	131	198	329	209	160	369	4,037

Table 2: Site-Generated Traffic

Please note that the table above does not include traffic volumes for the HopeTree school or office uses. These specific uses are already taking place on the site and will not be trips that are “added” to the street network. The addition of the other use types on-site may actually reduce some of the existing trips due to the fact that some of the existing trips may be redirected to or from the new facilities that are developed within the site.

The intent of the proposed development is to provide a cohesive, connected, walkable community where pedestrian connectivity is a primary focus and vehicular trips are secondary. Due to the nature of the development and the mix of residential, commercial, institutional, and other uses, a portion of the site-generated trips will be pedestrian trips and/or “internally

captured”. Internal capture reductions consider site trips “captured” within a mixed-use development, recognizing that trips from one land use can access another land use within a development without having to access the adjacent street system. It is well-documented that this type of pedestrian-friendly, mixed-use development will result in less traffic to the adjacent street network than what is calculated using traditional trip generation methods.

It should also be noted that ITE and VDOT both have methodologies for estimating trip generation reduction for mixed-use developments. These methodologies require a high level of detail about proposed uses that is not available at this time for this particular development. In addition, these methodologies also do not adequately account for other characteristics of this development that are expected to further reduce traffic. These include urban design principles such as proximity between uses interior and exterior to the development, proximity to Roanoke College and downtown, and the very nature of the development which is to prioritize pedestrian connectivity and walkability and de-emphasize vehicle trips.

Walkable mixed-use developments have been documented to reduce traffic dependent on factors such as location, density, mix of uses, etc. A report by the American Planning Association entitled “Getting Trip Generation Right: Eliminating the Bias Against Mixed Use Development,” indicates that, on average, conventional trip generation methods overestimate trip generation by 49 percent for typical mixed-use developments.

It is acknowledged that this development does not have all of the characteristics that would warrant a 49 percent reduction in traffic. However, it is expected to share many of the same characteristics such as density, diversification of uses, proximity between uses, and walkability. Based on the characteristics and initiatives of this P.U.D. development and utilizing engineering judgement, a 25% reduction was deemed to be reasonable for this project. Table 3 below shows the potential site-generated traffic for this development with the internal capture reduction applied.

			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 Detached Housing	210	115 Dwelling Units	16	48	64	53	32	85	860
Single-Family Attached Housing	215	140 Dwelling Units	13	37	50	35	25	60	762
Multi-Family Housing (Low-Rise)	220	85 Dwelling Units	9	28	37	27	16	43	465
Hotel	310	60 Rooms	10	8	18	6	7	13	170
General Office	710	15,000 s.f.	22	3	25	4	21	25	167
High-Turnover Sit-Down Restaurant	932	7,500 s.f.	29	25	54	31	20	51	603
		Total	99	149	248	156	121	277	3,027

Table 3: Site-Generated Traffic w/ 25% Reduction

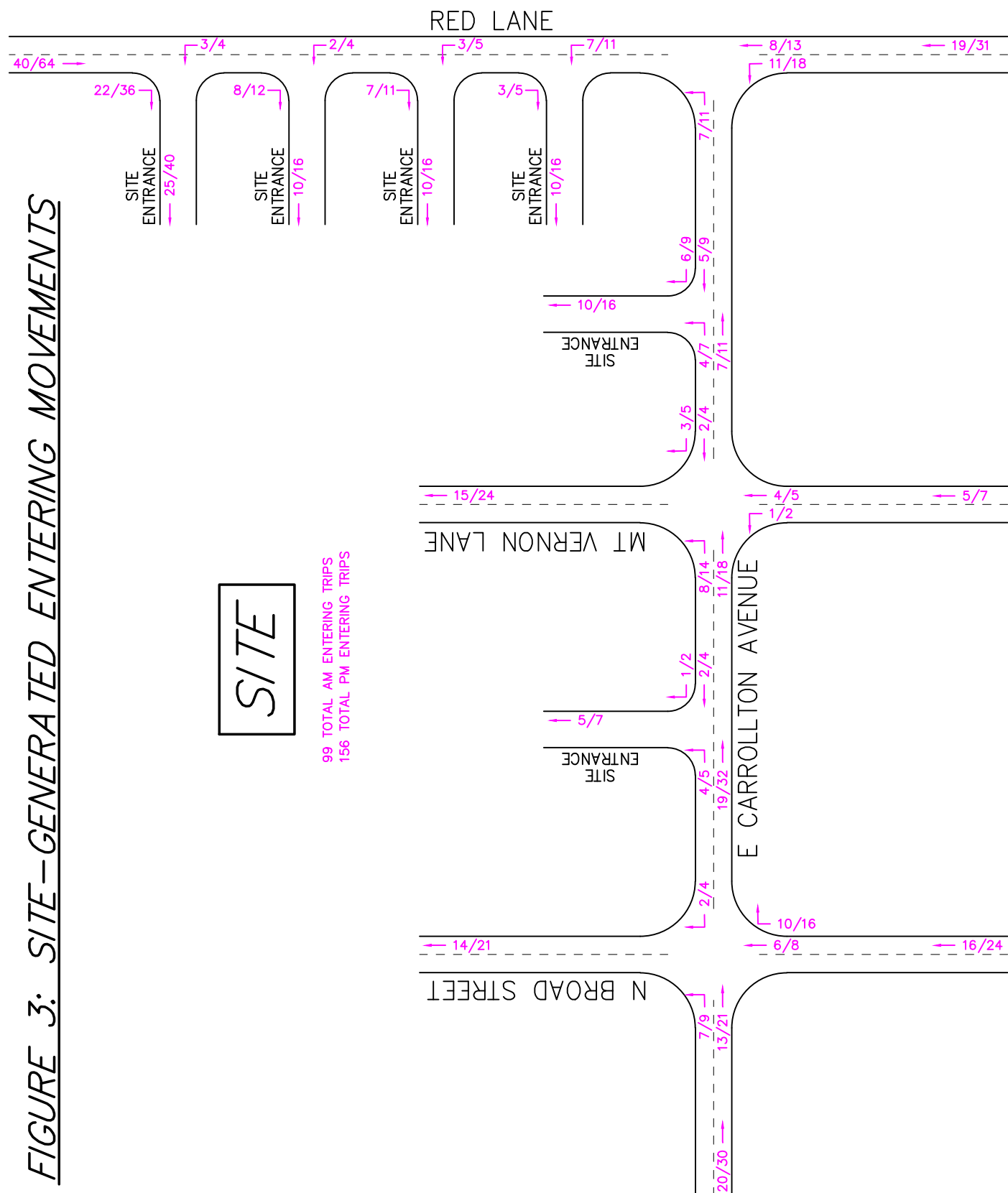
5. Site Traffic Distribution and Assignment

The distribution of potential site generated traffic was completed by applying engineering judgement based on knowledge of the proposed uses, as well as the surrounding area. These assumptions were then applied to the site generated traffic to determine the ingress/egress movements at each entrance and in each direction. Traffic will enter to and exit from the site to the north toward I-81 or to the south or west to go toward downtown Salem. There are several entrances planned for the site in strategic locations to disperse traffic and efficiently distribute vehicles to the adjacent road system in an interconnected grid-type network that is similar to what already exists to the north of Main Street.

This development is proposed to have four access points on Red Lane, three access points on East Carrollton Avenue, and one access point on North Broad Street. The roadway network creates a network of streets within the development with a high level of interconnectivity both internally and externally to the existing streets.

After distribution of trips to the roadway, trips were distributed to each road and intersection based on the assumptions described above. Traffic assignment for traffic entering the development is shown graphically in Figure 3 and for traffic exiting the development is shown graphically in Figure 4.

FIGURE 3: SITE-GENERATED ENTERING MOVEMENTS



SITE

99 TOTAL AM ENTERING TRIPS
156 TOTAL PM ENTERING TRIPS

N BROAD STREET

MT VERNON LANE

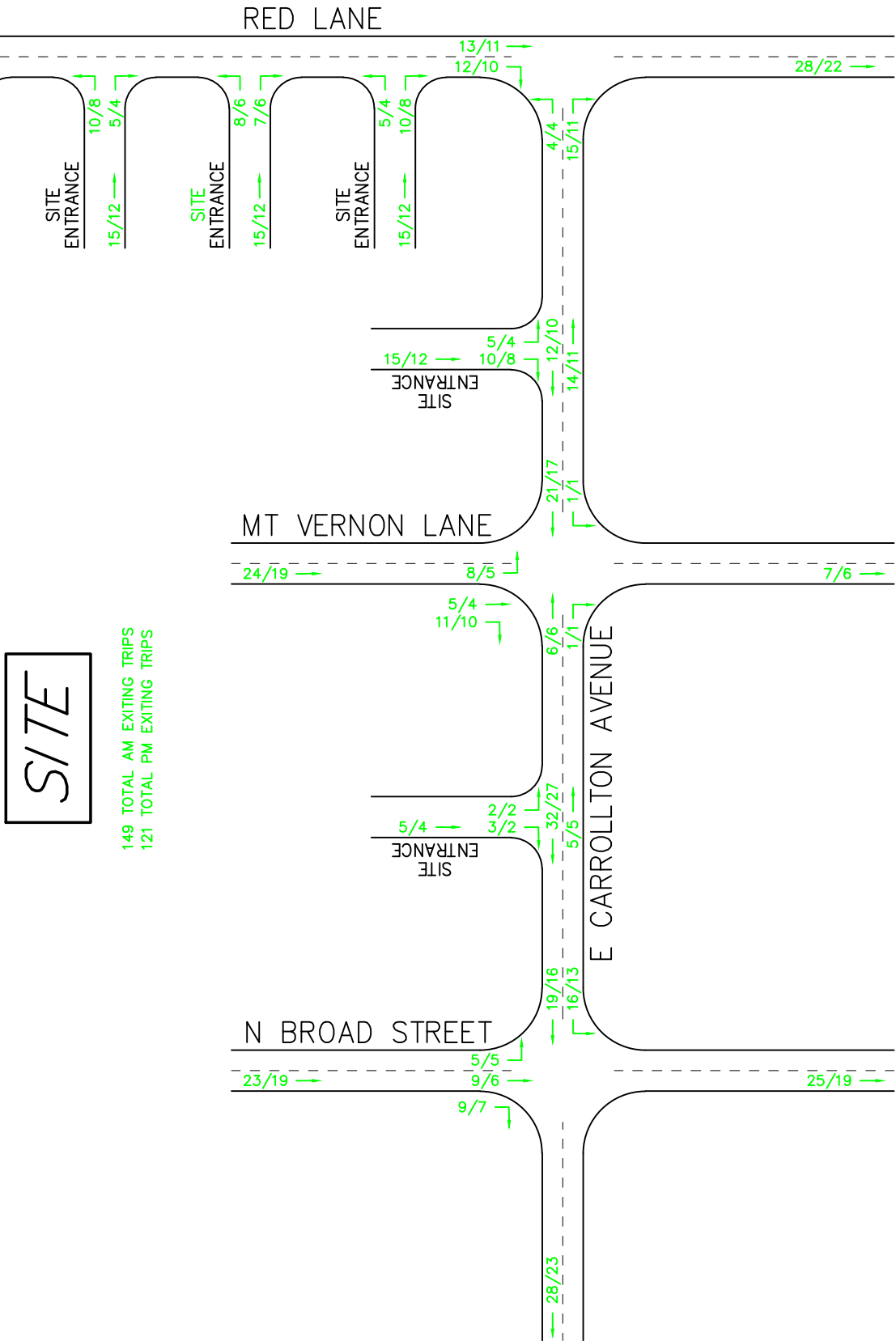
E CARROLLTON AVENUE

RED LANE

LEGEND

xx/xx: AM/PM Peak Hour Traffic

FIGURE 4: SITE-GENERATED EXITING MOVEMENTS



LEGEND

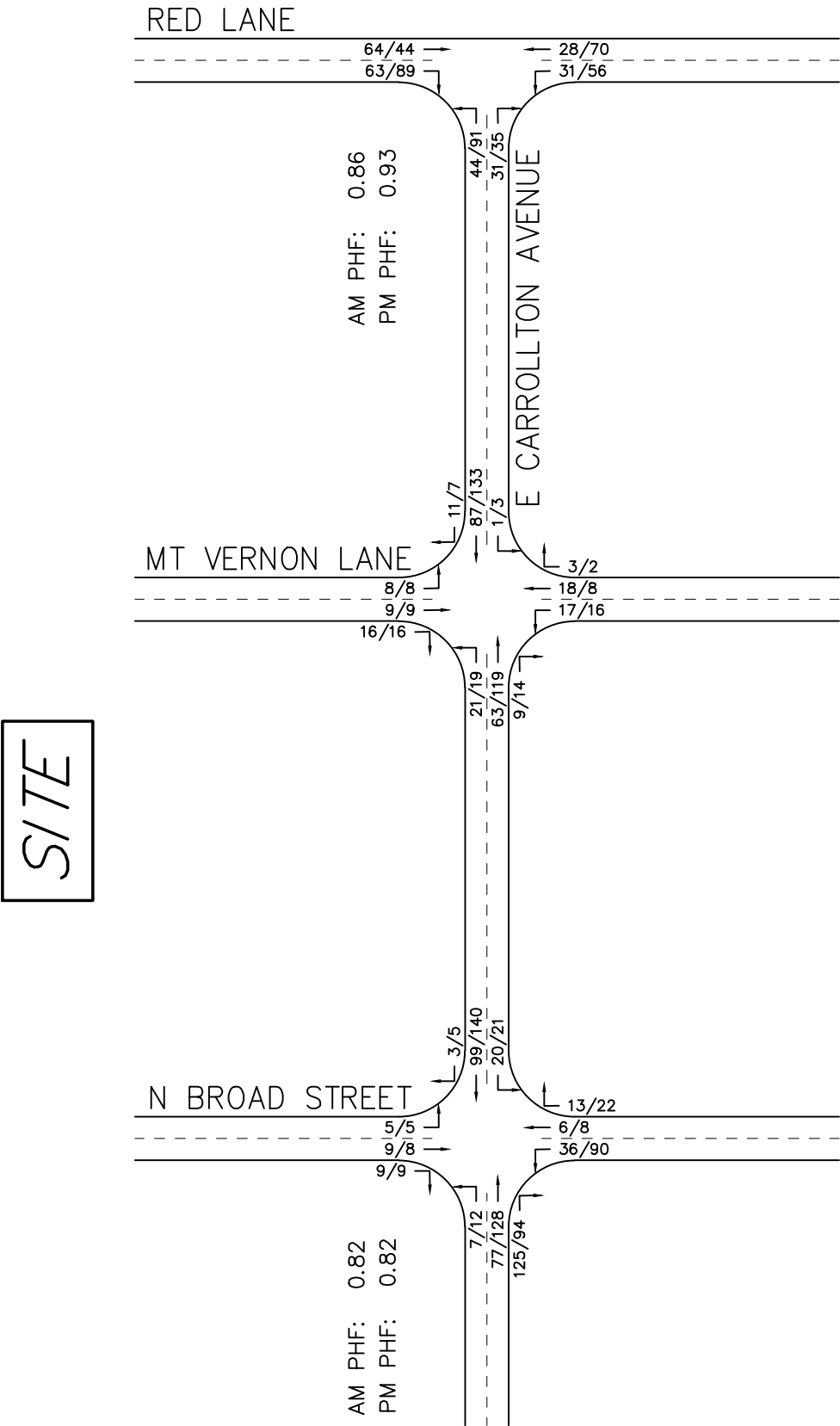
xx/xx: AM/PM Peak Hour Traffic

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 (Figures 3 and 4). The 2028 buildout traffic for each of the study intersections is shown in Figure 5. The intersections were then modeled and evaluated using the *Synchro 11* software. Tables 4 and 5 provide a summary of the levels of service and delays calculated at each intersection for the 2023 Existing, 2028 Background, and 2028 Buildout conditions. The detailed *Synchro 11* reports are included in Appendix E.

As shown in the data, all approaches at the two 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 development traffic.

FIGURE 5: 2028 BUILDOUT TURNING MOVEMENTS



Red Lane and East Carrollton Avenue

CONDITION	LANE GROUP	AM PEAK HOUR		PM PEAK HOUR	
		LANE LOS (delay)	Max. Queue (ft.)	LANE LOS (delay)	Max. Queue (ft.)
Existing 2023 Condition	NBLT	A (7.4)	40	A (7.9)	52
	EBLR	A (7.4)	31	A (7.9)	39
	SBTR	A (7.2)	52	A (7.3)	55
Background 2028 Condition	NBLT	A (7.5)	47	A (7.9)	53
	EBLR	A (7.5)	37	A (8.0)	48
	SBTR	A (7.3)	55	A (7.4)	55
Buildout 2028 Condition	NBLT	A (7.7)	46	A (8.4)	56
	EBLR	A (7.7)	37	A (8.4)	44
	SBTR	A (7.6)	57	A (7.7)	62

Table 4: Red Lane & East Carrollton Avenue LOS & Queuing Analysis

Mount Vernon Lane and East Carrollton Avenue

CONDITION	LANE GROUP	AM PEAK HOUR		PM PEAK HOUR	
		LANE LOS (delay)	Max. Queue (ft.)	LANE LOS (delay)	Max. Queue (ft.)
Existing 2023 Condition	NBLTR	A (7.5)	34	A (7.7)	34
	EBLTR	A (7.5)	53	A (7.8)	61
	WBLTR	A (7.5)	55	A (7.9)	68
	SBLTR	A (7.0)	31	A (7.4)	34
Background 2028 Condition	NBLTR	A (7.6)	43	A (7.8)	32
	EBLTR	A (7.5)	60	A (7.9)	61
	WBLTR	A (7.5)	52	A (8.0)	70
	SBLTR	A (7.1)	31	A (7.4)	33
Buildout 2028 Condition	NBLTR	A (7.8)	47	A (8.1)	40
	EBLTR	A (7.9)	62	A (8.5)	66
	WBLTR	A (7.9)	62	A (8.4)	61
	SBLTR	A (7.5)	45	A (7.8)	44

Table 5: Mount Vernon Lane & East Carrollton Avenue LOS & Queuing Analysis

North Broad Street and East Carrollton Avenue

CONDITION	LANE GROUP	AM PEAK HOUR		PM PEAK HOUR	
		LANE LOS (delay)	Max. Queue (ft.)	LANE LOS (delay)	Max. Queue (ft.)
Existing 2023 Condition	NBLTR	B (10.3)	49	B (12.1)	64
	EBL	--	2	A (7.5)	11
	WBL	A (7.6)	22	A (7.7)	27
	SBLTR	A (8.7)	18	B (10.3)	28
Background 2028 Condition	NBLTR	B (10.5)	46	B (12.6)	77
	EBL	--	--	A (7.5)	11
	WBL	A (7.7)	15	A (7.7)	23
	SBLTR	A (8.7)	18	B (10.5)	31
Buildout 2028 Condition	NBLTR	B (11.6)	50	B (14.8)	76
	EBL	A (7.5)	12	A (7.6)	41
	WBL	A (7.8)	33	A (7.8)	35
	SBLTR	B (10.9)	34	B (11.8)	47

Table 6: North Broad Street & East Carrollton Avenue LOS & Queuing Analysis

7. Turn Lane Warrants

The analyses to determine turn lane requirements for the new development were completed by following the procedures and methodologies found in the *VDOT Road Design Manual, Volume I, Appendix F*. Turn lane warrants were analyzed based on the highest volumes for each roadway (Red Lane and East Carrollton Avenue) to show that the warrants are not met and will not be met for any of the intersections.

Right-Turn Lane into Site from Red Lane

AM Peak Hour Analysis:

- 22 Vehicles per Hour Turning Right into site from Red Lane
- Approach Volume = $127 + 22 = 149$ VPH Red Lane
- Right-Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix F: **Radius Required*** (please see Appendix D).

PM Peak Hour Analysis:

- 36 Vehicles per Hour Turning Right into site from Red Lane
- Approach Volume = $133 + 36 = 169$ VPH Red Lane
- Right-Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix F: **Radius Required*** (please see Appendix D).

Left-Turn Lane into Site from Red Lane

AM Peak Hour Analysis:

- 7 (9.7%) Vehicles per Hour Turning Left into site from Red Lane
Posted Speed Limit = 25 mph
- Advancing Volume = 72 VPH
- Opposing Volume = 127 VPH
- Left-Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix F: **None Required*** (please see Appendix D).

PM Peak Hour Analysis:

- 11 (6.8%) Vehicles per Hour Turning Left into site from Red Lane
Posted Speed Limit = 25 mph
- Advancing Volume = 161 VPH
- Opposing Volume = 133 VPH
- Left-Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix F: **None Required*** (please see Appendix D).

Right-Turn Lane into Site from East Carrollton Avenue

AM Peak Hour Analysis:

- 6 Vehicles per Hour Turning Right into site from East Carrollton Avenue
- Approach Volume = 122 VPH East Carrollton Avenue
- Right-Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix F: Radius Required* (please see Appendix D).

PM Peak Hour Analysis:

- 9 Vehicles per Hour Turning Right into site from East Carrollton Avenue
- Approach Volume = 166 VPH East Carrollton Avenue
- Right-Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix F: Radius Required* (please see Appendix D).

Left-Turn Lane into Site from East Carrollton Avenue

AM Peak Hour Analysis:

- 8 (8.4%) Vehicles per Hour Turning Left into site from East Carrollton Avenue
Posted Speed Limit = 25 mph
- Advancing Volume = 95 VPH
- Opposing Volume = 122 VPH
- Left-Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix F: None Required* (please see Appendix D).

PM Peak Hour Analysis:

- 14 (9.0%) Vehicles per Hour Turning Left into site from East Carrollton Avenue
Posted Speed Limit = 25 mph
- Advancing Volume = 155 VPH
- Opposing Volume = 166 VPH
- Left-Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix F: None Required* (please see Appendix D).

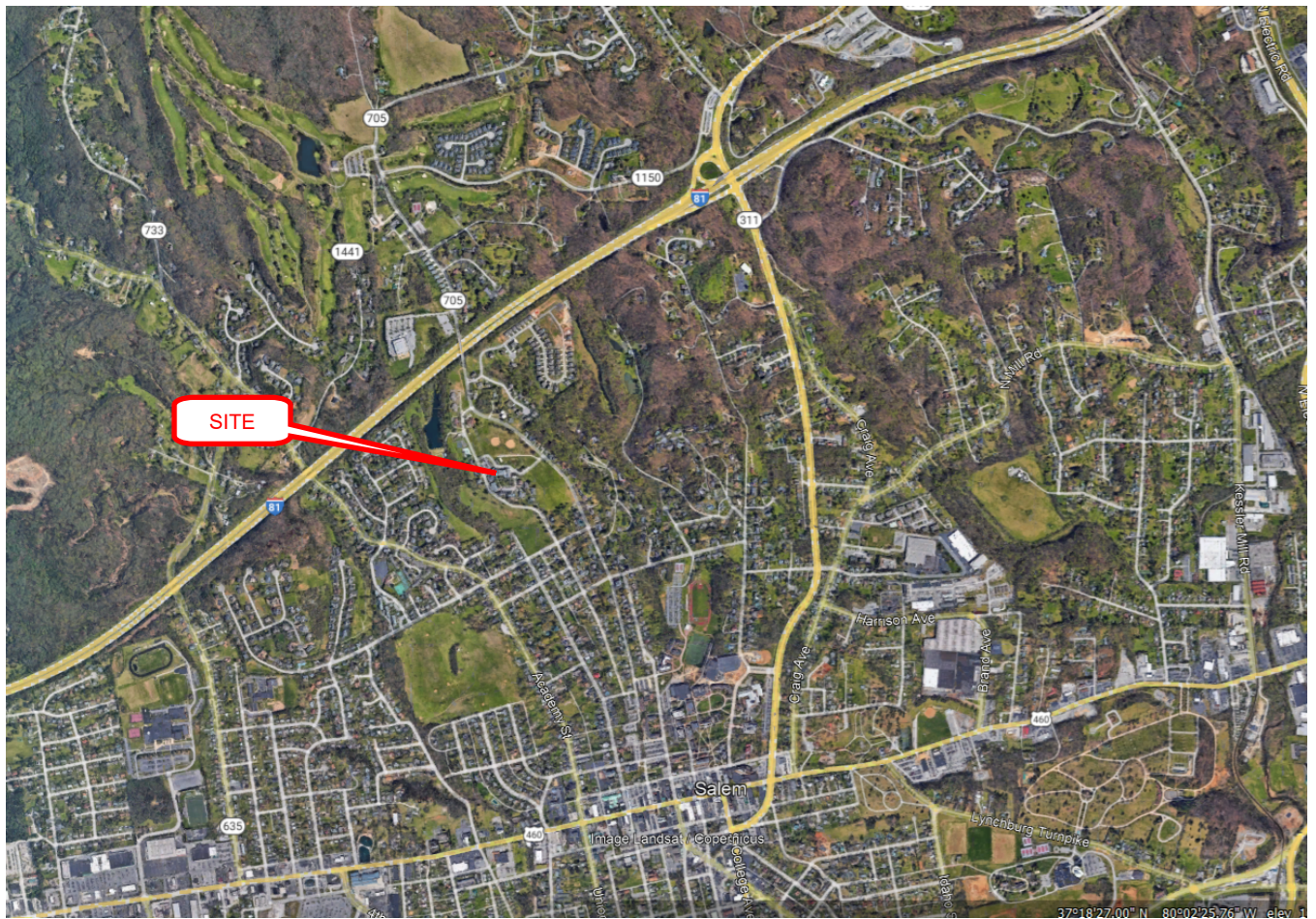
8. Conclusions

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 very minimal increases in delay and queue lengths at the study intersections and all approaches function at the same level of service in the Existing, Background, and Buildout scenarios.
- No turn lanes or tapers are warranted by the proposed development.

Appendix A

Vicinity Map

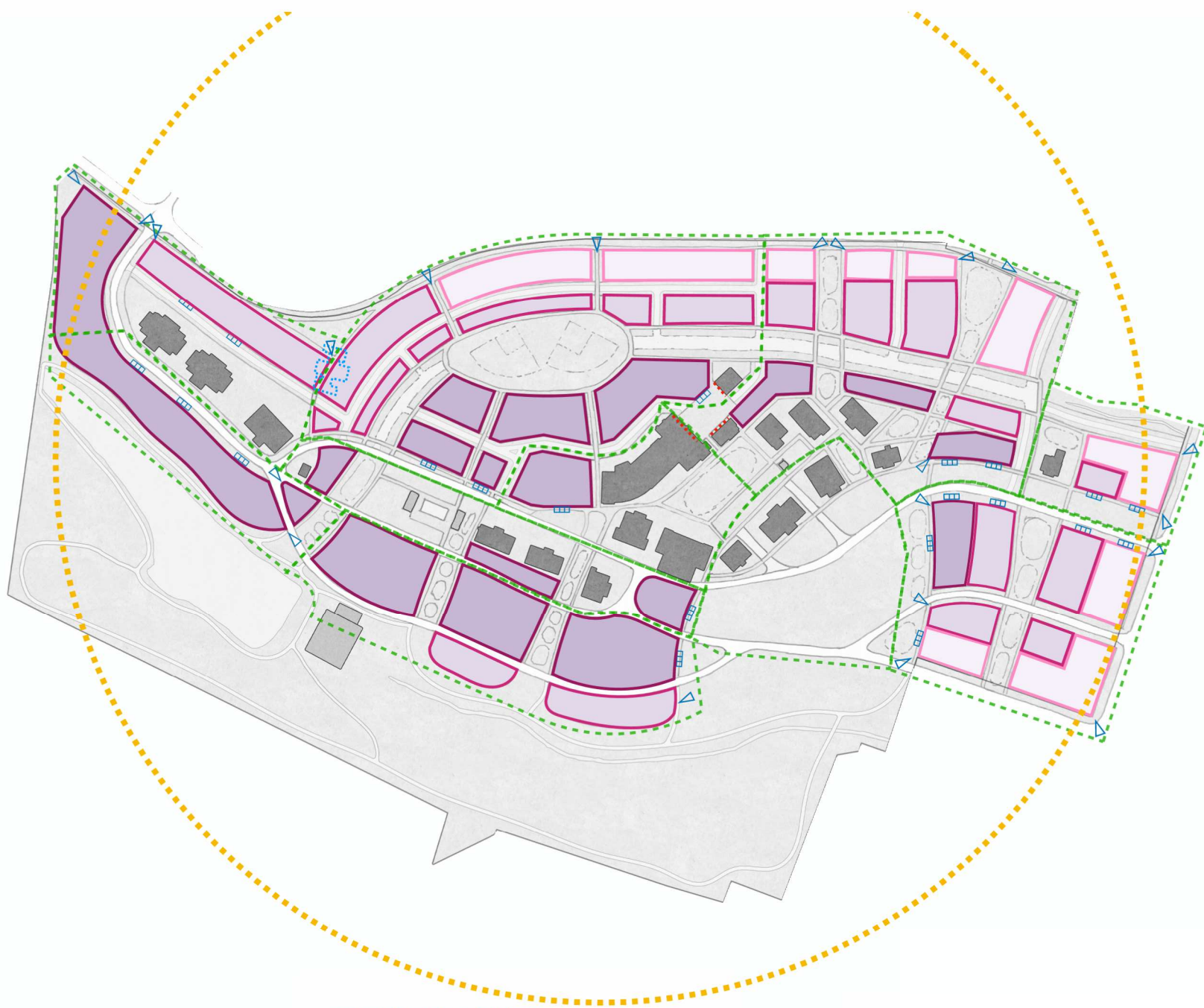


Appendix B

P.U.D. Master Plan

GENERAL NOTES:

- Building Types generally provide parking from rear alleys and lanes screened from frontages on lots.
- On-street parking shall be provided along all streets where practical.
- Each Block Group includes a minimum of three (3) building types.
- Each Block Group shall have 20% minimum of each of the building types used.
- A minimum of six (6) building types shall be used for the overall project.
- A maximum of five (5) of the same building types are allowed in a row.
- Commercial, Mixed-Use, & Live-Works are allowed in T-4 and T-5. See Uses Table.
- Land may be subdivided into separate ownership.



TRANSECT ZONES
w/ FRONTAGE LINES

- T5** T5 - NEIGHBORHOOD CENTER
- T4** T4 - NEIGHBORHOOD GENERAL
- T3** T3 - NEIGHBORHOOD EDGE
- OPEN SPACE / NATURAL

STRUCTURE TO BE REMOVED

CIVIC SPACE RESERVES

- HISTORIC CORE BUILDINGS
- CIVIC BUILDINGS
- STREETS AND PARKING

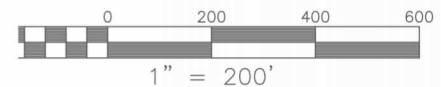
TRANSECT ZONES &
BUILDING TYPES KEY
(SEE SPECIFIC BUILDING
TYPES FOR STANDARDS)

- E** E - ESTATE
- H** H - HOUSE / ADU
- C** C - COTTAGE / ADU
- PH** PH - PAIR HOUSE / ADU
- T** T - TOWNHOUSE / ADU
- PC** PC - POCKET / COTTAGE COURT
- TH-PU** TH-PU - TOWNHOUSE PARK-UNDER
- 3THE** 3THE - 3-TOWNHOUSE ESTATE
- SF** SF - STACKED FLAT
- LH** LH - LOFT HOUSE
- MH** MH- MEWS HOUSE
- TR** TR - TREE HOUSE
- AH** AH - MULTI-FAMILY HOUSE
- AB** AB - MULTI-FAMILY BUILDING
- MXB** MXB - MIXED-USE BUILDING
- CV** CV - CIVIC BUILDING SITE

REQUIREMENTS & DETAILS

- BLOCK GROUP
- RECOMMENDED GALLERY
- RECOMMENDED SHOPFRONT
- VISTA POINTS
- PEDESTRIAN SHED - 5 MINUTE WALK RADIUS

5.A land use plan designating specific use types for the site, both residential and non-residential use types, and establishing site development regulations, including setback, height, building coverage, lot coverage, and density requirements.



LAND USE PLAN

Appendix C

Existing Traffic Data

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: North Broad Street
and: Carrollton Avenue
Location: Salem, Virginia

Counted by: VCU
Date: October 03, 2023
Weather: Sunny/Warm
Entered by: SN

Tuesday

Star Rating: 4



TIME	TRAFFIC FROM NORTH on: North Broad Street					TRAFFIC FROM SOUTH on: North Broad Street					TRAFFIC FROM EAST on: Carrollton Avenue					TRAFFIC FROM WEST on: Carrollton Avenue					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	1	2	0	0	3	0	0	3	0	3	0	11	2	0	13	20	5	0	0	25	44
7:15 - 7:30	0	0	0	0	0	0	0	8	0	8	0	13	2	0	15	21	10	0	0	31	54
7:30 - 7:45	0	0	0	0	0	1	0	4	0	5	1	18	2	0	21	50	13	0	0	63	89
7:45 - 8:00	0	0	0	0	0	1	0	7	0	8	0	15	2	0	17	32	20	0	0	52	77
8:00 - 8:15	0	0	0	0	0	0	0	13	0	13	0	25	0	0	25	15	18	0	0	33	71
8:15 - 8:30	1	0	0	0	1	1	0	9	0	10	0	16	0	0	16	19	8	0	0	27	54
8:30 - 8:45	0	1	0	0	1	1	0	7	0	8	0	7	0	0	7	25	11	0	0	36	52
8:45 - 9:00	1	0	0	0	1	2	3	5	0	10	0	13	0	0	13	16	9	0	0	25	49
2 Hr Totals	3	3	0	0	6	6	3	56	0	65	1	118	8	0	127	198	94	0	0	292	490
1 Hr Totals																					
7:00 - 8:00	1	2	0	0	3	2	0	22	0	24	1	57	8	0	66	123	48	0	0	171	264
7:15 - 8:15	0	0	0	0	0	2	0	32	0	34	1	71	6	0	78	118	61	0	0	179	291
7:30 - 8:30	1	0	0	0	1	3	0	33	0	36	1	74	4	0	79	116	59	0	0	175	291
7:45 - 8:45	1	1	0	0	2	3	0	36	0	39	0	63	2	0	65	91	57	0	0	148	254
8:00 - 9:00	2	1	0	0	3	4	3	34	0	41	0	61	0	0	61	75	46	0	0	121	226
PEAK HOUR																					
7:30 - 8:30	1	0	0	0	1	3	0	33	0	36	1	74	4	0	79	116	59	0	0	175	291
PM																					
4:00 - 4:15	0	1	0	0	1	2	0	8	0	10	0	24	0	0	24	19	17	0	0	36	71
4:15 - 4:30	1	0	0	0	1	0	0	20	0	20	0	20	1	0	21	18	19	0	0	37	79
4:30 - 4:45	0	0	0	0	0	0	1	12	0	13	0	34	1	0	35	15	20	0	0	35	83
4:45 - 5:00	0	1	0	0	1	0	0	18	0	18	0	28	3	0	31	12	18	1	0	31	81
5:00 - 5:15	1	1	0	0	2	2	0	25	0	27	0	35	0	0	35	19	25	1	0	45	109
5:15 - 5:30	0	0	0	0	0	2	0	23	0	25	0	36	4	0	40	32	26	1	0	59	124
5:30 - 5:45	1	1	0	0	2	0	0	16	0	16	1	20	1	0	22	17	23	0	0	40	80
5:45 - 6:00	0	0	0	0	0	2	0	20	0	22	0	24	2	0	26	19	25	1	0	45	93
2 Hr Totals	3	4	0	0	7	8	1	142	0	151	1	221	12	0	234	151	173	4	0	328	720
1 Hr Totals																					
4:00 - 5:00	1	2	0	0	3	2	1	58	0	61	0	106	5	0	111	64	74	1	0	139	314
4:15 - 5:15	2	2	0	0	4	2	1	75	0	78	0	117	5	0	122	64	82	2	0	148	352
4:30 - 5:30	1	2	0	0	3	4	1	78	0	83	0	133	8	0	141	78	89	3	0	170	397
4:45 - 5:45	2	3	0	0	5	4	0	82	0	86	1	119	8	0	128	80	92	3	0	175	394
5:00 - 6:00	2	2	0	0	4	6	0	84	0	90	1	115	7	0	123	87	99	3	0	189	406
PEAK HOUR																					
5:00 - 6:00	2	2	0	0	4	6	0	84	0	90	1	115	7	0	123	87	99	3	0	189	406

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Red Lane
and: Carrollton Avenue
Location: Salem, Virginia

Counted by: VCU
Date: October 03, 2023
Weather: Sunny/Warm
Entered by: SN

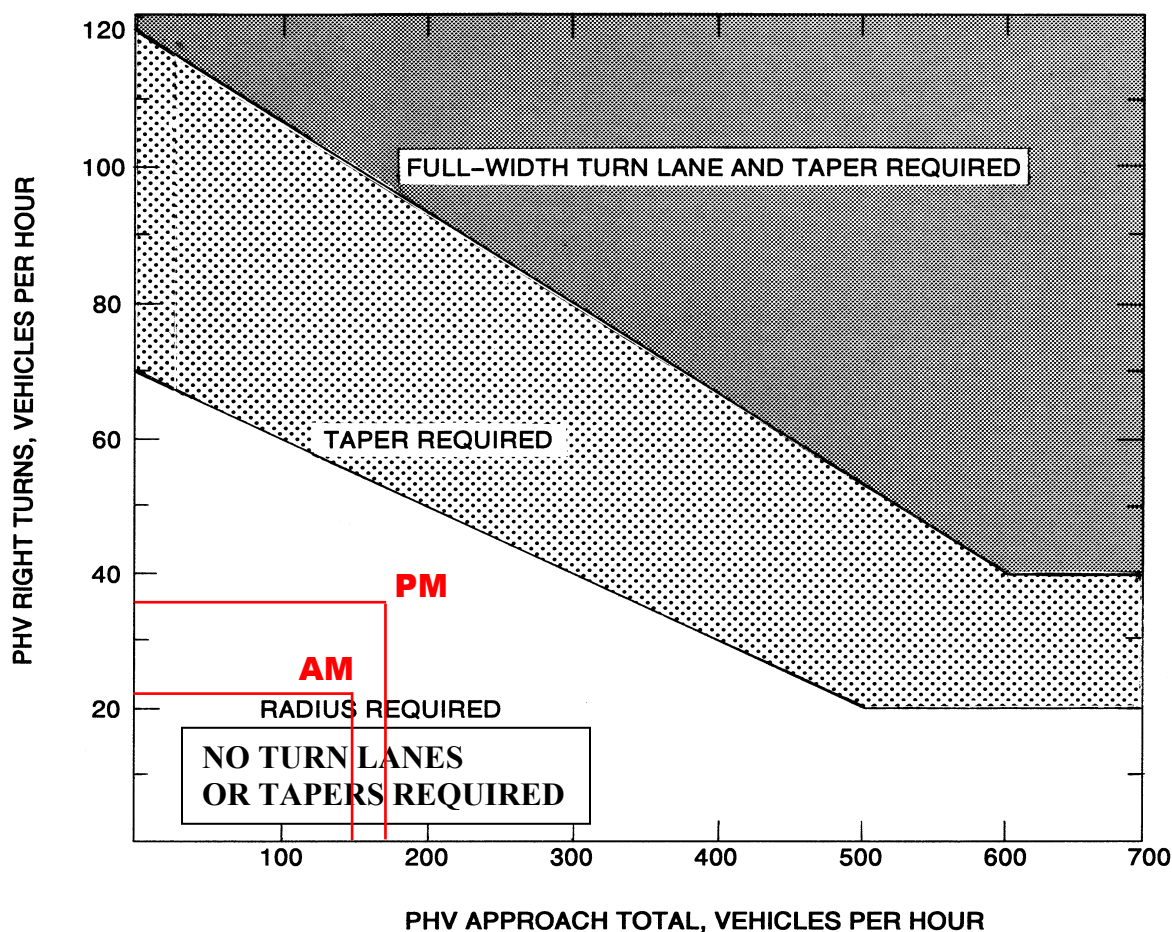
Tuesday
Star Rating: 4



TIME	TRAFFIC FROM NORTH on: Red Lane					TRAFFIC FROM SOUTH on: Red Lane					TRAFFIC FROM EAST on:					TRAFFIC FROM WEST on: Carrollton Avenue					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	12	6	0	0	18	0	3	2	0	5	0	0	0	0	0	3	0	2	0	5	28
7:15 - 7:30	9	7	0	0	16	0	1	4	0	5	0	0	0	0	0	2	0	9	0	11	32
7:30 - 7:45	10	18	0	0	28	0	3	6	0	9	0	0	0	0	0	3	0	8	0	11	48
7:45 - 8:00	13	9	0	0	22	0	4	3	0	7	0	0	0	0	0	6	0	7	0	13	42
8:00 - 8:15	14	9	0	0	23	0	6	6	0	12	0	0	0	0	0	4	0	13	0	17	52
8:15 - 8:30	10	11	0	0	21	0	6	4	0	10	0	0	0	0	0	2	0	3	0	5	36
8:30 - 8:45	5	2	0	0	7	0	8	1	0	9	0	0	0	0	0	3	0	9	0	12	28
8:45 - 9:00	10	3	0	0	13	0	6	2	0	8	0	0	0	0	0	2	0	10	0	12	33
2 Hr Totals	83	65	0	0	148	0	37	28	0	65	0	0	0	0	0	25	0	61	0	86	299
1 Hr Totals																					
7:00 - 8:00	44	40	0	0	84	0	11	15	0	26	0	0	0	0	0	14	0	26	0	40	150
7:15 - 8:15	46	43	0	0	89	0	14	19	0	33	0	0	0	0	0	15	0	37	0	52	174
7:30 - 8:30	47	47	0	0	94	0	19	19	0	38	0	0	0	0	0	15	0	31	0	46	178
7:45 - 8:45	42	31	0	0	73	0	24	14	0	38	0	0	0	0	0	15	0	32	0	47	158
8:00 - 9:00	39	25	0	0	64	0	26	13	0	39	0	0	0	0	0	11	0	35	0	46	149
PEAK HOUR																					
7:30 - 8:30	47	47	0	0	94	0	19	19	0	38	0	0	0	0	0	15	0	31	0	46	178
PM																					
4:00 - 4:15	18	12	0	0	30	0	13	5	0	18	0	0	0	0	0	7	0	13	0	20	68
4:15 - 4:30	16	2	0	0	18	0	9	1	0	10	0	0	0	0	0	5	0	15	0	20	48
4:30 - 4:45	21	7	0	0	28	0	12	7	0	19	0	0	0	0	0	5	0	18	0	23	70
4:45 - 5:00	21	10	0	0	31	0	12	4	0	16	0	0	0	0	0	3	0	15	0	18	65
5:00 - 5:15	12	8	0	0	20	0	17	11	1	29	0	0	0	0	0	7	0	18	0	25	74
5:15 - 5:30	19	6	0	0	25	0	12	13	0	25	0	0	0	0	0	7	0	20	0	27	77
5:30 - 5:45	13	7	0	0	20	0	10	3	0	13	0	0	0	0	0	2	0	14	0	16	49
5:45 - 6:00	19	9	0	0	28	0	7	4	0	11	0	0	0	0	0	7	0	13	0	20	59
2 Hr Totals	139	61	0	0	200	0	92	48	1	141	0	0	0	0	0	43	0	126	0	169	510
1 Hr Totals																					
4:00 - 5:00	76	31	0	0	107	0	46	17	0	63	0	0	0	0	0	20	0	61	0	81	251
4:15 - 5:15	70	27	0	0	97	0	50	23	1	74	0	0	0	0	0	20	0	66	0	86	257
4:30 - 5:30	73	31	0	0	104	0	53	35	1	89	0	0	0	0	0	22	0	71	0	93	286
4:45 - 5:45	65	31	0	0	96	0	51	31	1	83	0	0	0	0	0	19	0	67	0	86	265
5:00 - 6:00	63	30	0	0	93	0	46	31	1	78	0	0	0	0	0	23	0	65	0	88	259
PEAK HOUR																					
4:30 - 5:30	73	31	0	0	104	0	53	35	1	89	0	0	0	0	0	22	0	71	0	93	286

Appendix D

VDOT Turn Lane Worksheets

RED LANE RIGHT TURN WARRANT**FIGURE 3-26 WARRANTS FOR RIGHT TURN TREATMENT (2-LANE HIGHWAY)**

Appropriate Radius required at all Intersections and Entrances (Commercial or Private).

LEGEND

PHV - Peak Hour Volume (also Design Hourly Volume equivalent)

Adjustment for Right Turns

For posted speeds at or under 45 mph, PHV right turns > 40, and PHV total < 300.

Adjusted right turns = PHV Right Turns - 20

If PHV is not known use formula: $PHV = ADT \times K \times D$

K = the percent of AADT occurring in the peak hour

D = the percent of traffic in the peak direction of flow

Note: An average of 11% for K x D will suffice.

When right turn facilities are warranted, see [Figure 3-1](#) for design criteria.*

* Rev. 1/15

RED LANE LEFT TURN WARRANT

WARRANT FOR LEFT-TURN STORAGE LANES ON TWO-LANE HIGHWAY

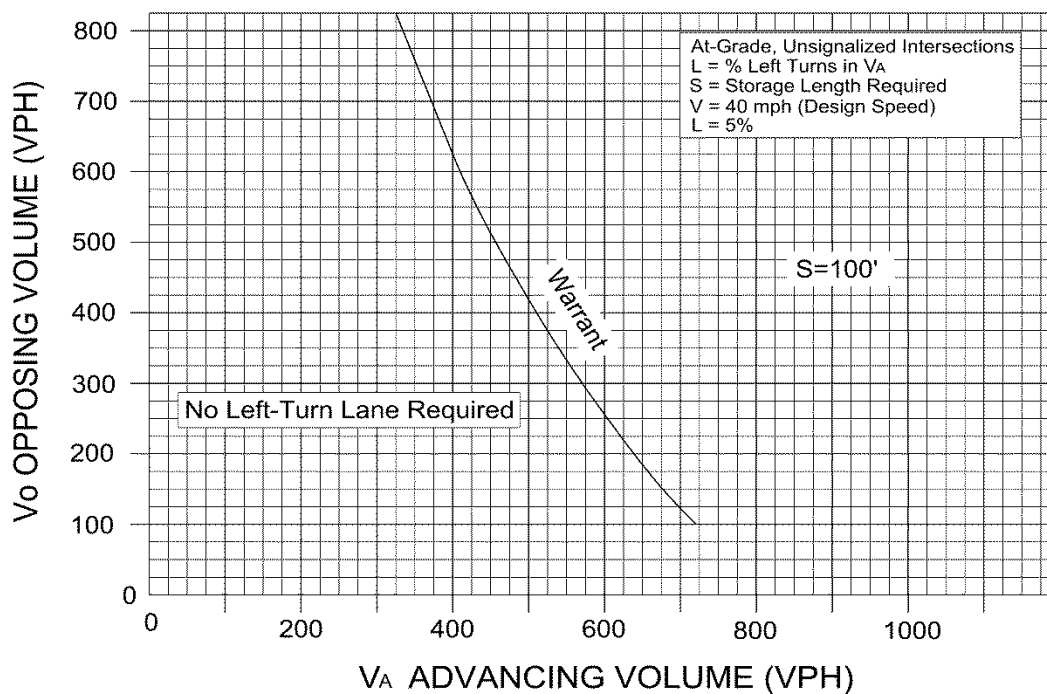


FIGURE 3-4 WARRANT FOR LEFT TURN STORAGE LANES ON TWO LANE HIGHWAY

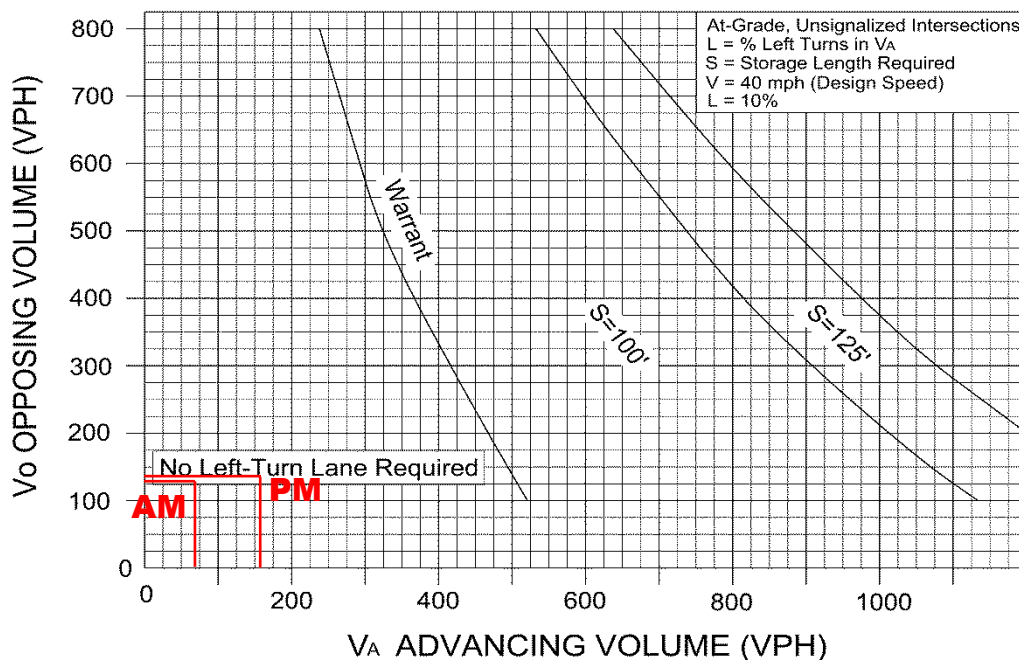
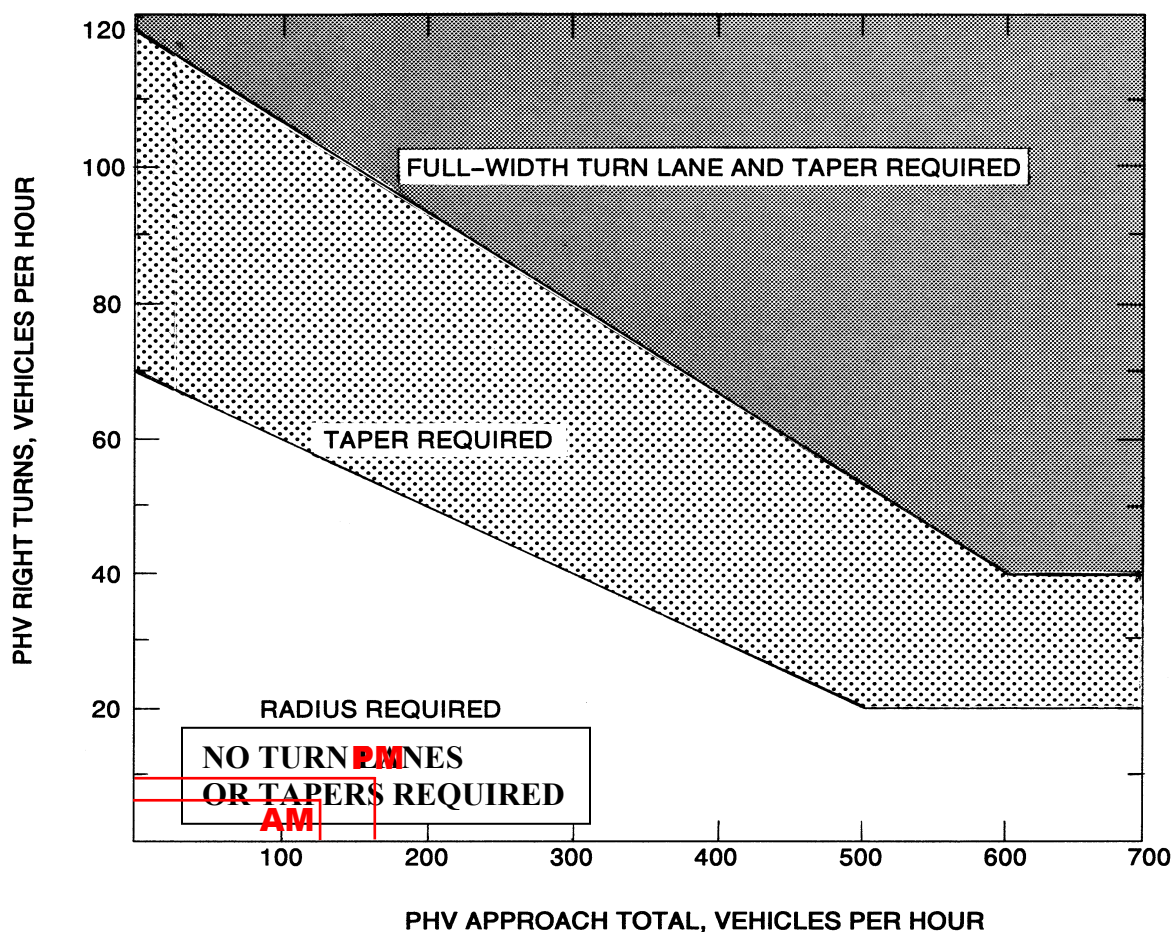


FIGURE 3-5 WARRANT FOR LEFT TURN STORAGE LANES ON TWO LANE HIGHWAY

EAST CARROLLTON AVENUE RIGHT TURN WARRANT**FIGURE 3-26 WARRANTS FOR RIGHT TURN TREATMENT (2-LANE HIGHWAY)**

Appropriate Radius required at all Intersections and Entrances (Commercial or Private).

LEGEND

PHV - Peak Hour Volume (also Design Hourly Volume equivalent)

Adjustment for Right Turns

For posted speeds at or under 45 mph, PHV right turns > 40, and PHV total < 300.

Adjusted right turns = PHV Right Turns - 20

If PHV is not known use formula: $PHV = ADT \times K \times D$

K = the percent of AADT occurring in the peak hour

D = the percent of traffic in the peak direction of flow

Note: An average of 11% for K x D will suffice.

When right turn facilities are warranted, see [Figure 3-1](#) for design criteria.*

* Rev. 1/15

EAST CARROLLTON AVENUE LEFT TURN WARRANT

WARRANT FOR LEFT-TURN STORAGE LANES ON TWO-LANE HIGHWAY

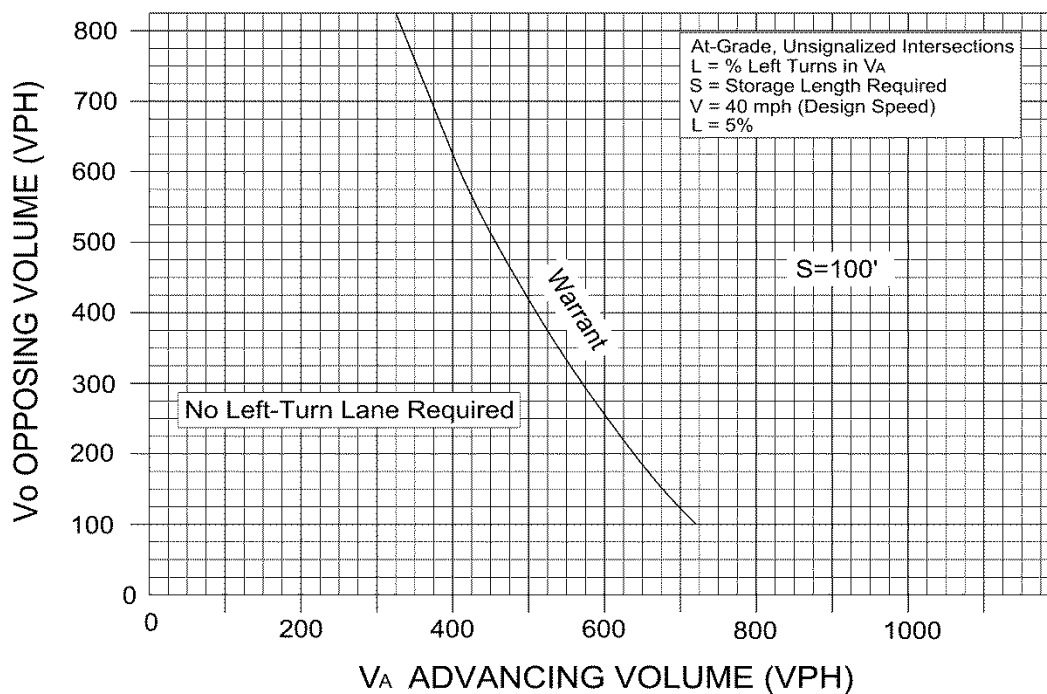


FIGURE 3-4 WARRANT FOR LEFT TURN STORAGE LANES ON TWO LANE HIGHWAY

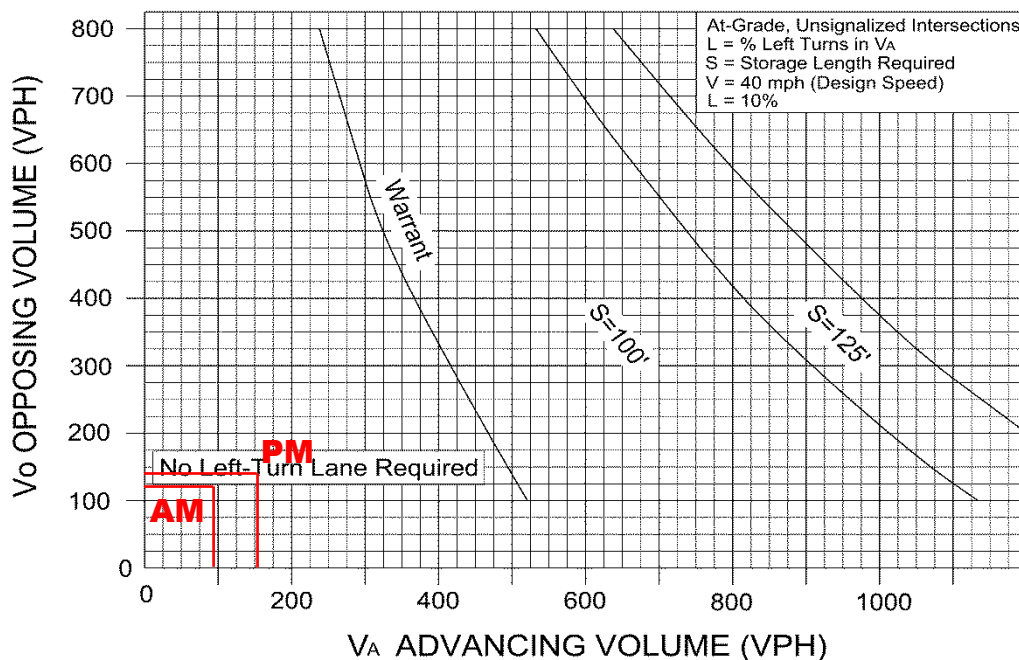





FIGURE 3-5 WARRANT FOR LEFT TURN STORAGE LANES ON TWO LANE HIGHWAY

Appendix E

Synchro 11 Intersection Analysis Data

Intersection





Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	15	19	19	47	47
Future Vol, veh/h	31	15	19	19	47	47
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	36	17	22	22	55	55
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.4	7.4	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	50%	67%	0%
Vol Thru, %	50%	0%	50%
Vol Right, %	0%	33%	50%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	38	46	94
LT Vol	19	31	0
Through Vol	19	0	47
RT Vol	0	15	47
Lane Flow Rate	44	53	109
Geometry Grp	1	1	1
Degree of Util (X)	0.051	0.061	0.113
Departure Headway (Hd)	4.178	4.102	3.728
Convergence, Y/N	Yes	Yes	Yes
Cap	854	867	959
Service Time	2.218	2.155	1.764
HCM Lane V/C Ratio	0.052	0.061	0.114
HCM Control Delay	7.4	7.4	7.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.2	0.4

Intersection												
Intersection Delay, s/veh	7.5											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	43	7	0	59	7	15	13	3	0	4	5
Future Vol, veh/h	12	43	7	0	59	7	15	13	3	0	4	5
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	52	9	0	72	9	18	16	4	0	5	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.5	7.5	7.5	7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	48%	19%	0%	0%
Vol Thru, %	42%	69%	89%	44%
Vol Right, %	10%	11%	11%	56%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	62	66	9
LT Vol	15	12	0	0
Through Vol	13	43	59	4
RT Vol	3	7	7	5
Lane Flow Rate	38	76	80	11
Geometry Grp	1	1	1	1
Degree of Util (X)	0.045	0.085	0.09	0.012
Departure Headway (Hd)	4.251	4.052	4.013	3.899
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	834	880	889	905
Service Time	2.322	2.094	2.055	1.979
HCM Lane V/C Ratio	0.046	0.086	0.09	0.012
HCM Control Delay	7.5	7.5	7.5	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.3	0

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	59	116	4	74	1	33	0	1	0	0	1
Future Vol, veh/h	0	59	116	4	74	1	33	0	1	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	72	141	5	90	1	40	0	1	0	0	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	91	0	0	213	0	0	244	244	143	244	314	91
Stage 1	-	-	-	-	-	-	143	143	-	101	101	-
Stage 2	-	-	-	-	-	-	101	101	-	143	213	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1517	-	-	1369	-	-	714	661	910	714	605	972
Stage 1	-	-	-	-	-	-	865	782	-	910	815	-
Stage 2	-	-	-	-	-	-	910	815	-	865	730	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1517	-	-	1369	-	-	711	658	910	711	603	972
Mov Cap-2 Maneuver	-	-	-	-	-	-	711	658	-	711	603	-
Stage 1	-	-	-	-	-	-	865	782	-	910	812	-
Stage 2	-	-	-	-	-	-	905	812	-	864	730	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.4			10.3			8.7		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	716	1517	-	-	1369	-	-	972				
HCM Lane V/C Ratio	0.058	-	-	-	0.004	-	-	0.001				
HCM Control Delay (s)	10.3	0	-	-	7.6	0	-	8.7				
HCM Lane LOS	B	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0				

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	7:15	7:15	7:15	7:15	7:15	7:15	7:15
End Time	8:30	8:30	8:30	8:30	8:30	8:30	8:30
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	412	419	411	363	368	375	359
Vehs Exited	411	418	405	364	369	380	354
Starting Vehs	2	2	0	3	1	7	2
Ending Vehs	3	3	6	2	0	2	7
Travel Distance (mi)	87	89	85	77	80	79	77
Travel Time (hr)	4.2	4.2	4.0	3.7	3.8	3.8	3.7
Total Delay (hr)	0.8	0.9	0.8	0.7	0.8	0.7	0.7
Total Stops	413	433	403	360	389	365	373
Fuel Used (gal)	3.7	3.8	3.7	3.3	3.4	3.4	3.3

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	7:15	7:15	7:15	7:15
End Time	8:30	8:30	8:30	8:30
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	384	396	396	385
Vehs Exited	386	399	399	388
Starting Vehs	8	5	3	0
Ending Vehs	6	2	0	0
Travel Distance (mi)	78	84	83	82
Travel Time (hr)	3.7	4.0	4.0	3.9
Total Delay (hr)	0.7	0.8	0.8	0.8
Total Stops	355	373	399	386
Fuel Used (gal)	3.4	3.6	3.6	3.5

Interval #0 Information Seeding

Start Time	7:15
End Time	7:30
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	127	125	124	111	113	103	114
Vehs Exited	125	122	119	106	108	106	109
Starting Vehs	2	2	0	3	1	7	2
Ending Vehs	4	5	5	8	6	4	7
Travel Distance (mi)	26	26	24	23	24	21	24
Travel Time (hr)	1.3	1.3	1.1	1.1	1.2	1.0	1.2
Total Delay (hr)	0.3	0.2	0.2	0.2	0.3	0.2	0.2
Total Stops	128	120	106	108	129	99	113
Fuel Used (gal)	1.2	1.1	1.1	1.0	1.0	0.9	1.0

Interval #1 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	102	120	104	114
Vehs Exited	104	119	105	113
Starting Vehs	8	5	3	0
Ending Vehs	6	6	2	3
Travel Distance (mi)	21	25	21	24
Travel Time (hr)	1.0	1.2	1.0	1.1
Total Delay (hr)	0.2	0.2	0.2	0.2
Total Stops	95	110	99	110
Fuel Used (gal)	1.0	1.1	0.9	1.0

Interval #2 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	90	90	85	71	94	99	81
Vehs Exited	89	92	87	74	100	101	86
Starting Vehs	4	5	5	8	6	4	7
Ending Vehs	5	3	3	5	0	2	2
Travel Distance (mi)	19	19	18	15	20	21	18
Travel Time (hr)	0.9	0.9	0.9	0.7	1.0	1.0	0.9
Total Delay (hr)	0.2	0.2	0.2	0.1	0.2	0.2	0.2
Total Stops	93	96	86	66	92	104	88
Fuel Used (gal)	0.8	0.8	0.8	0.6	0.9	0.9	0.8

Interval #2 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	100	99	97	89
Vehs Exited	105	103	97	94
Starting Vehs	6	6	2	3
Ending Vehs	1	2	2	0
Travel Distance (mi)	21	23	21	20
Travel Time (hr)	1.0	1.1	1.0	0.9
Total Delay (hr)	0.2	0.2	0.2	0.2
Total Stops	102	113	100	92
Fuel Used (gal)	0.9	1.0	0.9	0.8

Interval #3 Information Recording

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	119	98	94	96	92	96	81
Vehs Exited	120	95	90	93	86	92	82
Starting Vehs	5	3	3	5	0	2	2
Ending Vehs	4	6	7	8	6	6	1
Travel Distance (mi)	24	21	20	20	19	19	18
Travel Time (hr)	1.2	1.0	0.9	1.0	0.9	0.9	0.8
Total Delay (hr)	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Stops	109	109	94	95	93	88	86
Fuel Used (gal)	1.0	0.9	0.9	0.9	0.8	0.8	0.7

Interval #3 Information Recording

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	92	88	100	95
Vehs Exited	88	86	101	93
Starting Vehs	1	2	2	0
Ending Vehs	5	4	1	1
Travel Distance (mi)	17	18	21	20
Travel Time (hr)	0.8	0.9	1.0	0.9
Total Delay (hr)	0.1	0.1	0.2	0.2
Total Stops	71	76	99	92
Fuel Used (gal)	0.8	0.8	0.9	0.8

Interval #4 Information Recording

Start Time	8:15
End Time	8:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	76	106	108	85	69	77	83
Vehs Exited	77	109	109	91	75	81	77
Starting Vehs	4	6	7	8	6	6	1
Ending Vehs	3	3	6	2	0	2	7
Travel Distance (mi)	17	22	23	19	16	17	18
Travel Time (hr)	0.8	1.1	1.1	0.9	0.7	0.8	0.8
Total Delay (hr)	0.2	0.2	0.2	0.2	0.1	0.1	0.2
Total Stops	83	108	117	91	75	74	86
Fuel Used (gal)	0.8	1.0	1.0	0.8	0.7	0.7	0.8

Interval #4 Information Recording

Start Time	8:15
End Time	8:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	90	89	95	86
Vehs Exited	89	91	96	88
Starting Vehs	5	4	1	1
Ending Vehs	6	2	0	0
Travel Distance (mi)	18	17	20	19
Travel Time (hr)	0.9	0.8	1.0	0.9
Total Delay (hr)	0.2	0.1	0.2	0.2
Total Stops	87	74	101	91
Fuel Used (gal)	0.8	0.7	0.9	0.8

Queuing and Blocking Report

Existing AM

02/02/2024

Intersection: 2: Red Ln & Carrollton Ave

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	31	40	52
Average Queue (ft)	25	22	32
95th Queue (ft)	43	46	48
Link Distance (ft)	383	305	460
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Broad St & Carrollton Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	2	22	49	18
Average Queue (ft)	0	1	20	1
95th Queue (ft)	0	12	46	11
Link Distance (ft)	292	373	621	370
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				




Intersection: 8: Mt Vernon Ln & Carrollton Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	53	55	34	31
Average Queue (ft)	29	28	20	10
95th Queue (ft)	50	47	44	33
Link Distance (ft)	373	383	294	364
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0





Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	71	22	36	53	31	73
Future Vol, veh/h	71	22	36	53	31	73
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	76	24	39	57	33	78
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.9	7.9	7.3
HCM LOS	A	A	A





Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	40%	76%	0%
Vol Thru, %	60%	0%	30%
Vol Right, %	0%	24%	70%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	89	93	104
LT Vol	36	71	0
Through Vol	53	0	31
RT Vol	0	22	73
Lane Flow Rate	96	100	112
Geometry Grp	1	1	1
Degree of Util (X)	0.113	0.118	0.116
Departure Headway (Hd)	4.243	4.264	3.727
Convergence, Y/N	Yes	Yes	Yes
Cap	835	829	946
Service Time	2.316	2.349	1.81
HCM Lane V/C Ratio	0.115	0.121	0.118
HCM Control Delay	7.9	7.9	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.4	0.4

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	88	12	2	104	2	13	3	2	3	5	6
Future Vol, veh/h	5	88	12	2	104	2	13	3	2	3	5	6
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	107	15	2	127	2	16	4	2	4	6	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	7.9	7.7	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	72%	5%	2%	21%
Vol Thru, %	17%	84%	96%	36%
Vol Right, %	11%	11%	2%	43%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	105	108	14
LT Vol	13	5	2	3
Through Vol	3	88	104	5
RT Vol	2	12	2	6
Lane Flow Rate	22	128	132	17
Geometry Grp	1	1	1	1
Degree of Util (X)	0.028	0.144	0.15	0.02
Departure Headway (Hd)	4.593	4.043	4.092	4.307
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	784	881	871	836
Service Time	2.593	2.097	2.143	2.308
HCM Lane V/C Ratio	0.028	0.145	0.152	0.02
HCM Control Delay	7.7	7.8	7.9	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.5	0.5	0.1

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	99	87	7	115	1	84	0	6	0	2	2
Future Vol, veh/h	3	99	87	7	115	1	84	0	6	0	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	121	106	9	140	1	102	0	7	0	2	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	141	0	0	227	0	0	343	341	174	345	394	141
Stage 1	-	-	-	-	-	-	182	182	-	159	159	-
Stage 2	-	-	-	-	-	-	161	159	-	186	235	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1455	-	-	1353	-	-	615	584	875	613	546	912
Stage 1	-	-	-	-	-	-	824	753	-	848	770	-
Stage 2	-	-	-	-	-	-	846	770	-	820	714	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1455	-	-	1353	-	-	606	578	875	603	541	912
Mov Cap-2 Maneuver	-	-	-	-	-	-	606	578	-	603	541	-
Stage 1	-	-	-	-	-	-	822	751	-	845	765	-
Stage 2	-	-	-	-	-	-	835	765	-	811	712	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.4			12.1			10.3		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	619	1455	-	-	1353	-	-	679				
HCM Lane V/C Ratio	0.177	0.003	-	-	0.006	-	-	0.007				
HCM Control Delay (s)	12.1	7.5	0	-	7.7	0	-	10.3				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0				

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:45	4:45	4:45	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	550	568	518	505	500	529	506
Vehs Exited	551	561	518	507	497	528	502
Starting Vehs	9	3	4	7	4	6	7
Ending Vehs	8	10	4	5	7	7	11
Travel Distance (mi)	122	122	115	114	111	118	113
Travel Time (hr)	6.0	5.9	5.6	5.6	5.5	5.7	5.5
Total Delay (hr)	1.3	1.3	1.2	1.2	1.3	1.2	1.2
Total Stops	658	628	623	629	611	640	604
Fuel Used (gal)	5.3	5.3	5.0	4.9	4.9	5.2	4.8

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	517	535	506	522
Vehs Exited	509	540	509	523
Starting Vehs	4	7	4	2
Ending Vehs	12	2	1	5
Travel Distance (mi)	115	118	111	116
Travel Time (hr)	5.6	5.8	5.4	5.7
Total Delay (hr)	1.2	1.3	1.2	1.2
Total Stops	629	646	590	627
Fuel Used (gal)	5.0	5.2	4.9	5.0

Interval #0 Information Seeding

Start Time	4:45
End Time	5:00
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	136	126	130	95	108	114	113
Vehs Exited	137	123	128	97	110	115	116
Starting Vehs	9	3	4	7	4	6	7
Ending Vehs	8	6	6	5	2	5	4
Travel Distance (mi)	31	26	28	22	24	27	26
Travel Time (hr)	1.5	1.3	1.4	1.1	1.2	1.3	1.2
Total Delay (hr)	0.3	0.3	0.3	0.2	0.3	0.3	0.3
Total Stops	170	132	148	122	128	147	133
Fuel Used (gal)	1.3	1.1	1.2	1.0	1.0	1.1	1.1

Interval #1 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	135	138	111	120
Vehs Exited	134	143	108	120
Starting Vehs	4	7	4	2
Ending Vehs	5	2	7	3
Travel Distance (mi)	29	31	24	27
Travel Time (hr)	1.4	1.5	1.1	1.3
Total Delay (hr)	0.3	0.4	0.2	0.3
Total Stops	159	169	124	142
Fuel Used (gal)	1.3	1.4	1.0	1.2

Interval #2 Information Recording

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	168	150	138	148	158	159	152
Vehs Exited	171	150	138	143	154	163	153
Starting Vehs	8	6	6	5	2	5	4
Ending Vehs	5	6	6	10	6	1	3
Travel Distance (mi)	38	32	30	32	35	35	33
Travel Time (hr)	1.9	1.6	1.5	1.6	1.7	1.7	1.6
Total Delay (hr)	0.4	0.3	0.3	0.4	0.4	0.4	0.4
Total Stops	204	163	159	180	195	190	180
Fuel Used (gal)	1.7	1.4	1.3	1.3	1.6	1.6	1.4

Interval #2 Information Recording

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	144	155	160	152
Vehs Exited	142	150	161	153
Starting Vehs	5	2	7	3
Ending Vehs	7	7	6	2
Travel Distance (mi)	32	33	35	34
Travel Time (hr)	1.6	1.7	1.7	1.7
Total Delay (hr)	0.4	0.4	0.4	0.4
Total Stops	181	180	177	183
Fuel Used (gal)	1.4	1.4	1.6	1.5

Interval #3 Information Recording

Start Time	5:30
End Time	5:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	130	127	115	118	135	137	115
Vehs Exited	131	125	114	124	133	131	111
Starting Vehs	5	6	6	10	6	1	3
Ending Vehs	4	8	7	4	8	7	7
Travel Distance (mi)	28	27	27	27	30	29	25
Travel Time (hr)	1.4	1.3	1.3	1.3	1.5	1.4	1.2
Total Delay (hr)	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Total Stops	148	143	148	153	166	153	136
Fuel Used (gal)	1.2	1.2	1.2	1.2	1.3	1.3	1.0

Interval #3 Information Recording

Start Time	5:30
End Time	5:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	114	104	111	119
Vehs Exited	113	106	114	122
Starting Vehs	7	7	6	2
Ending Vehs	8	5	3	3
Travel Distance (mi)	25	23	25	27
Travel Time (hr)	1.2	1.1	1.2	1.3
Total Delay (hr)	0.3	0.2	0.3	0.3
Total Stops	136	131	138	144
Fuel Used (gal)	1.1	1.0	1.1	1.2

Interval #4 Information Recording

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	116	165	135	144	99	119	126
Vehs Exited	112	163	138	143	100	119	122
Starting Vehs	4	8	7	4	8	7	7
Ending Vehs	8	10	4	5	7	7	11
Travel Distance (mi)	25	37	30	32	22	27	28
Travel Time (hr)	1.2	1.8	1.5	1.5	1.1	1.3	1.4
Total Delay (hr)	0.2	0.4	0.3	0.3	0.3	0.3	0.3
Total Stops	136	190	168	174	122	150	155
Fuel Used (gal)	1.1	1.6	1.3	1.4	1.0	1.2	1.2

Interval #4 Information Recording

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	124	138	124	129
Vehs Exited	120	141	126	129
Starting Vehs	8	5	3	3
Ending Vehs	12	2	1	5
Travel Distance (mi)	28	31	28	29
Travel Time (hr)	1.4	1.5	1.4	1.4
Total Delay (hr)	0.3	0.3	0.3	0.3
Total Stops	153	166	151	157
Fuel Used (gal)	1.2	1.4	1.2	1.3

Queuing and Blocking Report
Existing PM

02/02/2024

Intersection: 2: Red Ln & Carrollton Ave

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	39	52	55
Average Queue (ft)	29	32	33
95th Queue (ft)	41	46	49
Link Distance (ft)	383	305	460
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Broad St & Carrollton Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	11	27	64	28
Average Queue (ft)	0	1	34	4
95th Queue (ft)	6	10	56	20
Link Distance (ft)	292	373	621	370
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Mt Vernon Ln & Carrollton Ave




Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	61	68	34	34
Average Queue (ft)	34	34	15	12
95th Queue (ft)	54	50	41	37
Link Distance (ft)	373	383	294	364
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

Intersection





Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	16	20	20	51	51
Future Vol, veh/h	33	16	20	20	51	51
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	38	19	23	23	59	59
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.5	7.5	7.3
HCM LOS	A	A	A





Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	50%	67%	0%
Vol Thru, %	50%	0%	50%
Vol Right, %	0%	33%	50%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	40	49	102
LT Vol	20	33	0
Through Vol	20	0	51
RT Vol	0	16	51
Lane Flow Rate	47	57	119
Geometry Grp	1	1	1
Degree of Util (X)	0.054	0.065	0.123
Departure Headway (Hd)	4.19	4.121	3.735
Convergence, Y/N	Yes	Yes	Yes
Cap	851	862	956
Service Time	2.234	2.18	1.774
HCM Lane V/C Ratio	0.055	0.066	0.124
HCM Control Delay	7.5	7.5	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.2	0.4

Intersection												
Intersection Delay, s/veh	7.5											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	46	8	0	64	8	16	14	3	0	4	5
Future Vol, veh/h	13	46	8	0	64	8	16	14	3	0	4	5
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	56	10	0	78	10	20	17	4	0	5	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.5	7.5	7.6	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	48%	19%	0%	0%
Vol Thru, %	42%	69%	89%	44%
Vol Right, %	9%	12%	11%	56%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	33	67	72	9
LT Vol	16	13	0	0
Through Vol	14	46	64	4
RT Vol	3	8	8	5
Lane Flow Rate	40	82	88	11
Geometry Grp	1	1	1	1
Degree of Util (X)	0.048	0.092	0.098	0.012
Departure Headway (Hd)	4.278	4.058	4.019	3.924
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	827	878	887	898
Service Time	2.354	2.103	2.064	2.01
HCM Lane V/C Ratio	0.048	0.093	0.099	0.012
HCM Control Delay	7.6	7.5	7.5	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.3	0

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	64	125	4	80	1	36	0	3	0	0	1
Future Vol, veh/h	0	64	125	4	80	1	36	0	3	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	78	152	5	98	1	44	0	4	0	0	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	99	0	0	230	0	0	263	263	154	265	339	99
Stage 1	-	-	-	-	-	-	154	154	-	109	109	-
Stage 2	-	-	-	-	-	-	109	109	-	156	230	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1507	-	-	1350	-	-	694	646	897	692	586	962
Stage 1	-	-	-	-	-	-	853	774	-	901	809	-
Stage 2	-	-	-	-	-	-	901	809	-	851	718	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1507	-	-	1350	-	-	691	643	897	687	584	962
Mov Cap-2 Maneuver	-	-	-	-	-	-	691	643	-	687	584	-
Stage 1	-	-	-	-	-	-	853	774	-	901	806	-
Stage 2	-	-	-	-	-	-	896	806	-	848	718	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.4			10.5			8.7		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	703	1507	-	-	1350	-	-	962				
HCM Lane V/C Ratio	0.068	-	-	-	0.004	-	-	0.001				
HCM Control Delay (s)	10.5	0	-	-	7.7	0	-	8.7				
HCM Lane LOS	B	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0				

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	7:15	7:15	7:15	7:15	7:15	7:15	7:15
End Time	8:30	8:30	8:30	8:30	8:30	8:30	8:30
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	430	415	428	404	400	398	440
Vehs Exited	424	409	426	405	397	399	434
Starting Vehs	1	1	0	3	1	5	3
Ending Vehs	7	7	2	2	4	4	9
Travel Distance (mi)	88	87	92	84	85	85	94
Travel Time (hr)	4.2	4.2	4.4	4.0	4.0	4.1	4.6
Total Delay (hr)	0.8	0.8	0.9	0.7	0.8	0.8	0.9
Total Stops	401	422	468	369	406	402	460
Fuel Used (gal)	3.8	3.8	4.0	3.6	3.6	3.7	4.0

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	7:15	7:15	7:15	7:15
End Time	8:30	8:30	8:30	8:30
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	394	424	426	416
Vehs Exited	395	426	425	415
Starting Vehs	3	5	1	0
Ending Vehs	2	3	2	0
Travel Distance (mi)	83	90	89	88
Travel Time (hr)	4.0	4.3	4.3	4.2
Total Delay (hr)	0.8	0.9	0.9	0.8
Total Stops	396	423	417	418
Fuel Used (gal)	3.6	4.0	3.9	3.8

Interval #0 Information Seeding

Start Time	7:15
End Time	7:30
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	128	117	133	111	118	120	148
Vehs Exited	126	116	129	109	114	121	145
Starting Vehs	1	1	0	3	1	5	3
Ending Vehs	3	2	4	5	5	4	6
Travel Distance (mi)	26	24	29	23	25	25	31
Travel Time (hr)	1.3	1.2	1.4	1.1	1.2	1.2	1.5
Total Delay (hr)	0.3	0.2	0.3	0.2	0.2	0.2	0.3
Total Stops	119	117	149	94	119	115	139
Fuel Used (gal)	1.1	1.1	1.3	1.0	1.0	1.1	1.4

Interval #1 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	124	130	120	121
Vehs Exited	121	134	112	121
Starting Vehs	3	5	1	0
Ending Vehs	6	1	9	2
Travel Distance (mi)	26	29	24	26
Travel Time (hr)	1.2	1.4	1.1	1.3
Total Delay (hr)	0.3	0.3	0.2	0.3
Total Stops	120	142	109	120
Fuel Used (gal)	1.1	1.3	1.1	1.1

Interval #2 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	107	90	88	83	98	100	94
Vehs Exited	105	88	87	83	101	101	98
Starting Vehs	3	2	4	5	5	4	6
Ending Vehs	5	4	5	5	2	3	2
Travel Distance (mi)	22	18	19	17	21	21	21
Travel Time (hr)	1.0	0.9	0.9	0.8	1.0	1.0	1.0
Total Delay (hr)	0.2	0.2	0.2	0.1	0.2	0.2	0.2
Total Stops	102	87	98	67	106	105	100
Fuel Used (gal)	0.9	0.8	0.8	0.7	0.9	0.9	0.9

Interval #2 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	106	96	99	95
Vehs Exited	111	95	102	95
Starting Vehs	6	1	9	2
Ending Vehs	1	2	6	1
Travel Distance (mi)	24	21	21	21
Travel Time (hr)	1.1	1.0	1.0	1.0
Total Delay (hr)	0.3	0.2	0.2	0.2
Total Stops	123	101	101	99
Fuel Used (gal)	1.0	0.9	0.9	0.9

Interval #3 Information Recording

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	110	100	99	107	92	94	110
Vehs Exited	110	98	96	106	89	90	102
Starting Vehs	5	4	5	5	2	3	2
Ending Vehs	5	6	8	6	5	7	10
Travel Distance (mi)	21	21	22	22	19	20	23
Travel Time (hr)	1.0	1.0	1.0	1.0	0.9	1.0	1.1
Total Delay (hr)	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Stops	89	104	110	100	89	101	118
Fuel Used (gal)	0.9	0.9	1.0	0.9	0.8	0.8	0.9

Interval #3 Information Recording

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	79	97	100	99
Vehs Exited	73	97	105	97
Starting Vehs	1	2	6	1
Ending Vehs	7	2	1	3
Travel Distance (mi)	16	20	22	21
Travel Time (hr)	0.8	0.9	1.0	1.0
Total Delay (hr)	0.1	0.2	0.2	0.2
Total Stops	73	89	95	100
Fuel Used (gal)	0.7	0.9	0.9	0.9

Interval #4 Information Recording

Start Time	8:15
End Time	8:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	85	108	108	103	92	84	88
Vehs Exited	83	107	114	107	93	87	89
Starting Vehs	5	6	8	6	5	7	10
Ending Vehs	7	7	2	2	4	4	9
Travel Distance (mi)	19	23	22	22	19	18	19
Travel Time (hr)	0.9	1.1	1.1	1.1	0.9	0.9	0.9
Total Delay (hr)	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Stops	91	114	111	108	92	81	103
Fuel Used (gal)	0.8	1.0	0.9	1.0	0.8	0.8	0.8

Interval #4 Information Recording

Start Time	8:15
End Time	8:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	85	101	107	98
Vehs Exited	90	100	106	97
Starting Vehs	7	2	1	3
Ending Vehs	2	3	2	0
Travel Distance (mi)	17	20	23	20
Travel Time (hr)	0.8	0.9	1.1	1.0
Total Delay (hr)	0.2	0.2	0.2	0.2
Total Stops	80	91	112	100
Fuel Used (gal)	0.7	0.9	1.0	0.9

Queuing and Blocking Report

Background AM

02/02/2024

Intersection: 2: Red Ln & Carrollton Ave

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	37	47	55
Average Queue (ft)	26	22	33
95th Queue (ft)	44	46	48
Link Distance (ft)	383	305	460
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Broad St & Carrollton Ave

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	15	46	18
Average Queue (ft)	1	24	1
95th Queue (ft)	11	47	9
Link Distance (ft)	373	621	370
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			




Intersection: 8: Mt Vernon Ln & Carrollton Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	60	52	43	31
Average Queue (ft)	30	28	20	8
95th Queue (ft)	51	48	46	31
Link Distance (ft)	373	383	294	364
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0





Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	76	24	38	57	33	79
Future Vol, veh/h	76	24	38	57	33	79
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	82	26	41	61	35	85
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8	7.9	7.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	40%	76%	0%
Vol Thru, %	60%	0%	29%
Vol Right, %	0%	24%	71%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	95	100	112
LT Vol	38	76	0
Through Vol	57	0	33
RT Vol	0	24	79
Lane Flow Rate	102	108	120
Geometry Grp	1	1	1
Degree of Util (X)	0.121	0.128	0.125
Departure Headway (Hd)	4.263	4.288	3.744
Convergence, Y/N	Yes	Yes	Yes
Cap	830	824	941
Service Time	2.344	2.378	1.835
HCM Lane V/C Ratio	0.123	0.131	0.128
HCM Control Delay	7.9	8	7.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.4	0.4

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	95	13	2	112	2	14	3	2	3	5	6
Future Vol, veh/h	5	95	13	2	112	2	14	3	2	3	5	6
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	116	16	2	137	2	17	4	2	4	6	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	8	7.8	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	74%	4%	2%	21%
Vol Thru, %	16%	84%	97%	36%
Vol Right, %	11%	12%	2%	43%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	19	113	116	14
LT Vol	14	5	2	3
Through Vol	3	95	112	5
RT Vol	2	13	2	6
Lane Flow Rate	23	138	141	17
Geometry Grp	1	1	1	1
Degree of Util (X)	0.03	0.155	0.161	0.021
Departure Headway (Hd)	4.641	4.051	4.101	4.35
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	776	878	867	828
Service Time	2.642	2.111	2.159	2.351
HCM Lane V/C Ratio	0.03	0.157	0.163	0.021
HCM Control Delay	7.8	7.9	8	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.5	0.6	0.1

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	107	94	8	124	1	90	0	6	0	2	2
Future Vol, veh/h	3	107	94	8	124	1	90	0	6	0	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	130	115	10	151	1	110	0	7	0	2	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	152	0	0	245	0	0	370	368	188	371	425	152
Stage 1	-	-	-	-	-	-	196	196	-	172	172	-
Stage 2	-	-	-	-	-	-	174	172	-	199	253	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1441	-	-	1333	-	-	590	564	859	589	524	900
Stage 1	-	-	-	-	-	-	810	742	-	835	760	-
Stage 2	-	-	-	-	-	-	833	760	-	807	701	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1441	-	-	1333	-	-	581	558	859	579	518	900
Mov Cap-2 Maneuver	-	-	-	-	-	-	581	558	-	579	518	-
Stage 1	-	-	-	-	-	-	808	740	-	832	754	-
Stage 2	-	-	-	-	-	-	821	754	-	798	699	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.5			12.6			10.5		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	593	1441	-	-	1333	-	-	658				
HCM Lane V/C Ratio	0.197	0.003	-	-	0.007	-	-	0.007				
HCM Control Delay (s)	12.6	7.5	0	-	7.7	0	-	10.5				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0				

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:30	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	608	572	581	509	564	592	556
Vehs Exited	608	567	579	507	564	593	547
Starting Vehs	9	7	4	8	4	8	6
Ending Vehs	9	12	6	10	4	7	15
Travel Distance (mi)	135	124	129	115	126	132	125
Travel Time (hr)	6.7	6.1	6.3	5.6	6.2	6.5	6.1
Total Delay (hr)	1.5	1.4	1.4	1.3	1.4	1.4	1.4
Total Stops	743	661	699	627	675	707	684
Fuel Used (gal)	5.9	5.3	5.6	5.0	5.5	5.8	5.4

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:15	4:15	4:15	4:15
End Time	5:30	5:30	5:30	5:30
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	573	574	563	566
Vehs Exited	569	580	562	569
Starting Vehs	4	6	4	3
Ending Vehs	8	0	5	5
Travel Distance (mi)	130	128	125	127
Travel Time (hr)	6.4	6.3	6.1	6.2
Total Delay (hr)	1.4	1.4	1.4	1.4
Total Stops	718	697	672	684
Fuel Used (gal)	5.8	5.6	5.4	5.5

Interval #0 Information Seeding

Start Time	4:15
End Time	4:30
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	150	125	145	112	120	134	120
Vehs Exited	151	126	144	116	121	138	125
Starting Vehs	9	7	4	8	4	8	6
Ending Vehs	8	6	5	4	3	4	1
Travel Distance (mi)	33	26	32	26	27	32	29
Travel Time (hr)	1.6	1.3	1.5	1.3	1.3	1.6	1.4
Total Delay (hr)	0.4	0.3	0.3	0.3	0.3	0.4	0.3
Total Stops	183	139	171	145	140	181	156
Fuel Used (gal)	1.5	1.1	1.4	1.1	1.2	1.4	1.2

Interval #1 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	143	148	130	132
Vehs Exited	139	152	127	133
Starting Vehs	4	6	4	3
Ending Vehs	8	2	7	2
Travel Distance (mi)	31	34	29	30
Travel Time (hr)	1.5	1.7	1.4	1.5
Total Delay (hr)	0.3	0.4	0.3	0.3
Total Stops	170	191	145	162
Fuel Used (gal)	1.4	1.5	1.3	1.3

Interval #2 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	144	141	134	114	149	143	141
Vehs Exited	145	138	134	110	149	142	140
Starting Vehs	8	6	5	4	3	4	1
Ending Vehs	7	9	5	8	3	5	2
Travel Distance (mi)	33	31	29	24	32	31	31
Travel Time (hr)	1.6	1.5	1.4	1.2	1.6	1.5	1.5
Total Delay (hr)	0.3	0.3	0.3	0.3	0.4	0.3	0.3
Total Stops	178	170	160	132	181	178	168
Fuel Used (gal)	1.4	1.3	1.2	1.1	1.4	1.3	1.4

Interval #2 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	128	124	139	135
Vehs Exited	134	123	139	135
Starting Vehs	8	2	7	2
Ending Vehs	2	3	7	2
Travel Distance (mi)	31	27	31	30
Travel Time (hr)	1.5	1.4	1.5	1.5
Total Delay (hr)	0.4	0.3	0.3	0.3
Total Stops	176	153	166	166
Fuel Used (gal)	1.4	1.2	1.3	1.3

Interval #3 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	146	119	128	126	139	145	128
Vehs Exited	148	120	126	126	129	142	122
Starting Vehs	7	9	5	8	3	5	2
Ending Vehs	5	8	7	8	13	8	8
Travel Distance (mi)	33	25	30	28	32	32	29
Travel Time (hr)	1.6	1.2	1.4	1.4	1.6	1.6	1.4
Total Delay (hr)	0.4	0.3	0.3	0.3	0.4	0.3	0.3
Total Stops	184	134	159	152	172	166	160
Fuel Used (gal)	1.4	1.1	1.3	1.3	1.4	1.4	1.2

Interval #3 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	131	130	124	133
Vehs Exited	124	123	128	131
Starting Vehs	2	3	7	2
Ending Vehs	9	10	3	6
Travel Distance (mi)	30	28	27	29
Travel Time (hr)	1.4	1.4	1.3	1.4
Total Delay (hr)	0.3	0.3	0.3	0.3
Total Stops	162	149	160	159
Fuel Used (gal)	1.3	1.2	1.2	1.3

Interval #4 Information Recording

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	168	187	174	157	156	170	167
Vehs Exited	164	183	175	155	165	171	160
Starting Vehs	5	8	7	8	13	8	8
Ending Vehs	9	12	6	10	4	7	15
Travel Distance (mi)	37	41	39	36	36	37	37
Travel Time (hr)	1.8	2.1	1.9	1.8	1.8	1.8	1.8
Total Delay (hr)	0.4	0.5	0.4	0.4	0.4	0.4	0.4
Total Stops	198	218	209	198	182	182	200
Fuel Used (gal)	1.6	1.8	1.7	1.6	1.6	1.7	1.6

Interval #4 Information Recording

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	171	172	170	168
Vehs Exited	172	182	168	169
Starting Vehs	9	10	3	6
Ending Vehs	8	0	5	5
Travel Distance (mi)	39	39	38	38
Travel Time (hr)	1.9	1.9	1.9	1.9
Total Delay (hr)	0.4	0.4	0.4	0.4
Total Stops	210	204	201	199
Fuel Used (gal)	1.7	1.7	1.6	1.7

Queuing and Blocking Report

Background PM

02/02/2024

Intersection: 2: Red Ln & Carrollton Ave

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	48	53	55
Average Queue (ft)	30	32	33
95th Queue (ft)	41	49	47
Link Distance (ft)	383	305	460
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Broad St & Carrollton Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	11	23	77	31
Average Queue (ft)	0	1	35	4
95th Queue (ft)	6	10	56	20
Link Distance (ft)	292	373	621	370
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				




Intersection: 8: Mt Vernon Ln & Carrollton Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	61	70	32	33
Average Queue (ft)	36	34	14	11
95th Queue (ft)	54	51	39	35
Link Distance (ft)	373	383	294	364
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0





Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	44	31	31	28	64	63
Future Vol, veh/h	44	31	31	28	64	63
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	51	36	36	33	74	73
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.7	7.7	7.6
HCM LOS	A	A	A





Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	53%	59%	0%
Vol Thru, %	47%	0%	50%
Vol Right, %	0%	41%	50%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	59	75	127
LT Vol	31	44	0
Through Vol	28	0	64
RT Vol	0	31	63
Lane Flow Rate	69	87	148
Geometry Grp	1	1	1
Degree of Util (X)	0.081	0.1	0.156
Departure Headway (Hd)	4.273	4.138	3.808
Convergence, Y/N	Yes	Yes	Yes
Cap	831	854	932
Service Time	2.339	2.223	1.87
HCM Lane V/C Ratio	0.083	0.102	0.159
HCM Control Delay	7.7	7.7	7.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.3	0.6

Intersection												
Intersection Delay, s/veh	7.8											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	63	9	1	87	11	17	18	3	8	9	16
Future Vol, veh/h	21	63	9	1	87	11	17	18	3	8	9	16
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	77	11	1	106	13	21	22	4	10	11	20
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	7.9	7.8	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	45%	23%	1%	24%
Vol Thru, %	47%	68%	88%	27%
Vol Right, %	8%	10%	11%	48%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	38	93	99	33
LT Vol	17	21	1	8
Through Vol	18	63	87	9
RT Vol	3	9	11	16
Lane Flow Rate	46	113	121	40
Geometry Grp	1	1	1	1
Degree of Util (X)	0.058	0.131	0.138	0.048
Departure Headway (Hd)	4.536	4.164	4.107	4.26
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	794	849	861	846
Service Time	2.538	2.249	2.191	2.261
HCM Lane V/C Ratio	0.058	0.133	0.141	0.047
HCM Control Delay	7.8	7.9	7.9	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.5	0.5	0.2

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	77	125	20	99	3	36	6	13	5	8	9
Future Vol, veh/h	7	77	125	20	99	3	36	6	13	5	8	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	94	152	24	121	4	44	7	16	6	10	11
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	125	0	0	246	0	0	370	361	170	371	435	123
Stage 1	-	-	-	-	-	-	188	188	-	171	171	-
Stage 2	-	-	-	-	-	-	182	173	-	200	264	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1474	-	-	1332	-	-	590	569	879	589	517	933
Stage 1	-	-	-	-	-	-	818	748	-	836	761	-
Stage 2	-	-	-	-	-	-	824	760	-	806	694	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1474	-	-	1332	-	-	563	554	879	561	504	933
Mov Cap-2 Maneuver	-	-	-	-	-	-	563	554	-	561	504	-
Stage 1	-	-	-	-	-	-	812	743	-	830	747	-
Stage 2	-	-	-	-	-	-	788	746	-	778	689	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			1.3			11.6			10.9		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	614	1474	-	-	1332	-	-	639				
HCM Lane V/C Ratio	0.109	0.006	-	-	0.018	-	-	0.042				
HCM Control Delay (s)	11.6	7.5	0	-	7.8	0	-	10.9				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.1				

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	7:15	7:15	7:15	7:15	7:15	7:15	7:15
End Time	8:30	8:30	8:30	8:30	8:30	8:30	8:30
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	554	584	531	514	533	592	558
Vehs Exited	553	581	526	516	530	591	560
Starting Vehs	3	0	5	4	3	6	7
Ending Vehs	4	3	10	2	6	7	5
Travel Distance (mi)	118	125	114	108	111	127	119
Travel Time (hr)	5.7	6.1	5.6	5.3	5.4	6.2	5.8
Total Delay (hr)	1.2	1.3	1.2	1.1	1.1	1.4	1.2
Total Stops	580	636	597	522	555	654	599
Fuel Used (gal)	5.2	5.6	5.0	4.7	4.8	5.6	5.1

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	7:15	7:15	7:15	7:15
End Time	8:30	8:30	8:30	8:30
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	594	567	537	556
Vehs Exited	595	569	537	556
Starting Vehs	7	6	4	2
Ending Vehs	6	4	4	2
Travel Distance (mi)	127	121	115	119
Travel Time (hr)	6.2	5.9	5.7	5.8
Total Delay (hr)	1.3	1.2	1.2	1.2
Total Stops	637	626	603	600
Fuel Used (gal)	5.5	5.3	5.0	5.2

Interval #0 Information Seeding

Start Time	7:15
End Time	7:30
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	178	159	187	156	163	161	173
Vehs Exited	175	153	186	153	161	157	173
Starting Vehs	3	0	5	4	3	6	7
Ending Vehs	6	6	6	7	5	10	7
Travel Distance (mi)	37	33	39	31	34	34	37
Travel Time (hr)	1.8	1.6	1.9	1.5	1.7	1.6	1.8
Total Delay (hr)	0.4	0.3	0.4	0.3	0.4	0.4	0.4
Total Stops	180	166	208	144	181	179	176
Fuel Used (gal)	1.6	1.5	1.8	1.4	1.5	1.5	1.6

Interval #1 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	172	177	148	167
Vehs Exited	168	178	147	165
Starting Vehs	7	6	4	2
Ending Vehs	11	5	5	3
Travel Distance (mi)	36	37	31	35
Travel Time (hr)	1.8	1.8	1.5	1.7
Total Delay (hr)	0.4	0.4	0.3	0.4
Total Stops	187	177	160	175
Fuel Used (gal)	1.6	1.6	1.3	1.5

Interval #2 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	121	130	109	110	129	129	132
Vehs Exited	122	130	107	114	131	136	134
Starting Vehs	6	6	6	7	5	10	7
Ending Vehs	5	6	8	3	3	3	5
Travel Distance (mi)	26	28	23	25	27	28	29
Travel Time (hr)	1.3	1.4	1.1	1.2	1.3	1.4	1.4
Total Delay (hr)	0.3	0.3	0.2	0.2	0.3	0.3	0.3
Total Stops	138	147	125	114	126	145	150
Fuel Used (gal)	1.1	1.2	1.0	1.1	1.2	1.3	1.2

Interval #2 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	157	139	122	126
Vehs Exited	159	141	125	129
Starting Vehs	11	5	5	3
Ending Vehs	9	3	2	2
Travel Distance (mi)	34	31	27	28
Travel Time (hr)	1.7	1.5	1.3	1.4
Total Delay (hr)	0.4	0.3	0.3	0.3
Total Stops	176	167	139	143
Fuel Used (gal)	1.5	1.3	1.2	1.2

Interval #3 Information Recording

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	143	139	116	114	123	141	129
Vehs Exited	141	140	117	112	118	138	133
Starting Vehs	5	6	8	3	3	3	5
Ending Vehs	7	5	7	5	8	6	1
Travel Distance (mi)	30	30	27	24	26	30	27
Travel Time (hr)	1.5	1.5	1.3	1.2	1.2	1.5	1.3
Total Delay (hr)	0.3	0.3	0.3	0.2	0.3	0.3	0.3
Total Stops	144	150	138	119	126	161	135
Fuel Used (gal)	1.3	1.4	1.1	1.0	1.1	1.3	1.1

Interval #3 Information Recording

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	133	127	142	130
Vehs Exited	135	124	140	129
Starting Vehs	9	3	2	2
Ending Vehs	7	6	4	1
Travel Distance (mi)	28	27	30	28
Travel Time (hr)	1.4	1.3	1.5	1.4
Total Delay (hr)	0.3	0.3	0.4	0.3
Total Stops	137	148	159	141
Fuel Used (gal)	1.3	1.2	1.3	1.2

Interval #4 Information Recording

Start Time	8:15
End Time	8:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	112	156	119	134	118	161	124
Vehs Exited	115	158	116	137	120	160	120
Starting Vehs	7	5	7	5	8	6	1
Ending Vehs	4	3	10	2	6	7	5
Travel Distance (mi)	24	34	25	28	25	35	26
Travel Time (hr)	1.2	1.7	1.2	1.4	1.2	1.7	1.3
Total Delay (hr)	0.2	0.4	0.3	0.3	0.2	0.4	0.3
Total Stops	118	173	126	145	122	169	138
Fuel Used (gal)	1.1	1.5	1.0	1.2	1.1	1.6	1.1

Interval #4 Information Recording

Start Time	8:15
End Time	8:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	132	124	125	134
Vehs Exited	133	126	125	131
Starting Vehs	7	6	4	1
Ending Vehs	6	4	4	2
Travel Distance (mi)	28	27	27	28
Travel Time (hr)	1.4	1.3	1.3	1.4
Total Delay (hr)	0.3	0.3	0.3	0.3
Total Stops	137	134	145	141
Fuel Used (gal)	1.2	1.2	1.2	1.2

Queuing and Blocking Report

Buildout AM

02/02/2024

Intersection: 2: Red Ln & Carrollton Ave

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	37	46	57
Average Queue (ft)	27	27	35
95th Queue (ft)	43	47	52
Link Distance (ft)	383	305	460
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Broad St & Carrollton Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	12	33	50	34
Average Queue (ft)	1	4	28	16
95th Queue (ft)	7	22	49	41
Link Distance (ft)	292	373	621	370
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				




Intersection: 8: Mt Vernon Ln & Carrollton Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	62	62	47	45
Average Queue (ft)	33	32	22	22
95th Queue (ft)	53	50	46	47
Link Distance (ft)	373	383	294	364
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	91	35	56	70	44	89
Future Vol, veh/h	91	35	56	70	44	89
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	98	38	60	75	47	96
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.4	8.4	7.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	44%	72%	0%
Vol Thru, %	56%	0%	33%
Vol Right, %	0%	28%	67%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	126	126	133
LT Vol	56	91	0
Through Vol	70	0	44
RT Vol	0	35	89
Lane Flow Rate	135	135	143
Geometry Grp	1	1	1
Degree of Util (X)	0.168	0.169	0.158
Departure Headway (Hd)	4.451	4.478	3.967
Convergence, Y/N	Yes	Yes	Yes
Cap	807	803	907
Service Time	2.466	2.496	1.982
HCM Lane V/C Ratio	0.167	0.168	0.158
HCM Control Delay	8.4	8.4	7.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.6	0.6	0.6

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	119	14	3	133	7	16	8	2	8	9	16
Future Vol, veh/h	19	119	14	3	133	7	16	8	2	8	9	16
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	145	17	4	162	9	20	10	2	10	11	20
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	8.4	8.1	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	62%	12%	2%	24%
Vol Thru, %	31%	78%	93%	27%
Vol Right, %	8%	9%	5%	48%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	26	152	143	33
LT Vol	16	19	3	8
Through Vol	8	119	133	9
RT Vol	2	14	7	16
Lane Flow Rate	32	185	174	40
Geometry Grp	1	1	1	1
Degree of Util (X)	0.043	0.22	0.207	0.051
Departure Headway (Hd)	4.848	4.263	4.279	4.519
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	739	847	842	793
Service Time	2.871	2.268	2.284	2.541
HCM Lane V/C Ratio	0.043	0.218	0.207	0.05
HCM Control Delay	8.1	8.5	8.4	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.8	0.8	0.2

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	128	94	21	140	5	90	8	22	5	9	9
Future Vol, veh/h	12	128	94	21	140	5	90	8	22	5	9	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	15	156	115	26	171	6	110	10	27	6	11	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	177	0	0	271	0	0	481	473	214	488	527	174
Stage 1	-	-	-	-	-	-	244	244	-	226	226	-
Stage 2	-	-	-	-	-	-	237	229	-	262	301	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1411	-	-	1304	-	-	499	493	831	493	459	875
Stage 1	-	-	-	-	-	-	764	708	-	781	721	-
Stage 2	-	-	-	-	-	-	771	718	-	747	669	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1411	-	-	1304	-	-	471	476	831	457	443	875
Mov Cap-2 Maneuver	-	-	-	-	-	-	471	476	-	457	443	-
Stage 1	-	-	-	-	-	-	754	699	-	771	705	-
Stage 2	-	-	-	-	-	-	733	702	-	704	660	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	1	14.8	11.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	512	1411	-	-	1304	-	-	554
HCM Lane V/C Ratio	0.286	0.01	-	-	0.02	-	-	0.051
HCM Control Delay (s)	14.8	7.6	0	-	7.8	0	-	11.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.2	0	-	-	0.1	-	-	0.2

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:45	4:45	4:45	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	757	750	729	730	679	735	724
Vehs Exited	753	749	730	733	680	739	723
Starting Vehs	7	7	7	9	5	10	10
Ending Vehs	11	8	6	6	4	6	11
Travel Distance (mi)	174	167	165	164	152	164	163
Travel Time (hr)	8.8	8.4	8.3	8.2	7.6	8.2	8.2
Total Delay (hr)	2.1	1.9	1.9	1.9	1.7	1.9	1.9
Total Stops	997	941	925	911	852	916	913
Fuel Used (gal)	7.8	7.5	7.3	7.3	6.7	7.3	7.2

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	745	750	693	727
Vehs Exited	738	752	689	730
Starting Vehs	7	10	4	4
Ending Vehs	14	8	8	6
Travel Distance (mi)	162	166	151	163
Travel Time (hr)	8.0	8.3	7.5	8.2
Total Delay (hr)	1.8	1.9	1.7	1.8
Total Stops	911	947	856	918
Fuel Used (gal)	7.2	7.4	6.8	7.2

Interval #0 Information Seeding

Start Time	4:45
End Time	5:00
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	188	163	175	167	144	149	177
Vehs Exited	187	167	174	168	140	152	177
Starting Vehs	7	7	7	9	5	10	10
Ending Vehs	8	3	8	8	9	7	10
Travel Distance (mi)	42	36	40	39	31	34	40
Travel Time (hr)	2.2	1.8	2.0	1.9	1.5	1.7	2.0
Total Delay (hr)	0.5	0.4	0.5	0.4	0.3	0.4	0.4
Total Stops	245	195	224	218	175	189	218
Fuel Used (gal)	1.9	1.7	1.8	1.7	1.4	1.5	1.8

Interval #1 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	172	194	163	169
Vehs Exited	169	198	156	167
Starting Vehs	7	10	4	4
Ending Vehs	10	6	11	3
Travel Distance (mi)	37	43	35	38
Travel Time (hr)	1.9	2.1	1.7	1.9
Total Delay (hr)	0.4	0.5	0.4	0.4
Total Stops	210	239	188	212
Fuel Used (gal)	1.7	1.9	1.6	1.7

Interval #2 Information Recording

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	228	214	203	212	227	217	214
Vehs Exited	226	211	202	207	230	216	221
Starting Vehs	8	3	8	8	9	7	10
Ending Vehs	10	6	9	13	6	8	3
Travel Distance (mi)	51	47	46	46	51	47	50
Travel Time (hr)	2.7	2.4	2.3	2.3	2.6	2.4	2.6
Total Delay (hr)	0.7	0.6	0.5	0.5	0.7	0.6	0.6
Total Stops	296	261	265	257	291	254	289
Fuel Used (gal)	2.2	2.1	2.0	2.0	2.2	2.1	2.2

Interval #2 Information Recording

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	214	220	198	214
Vehs Exited	219	219	198	215
Starting Vehs	10	6	11	3
Ending Vehs	5	7	11	6
Travel Distance (mi)	47	49	44	48
Travel Time (hr)	2.4	2.5	2.2	2.4
Total Delay (hr)	0.6	0.6	0.5	0.6
Total Stops	277	286	244	270
Fuel Used (gal)	2.1	2.2	1.9	2.1

Interval #3 Information Recording

Start Time	5:30
End Time	5:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	182	177	176	165	151	183	166
Vehs Exited	187	172	172	168	147	183	159
Starting Vehs	10	6	9	13	6	8	3
Ending Vehs	5	11	13	10	10	8	10
Travel Distance (mi)	44	39	40	38	35	40	36
Travel Time (hr)	2.2	1.9	2.0	1.9	1.7	2.0	1.8
Total Delay (hr)	0.5	0.4	0.4	0.4	0.4	0.4	0.4
Total Stops	248	227	217	214	203	231	208
Fuel Used (gal)	2.0	1.8	1.8	1.7	1.5	1.8	1.6

Interval #3 Information Recording

Start Time	5:30
End Time	5:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	162	150	172	167
Vehs Exited	156	149	176	168
Starting Vehs	5	7	11	6
Ending Vehs	11	8	7	6
Travel Distance (mi)	35	33	38	38
Travel Time (hr)	1.7	1.6	1.9	1.9
Total Delay (hr)	0.4	0.4	0.4	0.4
Total Stops	187	189	224	214
Fuel Used (gal)	1.5	1.5	1.7	1.7

Interval #4 Information Recording

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	159	196	175	186	157	186	167
Vehs Exited	153	199	182	190	163	188	166
Starting Vehs	5	11	13	10	10	8	10
Ending Vehs	11	8	6	6	4	6	11
Travel Distance (mi)	37	45	40	41	35	43	36
Travel Time (hr)	1.8	2.3	2.0	2.0	1.7	2.2	1.8
Total Delay (hr)	0.4	0.5	0.5	0.4	0.3	0.5	0.4
Total Stops	208	258	219	222	183	242	198
Fuel Used (gal)	1.6	2.0	1.8	1.9	1.6	2.0	1.6

Interval #4 Information Recording

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	197	186	160	175
Vehs Exited	194	186	159	178
Starting Vehs	11	8	7	6
Ending Vehs	14	8	8	6
Travel Distance (mi)	42	41	34	40
Travel Time (hr)	2.1	2.1	1.7	2.0
Total Delay (hr)	0.5	0.5	0.4	0.4
Total Stops	237	233	200	219
Fuel Used (gal)	1.8	1.9	1.5	1.8

Intersection: 2: Red Ln & Carrollton Ave

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	44	56	62
Average Queue (ft)	31	36	36
95th Queue (ft)	38	53	54
Link Distance (ft)	383	305	460
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Broad St & Carrollton Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	41	35	76	47
Average Queue (ft)	3	5	39	17
95th Queue (ft)	21	24	64	44
Link Distance (ft)	292	373	621	370
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Mt Vernon Ln & Carrollton Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	66	61	40	44
Average Queue (ft)	38	34	19	21
95th Queue (ft)	58	49	45	45
Link Distance (ft)	373	383	294	364
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

Randy W. Beckner
Bradley C. Craig
Wm. Thomas Austin
James B. Voso
Chad M. Thomas
Jason A. Carder
Brian R. Newman
D. Jason Snapp
Ryan P. Kincer



Edwin K. Mattern, Jr. (1949-1982)
Gene R. Cress (1935-2014)
Sam H. McGhee, III (1940-2018)
Stewart W. Hubbell (Retired)
J. Wayne Craig (Retired)
Michael S. Agee (Retired)
Steven A. Campbell (Retired)
Randy L. Dodson (Retired)

February 20, 2024

Mr. William Simpson, Jr., PE
Assistant Director/City Engineer
City of Salem
21 S Bruffey Street
Salem, Virginia, 24153
wsimpson@salemva.gov

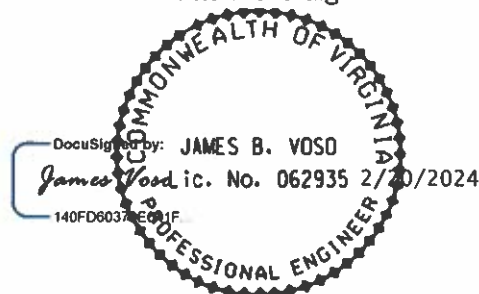
Re: Traffic Study Review
HopeTree Planned Unit Development
M&C Commission No. 4197-H
GESC Contract No. 2021-018

Dear Mr. Simpson,

In response to our review of a traffic impact study prepared by Balzer & Associates, for the HopeTree Planned Unit Development, a revised study (and response to our review) was provided to us. We have reviewed the revised study (dated February 2, 2024), and the revised study appears to conform with VDOT and industry standard practices, and addresses our concerns with the original study.

If any additional information is needed on this subject at this time, please feel free to contact me directly via email at jbvoso@matternandcraig.com or by telephone at 828-254-2201. Thank you for the opportunity to be of assistance to the City of Salem.

Sincerely,
Mattern & Craig



James B. Voso, PE
Traffic Engineer

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

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

Hold public hearing to consider the request of Pinkesh R. Patel and Sonal P. Patel, property owners, for rezoning the property located at 1200 Blk Thompson Memorial Drive (Tax Map # 20-2-4) from RSF Residential Single Family to HBD Highway Business District.

SUBMITTED BY: Max Dillon, Planner

SUMMARY OF INFORMATION:

SITE CHARACTERISTICS:

Zoning: RSF Residential Single Family

Land Use Plan Designation: Residential

Existing Use: Vacant

Proposed Use: Commercial – gas station, convenience store, drive thru restaurant

The subject property (1200 blk Thompson Memorial Drive) consists of a 2.674 acre tract of land which currently sits within the RSF Residential Single Family zoning designation. The applicant is requesting a rezoning of the property from RSF to HBD in order to facilitate the construction of a gas station, convenience store, and drive thru restaurant development. Situated adjacent to Interstate 81, this property is uniquely positioned to potentially serve the commercial needs of both travelers and local residents alike as there are no other commercial establishments currently located in this portion of Salem. Furthermore, the approved Edgebrook Development to the north of this site in Roanoke County may catalyze the evolution of its surrounding corridor. Still, the subject property is currently bounded (within Salem) by residentially zoned parcels, many of which serve single family homes.

A conceptual site plan has been included with the submittal that displays a proposed convenience store and restaurant positioned behind the gas pump structures (located closer to Thompson Memorial Drive). The exhibit indicates two separate access points – one which intersects Penguin Lane and the other with Thompson Memorial Drive. If this rezoning application is approved, this development project is subject to site plan review and corresponding compliance with Salem's ordinances.

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

REQUIREMENTS:

The proposal meets the requirements of Section 106-214.3. Site development regulations for HBD.

OPTIONS:

1. Recommend approval of the request.
2. Recommend denial of the request.

OPNLAW

Osterhoudt • Prillaman • Natt • Helscher • Yost • Maxwell • Ferguson

PLEASE REPLY TO:
ANDREW R. STOVER, ESQ.
P.O. BOX 279
SALEM, VIRGINIA 24153
PHONE: (540) 725-8183
E-MAIL: ASTOVER@OPNLAW.COM

3140 CHAPARRAL DRIVE, SUITE 200-C
ROANOKE, VIRGINIA 24018
(540) 799-0300 • FAX (540) 775-0918
WWW.OPNLAW.COM

110 EAST FIRST STREET
SALEM, VIRGINIA 24153
(540) 369-2345 • FAX (540) 337-9560
WWW.OPNLAW.COM

February 1, 2024

City of Salem Planning Commission
Attn: James E. Taliaferro, II, Executive Secretary
City of Salem Planning Commission
114 North Broad Street
Salem, Virginia 24153

**Re: Request to Amend the Zoning Ordinance of the City of Salem
1200 BLK Thompson Memorial Drive (Tax Map. No. 20-2-4)**

Dear Mr. Taliaferro:

I hope this letter finds you well. My name is Andrew Stover, and my law firm represents Mr. and Mrs. Pinkesh and Sonal Patel, the owners of that certain real property located in the City of Salem on the 1200 Block of Thompson Memorial Drive and more particularly identified as Tax Map No. 20-2-4 (the "Property"). On behalf of Mr. and Mrs. Patel, I write to officially request that the Property be rezoned from the Residential Single-Family District ("RSF") to the Highway Business District ("HBD").

As mentioned, the Property is currently zoned RSF. Mr. and Mrs. Patel would like to construct a convenience store, gasoline station, and restaurant with a drive-through on the Property, which are uses not permitted in the RSF District. As such, Mr. and Mrs. Patel seek to rezone the Property to HBD, a district that permits such uses by right.

The Property is located immediately adjacent to and southeast of the junction of Interstate 81 and Thompson Memorial Drive. Given its proximity to the interstate, as well as the fact that no gasoline stations, convenience stores, or restaurants exist along the Thompson Memorial Drive corridor, the Property is particularly amendable to the

construction of such a convenience store, gasoline station, and restaurant with a drive-through. I have included herewith a concept plan and elevations depicting the proposed project.

Thank you in advance for your assistance with this matter. Please reach out to me at the email address or telephone number provided above should you have any further questions or need any additional materials.

Very Truly Yours,

OPN LAW, PLLC.



Andrew R. Stover, Esq.



**City of Salem
Rezoning Application**

Pre-application Meeting (optional)

- Meetings with the Community Development Staff are recommended prior to submittal of a rezoning application. Please bring a plat to the meeting with a sketch of your proposal.

Application Submittal

- The application deadline is the first of the month for inclusion on the following month's agenda. If the first falls on a weekend or holiday, the application deadline will be the following business day.
- When submitting an application be sure to include the following: a complete application, plat of the subject property, legal description that includes metes and bounds, and supplementary information to support the request (such as conceptual plans and building elevations). Please note: incomplete applications will not be accepted and will be returned to the applicant.
- The application fee is due at time of submittal. (See Page 4)
- PLEASE NOTE: As per 106-520(C) of the City of Salem Zoning Ordinance no application shall be accepted for a lot or parcel that does not comply with the minimum lot area, width, or frontage requirements of the requested zoning district. A variance from the Board of Zoning Appeals must be obtained prior to the submission of a rezoning application.

Application Distribution for City Review

- Complete applications may be routed to City departments for review.

Staff/Applicant Meeting

- The staff may contact the applicant to schedule a meeting to discuss comments provided by reviewing agencies, to request additional information or plan revisions, and to negotiate proffers.

Planning Commission

- Revised conceptual plans and draft proffers must be submitted prior to the Planning Commission meeting. Proffers and conceptual plans may be revised in accordance with Staff's recommendations, and revisions incorporating the staff's recommendations must be submitted prior to the Planning Commission meeting.
- A staff report and recommendation is included in the Planning Commission packet. The packet is distributed approximately 1 week prior to the Planning Commission meeting.
- The Planning Commission meets on the 1st Wednesday after the 1st City Council meeting of the month.
- Following a public hearing on the rezoning case, the Planning Commission may recommend approval, approval with revisions to the proffers, denial, or deferral of the application.

City Council

- Signed and notarized final proffers must be submitted prior to the City Council meeting.
- A staff report containing the recommendation of the Planning Commission and Staff is sent to the City Council prior to the meeting.
- The City Council typically hears rezoning cases on the 4th Monday of every month. Cases are usually heard by Council at the meeting following the Planning Commission meeting.
- Following a public hearing on the case, the City Council may vote to approve, approve with proffered conditions, deny, defer the application to another meeting, or remand the application back to the Planning Commission for further consideration.

ATTACHMENTS - For ALL REQUESTS you must submit the following electronically:

- a. **A fully completed signed application.**
- b. **Acknowledgement of Application Fee Payment Procedure (Page 4)**
- c. **Signed Proffer Statement if applicable (Pages 6 & 7)**
- d. **A plat of the subject property**, which accurately reflects the current property boundaries, is drawn to scale, and shows existing structures. (Typically, available from the City Clerk's Office.)
- e. **Responses to questions on Page 5**
- f. **Historic Impact Information (if any)**
- g. **For applications requiring plans**, please submit electronically only. No hard copies will be accepted.
- h. **Check here** if the conceptual plan will serve as the preliminary plat.

NOTE: Elevations will be required with new development.

TO THE APPLICANT:

It is the policy of the City of Salem City Council, the City of Salem Planning Commission, and City of Salem Board of Zoning Appeals to require a property to be posted when a zoning action is being considered. Such a posting notifies the general public of an impending action and the location being considered.

It is incumbent on you, the applicant, to ensure the sign is in the proper location and remains there until an action has taken place. Consequently, the procedure for posting is as follows:

1. The Community Development Staff will post the sign on your property.
2. You should check the location of the sign to make certain it is in the right place on your property. If it is not, notify the Community Development Office as soon as possible.
3. You should check periodically to ensure the safety of the sign. If it is stolen or otherwise harmed, notify the Community Development Office as soon as possible.

In submitting this rezoning application, you hereby grant permission to the agents and employees of the City of Salem to enter the referenced property for the purposes of processing and reviewing the above application.

Should you have any questions regarding this policy, please contact a member of Community Development.

City of Salem Community Development Application

Request for REZONING or CONDITIONAL REZONING

Case #: _____

APPLICANT INFORMATION

Owner: Pinkesh R. Patel and Sonal P. Patel
 Contact Name: Andrew R. Stover, Esq.
 Address: 110 E. First Street, Salem, Virginia 24153

Telephone No. (540) 725-8183
 Fax No. (540) 772-0216
 Email Address astover@opnlaw.com

Applicant/Contract Purchaser: Pinkesh R. Patel and Sonal P. Patel
 Contact Name: Andrew R. Stover, Esq.
 Address: 110 E. First Street, Salem, Virginia 24153

Telephone No. (540) 725-8183
 Fax No. (540) 772-0216
 Email Address astover@opnlaw.com

PARCEL INFORMATION

For multiple parcels, please attach a page ☐

(Tax ID #'s) 20-2-4
 Deed Book 292 Page 693
 Subdivision _____
 Location Description (Street Address, if applicable) _____
1200 BLK Thompson Memorial Drive

Total Area (acres/square feet) 2.674 acres
 Current Zoning RSF
 Requested Zoning HBD
 Requested Use Convenience Store; gasoline station; restaurant with drive-through
 Current Use Vacant

☐ 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 PINKESH PATEL Date 1/31/2024

Print Name Pinkesh R. Patel

Signature SONAL P. PATEL Date 1/31/2024

Print Name Sonal P. Patel

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


Name Andrew R. Stover, Esq.
 Address: 110 E. First Street, Salem, Virginia 24153

Telephone No. (540) 725-8183
 Fax _____ No. (540) 772-0216
 Email Address astover@opnlaw.com

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

ACKNOWLEDGEMENT OF APPLICATION FEE PAYMENT PROCEDURE

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

Signature of applicant/authorized agent  Date: 1/31/2024

Print Name: Pinkesh R. Patel

Signature of applicant/authorized agent  Date: 1/31/2024

Print Name: Sonal P. Patel

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

☒ Email astover@opnlaw.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? RSF
2. Describe in detail the proposed use of the property. The proposed use of the Property is as a convenience store, gasoline station, and restaurant with drive-through.
3. List any sensitive environmental or unique features on the property. Are there any high voltage transmission lines, public utility lines, or others? There is a very small creek/stream running from the northwestern-most corner of the Property through the southeastern-most corner of the Property. Utilities exist as depicted on that certain plat dated 11/30/2007 included herewith.
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? Yes, a conceptual plan including lot configurations and road locations has been provided, and yes, the lot size is compatible with existing parcel sizes in the area.

PLEASE RESPOND FOR COMMERCIAL REZONING APPLICATIONS

1. What provisions will be made to ensure safe and adequate access to the subject property? Safe and adequate access to the Property will be ensured through the locations for ingress and egress to the Property as shown on the Concept Plan.
2. How will the traffic impact of this development be addressed? Any potential traffic impact of this development will be addressed via the locations for ingress and egress to the Property as shown on the Concept Plan.
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? The proposed use is desirable and appropriate for the area because the Property abuts Interstate 81 and there are no gasoline stations, convenience stores, or restaurants on the Thompson Memorial corridor in Salem. Measures to mitigate negative impacts include landscaping buffers and ingress/egress locations.
4. What type of signage is proposed for the site? Any signage proposed for the site will be in conformance with any and all applicable Code sections, ordinances, rules, or regulations regarding the same.
5. Have architectural/building elevations been submitted with this application? Yes.

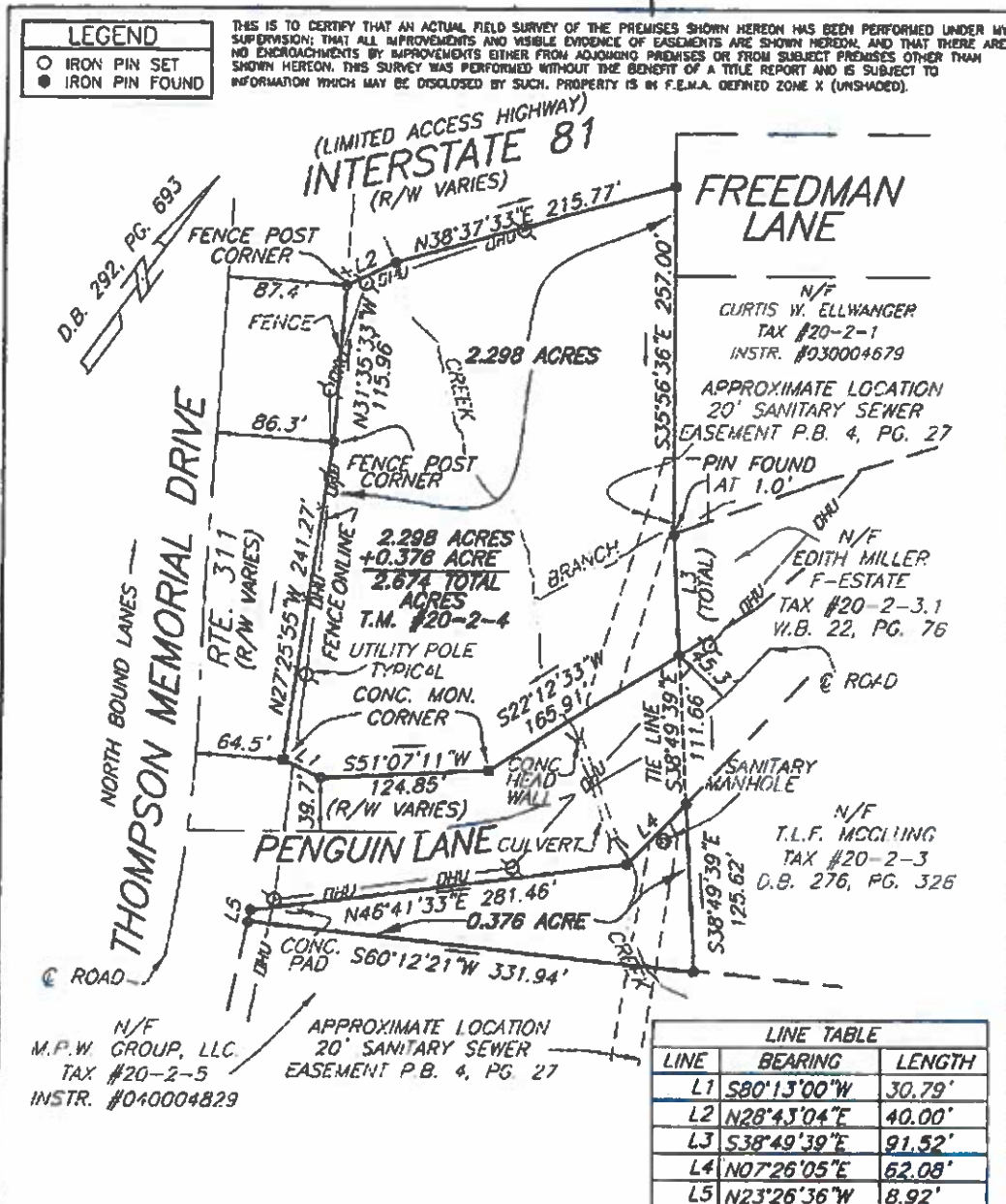
Legal Description

All that certain lot or parcel of land, with all improvements thereon and appurtenances thereunto belonging, lying and being in the **CITY OF SALEM**, State of Virginia, and being more particularly described as being **2.674 ACRES** as shown on plat of survey for Pinkesh R. Patel and Sonal P. Patel prepared by Balzer and Associates, Inc., dated 11/30/2007, Job No. R0720399.00; and,

BEING the same property conveyed to the grantor herein from Elmer M. Thompson by deed dated August 31, 1998 and recorded in the Clerk's Office of the Circuit Court for the City of Salem, Virginia in Deed Book 292, page 693, and from L. Richard Padgett, Jr., Special Commissioner, by deed dated October 7, 2003, recorded in the aforesaid Clerk's Office in Instrument No. 030005491.

20-2-4

000045 DEC-66



NOTES:

1. OWNER OF RECORD: JAMES B. BELVINS
2. LEGAL REFERENCE: DEED BOOK 292, PAGE 693
3. TAX MAP NUMBER: 20-2-4
4. PROPERTY MAY CONTAIN UNDERGROUND UTILITY SERVICE LINES.

OK

PHYSICAL IMPROVEMENT SURVEY FOR
PINKESH R. PATEL
SONAL P. PATEL

2.674 ACRES
 SITUATED ON PENGUIN LANE
 DEED BOOK 292, PAGE 693
 CITY OF SALEM, VIRGINIA
 SURVEYED NOVEMBER 30, 2007
 JOB #R0720399.00
 SCALE: 1" = 100'

TEL: 540-772-9580 FAX: 540-772-8050

PLANNERS ARCHITECTS ENGINEERS SURVEYORS

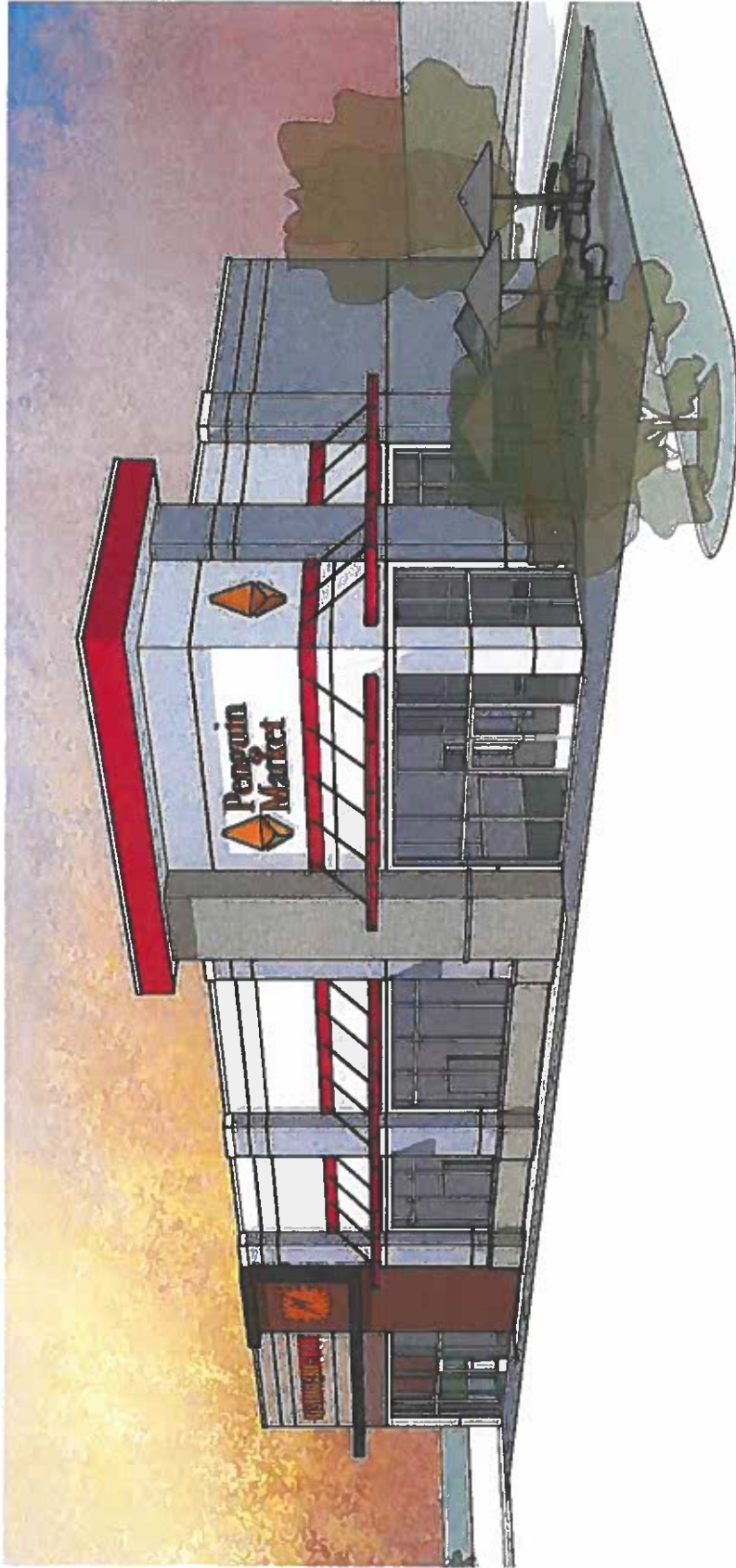
Balzer & Associates, Inc. 1208 Corporate Circle Roanoke Va. 24018

DRN:EWM
 CHK:SCB

BALZER
 AND ASSOCIATES, INC.
BALZER
 REFLECTING TOMORROW

• PLANNERS • ARCHITECTS
 • ENGINEERS • SURVEYORS

20-2-4



PENGUIN MARKET

THOMPSON MEMORIAL DRIVE
SALEM, VIRGINIA

Colors representation have been selected by the type and amount of light in which they are viewed. As well as the method of painting. Slight differences may exist between the actual color of the materials selected.

NOT TO SCALE
NOT FOR CONSTRUCTION
2024-01-29

Roanoke Office
© 2024 Balzer & Associates, Inc. 04230013.00



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

**PLANNING COMMISSION
MARCH 13, 2024**

ITEM #

This is to certify that I mailed letters in reference to the rezoning request of Pinkish R. Patel and Sonal P. Patel, property owners for rezoning the property located at 1200 Blk Thompson Memorial Drive (Tax Map # 20-2-4), from RSF Residential Single Family District to HBD Highway Business District, to the following property owners and adjacent property owners on February 20, 2024, in the 2:00 p.m. mail:

PINKESH R PATEL
SONAL P PATEL
1785 MILLBRIDGE RD
SALEM VA 24153

MPW GROUP LLC
P O BOX 18
SALEM VA 24153

TLF MCCLUNG
C/O FRANCES FERGUSON
1917 MAYLIN DR
SALEM VA 2415

EDITH F MILLER ESTATE
C/O CALVIN LEON LEWIS
1231 THOMPSON MEMORIAL DR
SALEM VA 24153

W CURTIS ELLWANGER
150 FREEDMAN LN
SALEM VA 24153

EDITH FREEMAN MILLER ESTATE
C/O CALVIN LEON LEWIS
1231 THOMPSON MEMORIAL DR
SALEM VA 24153

BARBARA JEAN FULLER BOYDEN
LIFE EST C/O CALVIN LEON LEWIS
1231 THOMPSON MEMORIAL DR
SALEM VA 24153

COVENANT COMMUNITY CHURCH
INC
PO BOX 1214
SALEM VA 24153

COUNTY OF ROANOKE
ZONING DIVISION
5204 BERNARD DR 2ND FLOOR
ROANOKE VA 24018

Signed

Aputta Prillaman

Date

2/23/2024

City of Salem

Commonwealth of Virginia

The foregoing instrument was acknowledged before me this *23rd* day of *February*, 20*24*, by

Loretta Prillaman

Krystal M. Graves

Notary Public

My commission expires: *March 31, 2027*



Krystal M. Graves
Notary Public - ID 228801
Commonwealth of VA
My Commission Exps. *3-31-27*

MBLU	Location	Owner Name	Co-Owner Name	Address 1	Address 2	City, State, Zip
20-2-4	1200 BLK THOMPSON MEMORIAL DR	PINKESH R PATEL	SONAL P PATEL	1785 MILL BRIDGE RD		SALEM VA 24153
20-2-5	1220 THOMPSON MEMORIAL DR	MPW GROUP LLC		P O BOX 18		SALEM VA 24153
20-2-3	120 PENGUIN LN	TLF MCCLUNG		1917 MAYLIN DR		SALEM VA 24153
20-2-3.1	121 PENGUIN LN	EDITH F MILLER ESTATE	C/O FRANCES FERGUSON	1231 THOMPSON MEMORIAL DR		SALEM VA 24153
20-2-1	150 FREEDMAN LN	W CURTIS ELLWANGER	C/O CALVIN LEON LEWIS	150 FREEDMAN LN		SALEM VA 24153
9-1-1	100 BLK PENGUIN LN	EDITH FREEMAN MILLER ESTATE	C/O CALVIN LEON LEWIS	1231 THOMPSON MEMORIAL DR		SALEM VA 24153
21-1-4	1247 THOMPSON MEMORIAL DR	EDITH F MILLER ESTATE	C/O CALVIN LEON LEWIS	1231 THOMPSON MEMORIAL DR		SALEM VA 24153
20-1-1	1231-1239 THOMPSON MEMORIAL DR	BARBARA JEAN FULLER BOYDEN LIFE	C/O CALVIN LEON LEWIS	1231 THOMPSON MEMORIAL DR		SALEM VA 24153
26-1-1	955 BIRD LN	COVENANT COMMUNITY CHURCH INC		P O BOX 1214		SALEM VA 24153
		COUNTY OF ROANOKE	ZONING DIVISION	5204 BERNARD DR 2ND FLOOR		ROANOKE VA 24018



February 23, 2024

Pinkesh R. Patel
Sonal P. Patel
1785 Millbridge Road
Salem, VA 24153

RE: Petition For Zoning Amendment (Rezoning)
1200 Blk Thompson Memorial Drive
Tax Map # 20-2-4

To Whom It May Concern:

You and/or your agent shall appear before the Planning Commission on:

**Wednesday, March 13, 2024
at 7:00 p.m. in the**

**Community Room, Salem Civic Center
1001 Roanoke Boulevard**

AND

Salem City Council on:

**Monday, March 25, 2024
at 6:30 p.m. in the**

**Council Chambers, First Floor, Salem City Hall
114 North Broad Street, Salem, Virginia**

for consideration of your request for rezoning the above referenced property.

If you have any questions regarding this matter, please contact our office at (540) 375-3032.

Sincerely,

Mary Ellen H. Wines, CZA CFM
Planning and Zoning Administrator



**IMPORTANT NOTICE OF PUBLIC HEARINGS
PROPOSAL TO CHANGE ZONING**

Notice is hereby given that a request has been filed with the City of Salem by the property owner/petitioner of the property described below. The Planning Commission of the City of Salem will consider this request at its meeting listed below and make a recommendation to the City Council. The City Council of the City of Salem will also consider this request, and the recommendation of the Planning Commission at its meeting listed below. City Council will make the final decision in this matter.

Property Owner/Petitioner:

Pinkesh R. Patel and Sonal P. Patel

Location of Property:

1200 Blk Thompson Memorial Drive (Tax Map # 20-2-4)

Purpose of Request:

To rezone the property located at 1200 Blk Thompson Memorial Drive (Tax Map # 20-2-4) from RSF Residential Single Family to HBD Highway Business District.

The date, time, and place of the public hearing scheduled by the Planning Commission on this request are as follows:

**WEDNESDAY, MARCH 13, 2024 – 7 P.M.
COMMUNITY ROOM, SALEM CIVIC CENTER
1001 ROANOKE BOULEVARD, SALEM, VIRGINIA**

The date, time, and place of the public hearing scheduled by City Council on this request are as follows:

**MONDAY, MARCH 25, 2024 – 6:30PM
COUNCIL CHAMBERS, FIRST FLOOR, SALEM CITY HALL
114 NORTH BROAD STREET, SALEM, VIRGINIA**

Additional information on this request may be obtained in the Community Development Department, 21 South Bruffey Street, Salem, Virginia or at (540) 375-3032.

H. Robert Light
Deputy Executive Secretary
Planning Commission

PAYMENT DATE
01/04/2024

COLLECTION STATION
Engineering/Inspections

RECEIVED FROM
Pinkesh Patel

DESCRIPTION
rezone 1200 Thompson Memorial Drive 20-2-4

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

BATCH NO.
2024-00003588

RECEIPT NO.
2024-00070721

CASHIER
Krystal Graves

PAYMENT CODE	RECEIPT DESCRIPTION	TRANSACTION AMOUNT
PLAN FILING FEE	Planning Rezoning/Site Plan Rev	\$1,000.00
	<div>Total Cash\$0.00</div> <div>Total Check\$1,000.00</div> <div>Total Charge\$0.00</div> <div>Total Wire\$0.00</div> <div>Total Other\$0.00</div> <div>Total Remitted\$1,000.00</div> <div>Change\$0.00</div> <div>Total Received\$1,000.00</div>	
Total Amount:		\$1,000.00

Customer Copy

From: [Compton Biddle](#)
To: [Maxwell S Dillon](#)
Subject: RE: [Ext.] RE: Continuance - Patel - 1200 Thompson Mem REZONE
Date: Friday, March 22, 2024 4:24:10 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

Thank you Max. With that in mind, the applicant would like to continue the matter until May.

Let me know what you need from me to accomplish the continuance.



COMPTON M. BIDDLE, ESQ.
DIRECT: 540.725.8197
FAX: 540.389.9560
CBIDDLE@OPNLAW.COM

110 E. 1ST STREET | SALEM, VA 24153
PO Box 279 | SALEM, VA 24153
WWW.OPNLAW.COM

From: Maxwell S Dillon <msdillon@salemva.gov>
Sent: Monday, March 18, 2024 12:16 PM
To: Compton Biddle <CBiddle@opnlaw.com>
Subject: RE: [Ext.] RE: Continuance - Patel - 1200 Thompson Mem REZONE

[EXTERNAL]

Mr. Biddle,

You all can request to continue the item as long as you please. The time restriction only applies if you all are not requesting the continuance, and Planning Commission is delaying their decision. I hope this helps. Let me know if you have any other questions.

Best,

Max Dillon, CZA
City of Salem Department of Community Development
Planner I



From: Compton Biddle <CBiddle@opnlaw.com>
Sent: Friday, March 15, 2024 2:55 PM

AT A REGULAR MEETING OF THE PLANNING COMMISSION OF THE CITY OF SALEM, VIRGINIA
held in the Community Room, Salem, Civic Center, 1001 Roanoke Boulevard, Salem, VA 24153

AGENDA ITEM: **Home Occupation Permit**

Hold public hearing to consider the request of Philip M. and Rachel C. Knouff, property owners, for the amendment of a Home Occupation Permit to allow retail sales at the cut flower farm (garden) on the property located at 275 Ft Lewis Blvd (Tax Map # 130-2-22).

SUBMITTED BY: Max Dillon, Planner

SUMMARY OF INFORMATION:

SITE CHARACTERISTICS:

Zoning: RSF Residential Single Family
Land Use Plan Designation: Residential
Existing Use: Residential – *Wholesale* for Home Occupation
Proposed Use: Residential – *Wholesale AND Retail* for Home Occupation

The subject property (275 Fort Lewis Boulevard) consists of a 1.779 acre tract of land which currently sits within the RSF Residential Single Family zoning designation. The applicant is requesting the addition of a retail license for the Home Occupation permit related to the sale of flowers.

In 2022, the applicant requested the allowance of a wholesale flower business sustained by the garden located on the subject property. Because a wholesale flower business is a unique use in regard to a Home Occupation permit, staff referred the application to Planning Commission for approval. Planning Commission correspondingly approved that item, and since that time, the applicant has experienced a demand for small-scale purchases which are more profitable than bulk orders. As a result, the current request entails the addition of a retail license to the home occupation permit which would facilitate the purchase of flowers by individuals. If approved, all sales will be delivered to customers off-site.

REQUIREMENTS:

The proposal is in regard to the requirements of Section 106-304.5. Home occupations.

OPTIONS:

1. Recommend approval of the request.
2. Recommend approval of the request with the condition that all sales will be fulfilled off-site.
3. Recommend denial of the request.

275 Fort Lewis Blvd.,
Salem, VA 24153
February 20, 2024

Executive Secretary of the City of Salem Planning Commission
City Hall
114 North Broad Street,
Salem, VA 24153

Dear Sir or Madam,

I am writing to request permission to add a retail license to my home business, Oak & Bloom, LLC.

In 2022, the Planning Commission graciously granted my request for a wholesale license to sell cut flowers grown at my residence. During the summer and fall of 2022, I grew on my original "postage stamp" garden space and began learning the ropes of business and marketing. At the end of the season, I expanded into the full garden space with a fall planting. The 2023 season was spectacular. I gained 3 weekly florist customers and sold most of what I grew. When I had leftovers, it provided me with an opportunity to share beauty with friends and neighbors. The more I shared, the more my flowers were noticed. Friends and acquaintances began asking to buy bouquets from me. I declined those sales opportunities because I didn't have a retail license, but happily gifted the flowers on many occasions.

While I find great joy in giving my flowers to others, there is a practical necessity to make money from the flowers that I work hard to grow. Like many goods, the retail value of flowers is appreciably higher than wholesale. The straight-forward nature of wholesale transactions lends itself well to my busy schedule as a homeschooling mother and will remain my primary focus for sales. However, I want to increase the opportunities for my business to be profitable and I believe a retail license will provide that growth.

The everyday operation of my business will remain essentially the same with the addition of a retail license. Wholesale and retail orders alike will be delivered using my personal vehicle and pick ups will only be offered at an off premises location.

I ask that you will favorably consider my request for a retail license so that I may supply the public as well as my wholesale customers with the quality and freshness only locally sourced flowers can provide.

Sincerely,

Rachel Knouff

City of Salem Community Development Application

Request for SPECIAL EXCEPTION/USE NOT PROVIDED FOR PERMIT

Case #: _____

APPLICANT INFORMATION

Owner: <u>Rachel Knouff</u>	Telephone No. <u>(540) 892-6717</u>
Contact Name: _____	Fax No. _____
Address: <u>275 Fort Lewis Blvd</u>	Email Address <u>rachel.knouff@gmail.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>130-2-22 Lot A</u>	Total Area (acres/square feet) <u>1.779 acres</u>
Deed Book _____ Page _____	Current Zoning <u>Residential Single Family</u>
Subdivision _____	Requested Use <input checked="" type="checkbox"/> Special Exception <input type="checkbox"/> Use Not Provided For
Location Description (Street Address, if applicable) <u>275 Fort Lewis Blvd</u>	<u>Add retail license to current</u>
	<u>Wholesale cut flower business</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>Rachel Knouff</u>	Date <u>2/23/24</u>
Print Name <u>Rachel Knouff</u>	
Signature <u>Philip Knouff</u>	Date <u>2/23/24</u>
Print Name <u>Philip Knouff</u>	

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

Name <u>Rachel Knouff</u>	Telephone No. <u>(540) 892-6717</u>
Address: <u>275 Fort Lewis Blvd</u>	Fax No. _____
	Email Address <u>rachel.knouff@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

Rachel Knouff

Date:

2/23/24

Print Name:

Rachel Knouff

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 *rachel.knouff@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?

Add a retail license to current home business -
Oak & Bloom LLC.

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

Not applicable. Garden previously approved.

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.)

Business would continue in the same manner
as the previously approved wholesale license.
All flowers would be ordered by electronic means
and transported off of home premises for
delivery. No customers will be on premises.

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?

Not applicable.

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.

KNOW ALL MEN BY THESE PRESENTS, TO WIT: THAT STEVEN M. COFFMAN IS THE OWNER OF THE TRACT OF LAND SHOWN HEREON WHICH COMPRISES ALL OF THE LAND CONVEYED TO SAID OWNER BY INSTRUMENT RECORDED IN THE SALEM, VIRGINIA CIRCUIT COURT CLERK'S OFFICE AS INSTRUMENT NUMBER W060000228.

THE SAID OWNER CERTIFIES THAT HE HAS SUBDIVIDED THE PROPERTY SHOWN HEREON INTO LOTS 1, 2 AND 3 IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 13.2-2240 THEREIN, AND THAT THE SAID SUBDIVISION IS IN COMPLIANCE WITH THE SALEM LAND SUBDIVISION ORDINANCE.

IN WITNESS WHEREOF, I HAVE PLACED THE FOLLOWING SIGNATURE:

Steven M. Coffman 8/13/08
STEVEN M. COFFMAN DATE

STATE OF VIRGINIA

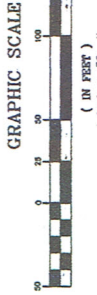
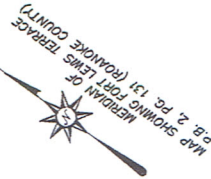
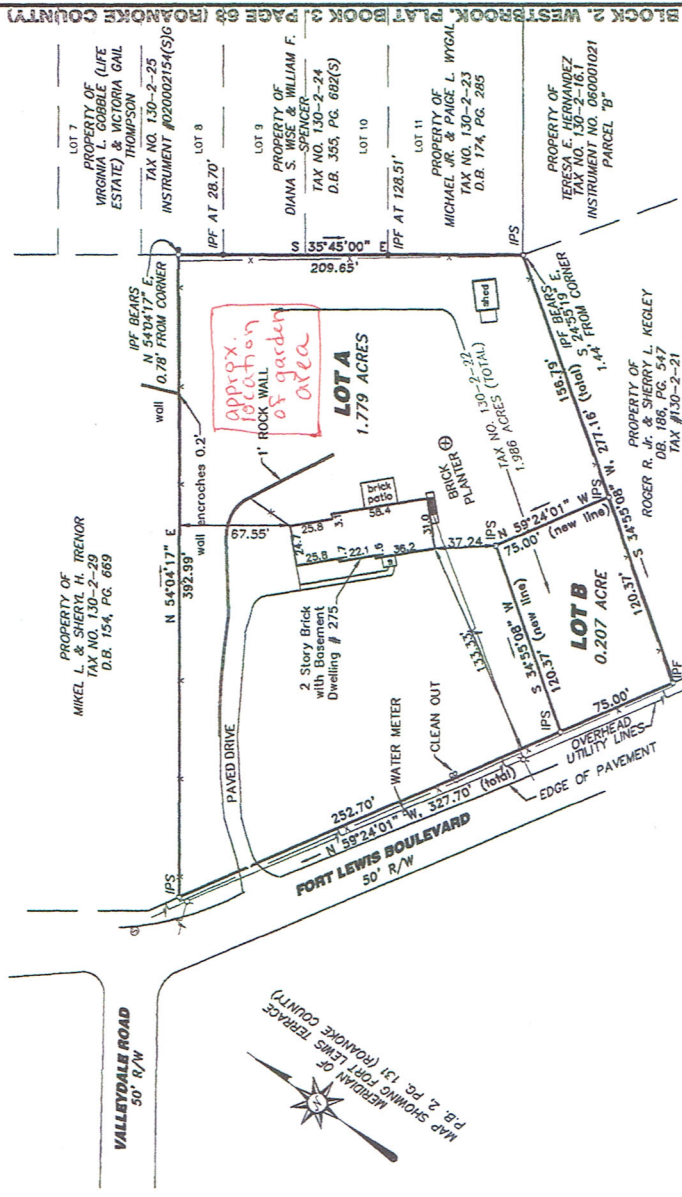
City of Roanoke

I, Barbara W. Koffler, A NOTARY PUBLIC IN AND FOR THE AFORESAID STATE, HEREBY CERTIFY THAT Steven M. Coffman WHOSE NAME IS SIGNED TO THE FOREGOING WRITING, HAS PERSONALLY KNOWN SAID COFFMAN AND HAS ACKNOWLEDGED THE SAME ON THIS 13 DAY OF August, 2008.

Barbara W. Koffler 8/13/08
NOTARY PUBLIC MY COMMISSION EXPIRES
REGISTRATION # 243063

GENERAL NOTE:

1. THIS PLAT IS SUBJECT TO INFORMATION WHICH MAY BE DISCLOSED BY A TITLE REPORT BY A LICENSED ATTORNEY.
2. THE SUBJECT PROPERTY IS LOCATED IN UNSHADED FLOOD INSURANCE ZONE "X" AS DESIGNATED BY F.E.M.A. (SEE FLOOD INSURANCE RATE MAP NO. 9161C01366 EFFECTIVE DATE SEPTEMBER 28, 2007).
3. THE SUBJECT AREA IS ZONED RSF, RESIDENTIAL SINGLE FAMILY.
4. THE 1.986 ACRE TRACT SHOWN HEREON IS BASED ON A CURRENT FIELD SURVEY.
5. THE RECORDATION OF THIS PLAT OF SUBDIVISION DOES NOT CONSTITUTE A CONVEYANCE OF LAND. ANY LOT, PARCEL OR TRACT OF LAND IN THE UNSHADED FLOOD INSURANCE ZONE "X" MUST BE CONVEYED BY DEED AND SAID DEED MUST BE RECORDED IN THE SALEM, VIRGINIA CIRCUIT COURT CLERK'S OFFICE.
6. UNDERGROUND UTILITIES MAY EXIST ON THE SUBJECT PROPERTY WHICH ARE NOT SHOWN HEREON.



PLAT OF SURVEY FOR
STEVEN M. COFFMAN

SHOWING THE SUBDIVISION OF A 1.986 ACRE TRACT
AND CREATING HEREON LOT A BEING A 1.779 ACRE
TRACT AND LOT B BEING A 0.207 ACRE TRACT.

DAVID A. BESS
LAND SURVEYOR
7-30-2608



ENGINEERING • SURVEYING
LANDSCAPE ARCHITECTURE
CONSTRUCTION MANAGEMENT
2203 Peters Creek Road, NW
Roanoke, Virginia 24017
Phone: 940-592-2345
Fax: 940-592-2344
Email: info@acsdesigninc.com
www.acsdesigninc.com

APPROVED: James E. Taliaferro, II 8/14/08
JAMES E. TALIAFERRO, II, P.E., L.S.
EXEC. SECRETARY, CITY OF SALEM PLANNING COMMISSION
DATE
Charles E. Van Allen, Jr. 8/18/08
CHARLES E. VAN ALLEN, JR., P.E.
CITY ENGINEER, CITY OF SALEM, VIRGINIA
DATE

IN THE CLERK'S OFFICE OF THE CIRCUIT COURT OF THE CITY OF SALEM, VIRGINIA, THIS 13th DAY OF AUGUST, 2008, I, Chance Crawford, Clerk, do hereby certify that the foregoing plat of survey was duly filed for record and that the same is a true and correct copy of the original as the same appears in the files of the Clerk's Office.

SALEM VA



Please read the attached Home Occupation regulations before completing this form. After completing the form, please return to the Zoning Administrator's Office. Please allow a minimum of fourteen (14) days for approval of your application. If there are questions pertaining to your application, the Zoning Administrator (or his designee) may contact you for additional information before approving your application. Each blank must be completed. Please do not leave anything blank.

Applicant: Rachel Knouff Business Name: Oak & Bloom, LLC
Property Owner (if not the same as applicant): Rachel + Philip Knouff
Address: 275 Fort Lewis Blvd. Salem, VA 24153
Phone: Home (540) 892-6717 Work _____ Email rachel.knouff@gmail.com
Type of Business or Occupation: Cut Flower grower
Hours of Operation: Variable, seasonal
Equipment Used: Manual garden tools, push mower, irrigation, frost covers, support netting, buckets, pots, etc.

Please provide a detailed description of the proposed Home Occupation (be as specific as possible):

Small scale production of seasonal cut flowers for wholesale to local florists and retail to private customers. All orders to be delivered off premises with personal vehicle.

Describe any alterations to the home or premises that might be required to facilitate your Home Occupation:

None

Will any mechanical and/or electrical equipment be used at your home in the conduct of your business? If so, please explain. (Please note, any personal equipment used in conjunction with the home occupation must be listed. i.e. Personal phone, computer, etc.)

Personal vehicle; push mower; cell phone; laptop; indoor growlights + heatmats; indoor fan; spare fridge

PAYMENT DATE
03/05/2024
COLLECTION STATION
Engineering/Inspections
RECEIVED FROM
Rachel Knouff
DESCRIPTION

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

BATCH NO.
2024-00004872
RECEIPT NO.
2024-00093759
CASHIER
Krystal Graves

PAYMENT CODE	RECEIPT DESCRIPTION	TRANSACTION AMOUNT
PLAN FILING FEE	Planning Rezoning/Site Plan Rev Special Exception Permit Application Fee - April Planning Commission Meeting - 275 Fort Lewis Blvd	\$500.00
	<div>Total Cash\$0.00 Total Check\$0.00 Total Charge\$0.00 Total Wire\$0.00 Total Other\$500.00 Total Remitted\$500.00 Change\$0.00 Total Received\$500.00</div>	
Total Amount:		\$500.00

Customer Copy

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

**PLANNING COMMISSION
APRIL 10, 2024**

ITEM #

This is to certify that I mailed letters in reference to the Special Exception Permit request of Philip M. and Rachel C. Knouff, property owners, for the amendment of a Home Occupation Permit to allow retail sales at the cut flower farm (garden) on the property located at 275 Ft Lewis Blvd (Tax Map # 130-2-22) to the following property owners and adjacent property owners on March 22, 2022 in the 2:00 p.m. mail:

PHILIP M KNOUFF
RACHEL C KNOUFF
275 FT LEWIS BLVD
SALEM VA 24153

TERESA E HERNANDEZ
309 ORCHARD ST
SALEM VA 24153

SIDNEY WAYNE WALDRON
313 ORCHARD ST
SALEM VA 24153

WILLIAM W SPROUSE JR
BARBARA D SPROUSE
182 BRUNSWICK FORGE RD
TROUTVILLE VA 24175

ROGER R KEGLEY JR
SHERRY L KEGLEY
261 FT LEWIS BLVD
SALEM VA 24153

BILLY L SWAIN
DOROTHY L SWAIN
269 FT LEWIS BLVD
SALEM VA 24153

MICHAEL A WYGAL JR
PAIGE L WYGAL
315 ORCHARD ST
SALEM VA 24153

DIANA S WISE
WILLIAM F SPENCER
319 ORCHARD ST
SALEM VA 24153

MICHAEL JOHNS
325 ORCHARD ST
SALEM VA 24153

HARVEY R RILEY
REBECCA N RILEY
1611 MASON ST
SALEM VA 24153

MIKEL L TRENOR
SHERYL H TRENOR
309 FT LEWIS BLVD
SALEM VA 24153

KYLE PATTERSON
GARY PATTERSON
280 FT LEWIS BLVD
SALEM VA 24153

DENNIS E CHRISTIAN JR
DONNA H CHRISTIAN
274 FT LEWIS BLVD
SALEM VA 24153

MAXINE C BLANKENSHIP-LIFE EST
C/O THOMAS CLINE
2437 KAREN DR
SALEM VA 24153

CORY J BOS
STEFANIE A BOS
2203 VALLEYDALE RD
SALEM VA 24153

JAMES HENDERSON JR
ROKEIA LE
262 FT LEWIS BLVD
SALEM VA 24153

Signed

Loretta L Prillaman

Date

3/22/2024

City of Salem

Commonwealth of Virginia

The foregoing instrument was acknowledged before me this *22nd* day of *March*, 2024, by

Loretta L Prillaman

Krystal M. Graves

Notary Public

My commission expires: *March 31, 2027*



Krystal M. Graves
Notary Public - ID 228801
Commonwealth of VA
My Commission Exps. *3-31-27*



March 22, 2024

Philip M. Knouff
Rachel C. Knouff
275 Ft Lewis Blvd
Salem, VA 24153

RE: Petition For Special Exception Permit / Home Occupation Permit
275 Ft Lewis Blvd
Tax Map # 130-2-22

Dear Mr. and Mrs. Knouff:

You and/or your agent shall appear before the Planning Commission on:

Wednesday, April 10, 2024
at 7:00 p.m. in the

Community Room, Salem Civic Center
1001 Roanoke Boulevard, Salem, Virginia

for consideration of your request for a special exception permit / home occupation permit for the above referenced property.

If you have any questions regarding this matter, please contact our office at (540) 375-3032.

Sincerely,

A handwritten signature in black ink, appearing to read "M. Wines", written over a horizontal line.

Mary Ellen H. Wines, CZA CFM
Zoning Administrator



**IMPORTANT NOTICE OF PUBLIC HEARINGS
PROPOSAL TO CHANGE USE**

Notice is hereby given that a request of the property owner/petitioner of the property described below has been filed with the City of Salem.

Property Owner/Petitioner:

Philip M. and Rachel C. Knouff, property owners

Location of Property:

275 Ft Lewis Blvd (Tax Map # 130-2-22)

Purpose of Request:

For the amendment of a Home Occupation Permit to allow retail sales at the cut flower farm (garden) on the property located at 275 Ft Lewis Blvd (Tax Map # 130-2-22).

The date, time, and place of the public hearing scheduled by the Planning Commission on this request are as follows:

**WEDNESDAY, APRIL 10, 2024 – 7 P.M.
COMMUNITY ROOM, SALEM CIVIC CENTER
1001 ROANOKE BOULEVARD, SALEM, VIRGINIA**

Additional information on this request may be obtained in the Community Development Department, 21 South Bruffey Street, Salem, Virginia or at (540) 375-3032.

Chris Dorsey
Executive Secretary
Planning Commission

AT A REGULAR MEETING OF THE PLANNING COMMISSION OF THE CITY OF SALEM, VIRGINIA
held in the Community Room, Salem, Civic Center, 1001 Roanoke Boulevard, Salem, VA 24153

AGENDA ITEM: **Use Not Provided For Permit**

Hold public hearing to consider the request of PHC of Virginia, LLC/Acadia Healthcare, Mt Regis Center, property owner, for the amendment of the Use Not Provided For permit to allow additions to the outpatient mental health and substance abuse treatment center on the property located at 125 Knotbreak Road, (Tax Map # 148-1-5).

SUBMITTED BY: Max Dillon, Planner

SUMMARY OF INFORMATION:

SITE CHARACTERISTICS:

Zoning: BCD Business Commerce District
Land Use Plan Designation: Economic Development Area
Existing Use: Inpatient Rehabilitation Facility
Proposed Use: Inpatient Rehabilitation Facility (24 bed expansion)

The subject property (125 Knotbreak Road) consists of a 5.012 acre tract of land which currently sits within the BCD Business Commerce District. The applicant is requesting an update to the previously issued Use Not Provided For Permit to allow the addition of 24 beds (~5,400 square foot addition).

In 2015, the applicant requested the issuance of a Use Not Provided For Permit to accommodate the construction of an Inpatient Rehabilitation Facility primarily serving the needs of those suffering from substance abuse and addiction. While that request was approved, it limited the size of the facility to 48 beds. Since that time, Mount Regis has experienced an increase in demand for beds within their facility, a trend that is expected to continue in the future due to their partnerships with other medical providers. Should this request be approved, Mount Regis intends to add a two-wing addition to this location which would accommodate 8 bedrooms and 24 beds. Through preliminary concept plan discussions, staff can confirm that Mount Regis is able (and will be required) to meet City Code requirements (setbacks, landscaping, parking, stormwater, etc.). Those details will be addressed through the site plan review process with relevant city departments.

REQUIREMENTS:

The proposal meets the requirements of Section 106-216.3. Site development regulations for BCD.

OPTIONS:

1. Recommend approval of the request.
2. Recommend approval of the request with conditions.
3. Recommend denial of the request.

Pre-application Meeting (optional)

- Meetings with the Community Development Staff are recommended prior to submittal of a Special Exception/Use Not Provided For Permit application. Please bring a plat to the meeting with a sketch of your proposal.

Application Submittal

- The application deadline is the first of the month for inclusion on the following month's agenda. If the first falls on a weekend or holiday, the application deadline will be the following business day.
- When submitting an application be sure to include the following: a complete application, plat of the subject property, legal description that includes metes and bounds, and supplementary information to support the request (such as conceptual plans and building elevations). Please note incomplete applications will not be accepted and will be returned to the applicant.
- The application fee is due at time of submittal. The applicant will be notified to submit the required legal ad fees prior to the meeting. (See Page 4)
- PLEASE NOTE: As per 106-524.1(A) of the City of Salem Zoning Ordinance no application shall be accepted for a lot or parcel that does not comply with the minimum lot area, width, or frontage requirements of the zoning district or applicable use and design standards. A variance from the Board of Zoning Appeals must be obtained prior to the submission of a Special Exception/Use Not Provided For application.

Application Distribution for City Review

- Complete applications may be routed to City departments for review.

Staff/Applicant Meeting

- The staff may contact the applicant to schedule a meeting to discuss comments provided by reviewing agencies, to request additional information or plan revisions, and to negotiate proffers.

Planning Commission

- Revised conceptual plans and draft proffers must be submitted prior to the Planning Commission meeting. Proffers and conceptual plans may be revised in accordance with Staff's recommendations, and revisions incorporating the staff's recommendations must be submitted prior to the Planning Commission meeting.
- A staff report and recommendation are included in the Planning Commission packet.
- The Planning Commission meets on the 1st Wednesday after the 1st City Council meeting of the month.
- Following a public hearing on the Special Exception/Use Not Provided For Permit case, the Planning Commission may recommend approval, approval with conditions, denial, or deferral of the application.

City Council

- A staff report containing the recommendation of the Planning Commission and Staff is sent to the City Council prior to the meeting.
- The City Council typically hears Special Exception/Use Not Provided For Permit cases on the 4th Monday of every month.
- Following a public hearing on the case, the City Council may vote to approve, deny, defer the application to another meeting, or remand the application back to the Planning Commission for further consideration.

ATTACHMENTS - For ALL REQUESTS you must submit the following electronically:

- a. **A fully completed signed application.**
- b. **Acknowledgement of Application Fee Payment Procedure (Page 4)**
- c. **A plat of the subject property**, which accurately reflects the current property boundaries, is drawn to scale, and shows existing structures. (Typically, available from the City Clerk's Office.)
- d. **Responses to questions on Page 5**
- e. **Historic Impact Information** (if any)
- f. **For applications requiring plans**, please submit electronically only. No hard copies will be accepted.
- g. **Check here** if the conceptual plan will serve as the preliminary plat. ☐

NOTE: Elevations will be required with new development.

TO THE APPLICANT:

It is the policy of the City of Salem City Council, the City of Salem Planning Commission, and City of Salem Board of Zoning Appeals to require a property to be posted when a zoning action is being considered. Such a posting notifies the general public of an impending action and the location being considered.

It is incumbent on you, the applicant, to ensure the sign is in the proper location and remains there until an action has taken place. Consequently, the procedure for posting is as follows:

1. The Community Development Staff will post the sign on your property.
2. You should check the location of the sign to make certain it is in the right place on your property. If it is not, notify the Community Development Office as soon as possible.
3. You should check periodically to ensure the safety of the sign. If it is stolen or otherwise harmed, notify the Community Development Office as soon as possible.

In submitting this Special Exception/Use Not Provided For Permit application, you hereby grant permission to the agents and employees of the City of Salem to enter the referenced property for the purposes of processing and reviewing the above application.

Should you have any questions regarding this policy, please contact a member of Community Development.

City of Salem Community Development Application

Request for SPECIAL EXCEPTION/USE NOT PROVIDED FOR PERMIT

Case #: _____

APPLICANT INFORMATION

Owner: Acadia Healthcare, Mt. Regis Center

Contact Name: Curt J. Lane - CEO

Address: 125 Knotbreak Rd, Salem, VA 24153

Telephone No. 8558517275

Fax No. _____

Email Address _____

curt.lane@acadiahealthcare.com

Applicant/Contract Purchaser: Ingram Civil Engineering Group

Contact Name: Cullen Morrow/Bubba Ingram

Address: 212 Overlook Circle, Suite 105, Brentwood, TN 37027

Telephone No. 6153707964

Fax No. _____

Email Address cmorrow@ingramcivil.com

b Ingram@ingramcivil.com

PARCEL INFORMATION

For multiple parcels, please attach a page ☐

(Tax ID #'s) 148-1-5

Deed Book 254 Page 654

Subdivision Plat Book 14, page 30, slide 221

Location Description (Street Address, if applicable) _____

125 Knotbreak Rd, Salem, VA 24153

Total Area (acres/square feet) 5.01 ac

Current Zoning BCD - Business Commerce District

Requested Use ☐ Special Exception ☒ Use Not Provided For
Substance treatment center.

SIGNATURE OF OWNER



CONTRACT PURCHASER



(attach contract)



LESSEE

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

Signature _____

Date 2.29.24

Print Name Curt J Lane - CEO

Signature _____

Date _____

Print Name _____

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

Name Cullen Morrow

Address: 212 Overlook Circle, Suite 105, Brentwood, TN 37027

Telephone No. 615370796

Fax _____

No. _____

Email Address cmorrow@ingramcivil.com

b Ingram@ingramcivil.com

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

ACKNOWLEDGEMENT OF APPLICATION FEE PAYMENT PROCEDURE

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

Signature of applicant/authorized agent

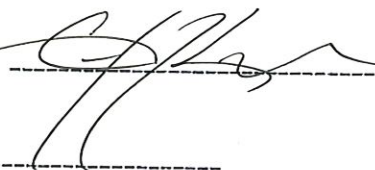


Date: 2.29.24

Print Name:

Curtis P. Ingram Jr., PE

Signature of owner/authorized agent



Date: 2.29.24

Print Name:

Curt J Lane

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



Email cmorrow@ingramcivil.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?
The City Council approved a special exception for the existing facility in 2015 but that approval was limited to 48 beds.
This application is a request to amend the existing approval to add 24 beds to this location.
The additional beds will be located in 8 bedrooms with an approximately 5,400 square foot total addition (two wings) to the existing building.
2. Describe how you plan to develop the property for the proposed use and any associated uses.
The Owner has operated a substance abuse and addiction treatment center at this location since 2016.
The addiction treatment center is the primary use of the property. The Mount Regis Center offers residential treatment, a detox program, partial hospitalization, intensive outpatient treatment, and veteran affairs treatment options.
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.)
In line with national projections, the number of people from our community needing the services of Mount Regis Center continue to rise. Even after our rigorous screening process, Mount Regis Center has an average of 15 people per day waiting on a bed. We expect an even sharper increase in the near term as we strengthen our collaborative relationships with LewisGale and Carilion Clinic and seek to reduce demand in local ER's created by individuals with chronic health issues related to untreated addictions. The Mount Regis Center has operated in this location since 2016 and in other locations in the City for many years prior to 2016. This location has operated without adverse community issues and will continue to have a positive impact.
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?
A conceptual site plan has been provided. There are not any proposed changes to property lot lines.
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.

KNOW ALL MEN BY THESE PRESENTS TO WIT:

THAT THE CITY OF SALEM, VIRGINIA IS THE FEE SIMPLE OWNER OF THE PARCEL OF LAND, A PORTION OF WHICH IS SHOWN HEREON, CONTAINING 16.5709 ACRES, BEING A PORTION OF THE LAND CONVEYED TO SAID OWNER BY DEED DATED SEPTEMBER 16, 1996 AND RECORDED IN THE CLERK'S OFFICE OF THE CIRCUIT COURT OF THE CITY OF SALEM, VIRGINIA IN D.B. 254, PG. 654 AND ALL THE LAND CONVEYED TO SAID OWNER IN INSTRUMENT DATED OCTOBER 21, 2010 AND RECORDED IN THE CLERK'S OFFICE OF THE CIRCUIT COURT OF THE CITY OF SALEM, VIRGINIA IN INSTRUMENT No. 100002534.

THE SAID OWNER HEREBY CERTIFY THAT THEY HAVE SUBDIVIDED THE LANDS SHOWN HEREON ENTIRELY OF THEIR OWN FREE WILL AND ACCORD AS REQUIRED BY SECTION 15.2-2240 THROUGH 15.2-2279 OF THE 1950 CODE OF VIRGINIA AS AMENDED TO DATE, AND AS REQUIRED BY THE CITY OF SALEM, VIRGINIA SUBDIVISION ORDINANCE AS AMENDED TO DATE.

WITNESS THE SIGNATURE AND SEAL OF SAID OWNER:

CITY OF SALEM- AUTHORIZED AGENT
(INSTRUMENT No. 100002534, D.B. 254, PG. 654)

4-13-15

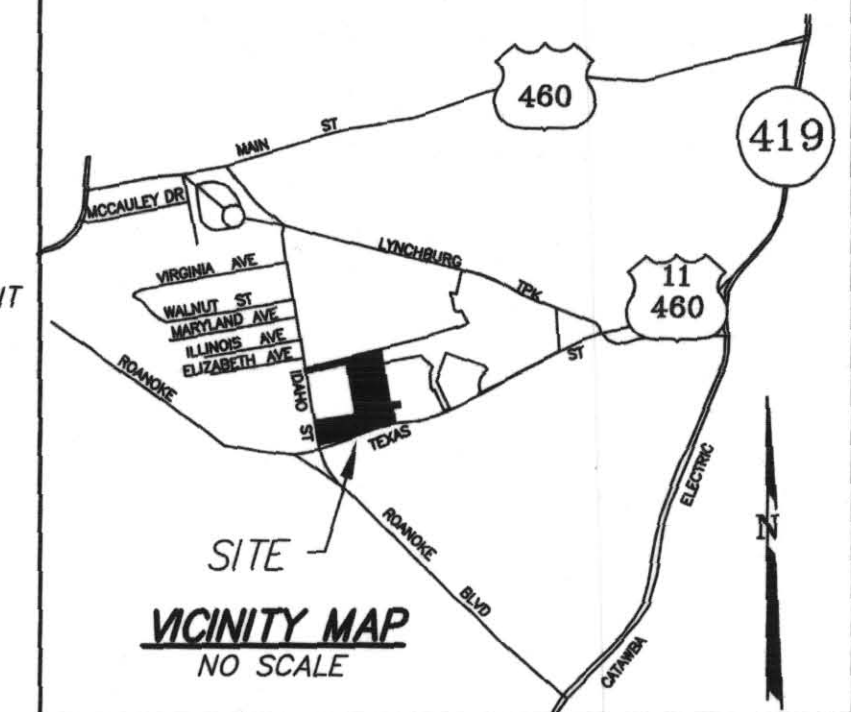
DATE

NOTES:

1. THIS PLAT WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT BY A LICENSED ATTORNEY, THEREFORE, THERE MAY EXIST ENCUMBRANCES WHICH AFFECT THE SUBJECT PROPERTY THAT MAY NOT BE SHOWN HEREON.
2. THE SUBJECT PROPERTY LIES WITHIN THE LIMITS OF ZONE "X" UNSHADED AS SHOWN ON THE FEMA FLOOD INSURANCE RATE MAP, 51161C0141G, MAP REVISED SEPTEMBER 28, 2007.
3. REFERENCE: * BOUNDARY SURVEY & SUBDIVISION FOR LUTHERAN CHILDREN'S HOME OF THE SOUTH, INC. BY T.P. PARKER & SON DATED MARCH 8, 1985 AND RECORDED IN P.B. 2, PG. 78.
* SURVEY FOR ROANOKE COLLEGE BY JOHN D. ABBOTT, PE, CLS DATED AUGUST 14, 1996 AND RECORDED IN P.B. 6, PG. 47.
* RESUBDIVISION SURVEY FOR THE CITY OF SALEM BY THE CITY OF SALEM DEPT. OF ENGINEERING DATED NOVEMBER 5, 1998 AND RECORDED IN P.B. 7, PG. 64, SLIDE 154.
* RESUBDIVISION SURVEY FOR THE CITY OF SALEM BY THE CITY OF SALEM DEPT. OF ENGINEERING DATED FEBRUARY 12, 2002 AND RECORDED IN P.B. 8, PG. 94, SLIDE 167.
* RESUBDIVISION PLAT OF PARTIAL SURVEY & FROM RECORDS FOR THE CITY OF SALEM, VIRGINIA BY BALZER AND ASSOCIATES, INC. DATED NOVEMBER 19, 2004 AND RECORDED IN P.B. 10, PG. 69, SLIDE 185.
* RESUBDIVISION PLAT OF PARTIAL SURVEY & FROM RECORDS FOR THE CITY OF SALEM, VIRGINIA BY BALZER AND ASSOCIATES, INC. DATED NOVEMBER 19, 2004 AND RECORDED IN P.B. 10, PG. 77, SLIDE 185.
* RESUBDIVISION SURVEY FROM RECORDS FOR THE CITY OF SALEM AND BRANCH DEVELOPMENT, LLC DATED NOVEMBER 9, 2005 AND RECORDED IN P.B. 11, PG. 22, SLIDE 191.
* SUBDIVISION PLAT FOR BACKBONE INVESTMENTS, LLC BY BALZER AND ASSOCIATES, INC. DATED MARCH 30, 2005 AND RECORDED IN P.B. 11, PG. 34, SLIDE 192.
* PLAT SHOWING THE VACATION AND COMBINATION FOR CITY OF SALEM BY CALDWELL WHITE ASSOCIATES DATED SEPTEMBER 2, 2012 AND LAST REVISED MARCH 23, 2011 AND RECORDED IN P.B. 13, PG. 49, SLIDE 213.
4. REFERENCE OF PROPERTY CONVEYANCE:
D.B. 254, PG. 654 BEING TAX PARCEL 148-1-2 CONVEYED TO THE CITY OF SALEM, VIRGINIA.

LEGEND

ACT. ACTUAL
D.B. DEED BOOK
EP. EDGE OF PAVEMENT
IPF. IRON PIN FOUND
IPS. IRON PIN SET
PK/F. PIPE FOUND
PK/F. PK NAIL FOUND
R/W. RIGHT OF WAY

**APPROVED:**

JAMES E. TALIAFERRO, JR., P.E., L.S.
EXECUTIVE SECRETARY - CITY OF SALEM PLANNING COMMISSION

4/13/15
DATE

Charles E. Van Allman Jr.
CHARLES E. VAN ALLMAN, JR., P.E., L.S.
CITY ENGINEER - CITY OF SALEM, VIRGINIA

4/13/2015
DATE

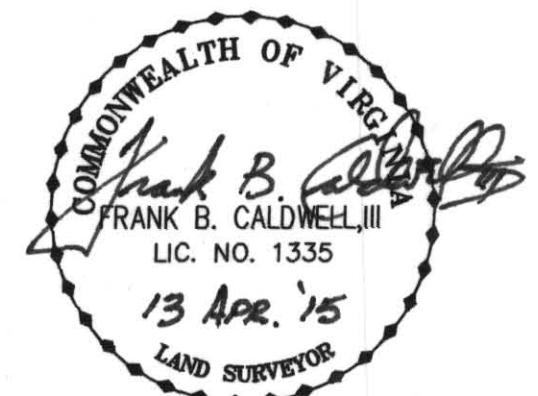
STATE OF VIRGINIA

CITY OF SALEM

TO WIT:
I, FRANK B. CALDWELL III, A NOTARY PUBLIC IN AND FOR THE AFORESAID STATE DO HEREBY CERTIFY THAT Kevin Boggs, WHOSE NAME IS SIGNED TO THE FOREGOING WRITING HAS PERSONALLY APPEARED BEFORE ME AND ACKNOWLEDGED THE SAME IN MY AFORESAID JURISDICTION ON THIS 13th DAY OF April, 2015.
MY COMMISSION EXPIRES 21 July 2015

7108138
NOTARY REGISTRATION NO.

NOTARY PUBLIC

**PROPERTY LINE TABLE**

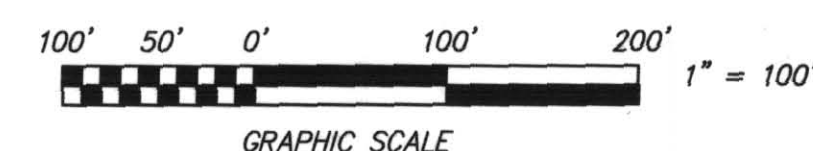
LINE	BEARING	DISTANCE
1-2	S 83°43'27" W	78.41'
4-5	N 10°03'18" W	50.31'
6-7	S 09°38'38" E	146.90'
8-9	N 83°46'59" E	100.80'
9-1	S 06°06'13" E	50.00'
2-10	S 08°08'41" E	150.47'
17-18	N 10°02'36" W	50.48'

DRAINAGE EASEMENT LINE TABLE

LINE	BEARING	DISTANCE
3-E	N 81°07'36" E	20.00'
E-F	S 10°06'13" E	64.57'
F-G	S 79°53'47" W	20.00'
G-3	N 10°06'13" W	65.00'

GRADING EASEMENT LINE TABLE

LINE	BEARING	DISTANCE
2-A	S 08°08'41" E	30.00'
A-B	S 81°07'36" W	89.62'
B-C	N 74°52'26" W	73.76'
C-2	N 81°07'36" E	157.38'

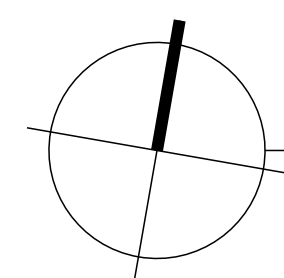


IN THE CLERK'S OFFICE OF THE CIRCUIT COURT OF THE CITY OF SALEM, VIRGINIA.
THIS MAP WAS PRESENTED WITH THE CERTIFICATE OF ACKNOWLEDGEMENT THERETO
ANNEXED IS ADMITTED TO RECORD ON April 14, 2015,
AT 10:03 O'CLOCK A. M.
TESTE: CHANCE CRAWFORD

DEPUTY CLERK

TAX No. 148-1-2
DATE: APRIL 13, 2015
CALC. CLH CHK'D FBC
CLOSED: CLH

SCALE: 1"= 100'
N.B.: WES-66
DRAWN: CLH
W.O.: 12-0056



Concept Site Plan

20' 0 20'

12 Bed Addition

2,700 SF

Each side 2,700 SF
each, or 5,400 SF
total for 24 Beds

12 Bed Addition

2,700 SF

Added Parking

7 SPACES

Added Parking

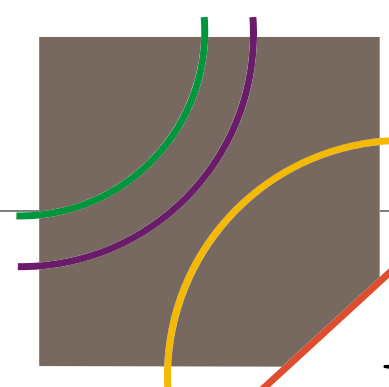
7 SPACES

Existing Building

48 Beds

Minimum Parking Requirements

1 SP/2 PERSONS OF RESIDENTIAL CAPACITY +1 SP/EMPLOYEE
[1 SPACE x (72 BEDS/2)] + [1 SPACE X (50 EMPLOYEES)]
TOTAL PARKING REQUIRED 36+59 = 95 SPACES
TOTAL PARKING PROVIDED = 95 SPACES (4 ACC.)



DEJA

David E. Johnson
Architect

4551 Trousdale Drive
Nashville, TN 37204

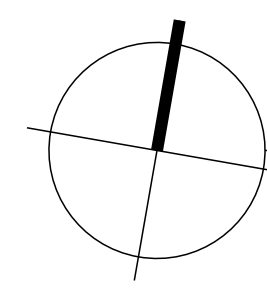
tel 615.837.0656
fax 615.837.0657

ACADIA
HEALTHCARE

Mount Regis Center
Salem, Virginia

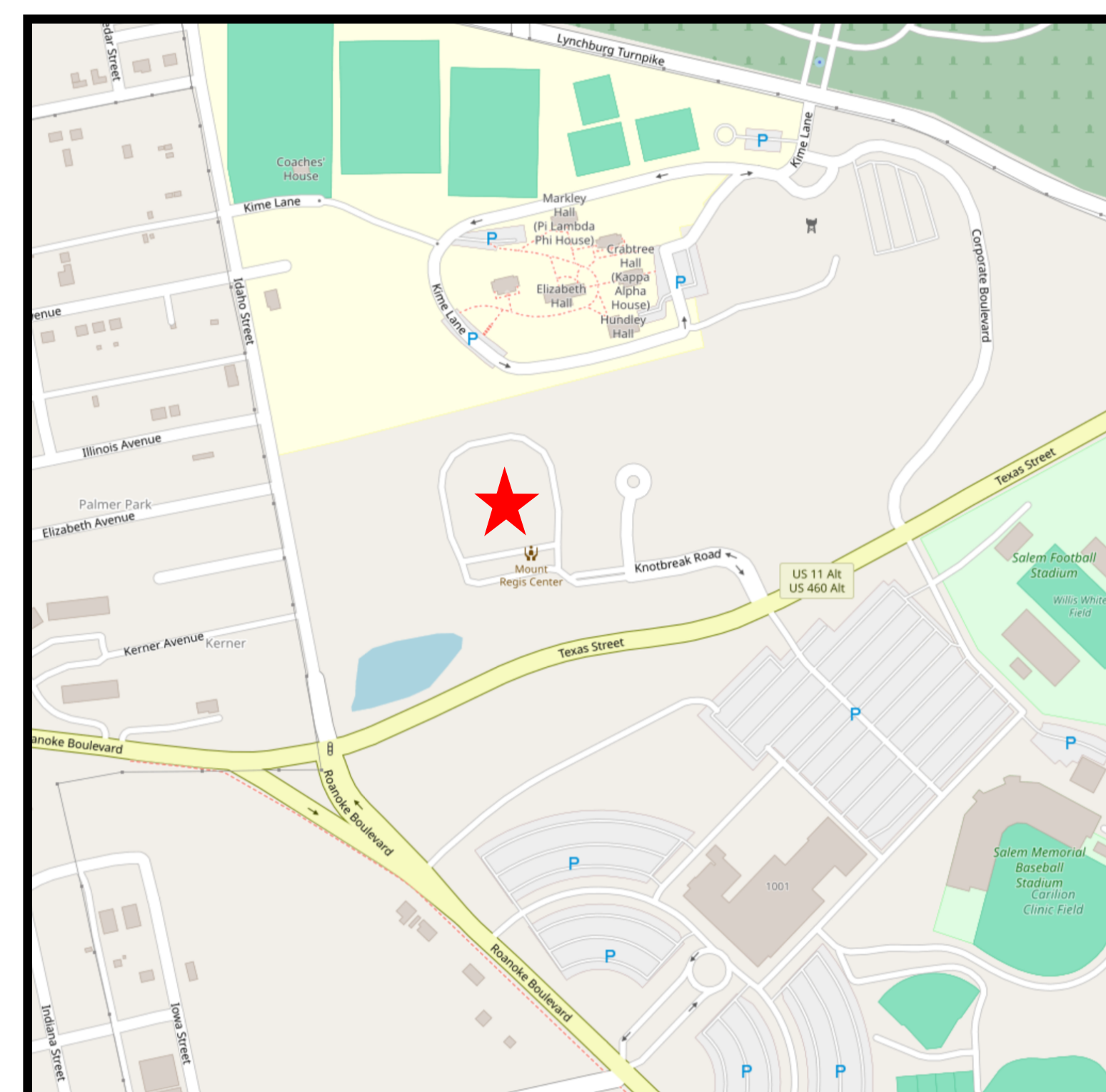
PROJECT NUMBER
24054.00
DATE
February 28, 2024

A1
Concept Site Plan

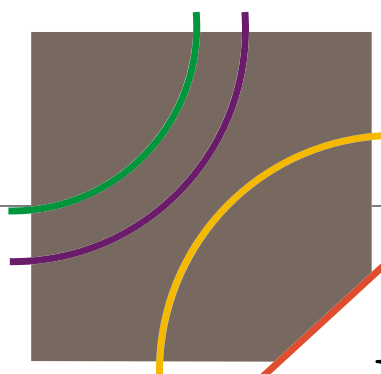


Concept Floor Plan

16' 0 16'



Vicinity Plan



DEJA

David E. Johnson
Architect

4551 Trousdale Drive
Nashville, TN 37204

tel 615.837.0656
fax 615.837.0657

ACADIA
HEALTHCARE

Mount Regis Center
Salem, Virginia

PROJECT NUMBER
24054.00
DATE
February 28, 2024

A2
Concept Floor Plan



Existing Building Front



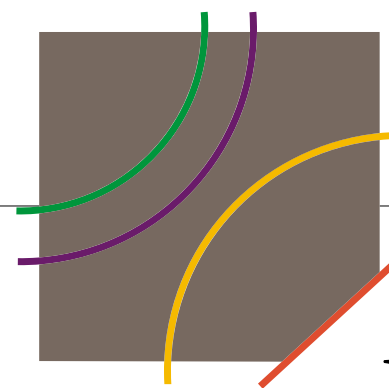
Existing Building Rear



Typical Group Room



Typical Bedroom



DEJA

David E. Johnson
Architect

4551 Trousdale Drive
Nashville, TN 37204

tel 615.837.0656
fax 615.837.0657

ACADIA
HEALTHCARE

Mount Regis Center
Salem, Virginia

PROJECT NUMBER
24054.00
DATE
February 28, 2024

A3
Reference Photos

PAYMENT DATE
03/01/2024

COLLECTION STATION
Engineering/Inspections

RECEIVED FROM
Gentry Locke

DESCRIPTION

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

BATCH NO.
2024-00004810

RECEIPT NO.
2024-00092490

CASHIER
Krystal Graves

PAYMENT CODE	RECEIPT DESCRIPTION	TRANSACTION AMOUNT
CD LAND USE	Land Use Application Fees Use Not Provided For - Acadia Healthcare, Mount Regis Center	\$500.00
	<div>Total Cash\$0.00 Total Check\$500.00 Total Charge\$0.00 Total Wire\$0.00 Total Other\$0.00 Total Remitted\$500.00 Change\$0.00 Total Received\$500.00</div>	
Total Amount:		\$500.00

Customer Copy

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

**PLANNING COMMISSION
APRIL 10, 2024**

ITEM #

This is to certify that I mailed letters in reference to the Use Not Provided For Permit request of PHC of Virginia, LLC/Acadia Healthcare, Mt Regis Center, property owner, for the amendment of the Use Not Provided For Permit to allow additions to the outpatient mental health and substance abuse treatment center on the property located at 125 Knotbreak Rd (Tax Map # 148-1-5) to the following property owners and adjacent property owners on March 22, 2022 in the 2:00 p.m. mail:

PHC OF VIRGINIA LLC
C/O PROPERTY VALUATION SVCS
14400 METCALF AVE
OVERLAND PARK KS 66223

ACADIA HEALTHCARE/MT REGIS CTR
C/O CURT LANE CEO
125 KNOTBREAK RD
SALEM VA 24153

BACKBONE INVESTMENTS LLC
101 KNOTBREAK RD
SALEM VA 24153

VA ORTHOPAEDIC INV LLC
101 KNOTBREAK RD
SALEM VA 24153

BLUE RIDGE HEALTH & WELL LLC
C/O DR PRESTON WALDROP
100 KNOTBREAK RD
SALEM VA 24153

1051 TEXAS STREET LLC
C/O MICHAEL KAPLAN
733 FRONT ST UNIT 703
SAN FRANCISCO CA 94111-1996

BRENDAN-MATTHEW LLC
P O BOX 3095
CULVER CITY CA 90231

RKE COLLEGE TRUSTEES
C/O VP-BUSINESS AFFAIRS
221 COLLEGE LN
SALEM VA 24153

YMCA OF ROANOKE VALLEY INC
P O BOX 2130
ROANOKE VA 24009

SALEM MONTESSORI SCHOOL INC
P O BOX 1213
SALEM VA 24153

CULLEN MORROW
212 OVERLOOK CIRCLE STE 105
BRENTWOOD TN 37027

Signed

Krystal M. Graves

Date

3/22/2024

City of Salem
Commonwealth of Virginia

The foregoing instrument was acknowledged before me this *22nd* day of *March*, 20*24*, by

Krystal M. Graves

Notary Public

My commission expires: *March 31, 2027*



Krystal M. Graves
Notary Public - ID 228801
Commonwealth of VA
My Commission Exps. *3-31-27*



March 22, 2024

PHC of Virginia, LLC
c/o Property Valuation Services
14400 Metcalf Ave
Overland Park, KS 66223

RE: Petition For Amendment to the Use Not Provided for Permit
125 Knotbreak Road
Tax Map # 148-1-5

To Whom It May Concern:

You and/or your agent shall appear before the Planning Commission on:

Wednesday, April 10, 2024
at 7:00 p.m. in the

Community Room, Salem Civic Center
1001 Roanoke Boulevard, Salem, Virginia

AND

Salem City Council on:

Monday, April 22, 2024
at 6:30 p.m. in the

Council Chambers, First Floor, Salem City Hall
114 North Broad Street, Salem, Virginia

for consideration of your request for an amendment to the use not provided for permit
for the above referenced property.

If you have any questions regarding this matter, please contact our office at
(540) 375-3032.

Sincerely,

Mary Ellen H. Wines, CZA CFM
Zoning Administrator

C: Curt Lane, CEO, Acadia Healthcare
Cullen Morrow, Ingram Civil Engineering Group

Mary Ellen H. Wines, Zoning Administrator
Community Development 21 South Bruffey Street, Salem, Virginia 24153, (540) 375-3032, mewines@salemva.gov



**IMPORTANT NOTICE OF PUBLIC HEARINGS
PROPOSAL TO CHANGE USE**

Notice is hereby given that a request of the property owner/petitioner of the property described below has been filed with the City of Salem. The Planning Commission of the City of Salem will consider this request at its meeting listed below and make a recommendation to the City Council. The City Council of the City of Salem will also consider this request and the recommendation of the Planning Commission at its meeting listed below. City Council will make the final decision in this matter.

Property Owner/Petitioner:

PHC of Virginia, LLC/Acadia Healthcare, Mt Regis Center

Location of Property:

125 Knotbreak Rd (Tax Map # 148-1-5)

Purpose of Request:

For the amendment of the Use Not Provided For Permit to allow additions to the outpatient mental health and substance abuse treatment center on the property located at 125 Knotbreak Rd (Tax Map # 148-1-5).

The date, time, and place of the public hearing scheduled by the Planning Commission on this request are as follows:

**WEDNESDAY, APRIL 10, 2024 – 7 P.M.
COMMUNITY ROOM, SALEM CIVIC CENTER
1001 ROANOKE BOULEVARD, SALEM, VIRGINIA**

The date, time, and place of the public hearing scheduled by City Council on this request are as follows:

**MONDAY, APRIL 22, 2024 – 6:30 P.M.
COUNCIL CHAMBERS, FIRST FLOOR, SALEM CITY HALL
114 NORTH BROAD STREET, SALEM, VIRGINIA**

Additional information on this request may be obtained in the Community Development Department, 21 South Bruffey Street, Salem, Virginia or at (540) 375-3032.

Chris Dorsey
Executive Secretary
Planning Commission