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TO: Shiree Monterio
7 & M Development, LLC

FROM: William F. Johnson, P.E., PTOE

RE: Essex Point at Mt. Clement
Essex County, Virginia

SUBJECT: Loading Assessment and Waiver Justification

DATE: March 2, 2023

INTRODUCTION

This memorandum provides an analysis to support a waiver request of off-street loading requirements in conjunction with a rezoning application for a site in Essex County, Virginia. The 13.186-acre site is generally located on the north side of Richmond Highway (Route 360), west of Hospital Road and east of Lagrange Industrial Park, as shown on Figure 1.

The Applicant proposes to develop the currently undeveloped property with a mixed-use development comprised of senior adult housing, workforce housing, and a mix of non-residential uses including centralized wellness/community services, retail, office, and a drive-through commercial use. The development would include an integrated internal street network with on-site pedestrian facilities for non-vehicular mobility and recreation. The development includes more urban “complete street” design principles with on-street parking and enhanced streetscape features to promote active lifestyles. The current proposed traffic circulation plan is provided on Figure 2. The following summarizes the development program depicted on the preliminary site layout:

- 91 Senior Housing Units (Duplex and Multi-Family)
- 48 Workforce Housing Units (Multi-Family)
- 64,737 Gross Square feet (GSF) of Commercial/Retail Uses
- 14,307 GSF of Community Center Uses (Assembly, Office, and Kitchen/Storage Areas)
- 1,194 GSF Drive-Through Restaurant

While the site is designed to be a fully integrated and accessible development, the southern end of the site will primarily house the non-residential and workforce housing components. The senior adult housing component will primarily be located on the north end of the site.

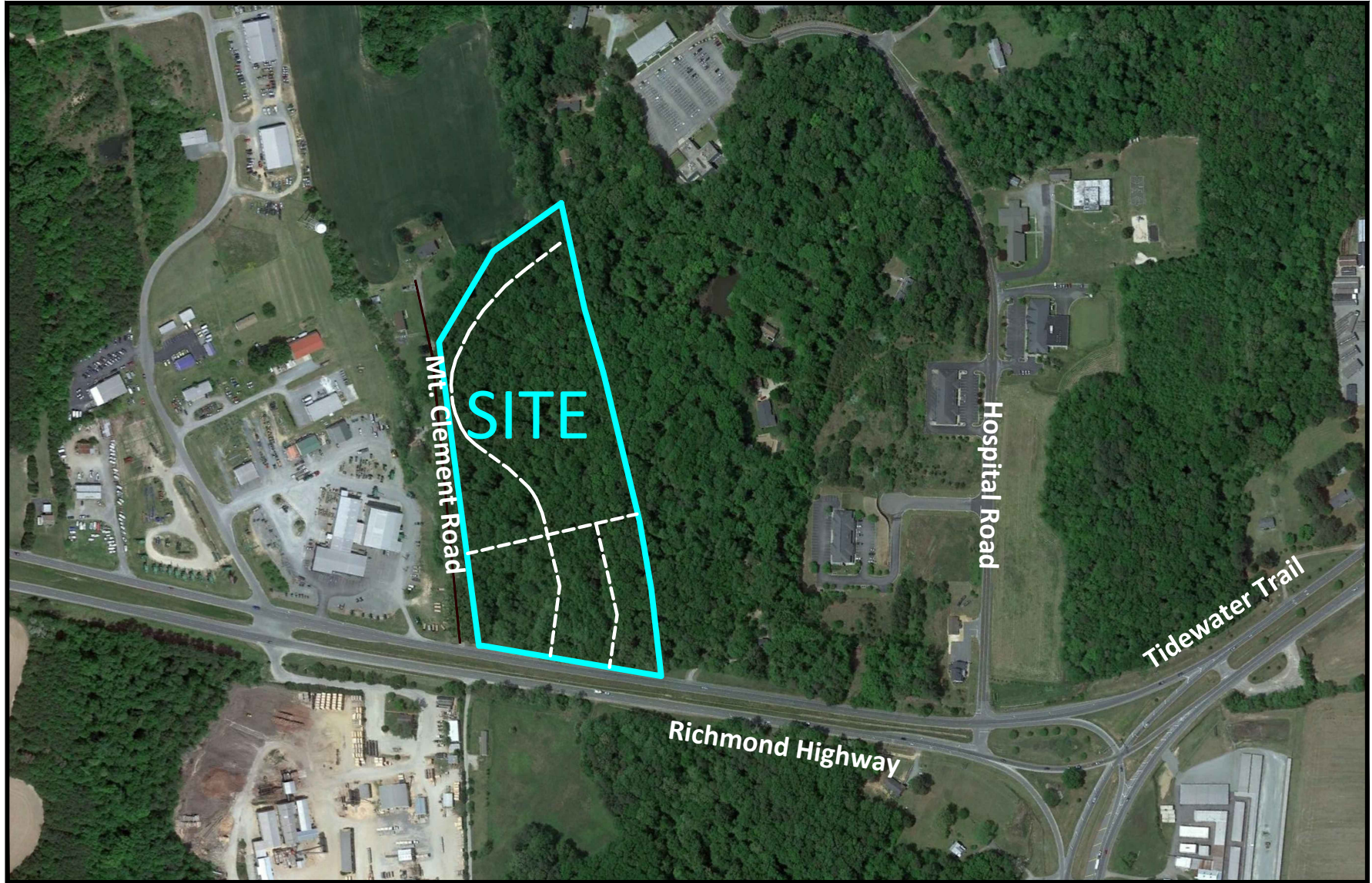



Figure 1
Site Location

 Site Location



NORTH

Mt. Clement Property
Essex County, Virginia



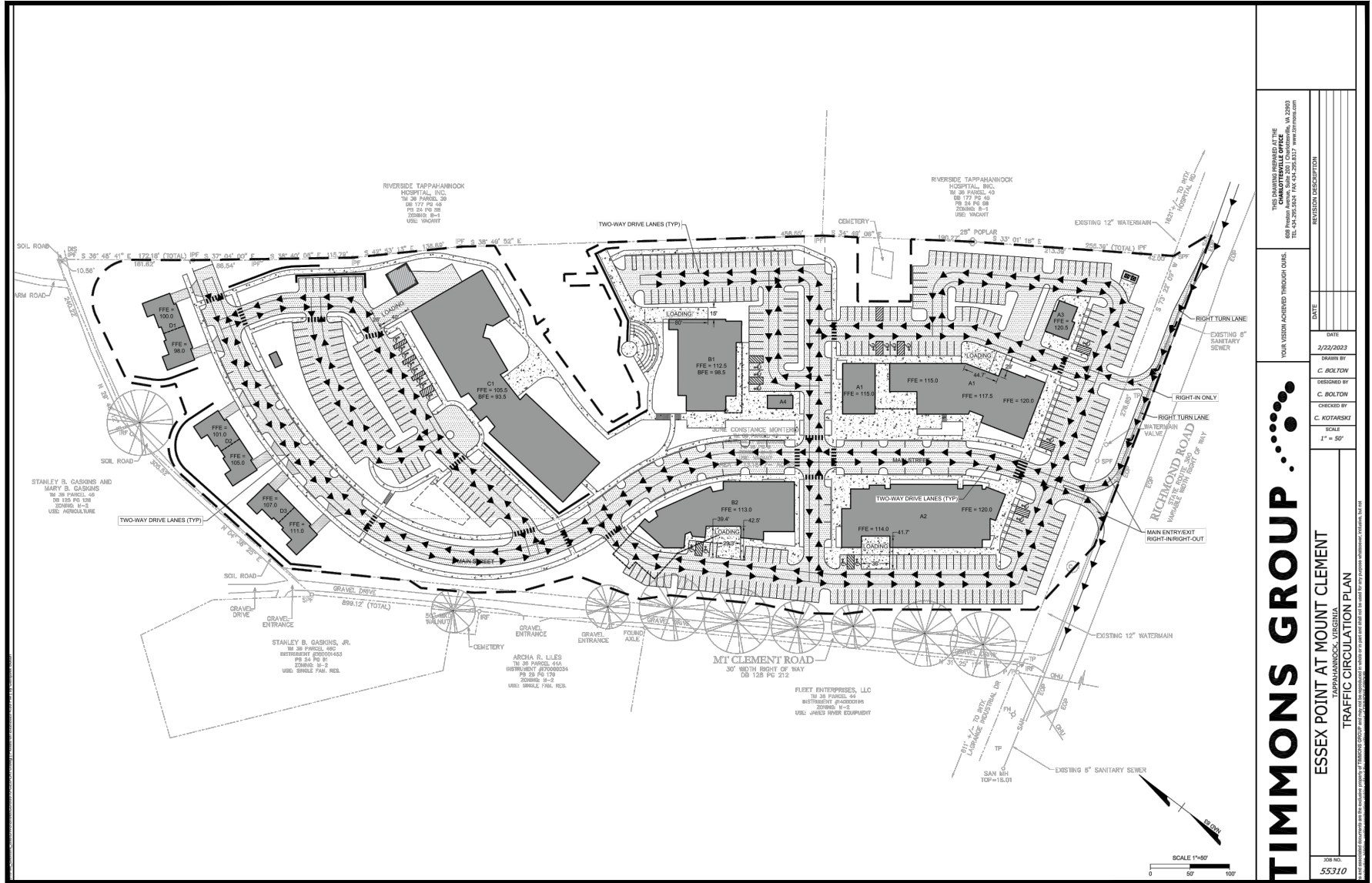


Figure 2
Traffic Circulation Plan



Mt. Clement Property
Essex County, Virginia



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MEMORANDUM

Based on information from the Applicant and as supported in this parking analysis, parking for the Mt. Clement site will be provided on surface lots as well as on-street. As described in this document, the **Applicant is seeking a waiver of certain loading requirements from the County's Zoning Ordinance (the "Ordinance")**. The following sections detail the justification for the loading waiver request.

ESSEX COUNTY LOADING REQUIREMENTS

Article VII, Sections 36.465 through 36.467 of the Essex County Zoning Ordinance provide the off-street loading requirements for developments. The excerpt from the Ordinance describing the loading standards is provided in Attachment 1. As shown, the number of off-street loading spaces is based on the use and size of each building. The standards also reflect geometric requirements of the loading spaces; specifically, each loading space is required to be a minimum of 12 feet in width and 40 feet in depth.

Table 1 provides the required loading for the proposed Essex Point at Mt. Clement development program, summarized by building as well as the amount of loading proposed for each building. The loading areas are further depicted in the Traffic Circulation Plan, a copy of which is provided in Attachment 2.

Table 1
Loading Summary by Building

Building	Use	Size	Required Loading	Proposed Loading	Compliance with Requirement
A1	Commercial	43,368 GSF	3	3	NO (Depth of 29 feet)
A2	Commercial	12,729 GSF			
	Residential	25,978 GSF	4	3	NO (1 Fewer)
A3	Drive-In				
	Commercial	1,194 GSF	0	0	YES
A4	Commercial	540 GSF	0	0	YES
B1	Assembly	7,261 GSF			
	Office	3,050 GSF			
	Kitchen/Storage	3,996 GSF	2	2	YES (Tandem)
B2	Commercial	8,100 GSF			
	Residential	41,250 GSF	3	2	NO (1 Fewer)
C1	Residential	99,470 GSF	2	2	YES
D1/D2/D3	Residential	3,386 GSF	0	0	YES

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As shown in Table 1, Buildings A1, A2 and B2 require a waiver of either the number and/or dimension of the loading space requirements. Justification for each building is provided in the following:

LOADING WAIVER JUSTIFICATION

The proposed development plan seeks to create a compact, walkable and attractive mixed-use development. As such, the plan emphasizes pedestrian-scaled streetscapes and intentional open spaces. As part of achieving those objectives, the Applicant seeks to make the most efficient use of both parking and loading facilities for the site, thereby necessitating relief from Essex County of certain Ordinance requirements.

By establishing a mixed-use community, synergy between the mix of uses is created which balances demands for both parking and loading activities, thus reducing the dependence on oversupplying loading capacity. By providing appropriately-sized loading facilities, the plan minimizes pervious surface, maximizes open space, and promotes environmental stewardship.

Specific justifications for each of the buildings subject to the loading waiver request are provided in the following:

Building A1

As summarized in Table 1, Building A1 will provide the minimum number of loading spaces; however, the proposed loading depth is 29 feet as opposed to the 40 feet minimum depth specified in the Ordinance. Building A1 is a commercial building which will accommodate several small-scale retail/commercial establishments. As such, the standard delivery design vehicle will be a box truck, which can be accommodated within the loading depth proposed. Building A1 will not house large format retail uses, such as a grocery store, which would require larger tractor trailer loading/vehicle capacity.

Building A2

As summarized in Table 1, Building A2 will provide three (3) loading spaces as opposed to the four (4) spaces that would be required in strict accordance with the Ordinance. Building A2 is a commercial/residential mixed-use building which will accommodate several small-scale retail/commercial establishments as well as up to 18 multifamily units. Due to the mixed-use nature of the building, the residential and commercial loading activities would naturally occur at different times. Principal residential loading (i.e., move-in and move-out) generally occur during the weekend whereas commercial deliveries generally occur during the weekday. Furthermore, the proposed 18 residential units will generate only sporadic loading demand. The residential move-in and move-out activities can be managed and scheduled so that those activities do not conflict with the commercial loading needs.

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Building B2

As summarized in Table 1, Building B2 will provide two (2) loading spaces as opposed to the three (3) spaces that would be required in strict accordance with the Ordinance. Building B2 is a commercial/residential mixed-use building which will accommodate several small-scale retail/commercial/non-residential establishments as well as up to 30 multifamily units. Due to the mixed-use nature of the building, the residential and non-residential loading activities would naturally occur at different times. Principal residential loading (i.e., move-in and move-out) generally occur during the weekend whereas commercial/non-residential deliveries generally occur during the weekday. Furthermore, the proposed 30 residential units will generate only sporadic loading demand. The residential move-in and move-out activities can be managed and scheduled so that those activities do not conflict with the commercial/non-residential loading needs.

We trust the preceding justifies the requested waiver of the County Ordinance's off-street loading requirements. Questions related to this memorandum should be directed to Will Johnson at 703.676.3653 or at wfjohnson@wellsandassociates.com.

Attachments: a/s

Section 36.464. – Recreational Vehicle and Boat Parking.

- (a) Occupied Lots. On lots with a principal structure, no more than two recreational vehicles, boats, trailers, or combination thereof may be parked externally.
- (b) Vacant Lots. On lots without a principal structure:
 - (1) The parking of recreational vehicles, boats, and/or trailers on vacant lots is prohibited except when the owner of the vacant lot owns a contiguous parcel that contains a principal structure.
 - (2) For vacant lots under shared ownership with a contiguous parcel that contains a principal structure, no more than two recreational vehicles, boats, trailers, or combination thereof may be parked externally.
- (c) Location on Lots. All parked recreational vehicles and boats must meet the minimum side and rear setbacks required for an accessory structure and the front setback of the district in which it is placed.
- (d) Exceptions. These standards shall not apply to Recreational vehicle storage, commercial or Outdoor storage where permitted and in compliance with this ordinance.

Section 36.465. – Off Street Loading Requirements.

- (a) Off-street loading shall be provided at the time of the erection of any building or structure or at the time any building or structure is altered, enlarged, or increased in capacity by adding dwelling units, guest rooms, floor area, or seats, or a change of use, not less than the amount of loading space given in article VII, section 8, Off-street loading requirements.
- (b) *Location.* All required off-street loading areas shall be located on the same lot as the use served and with the ability to be adequately screened as outlined in the design standards below.
- (c) *Surfacing.* All off-street loading areas shall be surfaced with an improved dustless surface.
- (d) *Utilization.* Space allocated to any off-street loading use shall not be used to satisfy the space requirements for any off-street parking area or portion thereof.
- (e) *Specific Requirements by Use.* Except as otherwise provided in this Ordinance, when any building or structure is hereafter erected, or structurally altered to the extent of increasing the floor area by twenty-five (25) percent or more, or any building in hereafter converted, for the uses listed below, when such buildings contain the floor areas specified, accessory off-street loading spaces shall be provided as required below or as required in subsequent sections of this Division.

Table 36.16. Minimum Off-Street Loading Requirements		
Use or Use Category	Floor Area (SF)	Loading Spaces Required
Commercial and Industrial establishments (except those uses listed below)	0-1,999	None
	2,000-20,000	One
	20,001-100,000	One space, plus one space for each 20,000 sq. ft.
	Each 40,000 over 100,000	One Additional
Dwelling, multifamily; funeral home; hotel; office; hospital or similar institutions; or places of public assembly	0-4,999	None
	5,000-10,000	One
	10,001-100,000	Two
	100,001-200,000	Three
	Each 100,000 over 200,000	One Additional

Section 36.466. — Interpretation of Specific Requirements for Table 36.16.

(a) *Loading Requirements.*

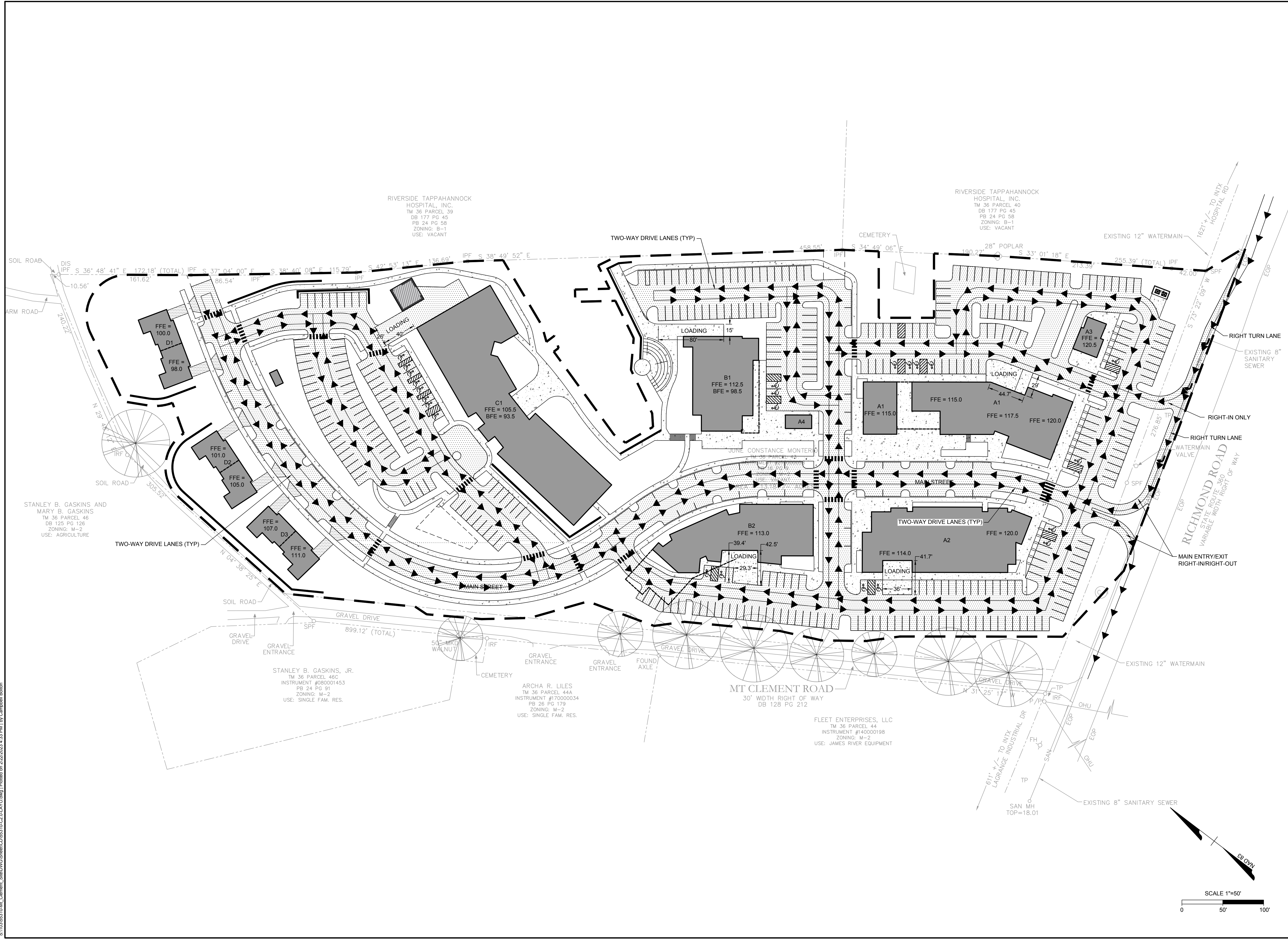
- (1) The loading space requirements apply to all districts but do not limit the special requirements which may be imposed in the district regulations.
- (2) The loading space requirements in this division do not limit special requirements which may be imposed in connection with uses permitted by approval of a conditional use or special exception.

(b) *Joint Use of Space.* Where a building is used for more than one use or for different uses, and where the floor area used for each use for which loading space is required is below the minimum for required loading spaced but the aggregate floor area used is greater than such minimum, then off-street loading space shall be provided as if the entire building were used for the use in the building for which the most spaces are required. In such cases, the Administrator may make reasonable requirements for the location of required loading.

Section 36.467. — Design Standards for Off-Street Loading.

- (a) *Minimum Size.* For the purpose of the regulations of this division, a loading space is a space within the principal building or on the same lot providing for the standing, loading, or unloading of trucks, and having a minimum area of 480 square feet, a minimum width of 12 feet, a minimum depth of 40 feet, and a vertical clearance of at least 15 feet.
- (b) *Screening.* Whenever an off-street loading area is located in or adjacent to a residential district, it shall be effectively screened on all sides which adjoin or face any property used for residential purposes by an acceptable solid masonry wall, a uniformly painted solid board fence, or evergreen hedge. Such screen shall be maintained in good condition and not less than four feet nor more than 6 feet in height, except in areas requiring natural air circulation, unobstructed view or other technical considerations necessary for proper operation, may submit a screening plan to be approved by the Zoning Administrator.
- (c) *Loading Space for Funeral Homes.* Loading spaces for a funeral home may be reduced in size to 10 by twenty-five (25) feet and vertical clearance reduced to 8 feet.
- (d) *Entrances and Exits.* Location and design of entrances and exits shall be in accord with applicable requirements of the district regulations and traffic regulations and standards. Where the entrance or exit of a building is designed for truck loading and unloading, such entrance or exit shall be designed to provide a least one off-street loading space. Where an off-street loading space is to be approached directly from a major thoroughfare, necessary maneuvering space shall be provided on the lot.

Reserved 36.468 — 36.474.



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 2/22/2023

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SCALE
 1" = 50'

TIMMONS GROUP

ESSEX POINT AT MOUNT CLEMENT
 TAPPAHANNOCK, VIRGINIA

TRAFFIC CIRCULATION PLAN

JOB NO.
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