



11220 Assett Loop
Suite 202,
Manassas, VA 20109
703-365-9262
WellsandAssociates.com

TO: Shiree Monterio
7 & M Development, LLC

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

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

SUBJECT: Internal Street Design and Maintenance

DATE: December 30, 2022

INTRODUCTION

This memorandum provides supporting documentation to outline the intended internal street network design parameters and maintenance responsibility 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, 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.

INTERNAL STREET NETWORK AND ORIENTATION

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 site layout is provided on Figure 2. As shown, there are two primary internal streets: one street will serve as the main access to/from the development on Richmond Highway and will generally run north/south as the central spine of the project. A second street will intersect the central spine and run east/west parallel to Richmond Highway.

The internal street network is proposed to be privately maintained. However, the geometry of the street elements will conform to VDOT public street standards. Furthermore, the street network will be publicly accessible. The following sections summarize the intended design and function of the internal street network.

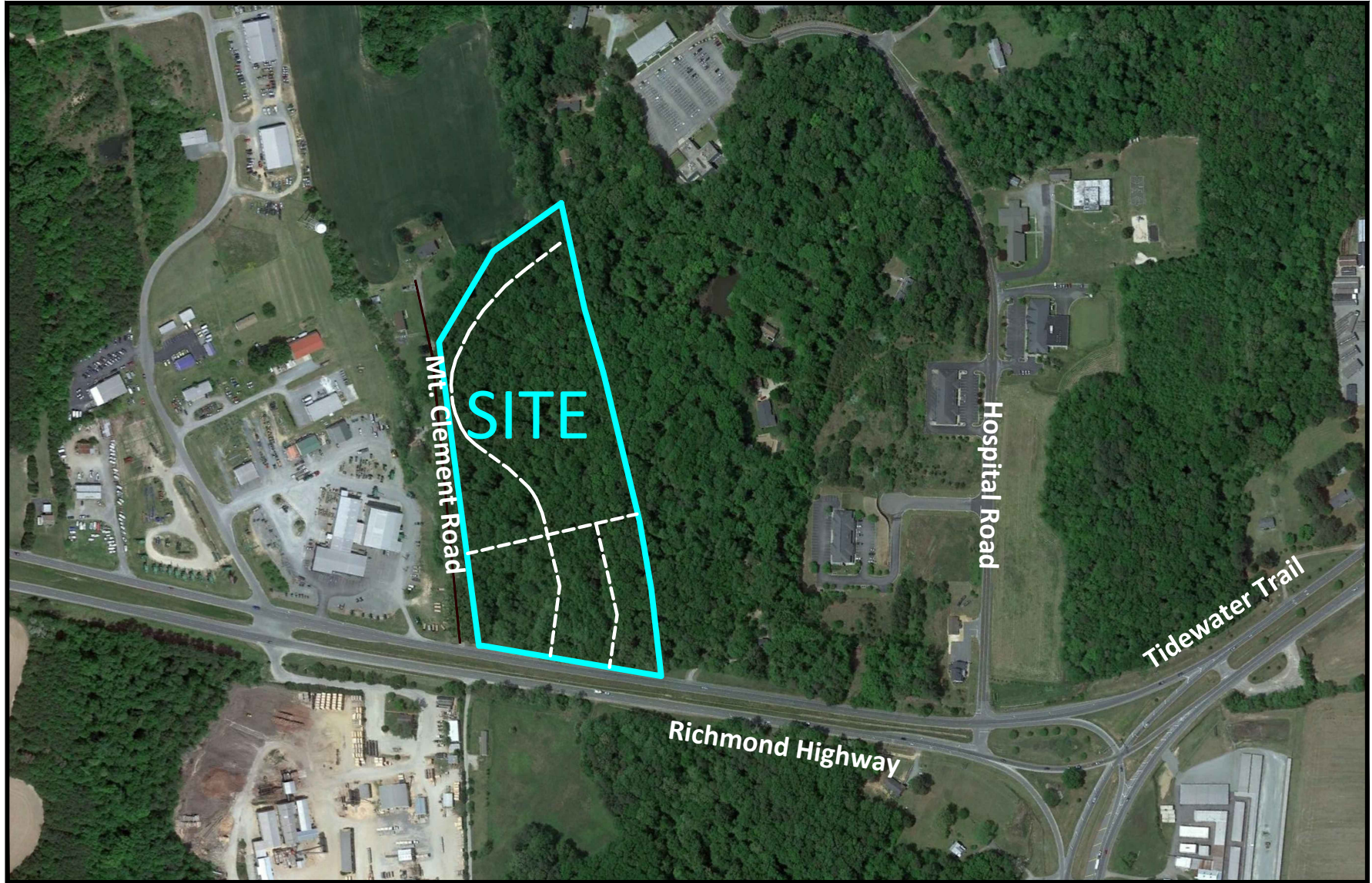



Figure 1
Site Location

 Site Location



NORTH

Mt. Clement Property
Essex County, Virginia



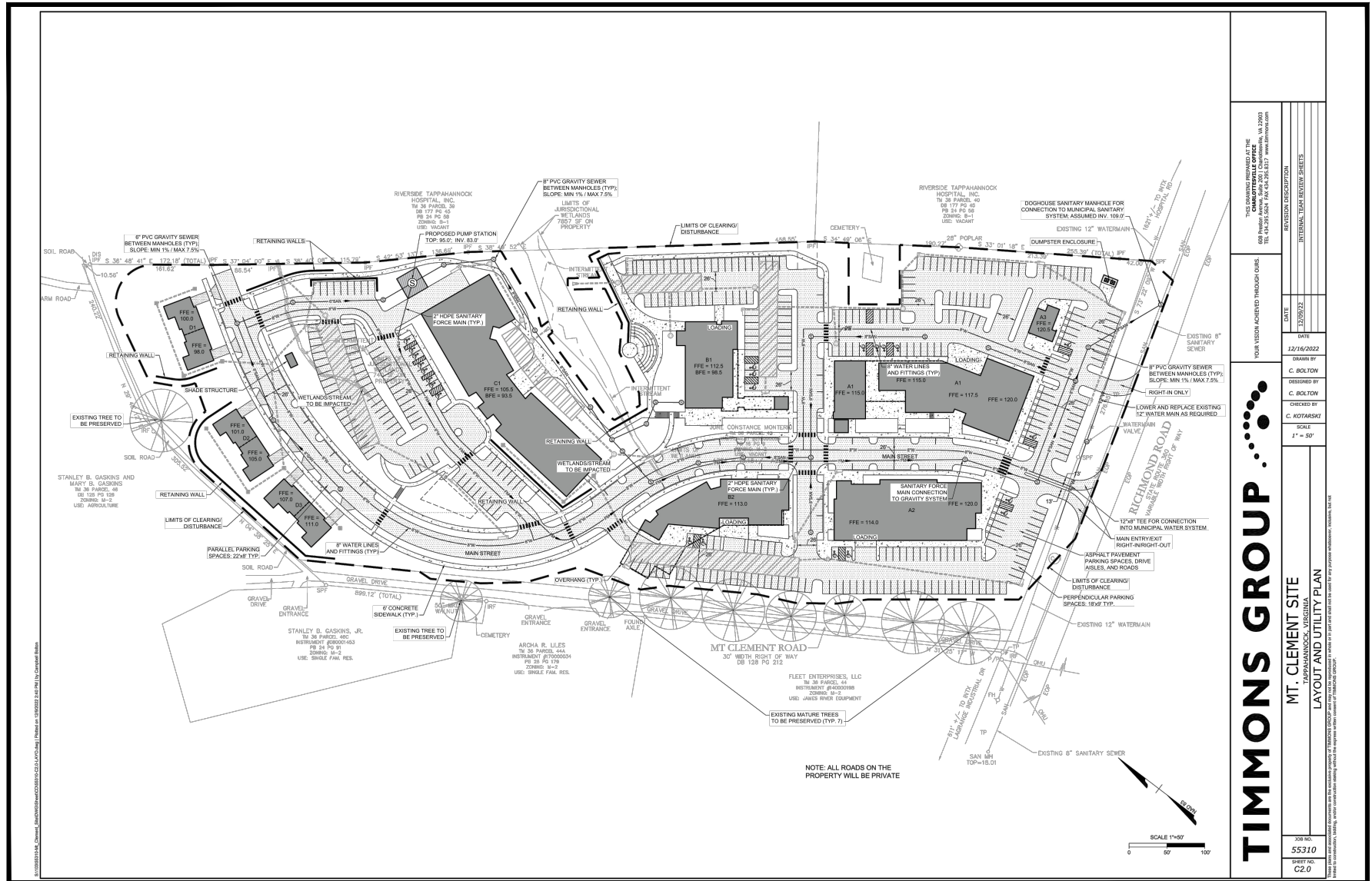


Figure 2
Preliminary Site Layout



TIMMONS GROUP

MT. CLEMENT SITE
TAPPANANNOCK, VIRGINIA
LAYOUT AND UTILITY PLAN

THE DRAWING PROVIDED AT THE
CHARITABLE OFFICE
600 N. 2ND ST., SUITE 200
FAY SPENCER ARCHITECTS, P.C.
TEL: 434.270.5626 FAX: 434.270.8317 WWW.FSCA.COM

REVISION DESCRIPTION	DATE
YOUR DESIGN ACHIEVED THROUGH OURS	12/16/2022
DRAWN BY C. BOLTOW	
DESIGNED BY C. BOLTOW	
ENGINEER BY C. KOTASKI	
SCALE 1" = 50'	

JOB NO.
55310
SHEET NO.
C2.0



Mt. Clement Property
Essex County, Virginia

WELLS + ASSOCIATES

MEMORANDUM

INTERNAL STREET DESIGN

The public street design standards for local residential and mixed-use serving streets are set forth in VDOT's Road Design Manual, Appendix B(1). While the proposed community's internal street network will be privately maintained, the Applicant intends to generally conform to the geometric standards outlined in the VDOT Road Design Manual. Table 1 below summarizes key design parameters and the Applicant's conformance with each.

Table 1
Local Street Design Parameters

Element	VDOT Standard	Proposed
Travel Lane Width (both directions)	Minimum 26 feet	26 feet
Parking Lane Additional Width (both directions)	Minimum 10 feet	16 feet
Design Speed	Minimum 30 miles per hour	30 miles per hour

In addition to the preceding, the streets will meet all VDOT sight distance requirements. Underground utilities will be located under the street travelways, which is generally permitted by VDOT. The utility alignments will generally follow the center of each traveled direction so as to minimize tires crossing manhole covers and to maintain at least one travel lane in the event of utility maintenance.

Street trees are proposed to be placed intermittently along the on-street parking lane. Sidewalks are also proposed along the internal streets immediately behind the on-street parking lane. These elements would deviate from VDOT standards since VDOT generally requires a grass or landscape buffer strip between the parking lane and the sidewalk. However, the proposed streetscape conforms to a more urban typology and will improve the utilization of the on-street parking and allow for a more defined building zone along the proposed non-residential buildings.

The Applicant further wishes to retain flexibility on potential pavement materials (pavers, etc.) which is generally not permitted by VDOT.

MAINTENANCE RESPONSIBILITY

The Applicant proposes to privately maintain the development's internal streets. Advantages to private street maintenance include:

WELLS + ASSOCIATES

MEMORANDUM

- Greater flexibility on overall street design, including streetscape elements, amenities, paver materials, etc. While VDOT may permit deviations from the design standards, VDOT will not maintain such elements and the maintenance responsibility would fall on the Applicant, regardless.
- Consistent maintenance. As secondary streets, the proposed internal streets would likely be considered low priority for regular ongoing maintenance. As private streets, the Applicant/owner would be directly responsible for ongoing maintenance and would be better equipped to provide such maintenance consistently.

COMMITMENTS

The Applicant intends for the internal street network to function as publicly accessible streets. To that end, the Applicant anticipates committing to the following through proffer or other appropriate mechanism:

- Ensuring that all street sidewalks, curb ramps, and crosswalks meet ADA requirements.
- Recording public access easement(s) over the proposed internal street network to allow the general public access to the streets, including street sidewalks, in perpetuity.
- Performing regular ongoing maintenance on the internal street network, including travelways, sidewalks, landscaping and streetscape amenities, with appropriate funding safeguards established.
- Allowing for the future extension of these streets should adjacent properties redevelop in a land use pattern compatible with the proposed mixed-use development.

Questions related to this memorandum should be directed to Will Johnson at 703.676.3653 or at wfjohnson@wellsandassociates.com.