

# WELLS + ASSOCIATES

## MEMORANDUM



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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:** Traffic Impact Analysis (TIA) Narrative

**DATE:** March 2, 2023

This memorandum provides supporting documentation related to a Traffic Impact Analysis (TIA) submitted for a proposed mixed-use development 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. 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 TIA was initially submitted as part of the rezoning application package on or about December 30, 2022. The parameters of TIA were discussed with VDOT and County staff at a scoping meeting on October 27, 2022. VDOT indicated concurrence of the scope of work on November 1, 2022. The development program reflected in the TIA is consistent with the agreed upon scope of work. The program evaluated in the TIA as well as the program currently reflected in the preliminary plan are shown in the following table.

Use	TIA Evaluated Program	Current Preliminary Plan
<b>Residential</b>	13 Senior Duplex Units 122 Senior Multifamily Units <u>28 Workforce Housing Units</u> 163 Total Units	6 Senior Duplex Units 85 Senior Multifamily Units <u>48 Workforce Housing Units</u> 139 Total Units <i>(24 Fewer than TIA)</i>
<b>Non-Residential</b>	12,450 GSF Retail 44,780 GSF Office 2,610 GSF Fast-Food (DT) 8,490 GSF Community Center <u>12,000 GSF Health Club</u> 80,330 GSF Total	64,737 GSF Commercial 1,194 GSF Fast-Food (DT) <u>14,307 GSF Assembly/Office</u> 80,238 GSF Total <i>(92 GSF Fewer than TIA)</i>

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As shown in the preceding table, the current preliminary plan reflects fewer overall residential units and fewer overall non-residential square footage than that evaluated in the TIA. The allocation of uses is intended to be a reasonable assumption of the use mix that could be developed on the site. As stated in Page i of the TIA's Executive Summary, "the preceding [program summary] represents a potential mix of uses that could develop on the property for the purposes of assessing a higher trip generating ("worse case") scenario. The ultimate development mix will be dependent on market demands and may not build out at the intensity evaluated herein."

Some variation in anticipated land use composition is typical and expected in mixed-use development proposals. The variation in program described in this memorandum only highlights that the TIA conservatively forecasts future traffic that and the results, conclusions, and recommendations stated in the TIA report are appropriate for evaluating the impacts associated with the proposed rezoning.

Questions related to this memorandum should be directed to Will Johnson at 703.676.3653 or at [wfjohnson@wellsandassociates.com](mailto:wfjohnson@wellsandassociates.com).