



TO: Jerry L. Bowman, Esq.
FROM: Dexter R. Williams, P. E.
SUBJECT: The Promenade At John Tyler
Relative Effect Of Additional Residential Units
DATE: September 24, 2019

The May 17, 2014 traffic study compared the effect of two trip generation scenarios for The Promenade At John Tyler: 1) 190 townhouse/condo units, and 2) retail development of the property as zoned.

Enclosed Exhibit 2 is from the 5/17/14 traffic study and shows the development plan at the time. In addition to the 190 residential units, there are four parcels along the Rt. 199 frontage shown for "Potential Future Commercial Development". Trip generation for the four parcels along Rt. 199 (designated Parcels 25, 26, 27, and 28 on current AES Master Plan Amendment) was not addressed directly in the 5/17/14 study. For the 190 residential unit scenario, the four parcels were not included. For the retail development scenario, trip generation was not developed using parcel areas. Trip assignment for the 190 residential units in the 5/17/14 study is shown on enclosed Exhibit 6A.

Trip generation for the retail scenario for The Promenade assumed a doubling of then-existing retail traffic at Williamsburg Crossing. Enclosed Exhibit G shows the trip assignment for the assumed retail traffic.

The following table compares trip generation the two scenarios in the 5/17/14 study:

TABLE ONE: 5/17/14 Scenario Trip Generation

	WEEKDAY TRIP GENERATION					
	AM PEAK HOUR			PM PEAK HOUR		
	Enter	Exit	Total	Enter	Exit	Total
190 Townhouse/Condos	15	71	86	68	34	102
Retail Use As Zoned	137	112	249	270	195	465

The previously zoned retail trip generation is 2.9 times the 190 residential units in the AM peak hour and 4.66 times the 190 residential units in the PM peak hour. The substantially lower trip generation for the then-proposed residential use produced much better traffic results in support of the land use change at that time.

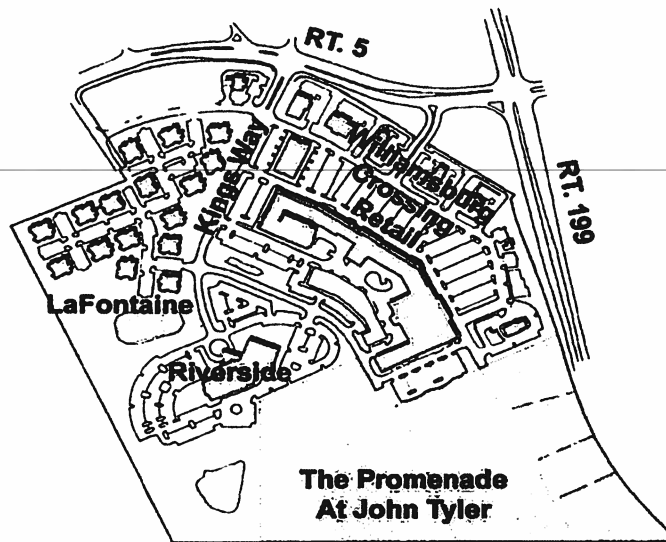
The current proposal for a total of 200 units does not appreciably change the previous study conclusions for much better traffic results relative to retail use. The following table shows compares the proposed 200 units with the previous retail trip generation:

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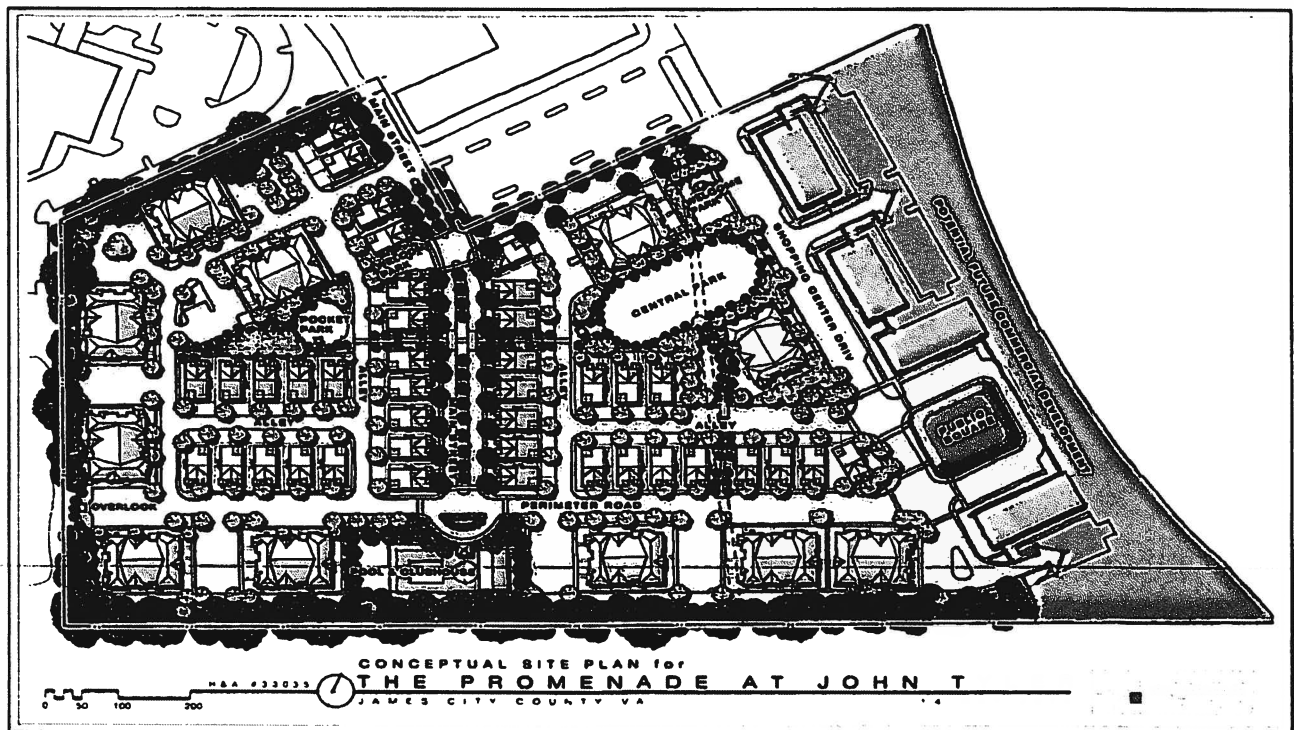
TABLE TWO: Current Scenario Trip Generation

	WEEKDAY TRIP GENERATION					
	PEAK HOUR			PM PEAK HOUR		
	Enter	Exit	Total	Enter	Exit	Total
200 Low-Rise Multifamily	21	71	92	69	40	109
Retail Use As Zoned	137	112	249	270	195	465

The previously zoned retail trip generation is 2.7 times the 200 residential units in the AM peak hour and 4.27 times the 200 residential units in the PM peak hour. 200 residential units or even the 204 total allowable units on the master plan will show essentially the same results as the 05/17/14 study: any residential use in this trip generation range produces much better traffic results than the original retail use.



SITE CONTEXT MAP

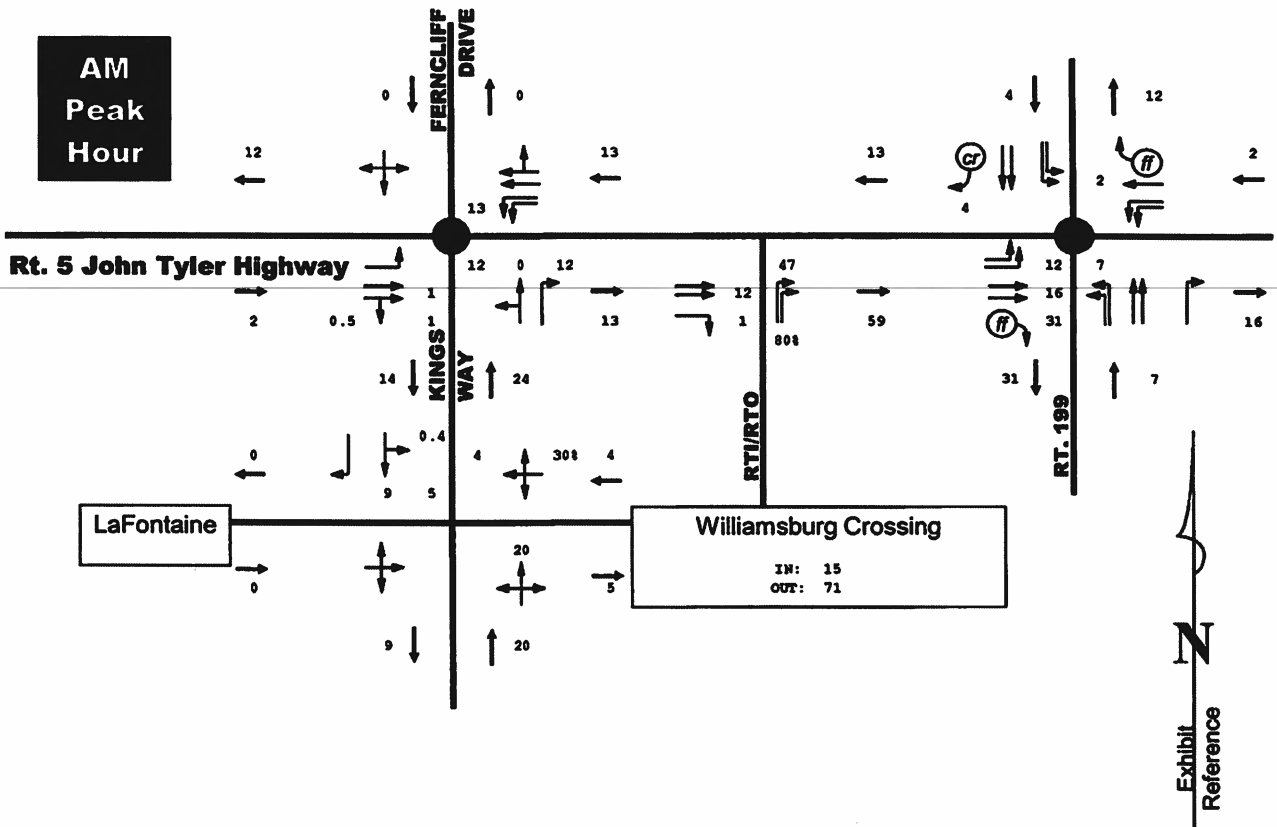


THE PROMENADE AT JOHN TYLER
AND AREA DEVELOPMENT

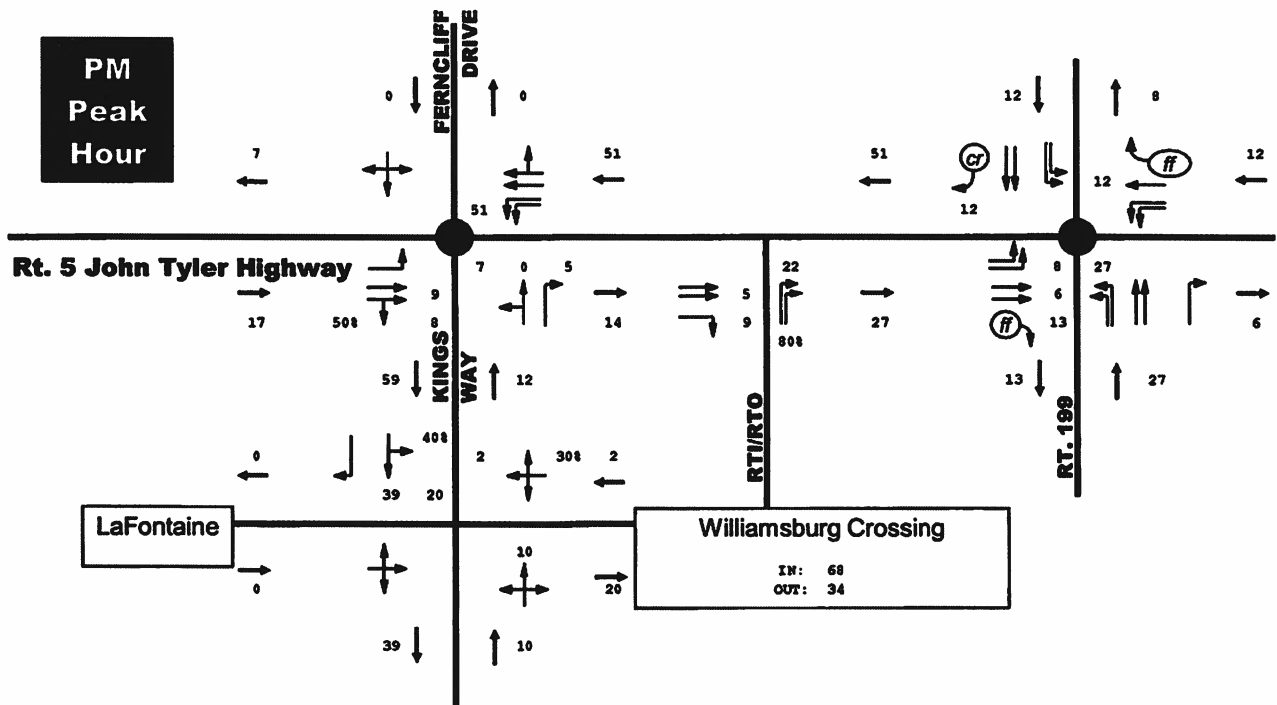
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Exhibit 2

**AM
Peak
Hour**



**PM
Peak
Hour**



Intersection
Approach
Lanes



Traffic
Signal

LEGEND



Link

Free Flow Or
Channelized
Right Turn

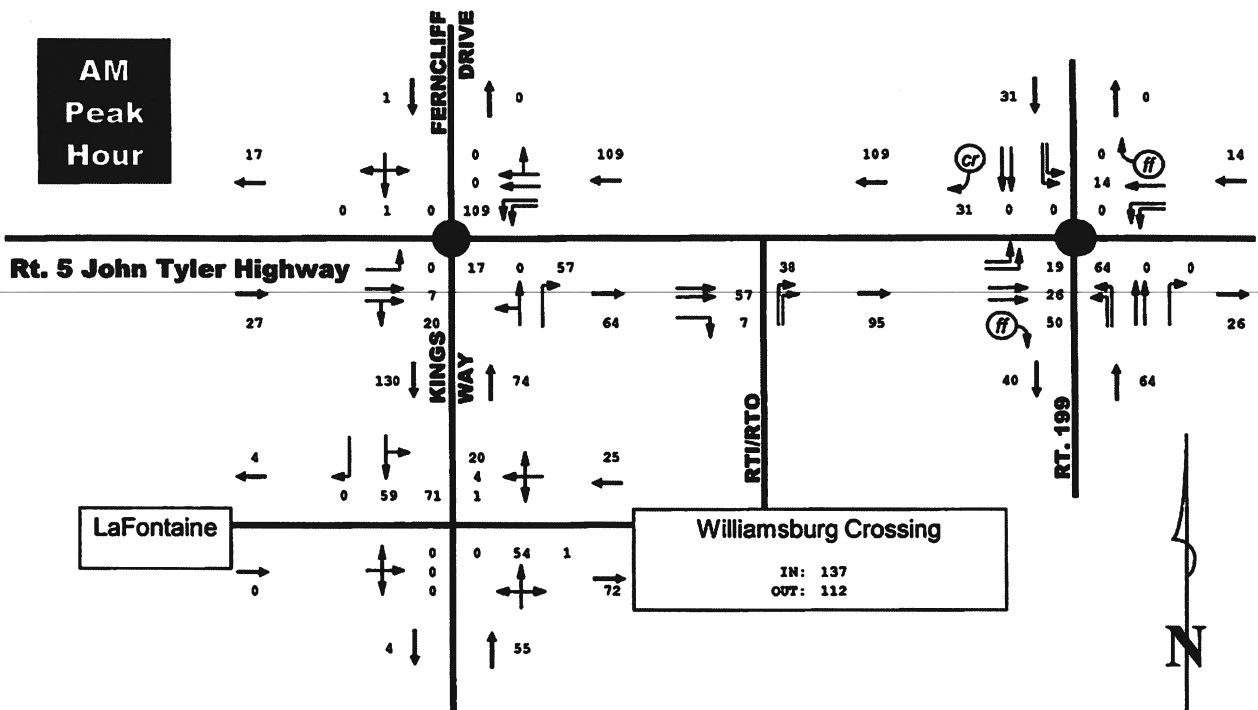


**TRIP ASSIGNMENT
THE PROMENADE AT JOHN TYLER**

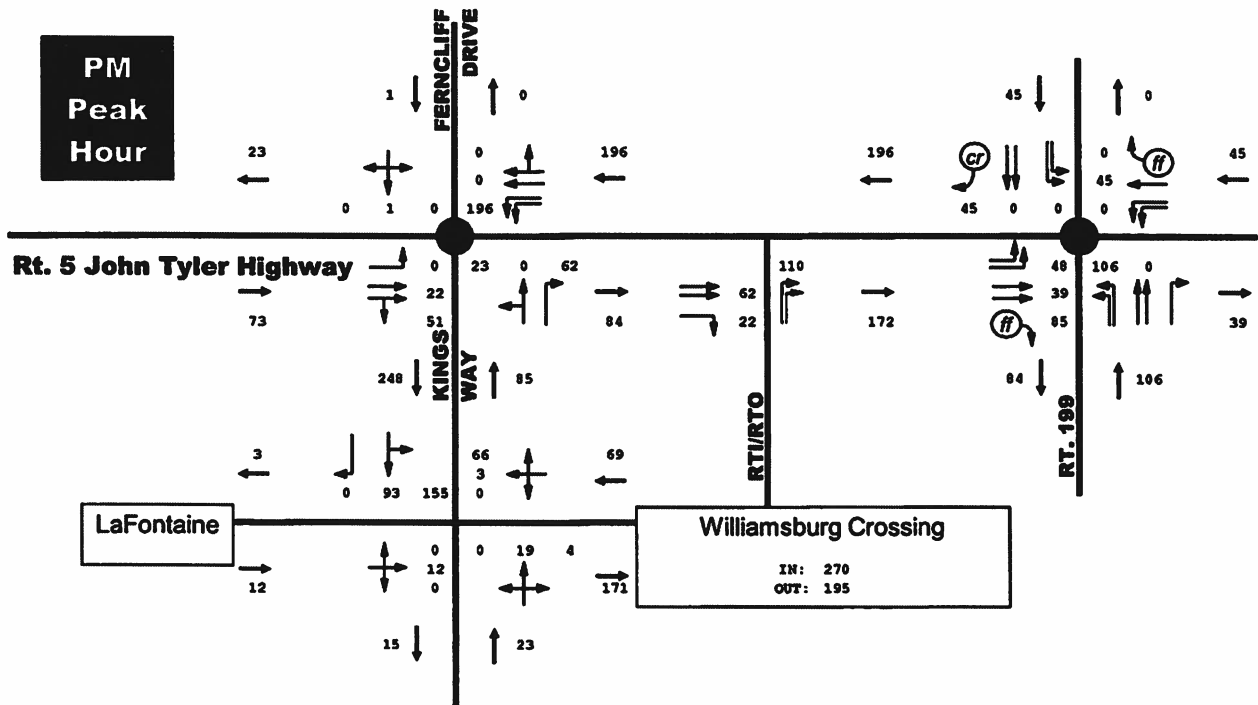
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804-794-7312**

Exhibit 6A

**AM
Peak
Hour**



**PM
Peak
Hour**



Intersection Approach Lanes	Traffic Signal	LEGEND	Free Flow Or Channelized Right Turn
		Link →	

2014 PEAK HOUR COUNTS
WILLIAMSBURG CROSSING
RETAIL TRAFFIC ONLY

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Exhibit G