

Parcels or Portions thereof identified on this sheet are within the Airport Safety Overlay District and are subject to Special Regulation

PUP2023-00001

Zoning

Mixed-Use

Brookland District

400 Feet

PS December 2022 Ref: 776-736-1392



John A. Vithoukas
County Manager

March 21, 2023

Family Holdings, LLC
2001 Maywill Street, Ste. 100
Henrico, VA 23230

RE: Provisional Use Permit PUP2023-00001

Dear Sir/Madam:

The Board of Supervisors, at its meeting on March 14, 2023, approved your request for a Provisional Use Permit under Sections 24-2306 and 24-3708 of Chapter 24 of the County Code to allow a mixed-use development with multifamily residential on Parcel 776-736-1392 located on the west line of Westmoreland Street at its intersection with Jacque Street, subject to the following conditions:

1. **Master Plan.** The master plan for the property shall consist of all layouts, architectural, streetscape, landscaping, and design guidelines documents submitted as part of this request (see case file). All development on the property shall be in general conformance with the master plan, unless otherwise approved at the time of Plan of Development review.
2. **Setbacks:** Setbacks may be reduced from those otherwise required by Zoning Ordinance standards, but in no case shall they be less than shown in the Master Plan documents.
3. **Height Limitations.** Buildings must not exceed 175' in height.
4. **Architectural Treatment.** Any building on the property must be designed in general conformance with the architectural themes displayed in the pattern book dated January, 2023.
5. **Materials.** Any building on the property must be a combination of any of the following: masonry, stone, architectural metal, architectural concrete, glass, EIFS, and cementitious siding. No vinyl siding shall be used. Alternate materials may be allowed if requested by Owner and specifically approved by the Director of Planning upon a finding that such materials are of equivalent quality, function, or manufacture to those specifically enumerated above.

6. **Sidewalks and Street Lights.** Sidewalks must be provided along all public street frontages and internal drives or roads, in addition to those areas indicated on the master plan in a manner determined at the time of POD review. Streetlights shall be provided along adjacent public streets and internal streets in a manner determined at the time of lighting plan review.
7. **POD Supplementary Submittal Requirements.** With each Plan of Development application for a portion of the Property, the Owner must prepare and submit to the Director of Planning the following (the "POD Supplements"):
 - a. Streetscape & Landscape Plan, which must include, as applicable, all hardscaping, vegetative screening, streetscape plantings, foundation plantings, and any other landscape elements required by the Director of Planning;
 - b. Lighting Plan; and
 - c. Pedestrian Connection Plan, which must include all improvements designed to facilitate pedestrian circulation and connectivity.

Each of the POD Supplements must be reviewed for general conformance with the Master Plan. Deviations may be approved by the Director of Planning in connection with any subsequent Plan of Development, subdivision approval, or any other variation permitted by the Director upon a finding that the variations are generally in keeping with the spirit and concept of the Master Plan.
8. **Emergency Communication Systems.** The owner must install a fire command center and emergency radio communication equipment within any new building exceeding 60 feet in height to allow for adequate public safety and radio coverage within and between the buildings. A communications consultant must certify such equipment as compatible with the County's emergency communication system within 90 days of the owner or tenant obtaining a Certificate of Occupancy for any such building. The County must be permitted to perform communications testing within the buildings at any time.
9. **Fire Protection.** All structures, including parking structures, other than open, standalone parking garages, must be fully sprinkled for fire protection. A 3" standpipe for fire protection shall be provided within all structured parking at approximately 200' intervals. The exact location of these improvements in structure parking will be determined by the Division of Fire during Plan of Development review.
10. **Crime Prevention.** Prior to occupancy of any structure containing commercial or office uses, the applicant and the Crime Prevention Unit of the Division of Police shall conduct a security survey of the property. The applicant must implement mutually agreed upon security recommendations.

11. **Parking Plan.** Parking may be reduced in accordance with the parking plan analysis titled Westmoreland Crossing Parking Analysis dated January 19, 2023 but

must in no case be less than the provided spaces for any proposed uses as shown in Table 1 of the reference document. Any plan of development submitted for the property must include a tabulation of all parking required per a licensed engineer's determination. Shared parking information, including updates to the parking calculations demonstrating the parking rate is meeting the needs of approved development on the property, must be provided with each plan of development or as requested by the Director of Planning. Each plan of development submitted must identify the location and means of creating additional parking that could accommodate the difference between the reduced parking standard approved by this permit and the standards contained in the Henrico County Code.

12. **Amenities.** Amenities consistent with the Master Plan must be provided on the property in a manner determined at the time of plan of development review.
13. **Residential Density and Unit Size.** There will be no more than 1,000 dwelling units, of which (a) no more than 500 dwelling units will be located in Phases 1, 2, and 3, and (b) no more than ten percent of dwelling units in each phase can have 3 bedrooms.
14. **Residential Recycling Facilities.** Recycling must be provided for the multi-family development for so long as the County either provides or sponsors some form of recycling. Outside recycling and refuse collection area(s) provided shall comply with the requirements set forth in Section 24-4427 of the Zoning Ordinance.
15. **Prohibited Uses.** The following uses are prohibited as part of the master-planned development:
 - a. Adult uses
 - b. Crematory or funeral home
 - c. Shooting range, indoor
 - d. Alternative lending institutions
 - e. Auction house
16. **Traffic Analysis.** When requested by the County at the time of any Plan of Development, a traffic analysis incorporating all or a part of Phases 1, 2, and 3 as identified in the Master Plan will be completed. Necessary road improvements must be made by the applicant as required at the time of the Plan of Development. Such analysis must be updated in a cumulative fashion for each additional phase of development at the request of the Traffic Engineer.
17. **Existing Uses.** This Provisional Use Permit applies to new residential and mixed-use development. Expansion of the existing facilities and approved M-1 uses is exempt from the provisions of this Provisional Use Permit.

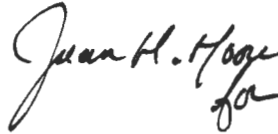
Family Holdings, LLC

March 21, 2023

Page 4

The Planning Department has been advised of the action of the Board of Supervisors and requested to revise its records.

Sincerely,

A handwritten signature in black ink, appearing to read "John A. Vithoukaskas" with a stylized flourish at the end.

John A. Vithoukaskas
County Manager

pc: Andrew M. Condlin
Director, Real Estate Assessment
Henrico County Public Schools



WESTMORELAND CROSSING

PATTERN BOOK
JANUARY 2023

TABLE OF CONTENTS

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PROJECT TEAM

DEVELOPER



OWNER

FAMILY HOLDINGS, LC

LAND USE ATTORNEY



CONCEPTUAL DESIGN ARCHITECT



CIVIL ENGINEER



LANDSCAPE ARCHITECT

CITE DESIGN

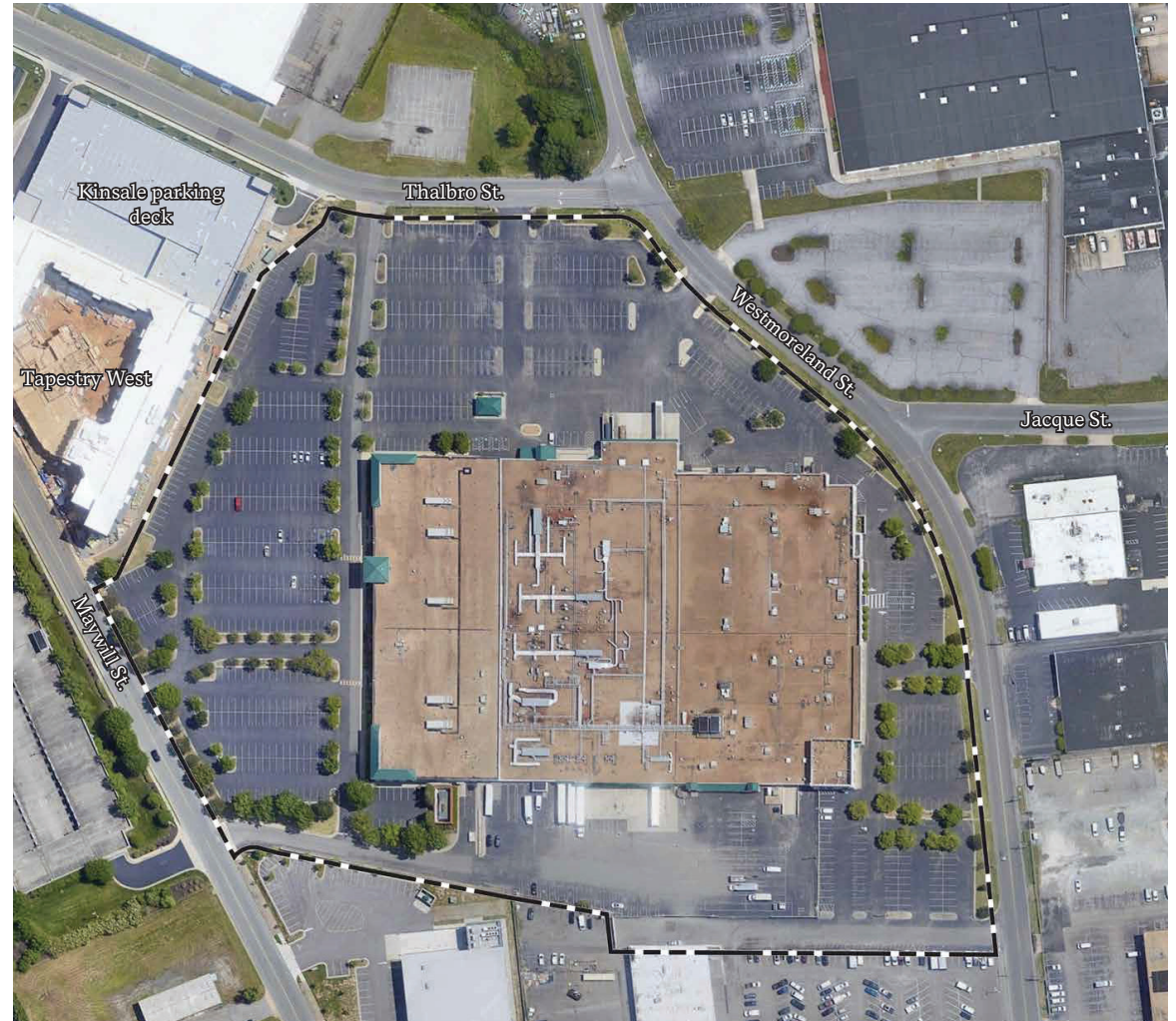
CONTEXT + EXISTING CONDITIONS

Westmoreland Crossing encompasses 19 acres in Henrico County, bordered by Maywill Street, Thalbro Street, Westmoreland Street, and is located within the Westwood Overlay District, adjacent to the Kinsale office building and Tapestry West community. The Westmoreland Crossing site is to be incrementally redeveloped as a high-quality, pedestrian-oriented, mixed-use environment. This environment will initially incorporate several of the existing office and bakery businesses and, over time, provide the backdrop for a rich mixed-use experience for residents, employers, workers, and visitors alike.

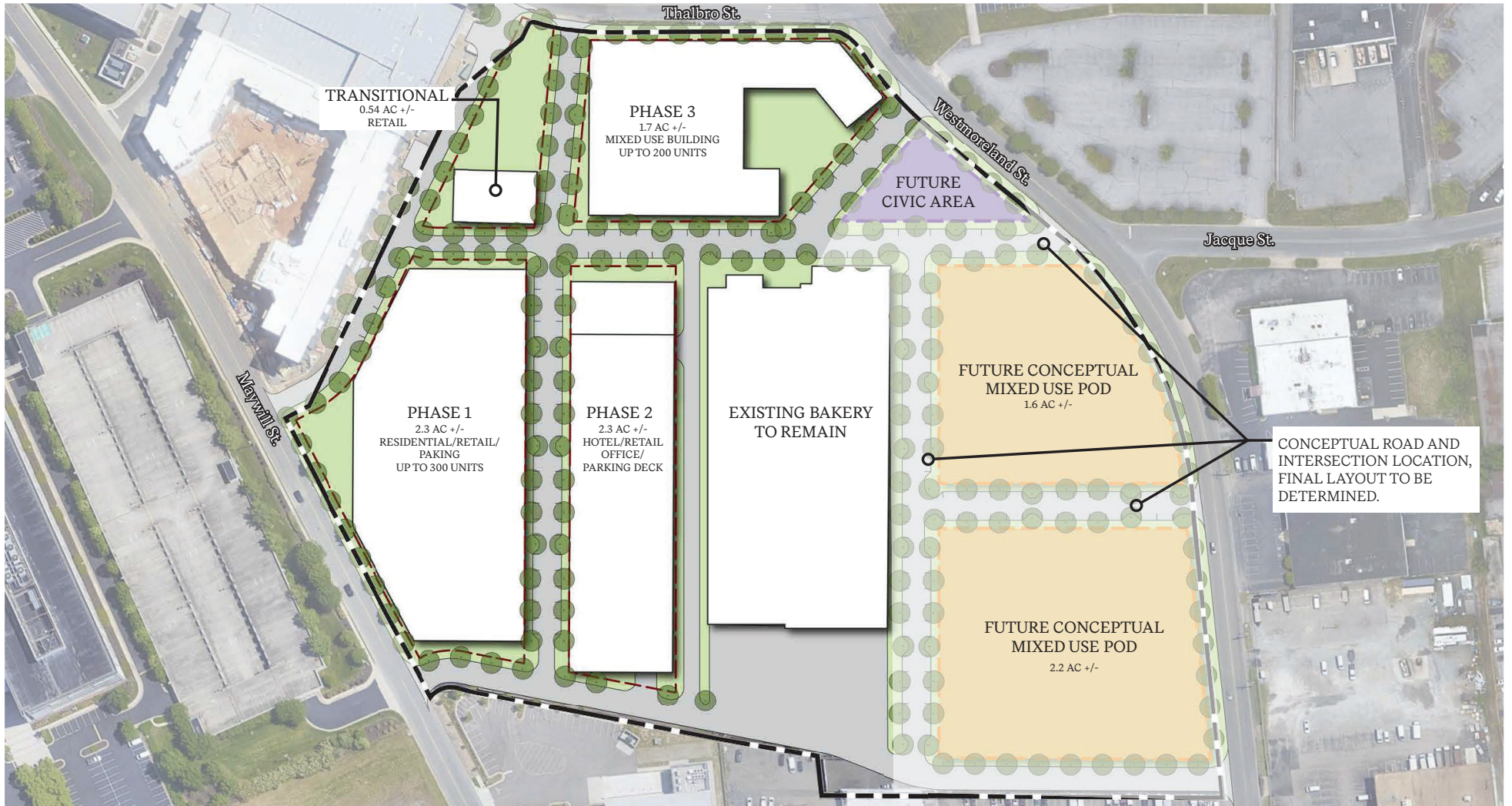
Sidewalks, lighting, seating and other street furniture and pedestrian amenities will be used to buffer pedestrians from vehicular traffic and to enrich the public space. Street trees and appropriate landscaping will further buffer pedestrians from vehicular traffic, provide shade, and visually frame special points of interest. The streets will be designed to slow vehicular traffic, accommodate vehicular movement, and encourage pedestrian usage. A variety of signage types, each appropriately scaled for its purpose and location, will be designed to provide order and visual clarity.

The Westmoreland Crossing architecture is to be designed to offer a variety of visual experiences. Fronting on the public sidewalks, buildings will frame the street, with main entries generally accessed directly from the public way. Buildings will be designed as a composition to engage open space and unify the urban fabric.

The standards in this pattern book are intended to promote a rich and varied urban environment, encouraging the design of streets, streetscapes, buildings, landscaping, and signage to contribute to the development of an exciting urban lifestyle.



CONCEPT SITE PLAN



Future road network and roadway connections are conceptual and subject to change.

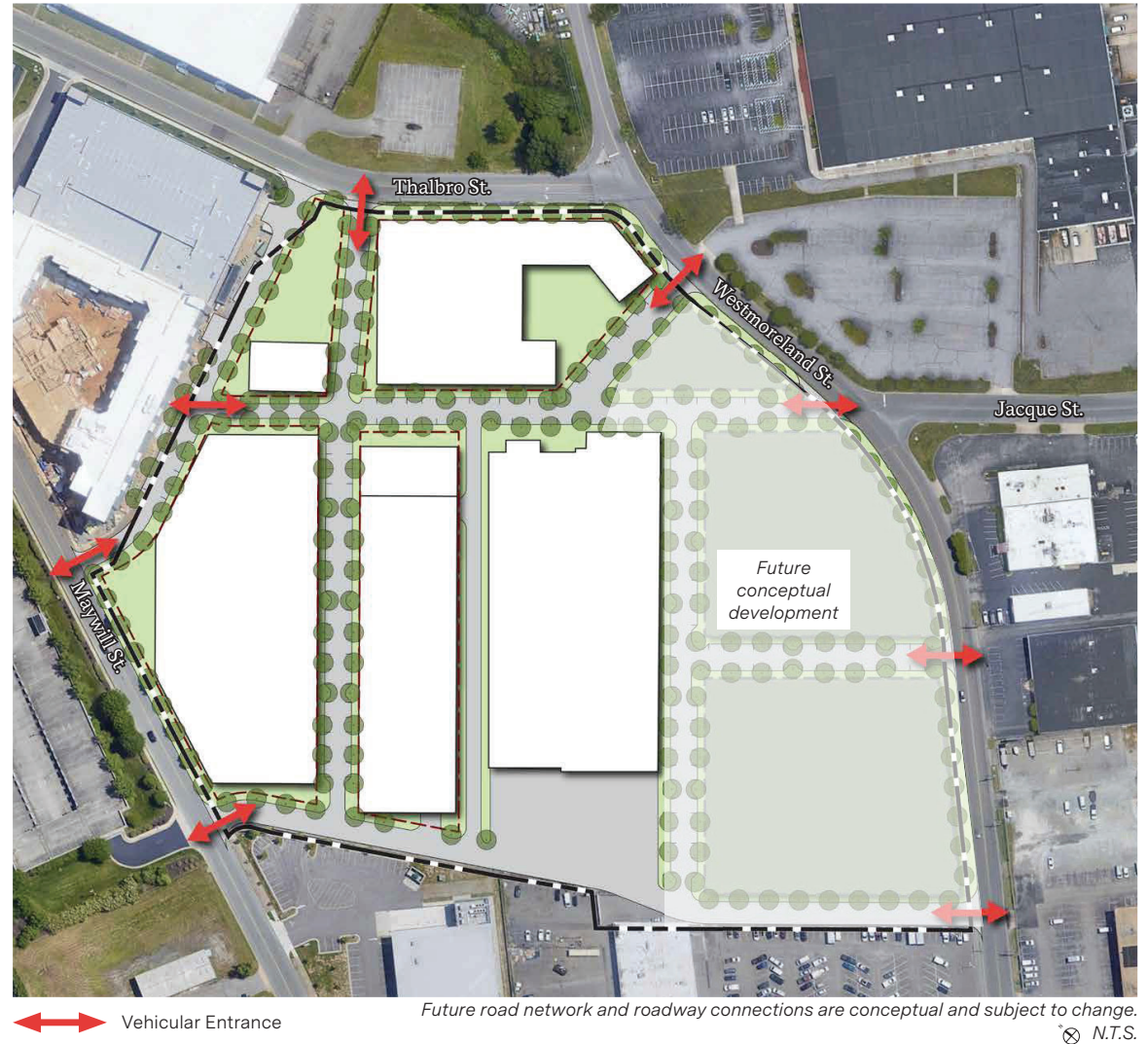


ACCESS + PARKING

The Westmoreland Crossing site is to be organized along a network of streets which interface with the adjacent urbanized development and existing transportation network. Existing broad expanses of surface parking lots are to be replaced with buildings that incorporate integrated parking structures. This allows for productive use and repurposing of existing parking areas, while simultaneously providing adequate parking for the new and existing uses.

With expansion and growth over time, structured parking will be required to provide adequate spaces for the facility requirements, as proposed. These structures should be conveniently located, and also serve to organize the locations of delivery, trash pickup, and loading areas. Developed as required, they should be dispersed throughout the property to provide for a maximum pedestrian travel distance of no more than 1,000 feet from parking spaces to anticipated destination. Parking structures shall be sited and signed so as to attract vehicular drivers. All parking facilities are to be ADA compliant. Wherever practical, bicycle racks and storage locations should be considered to encourage alternate forms of transportation in Westmoreland Crossing. Speed limits and street configuration will be set to enable safe bicycling activity. Building amenities such as showers and locker rooms will be encouraged. Care should be exercised to protect and enhance public transportation stations and connection points. The creation of reasonable accommodations for electric vehicle charging stations will also be considered.

On-street parking should be provided where feasible throughout the connecting streets in Westmoreland Crossing. On-street parking spaces shall be clearly delineated by pavement markings and signage where appropriate. Signage and pavement markings shall also clearly identify loading spaces where they occur. At intersections requiring maneuverability of larger delivery trucks and fire equipment, a rolled curb may be provided. Bulb-outs and extensions of the sidewalk paving into the street at intersections may be used to define the parking areas and to shorten the distance across streets, making street crossings safer and more pedestrian-friendly. On-street parking may have time limits to best serve visitors.



PEDESTRIANS + STREETSCAPES

Crosswalks at intersections highlight the presence of the pedestrian in the street environment. Pavement markings shall be used to identify sidewalk locations. Alternate materials may be provided as identification at pedestrian crossings and vehicular drives. Textured patterns slow traffic so that pedestrians can more easily and safely traverse the walk. The entire roadbed may also be raised up to the level of the public walk to allow for an uninterrupted field of paving throughout the intersection. In addition, specially designated streets may be paved with alternate materials reflecting brick or stone patterns.

The street sections on the following pages are examples of the typical street proportions and characters of private roads which could be utilized by new sections within Westmoreland Crossing. Sign poles, such as stop and advisory signs, should be of a uniform size and form, should be capped and have anchorage points concealed.

The Westmoreland Crossing site will utilize streetscapes and plazas to enhance pedestrian movement. Outdoor plazas may be located to highlight a main entrance to a major building or to provide a series of outdoor spaces to accommodate pedestrians. Elements such as decorative paving, lighting, and additional street furniture, public art, or accent landscaping may be employed in such a way as to not restrict or interfere with clear movement on the sidewalk. Streetscapes and plazas shall use durable surface finishes with materials, patterns and colors that coordinate with the adjoining architecture. Designs that provide residents with a sense of privacy and the pedestrian with a sense of security resulting from visual oversight of the street by residents will be encouraged. The use of intermediate spaces between the public and private realms, such as porches and balconies, is recommended.



Inspiration images for conceptual use

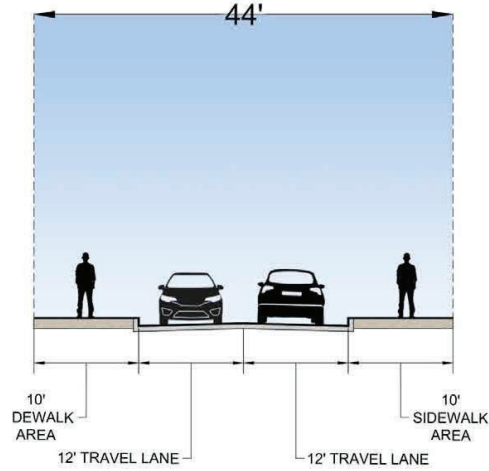
PEDESTRIANS + STREETSCAPES



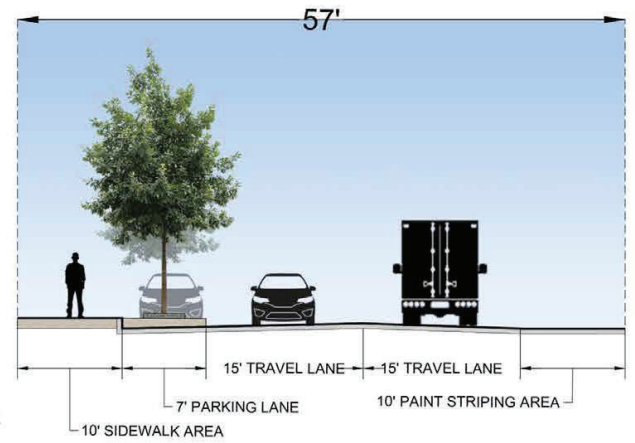
Future road network and roadway connections are conceptual and subject to change.

N.T.S.

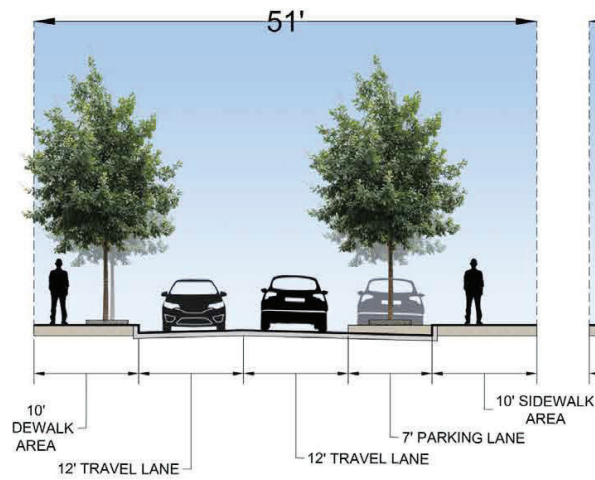
SECTION A ■■■■■■■■■■
SCALE: 1" = 10'



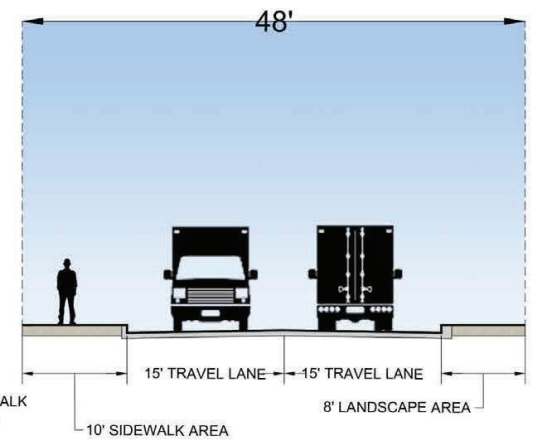
SECTION B ■■■■■■■■■■
SCALE: 1" = 10'



SECTION C ■■■■■■■■■■
SCALE: 1" = 10'



SECTION D ■■■■■■■■■■
SCALE: 1" = 10'



PEDESTRIANS + STREETSCAPES

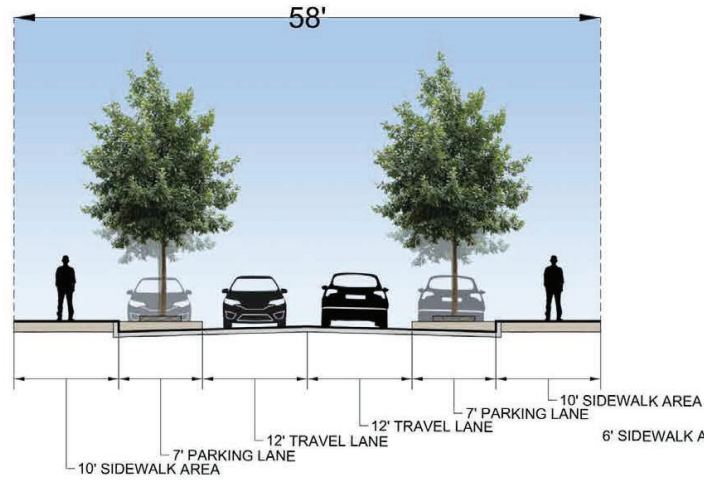


Future road network and roadway connections are conceptual and subject to change.

N.T.S.

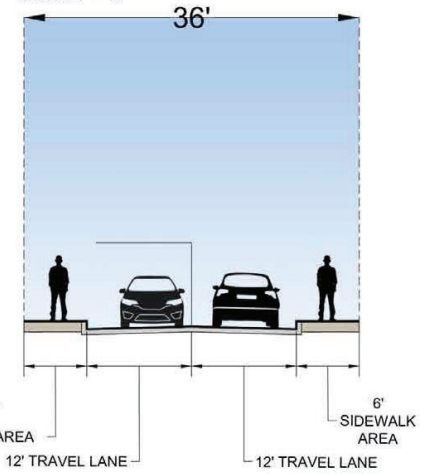
SECTION E

SCALE: 1" = 10'



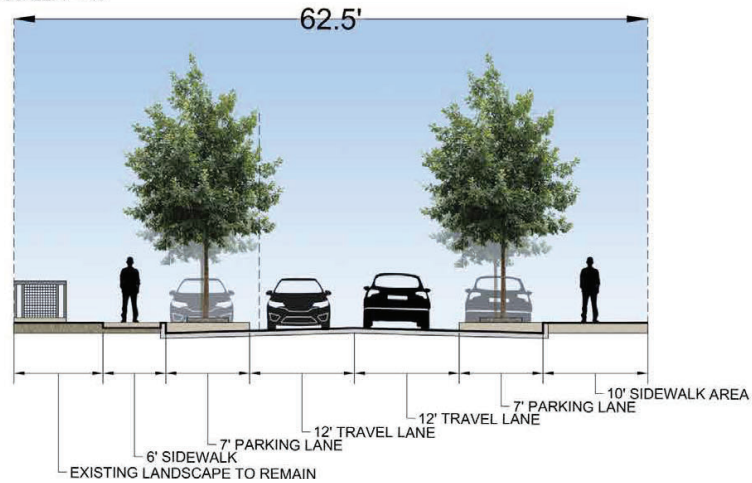
SECTION F

SCALE: 1" = 10'

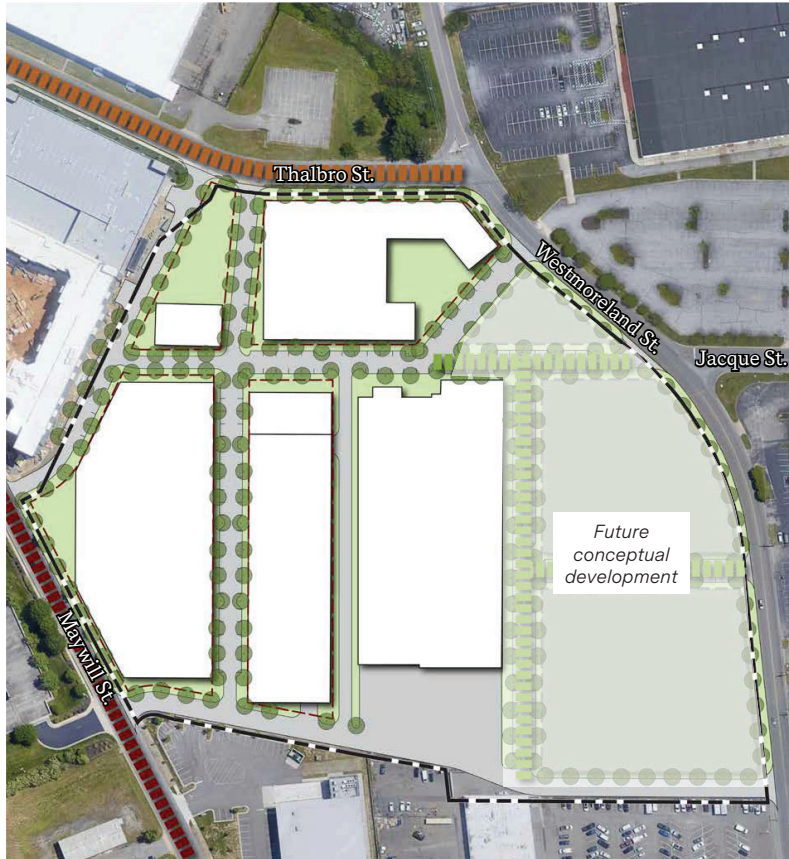


SECTION G

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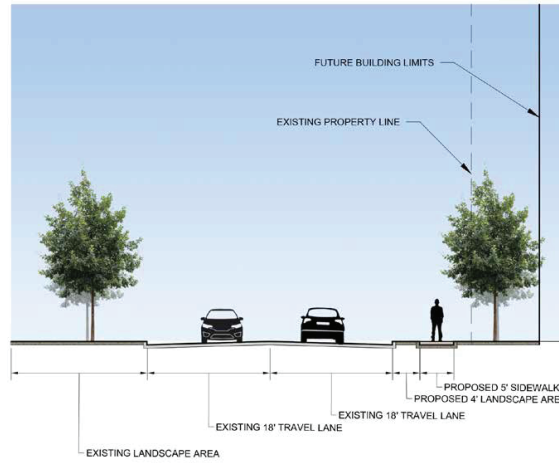
PEDESTRIANS + STREETSCAPES



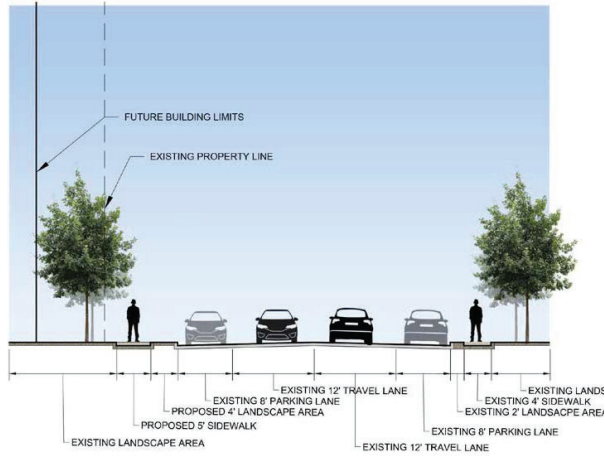
Future road network and roadway connections are conceptual and subject to change.

N.T.S.

THALBRO STREET
NOT TO SCALE



MAYWILL STREET
NOT TO SCALE



CONCEPTUAL ROADS
CONSTRUCTED WITH
FUTURE PHASES

MASSING + SETBACKS

Westmoreland Crossing will maintain a cohesive form-based development approach allowing for incremental development over time. Sufficient levels of height, massing and density are encouraged to achieve pedestrian activity in spaces with proximate and adjacent buildings while maintaining a human scale and approachability at the street level. The mixed-usage of both buildings and street blocks is encouraged. Buildings will be located and oriented to achieve a balanced environment for the comfort, visibility, and accessibility of both the pedestrian and the automobile.

Setbacks will be designed to allow for dense block level development while promoting light, air, and movement at the street. Where possible, massing should step back from the build-to line with increasing heights. A portion of each building's primary facade may be set back up to 20 feet further from the street than the primary facade, if this space is constructed as a forecourt or pedestrian entryway that is open to the sidewalk.

Building form will be regulated through the establishment of several acceptable building typologies with appropriate setbacks and lot coverage. While the following examples attempt to document the building typologies that will likely become part of Westmoreland Crossing, other Building Types may be deemed to be acceptable if approved by Westmoreland Crossing ownership.



Inspiration images for conceptual use

Plaza Building:

A structure located and designed to accommodate commercial uses on all floor levels, arranged in front of a public plaza or Civic Area. Buildings may step back on upper levels in order to create terraces for outdoor spaces overlooking the plaza.

Mixed-Use Building:

A building located and designed to accommodate commercial and service uses on the ground floor occupying most of the lot, and a mixture of business or residential uses on the upper floors. Upper floors may be stepped back from the floor level below in order to create balcony and roof terraces for the residential units.

Multi-Family Building:

Multiple dwelling units on the upper floors, with the potential for multiple levels of parking at, above, or below grade level.

Commercial Building:

A building located and designed to accommodate commercial and/or office uses on all floor levels, with parking provided by an adjacent parking deck, integrated parking deck, or nearby surface parking.

Civic Area:

An area designed to accommodate recreation areas, common areas, and open space. These areas will be privately owned and maintained, but will be available for use by the general public. Buildings, or structures of one story in height for public use may be acceptable within a civic area.



MASSING + SETBACKS

STRUCTURE TYPE	LOT AREA (MIN./MAX. IN SF)	LOT WIDTH (MIN./MAX. IN FT.)	FRONTAGE PERCENTAGE (MIN./MAX.)	LOT COVERAGE (MAX.)	STREET YARD (MIN./MAX. IN FT.)	SIDE YARD (MIN. IN FT.)	REAR YARD (MIN. IN FT.)	HEIGHT (MAX. IN FT.)
RETAIL (SINGLE USE)	NO MIN. / NO MAX.	50 / 500	70% / 100%	100%	0 / 25	0	0	110
PLAZA BUILDING	NO MIN. / NO MAX.	50 / 500	60% / 100%	80%	20 / 100	0	0	200
MIXED-USE BUILDING	NO MIN. / NO MAX.	NO MIN. / 550	70% / 100%	90%	0 / 25	0	0	200
MULTI-FAMILY BUILDING	NO MIN. / NO MAX.	50 / 550	70% / 100%	100%	0 / 25	0	0	200
COMMERCIAL BUILDING (SINGLE USE)	NO MIN. / NO MAX.	50 / 550	70% / 100%	100%	0 / 25	0	0	200
CIVIC AREA	NO MIN. / NO MAX.	NO MIN. / NO MAX.	--	10%	--	--	--	--
PARKING LOT + PARKING DECK	NO MIN. / NO MAX.	NO MIN. / NO MAX.	--	--	0 / 25	0	0	110

Notes:

1. Lots containing existing buildings shall be exempt from compliance with the above requirements, until such a time that the existing building is demolished and the lot is redeveloped for a different use.
2. Yard Setback requirements shall be measured from the building lot line at the edge of the sidewalk
3. Exceptions to the yard setback may be allowed where design considerations provide for unique, urban style features, such as sidewalk cafes, building entrances, plazas and similar desirable design features. The intent is to create a unique urban landscape and not to restrict design creativity.
4. Exceptions of other standards may be permitted where design considerations call for unique development standards and encourage creativity.

ARCHITECTURAL STANDARDS

Initial and future phases of Westmoreland Crossing architecture are to be coherent and consistent in style, quality and attention to detail. Buildings fronting on the public sidewalks will frame the street, with main entries generally accessed directly from the public way. Structures will be designed as a composition to engage open space and unify the pedestrian fabric. Building corners should address their street corners with principal entrances, chamfered or curved building corners, or other means that distinguish the building at the corner from the field of the building facade. Towers, turrets, bay windows, accents or other architectural devices are encouraged as a means of articulating select street corners. The exterior design of parking structures shall visually integrate with their surroundings and be oriented so the sloping floors of the interior ramps are hidden from view where possible.

Primary exterior building materials (exposed to view on public rights-of-way) should be brick, stone, architectural metal, architectural concrete, architectural block, glass, and cementitious siding and EIFS. Secondary or accent exterior building materials should be anodized aluminum, stainless steel, copper, bronze, brass or painted steel. Mortar and caulking colors should be compatible with the predominant building material. Durable materials shall be used at the ground floor to ensure and maintain a high quality built environment. The maximum feasible amount of glazing should be provided at the first and second levels to provide a sense of continuous human presence and of ongoing habitation and activity. Street level detail and fine grained façade treatment will be encouraged. Such treatments may include recesses or projections, overhangs, fine architectural detailing, raised corniced parapets, articulated roof forms, arcades, parapets over entryways, canopies or porticos, display windows, and integrated landscaping and seating.

Rooftop equipment should be screened or concealed from public view where practical. Rooftop amenities such as garden terraces, restaurants, or recreational courts and pools that also conceal mechanical and other equipment are encouraged. Rooftop equipment should be neatly organized, taking into account views onto the roof from the other adjacent structures.

Building service functions should be concealed from public view, preferably with either internal truck docks, recessed automatic roll-up service door systems, or screened service courts. Service access into buildings from primary pedestrian streets within the property should be avoided or minimized. At a minimum, landscape shielding should conceal service areas from major views, while maintaining materials delivery and trash collection points as functional and accessible spaces. Curb cuts and service access points along building frontages should

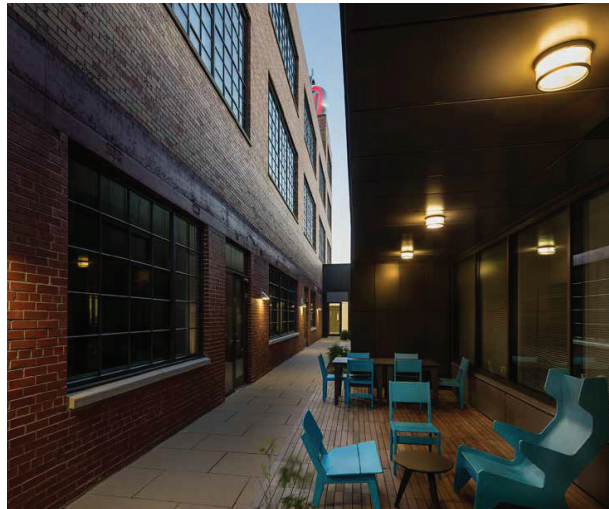
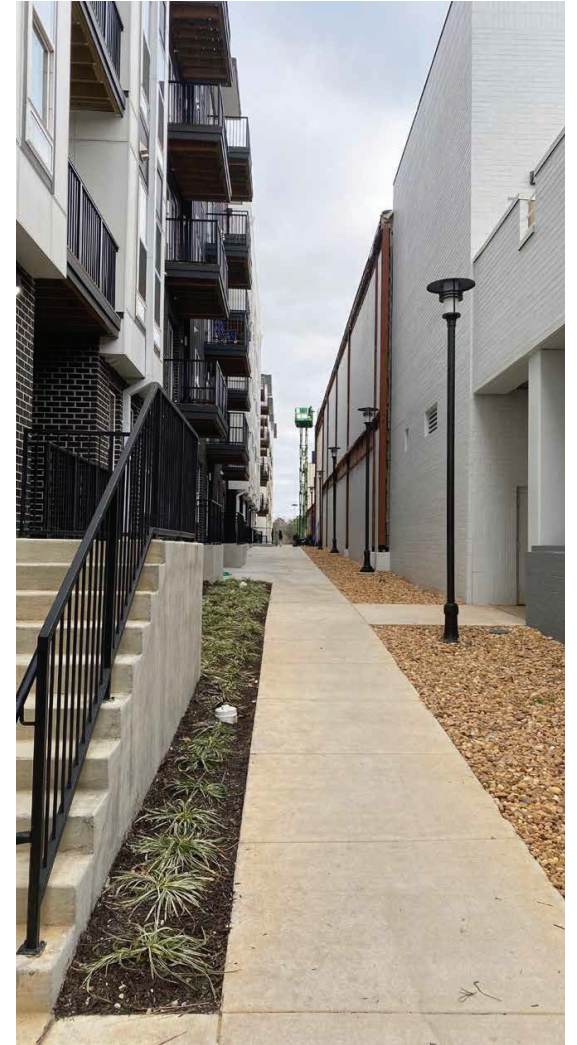
be minimized as well as the linear frontage of service areas along the street in order to maximize the amount of active storefront space. A single service area located within the block should be accessible to the commercial, retail, and residential tenants, linked to each other with corridors and the floors above with service elevators. Otherwise, loading and trash collection areas adjacent to multiple buildings should be provided to allow the best use of shared service facilities. Service areas should be dispersed or consolidated as deemed best to minimize service area frontage along the street.



Inspiration images for conceptual use

ARCHITECTURAL STANDARDS

Westmoreland Crossing may include incremental redevelopment of existing structures and site features, resulting in transitional areas and non-architectural building facades. Care shall be taken to address transitional areas by creating attractive temporary facades and pedestrian environments in a manner appropriate to the context with measures such as landscaping, paint, murals, lighting, and architectural materials.



Inspiration images for conceptual use

ARCHITECTURAL CHARACTER

COMMERCIAL (HOTEL / OFFICE / RETAIL / EDUCATION)



Inspiration images for conceptual use

ARCHITECTURAL CHARACTER

MIXED-USE



Inspiration images for conceptual use



ARCHITECTURAL CHARACTER

MIXED-USE



Inspiration images for conceptual use

ARCHITECTURAL CHARACTER

MIXED-USE



Inspiration images for conceptual use

ARCHITECTURAL CHARACTER

RESIDENTIAL (MULTI-FAMILY)



Inspiration images for conceptual use

ARCHITECTURAL CHARACTER

RESIDENTIAL (MULTI-FAMILY)



Inspiration images for conceptual use

ARCHITECTURAL CHARACTER

PARKING DECK / PARKING LOTS

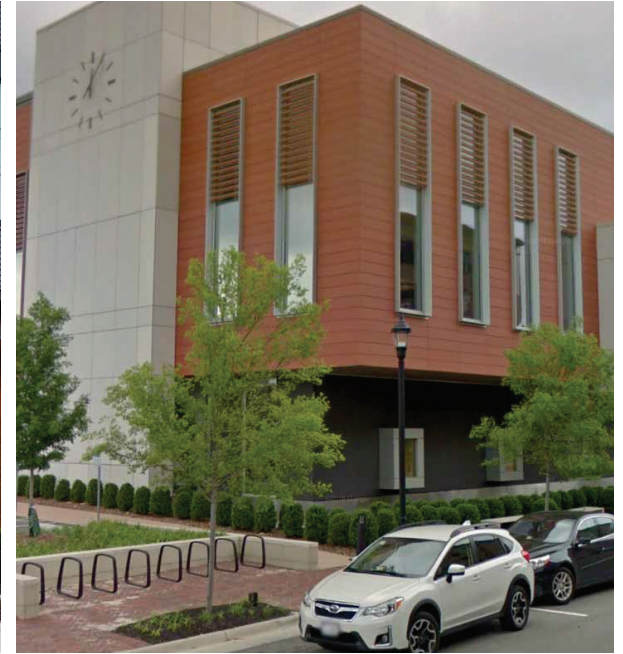


Inspiration images for conceptual use

LANDSCAPE

Street trees and plants selected for Westmoreland Crossing should be appropriate for the street conditions they are placed within. Street trees should be spaced at regular intervals and centered in tree wells. The spacing should not be less than 25 feet on center and not more than 40 feet on center in pedestrian zones or up to 100 feet on center in zones subject to site distance and traffic related requirements. Tree species proven to be appropriate for streetscape applications should be used. Trees shall also be placed so as not to interfere with utility connections. The alignment of trees on both sides of the street shall be coordinated and maintained as much as possible. Street tree intervals may be interrupted by vehicular access ways, utility access locations, street furniture requirements, or the appropriate highlighting of special building signage or facade elements.

Shrubs or other low plants may be used in place of street trees when tree canopies will block a view to a particular building facade, architectural feature, sculpture, or signage, or where sight distance easements prohibit the placement of trees. Alternative plantings should be coordinated with the feature being highlighted. Between street tree wells, ground cover plants or shrubs that are capable of withstanding dry or drought conditions may be provided with year round ground cover. Tree grates should be limited to sidewalks where conditions contribute to a narrow clear movement zone. ADA compliant grates for such conditions shall be utilized. Grates should be installed on ledges so that a minimum of 6 inches of air space is maintained between the bottom of the grate and the top of the graded soil in the tree well. The caliper of a planted tree should be dictated by the size of the tree well and soil conditions.



Inspiration images for conceptual use

LANDSCAPE

CIVIC AREA

Outdoor civic areas and plazas may be located to highlight entrances to Westmoreland Crossing, or major buildings, or to provide a series of outdoor spaces to accommodate pedestrians. Typically, plazas are pedestrian-oriented open spaces with decorative paving, lighting, and additional street furniture. Plazas may include sculpture, fountains, recreational elements, and/or additional landscaping. Hardscaped portions of Civic Areas and Plazas should include durable surface finishes for paving and primary walkways. The materials selected, colors, patterns, and finishes should compliment or coordinate with the adjoining architecture.



Inspiration images for conceptual use



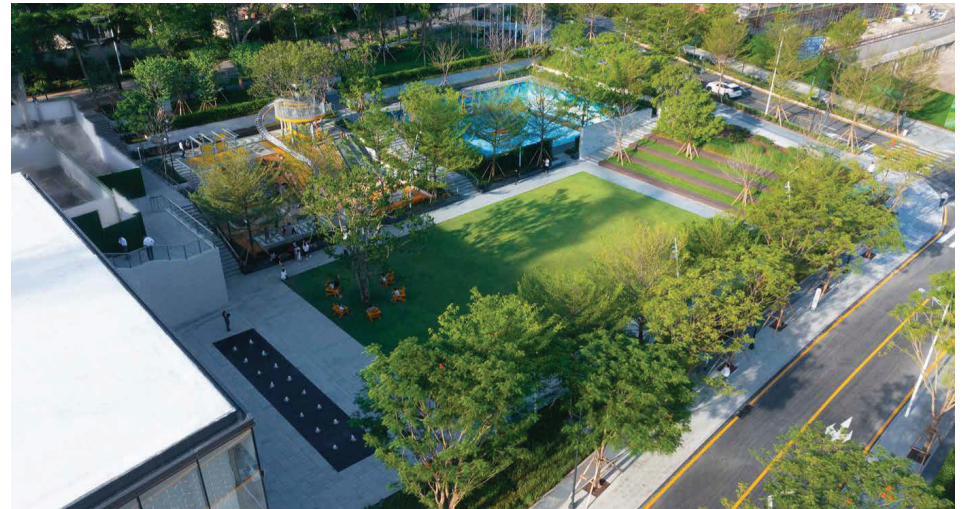
LANDSCAPE

CIVIC AREA



LANDSCAPE

CIVIC AREA



LANDSCAPE

CIVIC AREA



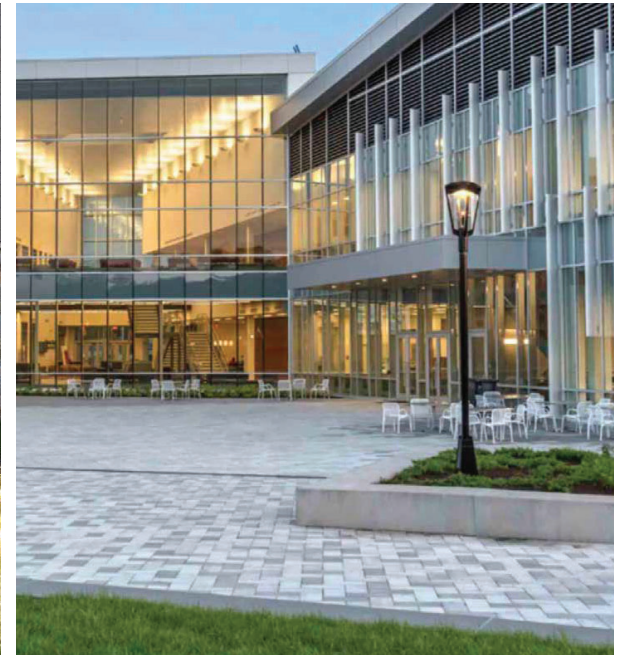
LIGHTING + OUTDOOR FURNISHINGS

LIGHTING

Within Westmoreland Crossing street lighting practices which minimize the use of energy and reduce glare are encouraged. Lighting will be provided that both enhances the character of the property and subtly reinforces the distinct aspects of its uses. Outdoor lighting will be designed at a pedestrian scale that supplies adequate illumination for both pedestrian use of the sidewalk, plazas, landscaped areas, street, and for vehicular use of the street. The design and selection of building-mounted decorative fixtures will be coordinated both with the street lighting and individual buildings. In plazas and along pedestrian pathways the use of low-level outdoor lighting integrated into plaza walls, stair side-walls and/or risers will be considered. The lighting levels provided should illuminate changes in elevation such as steps, ramps, and steep embankments. Lighting at the sidewalk along local streets in Westmoreland Crossing should maintain a pedestrian scale with a total preferred height (pole and light fixture) of 14'-0". Pole and fixture design should be complementary and consistent street fixture should be provided throughout the property.

UTILITY SERVICES

Utility services, when possible, should be located under the sidewalk adjoining the curb where practical. In situations where this is not practical, utilities should at least be concealed within the architectural design. The developer shall pay special attention to the approval and treatment of transformers, building generators, dumpster enclosures, telecommunication equipment, security cameras, electric, gas and other meters. All utility lines, particularly lateral sanitary sewer lines, should be designed so they will not interfere with tree well locations.



Inspiration images for conceptual use

LIGHTING + OUTDOOR FURNISHINGS



LIGHTING + OUTDOOR FURNISHINGS

OUTDOOR FURNISHINGS

The use of street furniture to promote pedestrian street life is encouraged at Westmoreland Crossing, particularly, seating, lighting, bollards, trash receptacles, planters, bicycle racks, mail boxes, and poles for signs, flags, and banners. Such furnishings shall not restrict clear movement through a sidewalk and should be coherent, utilizing unified design elements, arrangement, style, material and colors.

Seating areas should be considered at plazas, building entrances, and at the entry points to parking structures, and eating facilities. Care should be taken to ensure that seating areas are sufficiently illuminated. Public trash receptacles should consist of an outer decorative shell and a replaceable, impact-resistant liner. The receptacle should coordinate with other street furniture – particularly street lights – in terms of material, color, and finish. Bollards may be metal or textured concrete, stone, or a combination of these materials. While bollards are typically permanent, they may be removable where they are intended for intermittent use, such as in multifunctional spaces. Street furniture should be designed for long-term use and shall be of a durable material and finish. All exposed metals should be coated or otherwise treated to withstand oxidation/corrosion, abrasion, and damage from airborne salts. Maintenance will be required at regular intervals to keep the furniture items looking kempt. All street furniture should be set plumb and level.

Outdoor dining shall be permitted in seasonal social gathering areas when weather permits. The design of outdoor dining areas should be compatible to the architecture of the associated building & complimentary to the character of the street context. Railings and posts may be of metal, wood, and/or stone. Canopies, awnings and table umbrellas are encouraged in outdoor dining areas. No outdoor dining element shall obstruct clear sidewalk passage. Landscaping elements should be compatible with the adjacent structures. Fencing may be permanent or seasonal, however, temporary posts and railings are not permitted to be stored within the public view.

Planters shall complement the architectural context in form, detailing, color, and materials, be appropriate to the plants they will contain, and be properly maintained for the continued enhancement of the public realm. Planters are encouraged near storefronts, perimeter railings of outdoor dining areas, plazas and building entrances. Planters that are plastic or obviously plastic in nature are prohibited.

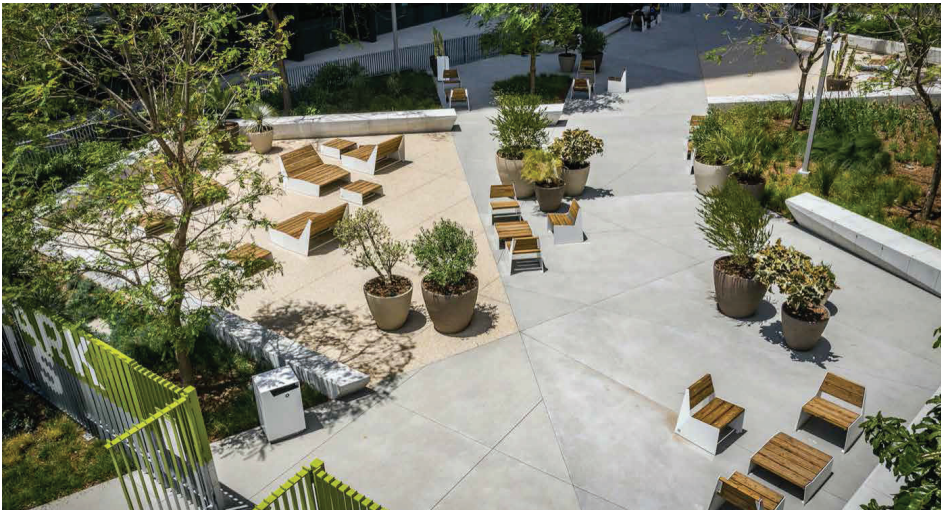


Inspiration images for conceptual use

LIGHTING + OUTDOOR FURNISHINGS



LIGHTING + OUTDOOR FURNISHINGS





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To: Greg Suskind, Family Holdings LC
From: Dave Anderson, PE AICP
RE: Westmoreland Crossing Parking Analysis
Date: January 19, 2023
Copy: Rob Lanphear

Introduction

Timmons Group completed a parking analysis for the proposed Westmoreland Crossing Redevelopment on Family Holdings LLC property located between Maywill, Thalbro, and Westmoreland Streets. The property is located in the Westwood Redevelopment Overlay District in Henrico County, Virginia. The proposed development will consist of a mix of uses, including approximately 500 multi-family residential, retail, restaurant, office, and hospitality uses. The residential units will be a mix of studio, one, and two-bedroom units with one and two-bedroom units comprising the vast majority. Also proposed is a publicly accessible parking deck providing over 600 spaces.

The redevelopment is proposed to occupy portion of the existing parcel that currently serves as parking for current uses, while existing uses, specifically including Ukrop's Bakery operation and Fortis College, will continue operation for the knowable future.

The proposed development provides a total of 1428 spaces onsite in the form of existing and new parking lot, deck, and street parking spaces.

The following analysis was completed to determine if the proposed parking spaces will adequately provide for the facilities' parking needs.

Parking Analysis

Required Parking per the Henrico County Zoning Ordinance

The Henrico County Zoning Ordinance (Ordinance) sets the number of required spaces for each land use. The County Board of Supervisors recently adopted a new Ordinance on June 22, 2021, with an effective date of September 1, 2021.

In accordance with Section 24-3708.D of the Ordinance (excerpt below), within the Westwood Redevelopment Overlay District, in lieu of complying with the Ordinance parking rates detailed in Section 24-5110, a development may provide a parking study showing the proposed number of parking spaces adequately accommodates the parking needs of the site.

D. Parking

In lieu of compliance with the parking requirements of Sec. 24-5110, Minimum Number of Off-Street Parking Spaces, a development or redevelopment may provide parking in compliance with the following requirements:

1. A parking study submitted with a master plan containing the information for master plans in subsection C must show that the parking allocation for the development is not likely to conflict on a regular basis with the parking allocation for other properties within the overlay district, based on the manner and time of parking for other properties. The parking study must be prepared by a licensed engineer and must show the number of parking spaces required and provided for the proposed development. The parking study may consider the use of on-street parking and the use of shared parking under shared parking agreements. Such agreements must be included with the parking study.
2. Each parking space allocated to the property must be located within 1,000 feet of the main entrance of the building to which it is allocated, measured along an accessible walking path.

ITE Parking Generation

The Institute of Transportation Engineers (ITE) Parking Generation, 5th Edition, contains data on parking demands for specific uses based on studies nationwide, including for mid-rise multi-family dwelling units (land use code 221). The equations or average peak parking rates contained in the Parking Generation report (general urban/suburban designation) were used to calculate the parking demand for the proposed development as shown in Table 1.

As shown in Table 1, according to ITE, the 1428 provided parking spaces will more than adequately support 500 total residential units., a 160 room hotel, and over 52,000 square feet of commercial (retail and office) uses, with a surplus of 482 and 468 spaces on weekdays and Saturdays, respectively. The additional spaces, provided in the primary publicly accessible parking deck, allow for future expansion if envisioned in the future for surrounding property.

ITE data indicates Sunday parking demands for residential uses are lower than weekday and Saturday demand and therefore, Sunday has not been included in the analysis.

Table 1: Required Parking Rates

Land Use	Amount	Units	Required Parking Per County Code ⁽¹⁾		Required Parking Demand per ITE ⁽²⁾				
			Rate	Required Spaces	ITE Code	Weekday Avg. Rate	Weekday Spaces	Saturday Avg. Rate ⁽²⁾	Saturday Spaces
Proposed Development									
Multi-Family Dwelling Units	500	Units	2 spaces/unit	1,000	221	1.31 spaces/unit	655	1.22 spaces/unit	610
Retail	21,700	S.F.	3.5 spaces/1,000 S.F.	76	820	1.95 spaces/ 1,000 S.F.	43	2.91 spaces/ 1,000 S.F.	64
Restaurant	7,700	S.F.	10 spaces/1,000 S.F.	77	932	9.44 spaces/ 1,000 S.F.	73	12.28 spaces/ 1,000 S.F.	95
Office	23,100	S.F.	2.5 spaces/1,000 S.F.	58	710	2.39 spaces/1,000 S.F.	56	0.28 spaces/1,000 S.F.	7
Hotel	160	Rooms	1 space/room	160	310	0.74 spaces/room	119	1.15 spaces/room	184
Total Required Spaces				1,371			946		960
Provided Spaces				1,428			1,428		1,428
Surplus Spaces				57			482		468

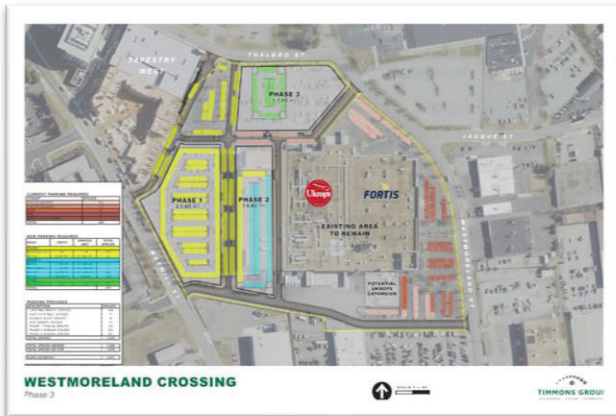
Notes:

1. Per Table 5110 of the Henrico County Zoning Ordinance.
2. Source: ITE Parking Generation, 5th Edition. General Urban/Suburban (no nearby rail transit) setting utilized.
3. For all uses, Sunday parking rates are lower than Saturday.

Buildout Phasing Analysis

In addition to the ITE Parking Generation analysis, Timmons Group performed a phasing analysis of the site. The purpose was to determine if, at any time during the development of Westmoreland Crossing, parking required will exceed parking available in the form of existing on-street, off-street and/or newly constructed spaces. This study fulfills the requirements of Section 24-3708.D of the Ordinance.

Attached to this report is Exhibit A – a sample of which is shown below.



This analysis includes current required parking, new parking requirements (with new phases), and the parking provided with each phase. The detailed analysis is shown for each phase and a sample is shown below:

CURRENT PARKING REQUIRED

TENANT	SPACES
UKROPS BAKERY	100
FORTIS COLLEGE	117
DARS	13
FOX	0
OFFICE (33% LEASED)	0
TOTAL	230

'CURRENT PARKING' INCLUDES EXISTING USES

NEW PARKING REQUIRED

DESC.	UNITS	SPACES/UNIT	TOTAL SPACES
PHASE 1			
RESIDENTIAL	300	1.25	375
RETAIL	6,000 SF	4/1,000 SF	24
PHASE 2			
RETAIL	7,700 SF	4/1,000 SF	31
RESTAURANT	7,700 SF	10/1,000 SF	77
OFFICE	23,100 SF	2.5/1,000 SF	58
HOTEL	160 KEYS	1/ROOM	160
PHASE 3			
RESIDENTIAL	200	1.25	250
TOTAL			975

'NEW PARKING' INCLUDES THE REQUIREMENTS RESULTING FROM NEW DEVELOPMENT OF WESTMORELAND COMMONS. THE NEW PARKING IS DIVIDED INTO THE PHASES SHOWING THE TYPES OF BUILDING USE AND THE PARKING UNITS REQUIRED FOR EACH.

PARKING PROVIDED

DESCRIPTION	SPACES
EXISTING ON-SITE SPACES	244
NEW ON-STREET SPACES	77
KINSALE ALLEY SPACES	15
NEW BAKERY SPACES	13
PHASE 1 PODIUM SPACES	220
PHASE 2 GARAGE SPACES	616
PHASE 3 GARAGE SPACES	291
TOTAL SPACES	1,476

'PARKING PROVIDED' INCLUDES THE NEW AND EXISTING AVAILABLE PARKING FOR THE SITE, INCLUDING EXISTING PARKING LOT SPACES THAT REMAIN AVAILABLE AFTER DEVELOPMENT.

TOTAL SPACES NEEDED	1,205
TOTAL SPACES ON SITE	1,476
SURPLUS/DEFICIT	+271

SURPLUS SHOWS THAT THE AVAILABLE SPACES EXCEED THE REQUIRED NUMBER OF SPACES.

Distance to Main Entrance

As shown on the conceptual plan, all spaces will be located within 1,000 feet of the main entrance to the building.

Conclusions

As a result of the analysis the following conclusion is offered:

- The proposed parking for the Westmoreland redevelopment meets the Ordinance requirements for the Westwood Redevelopment Overlay District based on the following:
 - The proposed 1428 parking spaces will exceed the individual peak parking demands of the uses as determined by ITE data during the weekday and weekend.
 - All parking spaces will be located within 1,000 feet of the main entrance to the building.
 - The surplus parking provided with the redevelopment is adequate for the continued needs of ongoing operations and activities of Ukrop's Homestyle Foods Bakery and Fortis College.

Should you have any questions or comments, please contact me at 804-200-6398.

Sincerely,



Dave Anderson, PE AICP

EXHIBIT A



CURRENT PARKING REQUIRED	
TENANT	SPACES
UKROP'S BAKERY	100
FORTIS COLLEGE	117
DARS	13
FOX	59
OFFICE (33% LEASED)	116
TOTAL	405

PARKING PROVIDED	
DESCRIPTION	SPACES
EXISTING ON-SITE SPACES	847
TOTAL SPACES NEEDED	405
TOTAL SPACES ON SITE	847
SURPLUS/DEFICIT	+442

WESTMORELAND CROSSING PARKING STUDY

Existing Site - January 19, 2023



SCALE 1" = 60'





CURRENT PARKING REQUIRED	
TENANT	SPACES
UKROPS BAKERY	100
FORTIS COLLEGE	117
DARS	13
FOX	59
OFFICE (33% LEASED)	116
TOTAL	405

NEW PARKING REQUIRED			
DESC.	UNITS	SPACES/ UNIT	TOTAL SPACES
PHASE 1			
RESIDENTIAL	300	1.25	375
RETAIL	6,000 SF	4/1,000 SF	24
TOTAL			399

PARKING PROVIDED	
DESCRIPTION	SPACES
EXISTING ON-SITE SPACES	515
NEW ON-STREET SPACES	46
KINSALE ALLEY SPACES	15
NEW BAKERY SPACES	13
PHASE 1 PODIUM SPACES	220
TOTAL SPACES	809

TOTAL SPACES NEEDED	804
TOTAL SPACES ON SITE	809
SURPLUS/DEFICIT	+5

WESTMORELAND CROSSING PARKING STUDY

Phase 1 - January 19, 2023



SCALE 1" = 60'

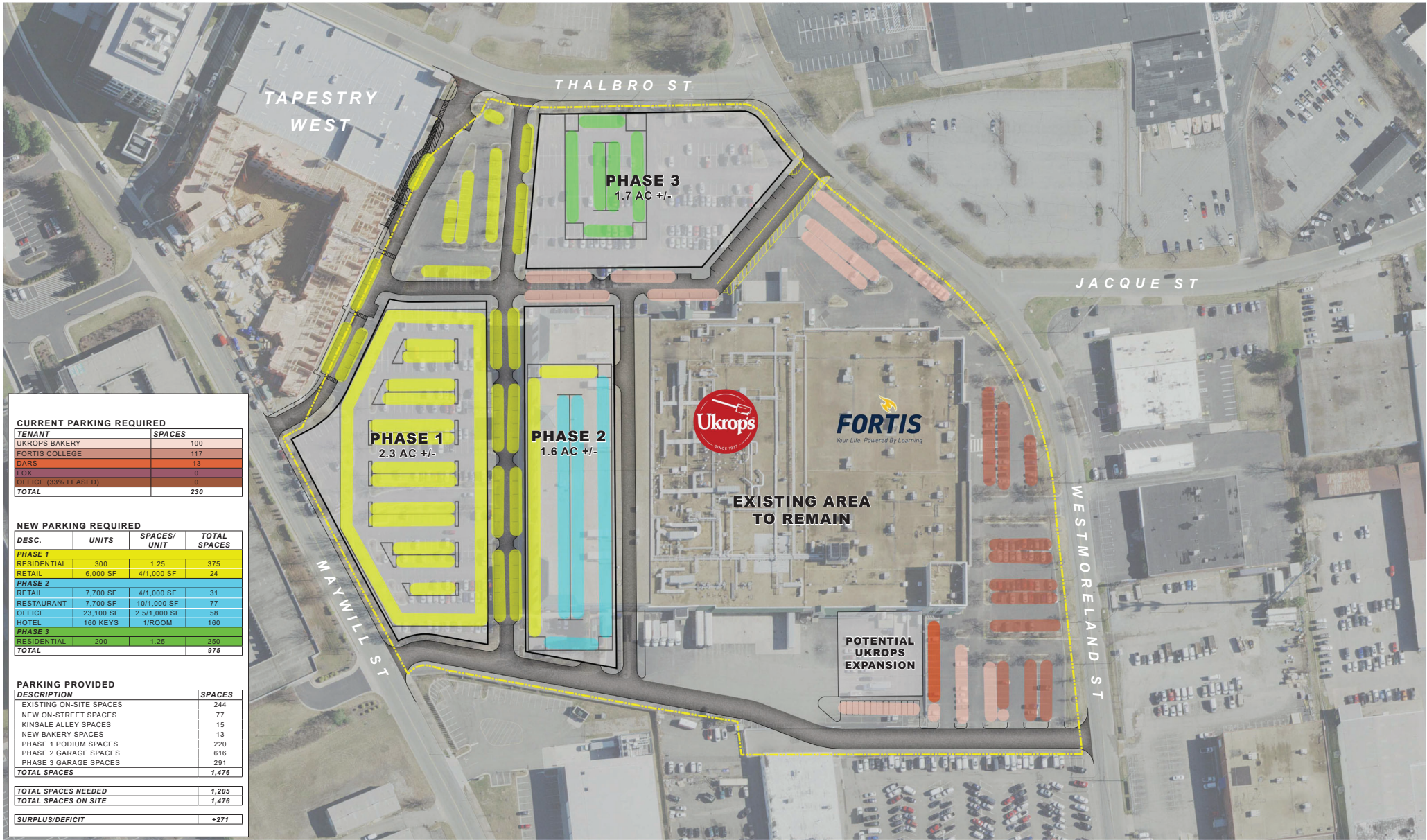


WESTMORELAND CROSSING PARKING STUDY

Phase 2 - January 19, 2023



SCALE 1" = 60'



CURRENT PARKING REQUIRED	
TENANT	SPACES
UKROPS BAKERY	100
FORTIS COLLEGE	117
DARS	13
FOX	0
OFFICE (33% LEASED)	0
TOTAL	230

NEW PARKING REQUIRED			
DESC.	UNITS	SPACES/ UNIT	TOTAL SPACES
PHASE 1			
RESIDENTIAL	300	1.25	375
RETAIL	6,000 SF	4/1,000 SF	24
PHASE 2			
RETAIL	7,700 SF	4/1,000 SF	31
RESTAURANT	7,700 SF	10/1,000 SF	77
OFFICE	23,100 SF	2.5/1,000 SF	58
HOTEL	160 KEYS	1/ROOM	160
PHASE 3			
RESIDENTIAL	200	1.25	250
TOTAL			975

PARKING PROVIDED	
DESCRIPTION	SPACES
EXISTING ON-SITE SPACES	244
NEW ON-STREET SPACES	77
KINSALE ALLEY SPACES	15
NEW BAKERY SPACES	13
PHASE 1 PODIUM SPACES	220
PHASE 2 GARAGE SPACES	616
PHASE 3 GARAGE SPACES	291
TOTAL SPACES	1,476

TOTAL SPACES NEEDED	1,205
TOTAL SPACES ON SITE	1,476
SURPLUS/DEFICIT	+271

WESTMORELAND CROSSING PARKING STUDY

Phase 3 - January 19, 2023



SCALE 1" = 60'



WESTMORELAND CROSSING PARKING STUDY

Retail - January 19, 2023



SCALE 1" = 60'