

SUBJECT PROPERTY

PUP2023-00010
Zoning
 Mixed-Use
 Brookland District

400 Feet

PS May 2023 Ref: 775-737-5724



COMMONWEALTH OF VIRGINIA
COUNTY OF HENRICO

John A. Vithoukas
County Manager

December 19, 2023

2000 Maywill, LLC
2025 Maywill Street, Ste. 100
Richmond, VA 23230

SFP 2103 Staples Mill Road I, LLC et al.
6884 Churchill Road
McLean, VA 22101

RE: Provisional Use Permit PUP2023-00010

Dear Sir/Madam:

The Board of Supervisors, at its meeting on December 12, 2023, approved your Request for a Provisional Use Permit under Section 24-3708 of Chapter 24 of the County Code to allow a mixed-use, master planned development with residential on Parcels 775-736-3570, 775-737-4781, and 775-737-5724 located at the northeast intersection of W. Broad Street (U.S. Route 250) and Staples Mill Road (U.S. Route 33), 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 (see case file).
3. **Height Limitations.** Buildings must not exceed 200' 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 November 2023 (see case file).

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 masterplan 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 (see case file). 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 60feet 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

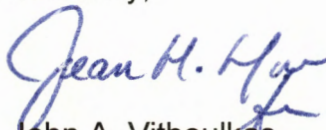
approximately 200' intervals. The exact location of these improvements in structure parking will be determined by the Division of Fire during Plan of Development review.

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 July 5, 2023 (see case file) 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 (see case file) 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 700 dwelling units, of which no more than five percent of dwelling units in each phase can have 3 or more 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 Study.** When requested by the County at the time of future Plan of Development filings, a traffic study incorporating components of future phases will be completed. Necessary road improvements must be made by the applicant as required at the time of Plan of Development.
17. **Utility Connection.** All development must be connected to county utilities.

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 blue ink that reads "John A. Vithoukas". The signature is written in a cursive style with a large initial "J".

John A. Vithoukas
County Manager

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



KINSALE CENTER

Pattern Book
November 2023 (Revision 3)

About **KINSALE CENTER**

Introducing Kinsale Center, a cutting-edge, modern mixed-use neighborhood nestled within the vibrant community of Henrico County, Virginia. This innovative development is designed to cater to the diverse needs and aspirations of its residents, providing a dynamic urban environment within a growing area of the county.

Kinsale Center enjoys a strategic location within Henrico County, offering easy access to downtown Richmond and major highways making it a hub for both residents and businesses.

It seamlessly integrates residential, commercial, and recreational spaces, creating a self-contained community where residents can live, work, and play within a walkable neighborhood.

The neighborhood will showcase contemporary architecture that reflects the area's forward-thinking spirit. Sleek, energy-efficient buildings with stylish facades add a modern touch to the community.

Kinsale Center will offer a diverse range of housing options that ensure that our new urban seeking dwellers can find their ideal living space.

On the ground floors of many buildings, you'll find an array of retail shops and restaurants. Local boutiques, artisanal eateries, and international cuisine options contribute to a vibrant culinary and shopping scene.

The neighborhood features beautifully landscaped parks, and communal courtyards, providing residents with serene places to relax and connect with nature.

Embracing the rich cultural heritage of the region the neighborhood will host cultural events, art exhibitions, and performances that showcase local talent and celebrate diversity.

Kinsale Center is more than just a neighborhood; it's a lifestyle choice. Whether you're a young professional seeking the convenience of modern urban living, a family looking for a welcoming community, or an entrepreneur with a vision, Kinsale Center offers the perfect environment to thrive. This modern mixed-use neighborhood in Henrico County, Virginia, combines the best of urban amenities with the tranquility of suburban living, creating a distinctive and appealing place to call home. Come be a part of this dynamic and forward-looking community.

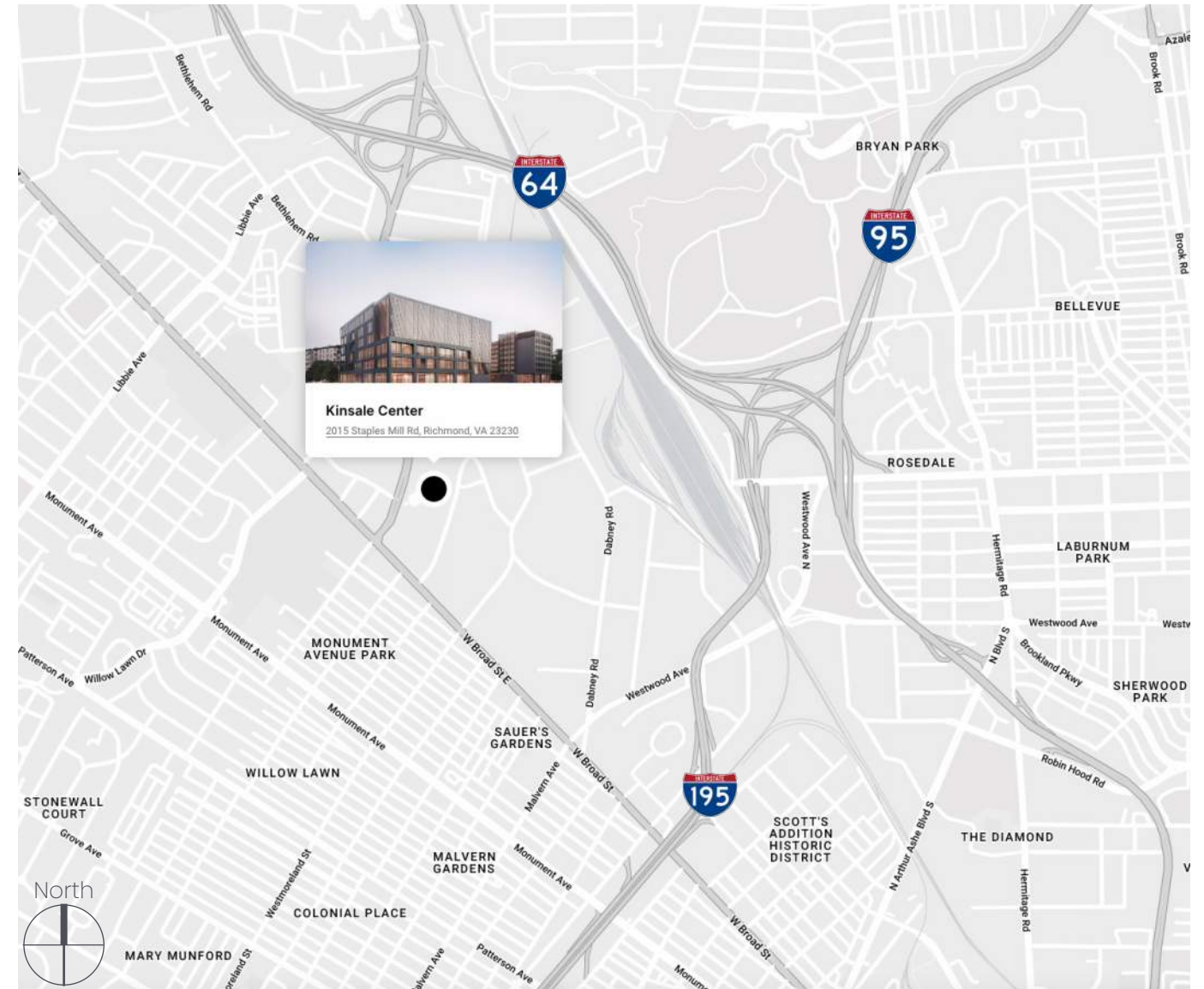




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Illustrative Master Plan

Massing and Setbacks

The Pedestrian Experience

- Streetscapes

- Street Sections

- Street Trees

Landscape

- Park Spaces

- Civic Areas

- Lighting

- Outdoor Furnishings

- Public Art

Architectural Character

Signage

PROJECT TEAM

Owner: Kinsale Capital Group, Inc

Developer: Marchetti Properties

Land Use Attorney: Roth Jackson Gibbons Condlin, PLC

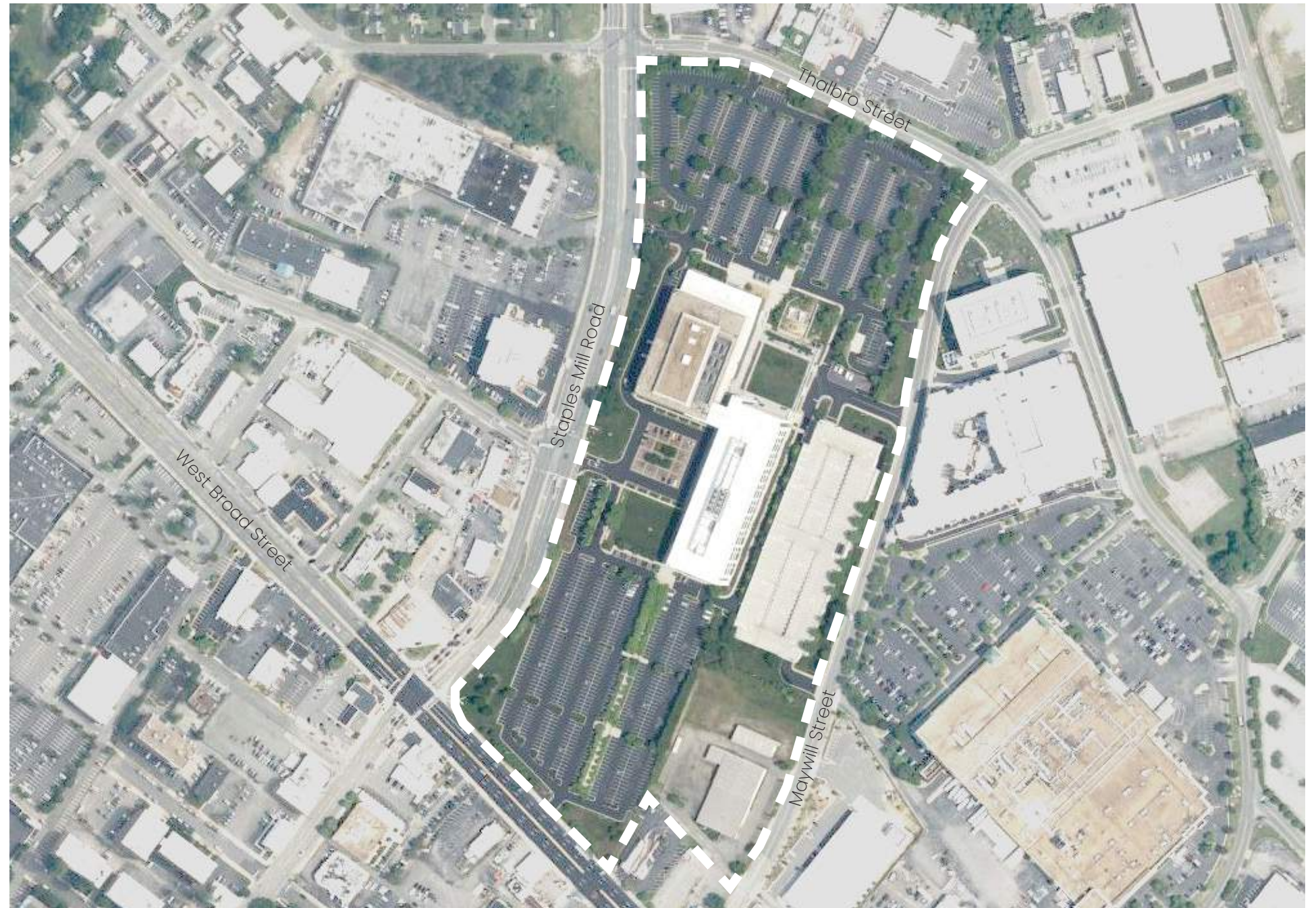
Design Architect: Baskervill

Civil Engineer: Kimley Horn

EXISTING CONDITIONS

Kinsale Center encompasses 13 acres in Henrico County, bordered by Broad Street, Staples Mill Road, Thalbro Street, Maywill Street, and is located within the Westwood Redevelopment Overlay District. The Kinsale Center site is to be incrementally redeveloped as a high-quality, pedestrian-oriented, mixed-use environment. This environment will initially incorporate the existing office buildings and, over time, provide the backdrop for a rich mixed-use experience for residents, employers, workers, and visitors alike.

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.



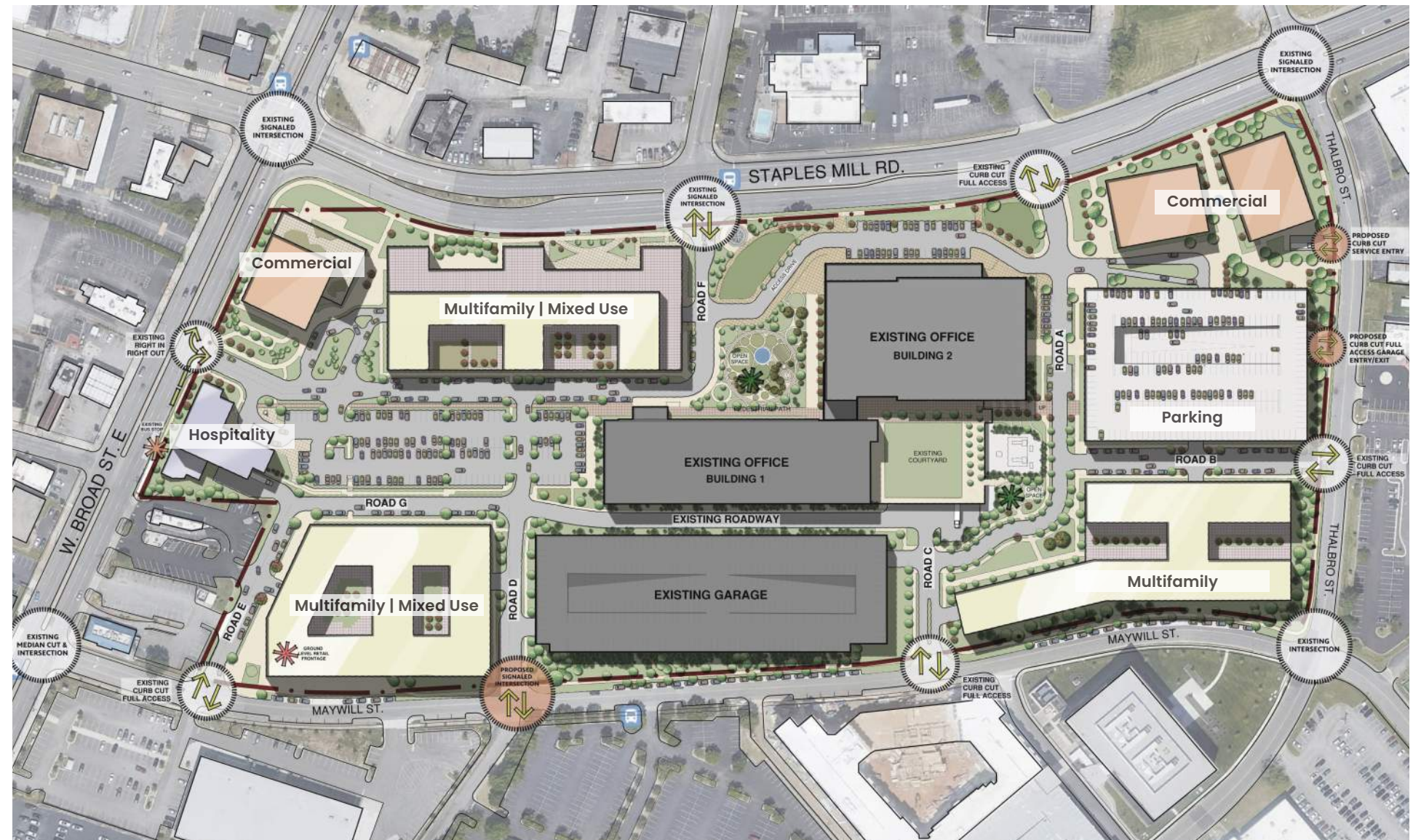
view looking north from West Broad and Maywill Streets



view looking north from Staples Mill Road West Broad Street



view looking south from Staples Mill Road and Thalbro Street



PHASE 2 PARKING SUMMARY

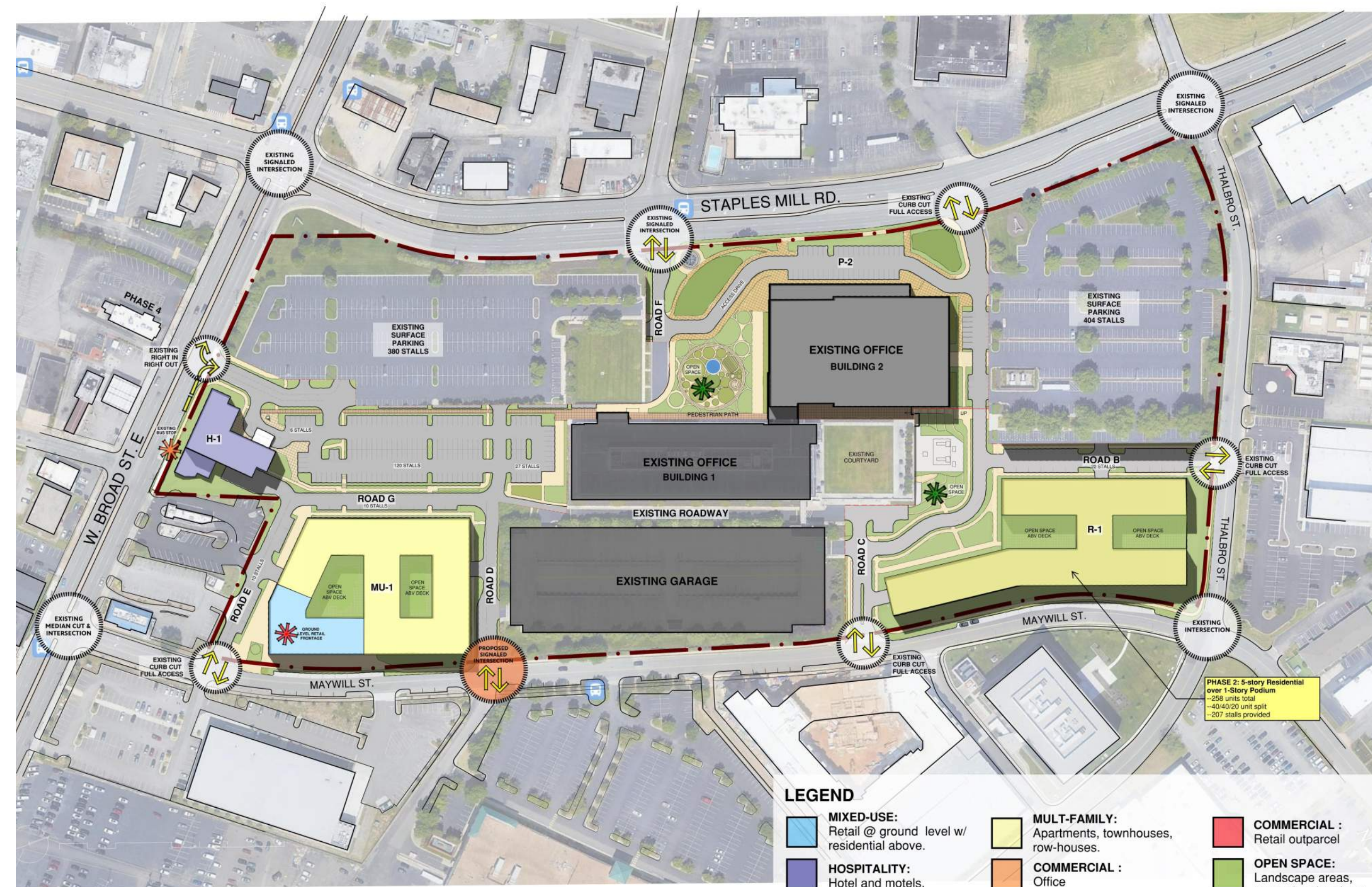
PARKING SUPPLY	
EXISTING STALLS ON SITE	1355
STALLS REMOVED IN PHASE 1	299
STALLS REMOVED IN PHASE 2	272
REMAINING STALLS ON SITE	784
NEW ON-STREET PARKING STALLS	42
NEW SURFACE PARKING STALLS (P-1)	41
NEW HOTEL (H-1) SURFACE PARKING STALLS	153
NEW MIXED USE (MU-1) STRUCTURED PARKING STALLS	441
NEW RESIDENTIAL (R-1) STRUCTURED PARKING STALLS	241
TOTAL PROPOSED PARKING STALLS	918
TOTAL EXISTING PARKING STALLS	784
TOTAL PROPOSED PARKING STALLS	918
TOTAL PARKING STALLS ON SITE	1702

PARKING DEMAND	
EXISTING PARKING DEMAND	
EXISTING ANTHEM OFFICE BUILDING 1	384
EXISTING ANTHEM OFFICE BUILDING 2	625
TOTAL STALLS	1009
PROPOSED PARKING DEMAND	
PHASE 1 (RESIDENTIAL, RETAIL, & HOTEL)	589
PHASE 2 (RESIDENTIAL)	389
TOTAL STALLS	978
TOTAL EXISTING PARKING DEMAND	1009
TOTAL PROPOSED PARKING DEMAND	978
TOTAL STALLS NEEDED ON SITE	1987

SURPLUS/DEFICIT -285
 * DEFICIT SATISFIED VIA R-1/EXISTING OFFICE 2 SHARED PARKING REDUCTION WITH A 30% MAX OVERALL REDUCTION PER ZONING CODE

PARKING DEMAND W/ SHARED (RESIDENTIAL/OFFICE) PARKING	
EXISTING PARKING DEMAND	
EXISTING OFFICE BUILDING 1 @ 100%	384
EXISTING OFFICE BUILDING 2 @ 100%	625
TOTAL STALLS	1009
PROPOSED PARKING DEMAND WITH SHARED PARKING	
PHASE 1 (RESIDENTIAL @ 60%, RETAIL, & HOTEL)	432
PHASE 2 (RESIDENTIAL @ 60%)	233
TOTAL STALLS	665
TOTAL EXISTING PARKING DEMAND	1009
TOTAL PROPOSED PARKING DEMAND	665
TOTAL STALLS NEEDED ON SITE	1674

SURPLUS/DEFICIT 28

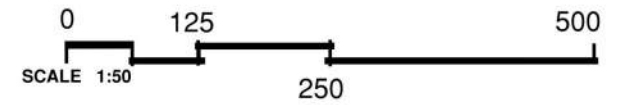


LEGEND

- MIXED-USE:**
Retail @ ground level w/ residential above.
- MULT-FAMILY:**
Apartments, townhouses, row-houses.
- COMMERCIAL :**
Retail outparcel
- HOSPITALITY:**
Hotel and motels.
- COMMERCIAL :**
Office
- OPEN SPACE:**
Landscape areas, recreational park, or SWM.

ABBREVIATIONS:
 KSF = thousand square feet
 AC = acre(s)
 ROW = right-of-way

SP= spaces
 PRK = parking
 DU = dwelling unit(s)
 LVL(S) = level or levels

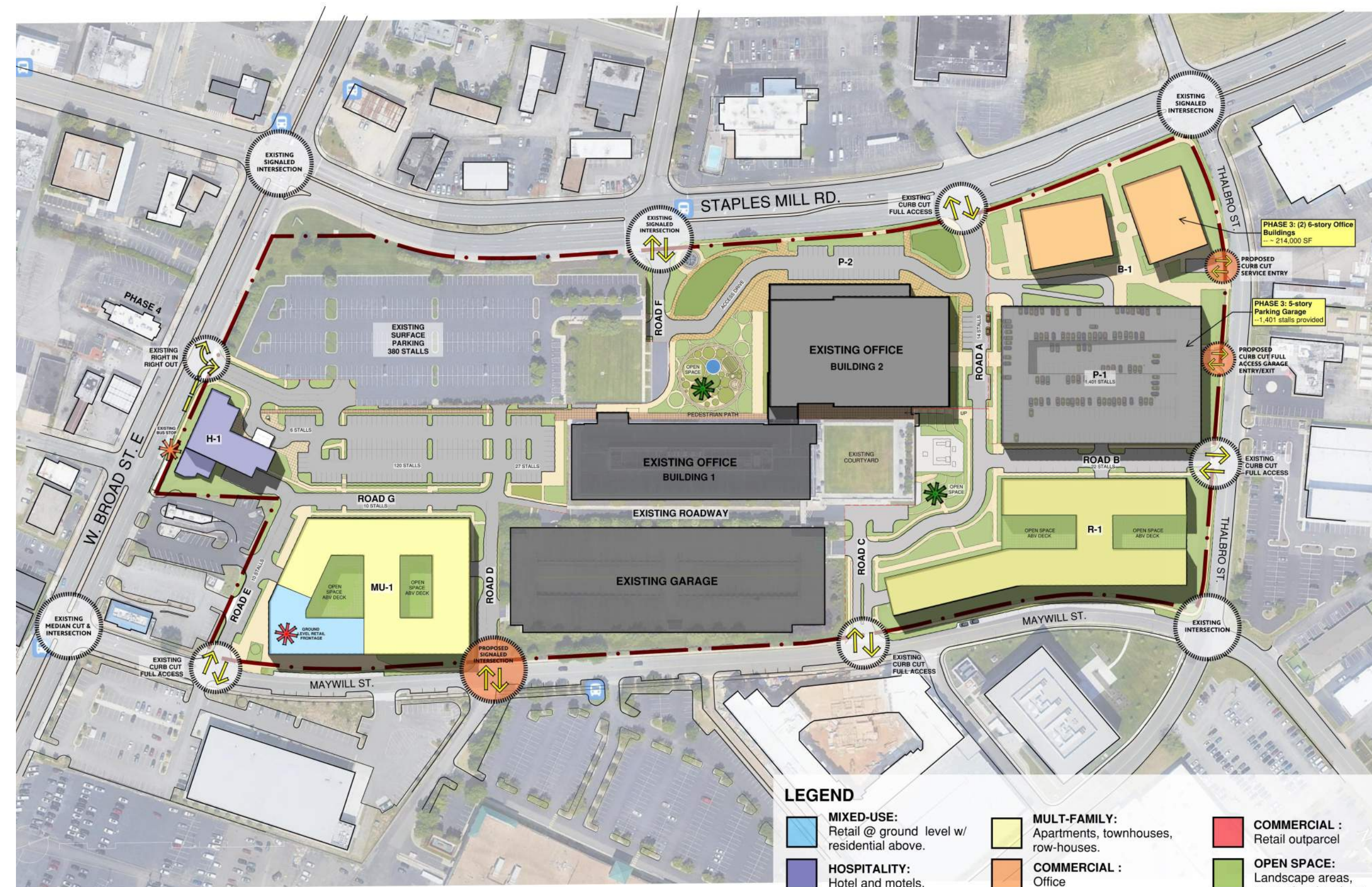


PHASE 3 PARKING SUMMARY

PARKING SUPPLY	
EXISTING STALLS ON SITE	1355
STALLS REMOVED IN PHASE 1	299
STALLS REMOVED IN PHASE 2	272
STALLS REMOVED IN PHASE 3	404
REMAINING STALLS ON SITE	380
NEW ON-STREET PARKING STALLS	
NEW SURFACE PARKING STALLS (P-1)	41
NEW HOTEL (H-1) SURFACE PARKING STALLS	153
NEW MIXED USE (MU-1) STRUCTURED PARKING STALLS	441
NEW RESIDENTIAL (R-1) STRUCTURED PARKING STALLS	241
NEW STRUCTURED PARKING (P-1)	1401
TOTAL PROPOSED PARKING STALLS	2333
TOTAL EXISTING PARKING STALLS	380
TOTAL PROPOSED PARKING STALLS	2333
TOTAL PARKING STALLS ON SITE	2713

PARKING DEMAND	
EXISTING PARKING DEMAND	
EXISTING OFFICE BUILDING 1	384
EXISTING OFFICE BUILDING 2	625
TOTAL STALLS	1009
PROPOSED PARKING DEMAND	
PHASE 1 (RESIDENTIAL, RETAIL, & HOTEL)	589
PHASE 2 (RESIDENTIAL)	389
PHASE 3 (OFFICE)	536
TOTAL SPACES	1514
TOTAL EXISTING PARKING DEMAND	1009
TOTAL PROPOSED PARKING DEMAND	1514
TOTAL SPACES NEEDED ON SITE	2523

SURPLUS/DEFICIT 190



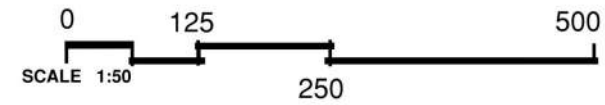
LEGEND

- MIXED-USE:**
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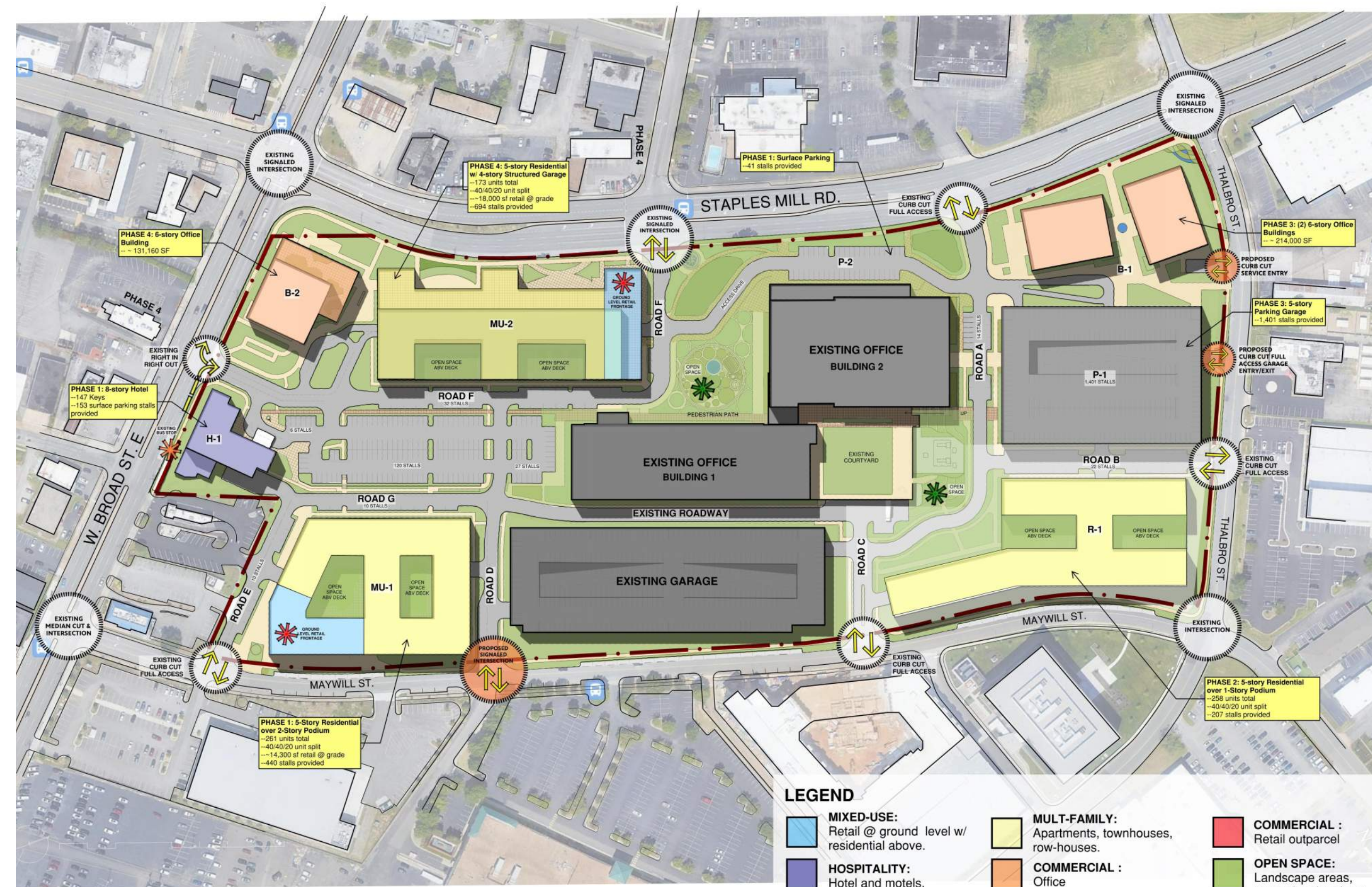
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PHASE 4 PARKING SUMMARY



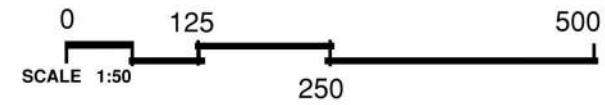
PARKING SUPPLY	
EXISTING STALLS ON SITE	1355
STALLS REMOVED IN PHASE 1	299
STALLS REMOVED IN PHASE 2	272
SPACES REMOVED IN PHASE 3	404
SPACES REMOVED IN PHASE 4	380
REMAINING SPACES ON SITE	0
NEW ON-STREET PARKING STALLS	88
NEW SURFACE PARKING STALLS (P-1)	41
NEW HOTEL (H-1) SURFACE PARKING STALLS	153
NEW MIXED USE (MU-1) STRUCTURED PARKING STALLS	441
NEW RESIDENTIAL (R-1) STRUCTURED PARKING STALLS	241
NEW STRUCTURED PARKING (P-1)	1401
NEW MIXED USE (MU-2) STRUCTURED PARKING STALLS	708
TOTAL PROPOSED PARKING STALLS	3073
TOTAL EXISTING PARKING STALLS	0
TOTAL PROPOSED PARKING STALLS	3073
TOTAL PARKING STALLS ON SITE	3073
TOTAL STALLS	3073
PARKING DEMAND	
EXISTING PARKING DEMAND	
EXISTING OFFICE BUILDING 1	389
EXISTING OFFICE BUILDING 2	625
TOTAL STALLS	1014
PROPOSED PARKING DEMAND	
PHASE 1 (RESIDENTIAL, RETAIL, & HOTEL)	589
PHASE 2 (RESIDENTIAL)	389
PHASE 3 (OFFICES)	536
PHASE 4 (RESIDENTIAL, RETAIL & OFFICE)	699
TOTAL PARKING STALLS	2213
TOTAL EXISTING PARKING DEMAND	1014
TOTAL PROPOSED PARKING DEMAND	2213
TOTAL STALLS NEEDED ON SITE	3227
SURPLUS/DEFICIT	-154
* DEFICIT SATISFIED VIA MU-2/B-2 OFFICE SHARED PARKING REDUCTION & R-1/EXISTING OFFICE 2 SHARED PARKING REDUCTION WITH A 30% MAX OVERALL REDUCTION PER ZONING CODE	
PARKING DEMAND W/ SHARED (RESIDENTIAL/OFFICE) PARKING	
EXISTING PARKING DEMAND	
EXISTING OFFICE BUILDING 1 @ 100%	384
EXISTING OFFICE BUILDING 2 @ 100%	625
TOTAL STALLS	1009
PROPOSED PARKING DEMAND	
PHASE 1 (RESIDENTIAL, RETAIL, & HOTEL)	589
PHASE 2 (RESIDENTIAL @ 60%)	233
PHASE 3 (OFFICES)	536
PHASE 4 (RESIDENTIAL @ 60% , RETAIL & OFFICE)	597
TOTAL PARKING STALLS	1955
TOTAL EXISTING PARKING DEMAND	1009
TOTAL PROPOSED PARKING DEMAND	1955
TOTAL STALLS NEEDED ON SITE	2964
SURPLUS/DEFICIT	109

LEGEND

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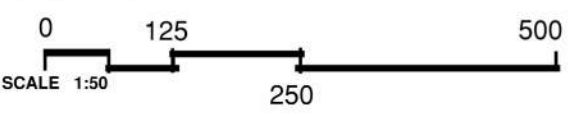
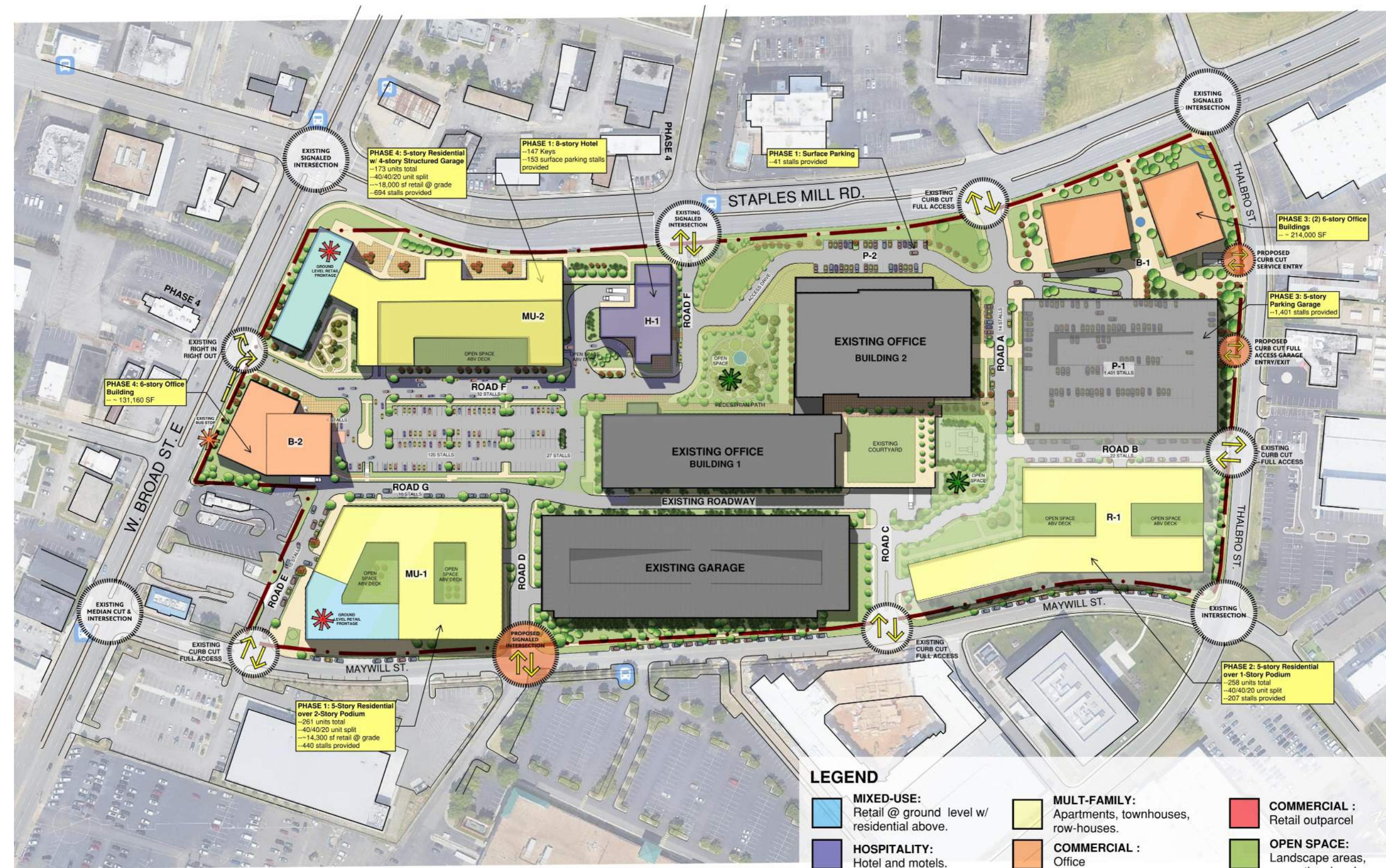
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PHASE 4 PARKING SUMMARY

PARKING SUPPLY	
EXISTING STALLS ON SITE	1355
STALLS REMOVED IN PHASE 1	299
STALLS REMOVED IN PHASE 2	272
SPACES REMOVED IN PHASE 3	404
SPACES REMOVED IN PHASE 4	380
REMAINING SPACES ON SITE	0
NEW ON-STREET PARKING STALLS	
NEW SURFACE PARKING STALLS (P-1)	41
NEW HOTEL (H-1) SURFACE PARKING STALLS	153
NEW MIXED USE (MU-1) STRUCTURED PARKING STALLS	441
NEW RESIDENTIAL (R-1) STRUCTURED PARKING STALLS	241
NEW STRUCTURED PARKING (P-1)	1401
NEW MIXED USE (MU-2) STRUCTURED PARKING STALLS	708
TOTAL PROPOSED PARKING STALLS	3073
TOTAL EXISTING PARKING STALLS	0
TOTAL PROPOSED PARKING STALLS	3073
TOTAL PARKING STALLS ON SITE	3073
TOTAL STALLS	
PARKING DEMAND	
EXISTING PARKING DEMAND	
EXISTING OFFICE BUILDING 1	389
EXISTING OFFICE BUILDING 2	625
TOTAL STALLS	1014
PROPOSED PARKING DEMAND	
PHASE 1 (RESIDENTIAL, RETAIL, & HOTEL)	589
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-154	
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PARKING DEMAND W/ SHARED (RESIDENTIAL/OFFICE) PARKING	
EXISTING PARKING DEMAND	
EXISTING OFFICE BUILDING 1 @ 100%	384
EXISTING OFFICE BUILDING 2 @ 100%	625
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PROPOSED PARKING DEMAND	
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SURPLUS/DEFICIT	
109	

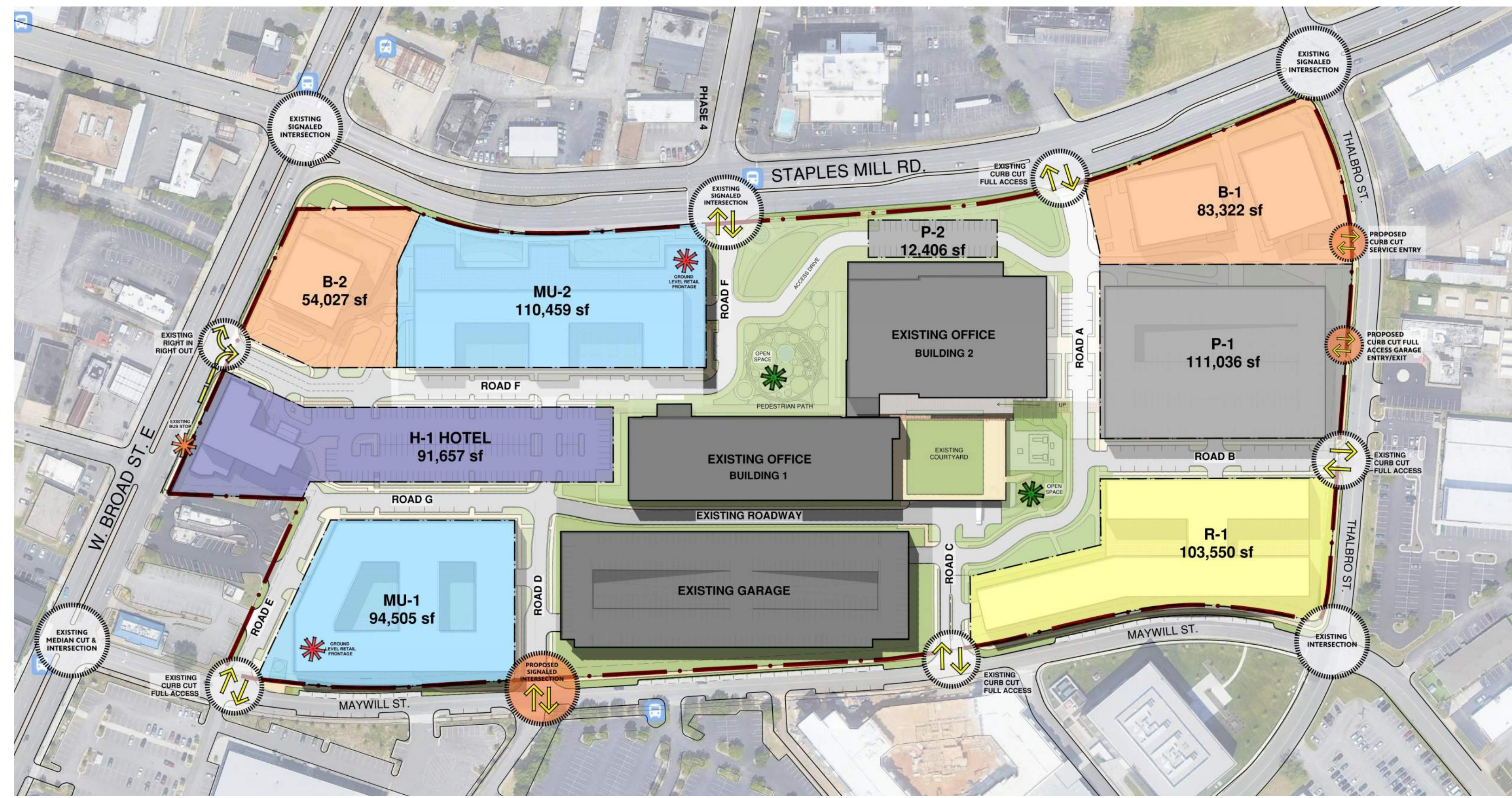


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LAND-USE TYPE & ID	LEVELS	AREA (SF)	AREA (AC)	RESIDENTIAL					RETAIL				OFFICE				HOSPITALITY							
				DUI/AC	DWELL UNITS	BUILDING AREA (SF)	PRK UNIT	SPACE/UNIT	PRK REQ	DENSITY (SF/AC)	AREA (SF)	PRK UNIT	SPACE/UNIT	PRK REQ	DENSITY (SF/AC)	AREA (SF)	PRK UNIT	SPACE/UNIT	PRK REQ	DENSITY (KEYS/AC)	KEYS	AREA (SF)	PRK UNIT	SPACE/UNIT
MIXED-USE																								
MU-1	7	94,504	2.17	120	261	244,974	1/2/3 BD	1.50	392	6,592	14,301	3.5	1000	50										
MU-2	7	110,459	2.54	68	173	162,384	1/2/3 BD	1.50	260	5,520	13,998	3.5	1000	49										
Sub-total		204,963	4.71		434	407,358			651		28,299			99										
RESIDENTIAL																								
R-1	6	103,549	2.38	109	259	236,818	1/2/3 BD	1.50	389															
Sub-total		103,549	2.38		259	236,818			389															
COMMERCIAL - OFFICE																								
B-1	6	83,321	1.91											112,047	214,322	2.5	1000	536						
B-2	6	54,026	1.24											126,535	156,937	2.5	1000	392						
Sub-total		240,896	3.15												371,259			928						
HOSPITALITY																								
H-1	10	91,657	2.10															70	147	57,464	1.00	Key	147	
Sub-total		91,657	2.10																	57,464				147
PARKING																								
P-1	6	111,035	2.55																					
P-2	1	12,406	0.28																					
Sub-total		123,441	2.83																					
TOTAL		641,065	12.34																					
					693	644,176			1,040		28,299			99		371,259			928			57,464	147	

PARKING TOTALS			
LAND-USE TYPE & ID	PARKING REQUIRED	PARKING LEVELS	PARKING PROVIDED
MIXED-USE			
MU-1	442	2	441
MU-2	308	4	708
Sub-total	750		1,149
RESIDENTIAL			
R-1	389	1	241
Sub-total	389		241
COMMERCIAL - OFFICE			
B-1	536		
B-2	392		
Sub-total	928		-
HOSPITALITY			
H-1	147	1	153
Sub-total	147		153
PARKING			
P-1	-	5	1401
P-2	-	1	41
Sub-total	-		1,442
	2,214		2,985

1,101,198 TOTAL BUILDING AREA (SF) INCLUDES RESIDENTIAL, RETAIL, OFFICE AND HOTEL BLDG AREAS
2,214 NUMBER OF REQUIRED PARKING STALLS (ALL STRUCTURED & SURFACE PARKING)



MASSING AND 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 road right of way.

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.



THE PEDESTRIAN EXPERIENCE

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 the Kinsale Center. 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 Kinsale Center 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.

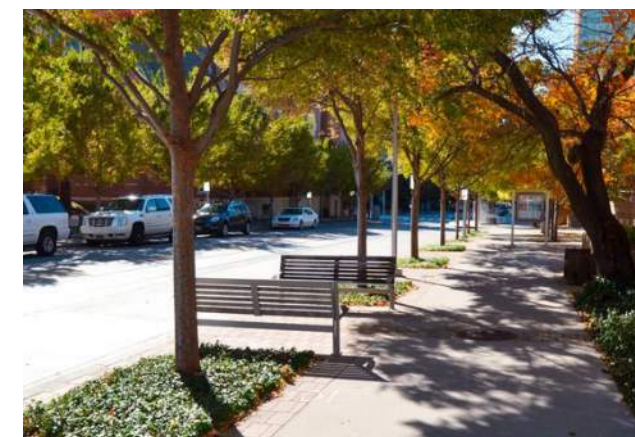
Streetscapes and plazas shall use durable surface finishes with materials, patterns and colors that coordinate with the adjoining architecture. Designs that provide residents with a sense of privacy and the pedestrian with a sense of security resulting from visual oversight of the street by residents will be encouraged. The use of intermediate spaces between the public and private realms, such as porches and balconies, is recommended.



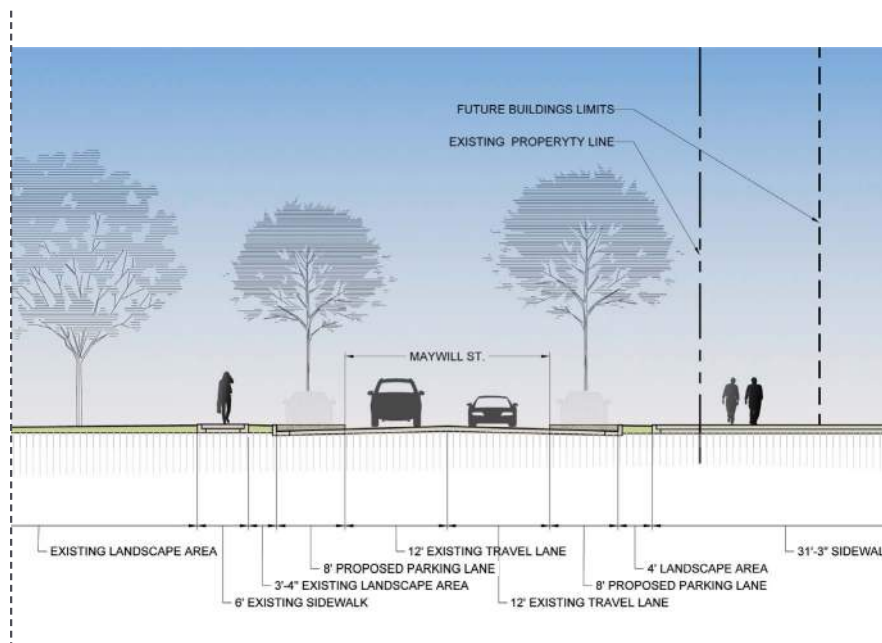
THE PEDESTRIAN EXPERIENCE

Street Sections

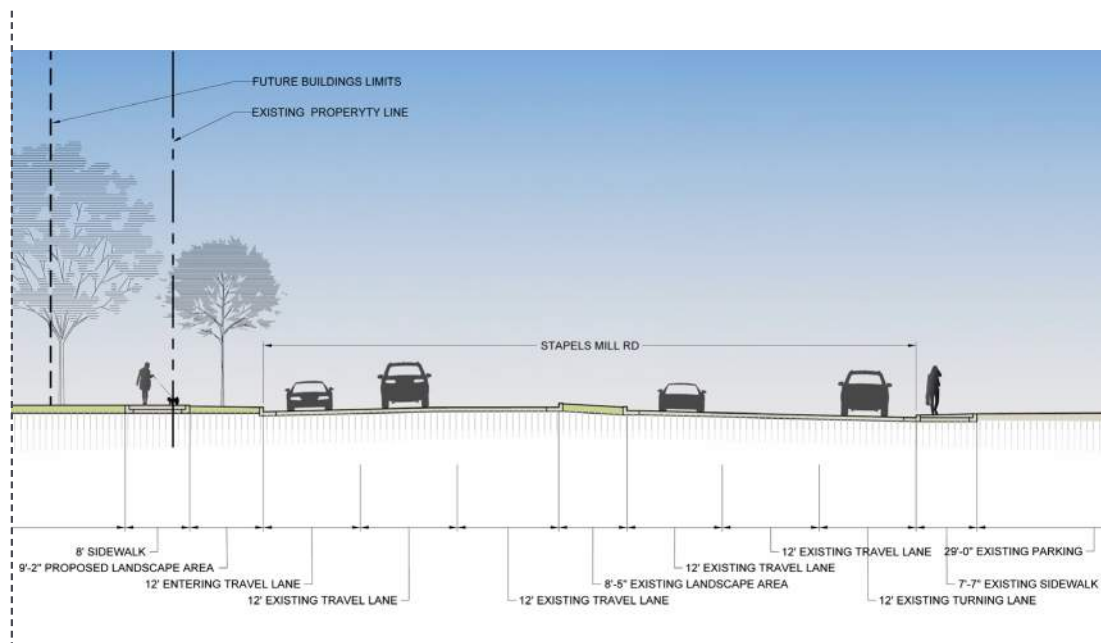
The street sections are examples of the typical street proportions and characters of private roads which could be utilized by new sections within Kinsale Center. Sign poles, such as stop and advisory signs, should be of a uniform size and form, should be capped and have anchorage points concealed.



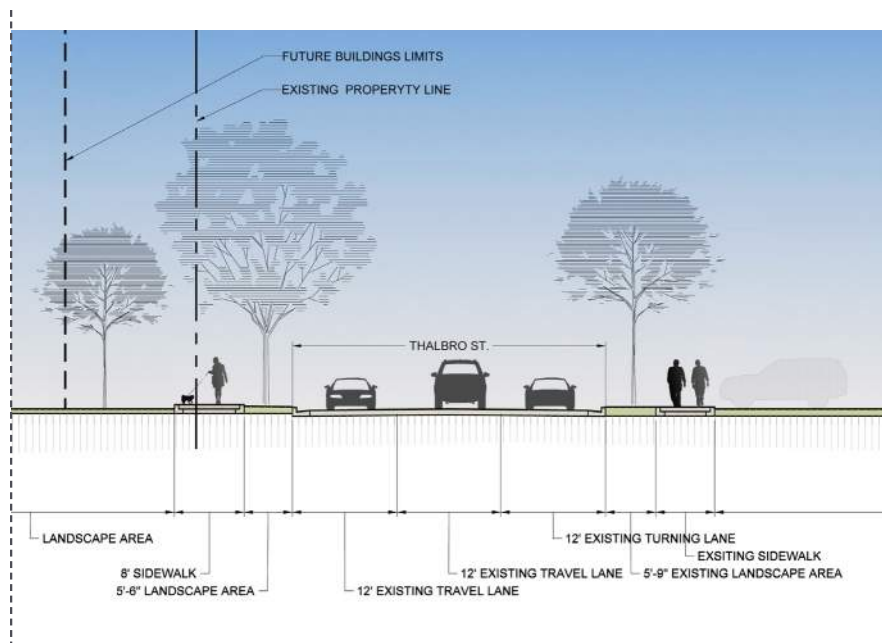
Maywill Street
not to scale



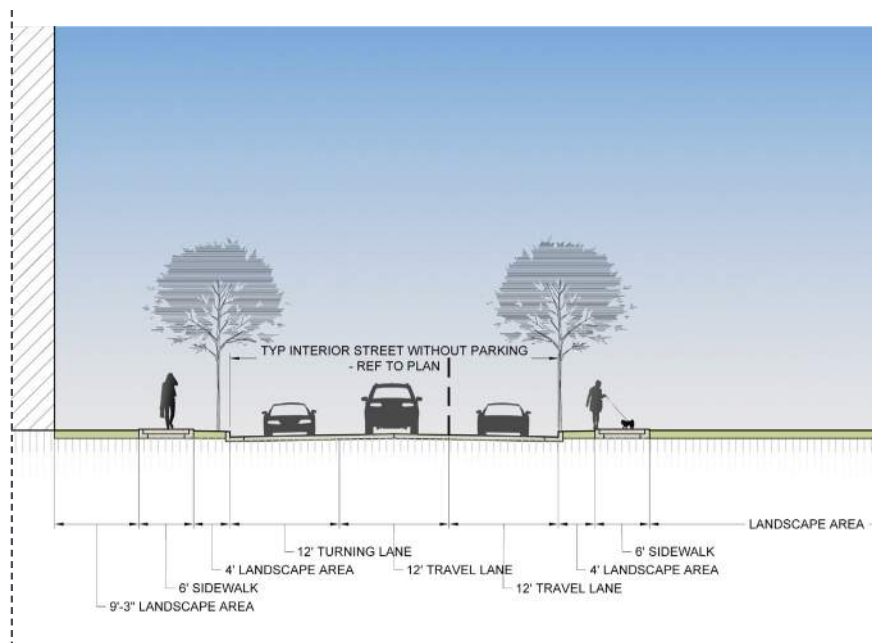
Staples Mill Road
not to scale



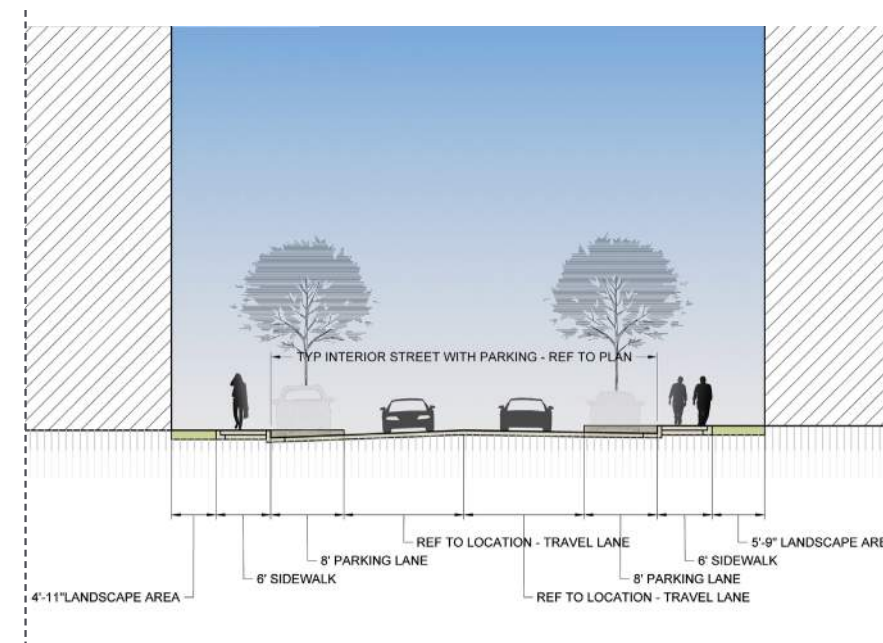
Thalbro Street
not to scale



Typical Interior Street w/o Parking
not to scale



Typical Interior Street with Parking
not to scale





THE PEDESTRIAN EXPERIENCE

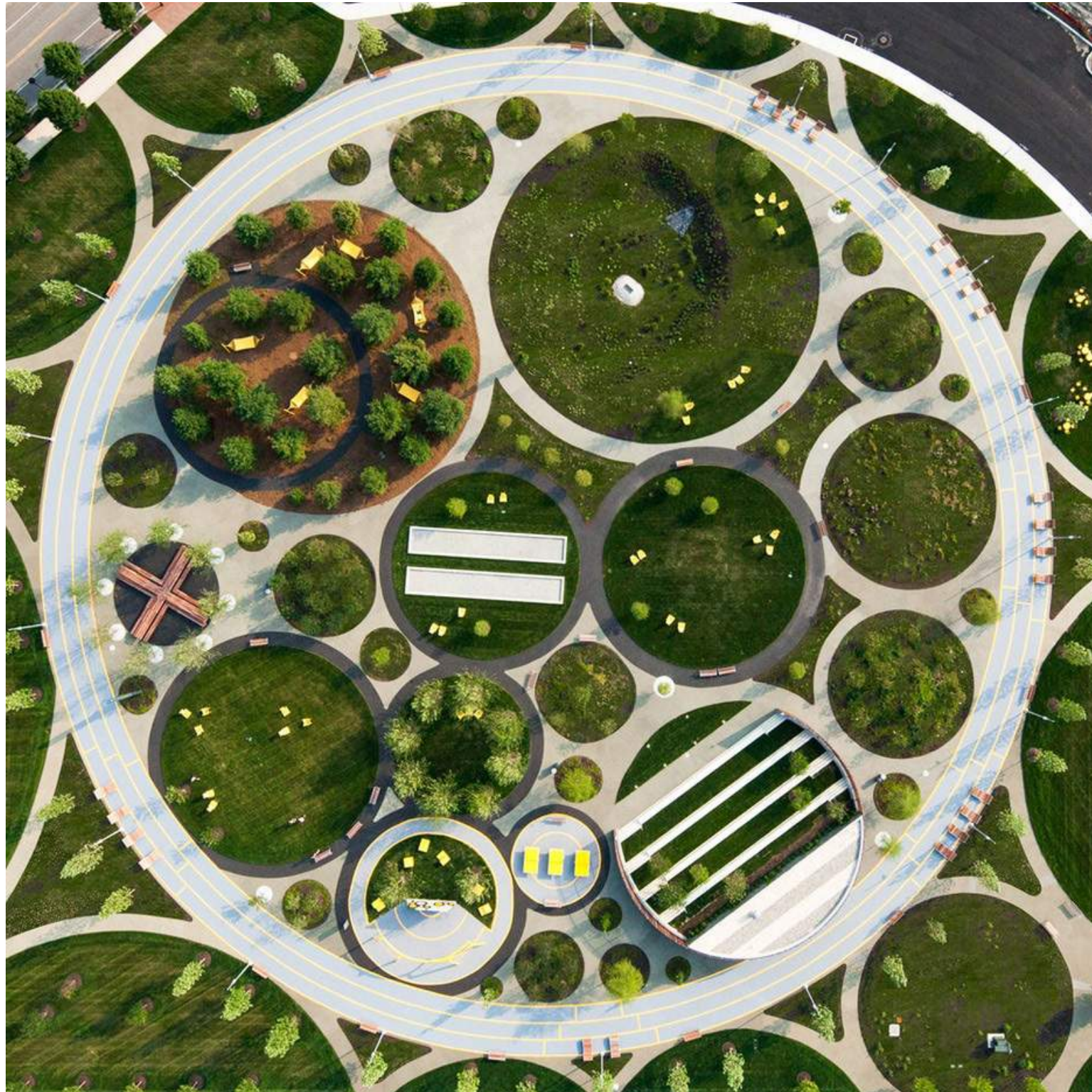
Street Trees

Street trees and plants selected for the Kinsale Center 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.

LANDSCAPE

Park Spaces



Pockets of greenery serve as essential respites. Thoughtful planning will incorporate elements like lush vegetation, comfortable seating, and versatile amenities to encourage gatherings, relaxation, and outdoor activities. The careful selection of plant species, layout, and aesthetic details will ensure that these compact oases seamlessly blend with their surroundings.

LANDSCAPE

Civic Areas



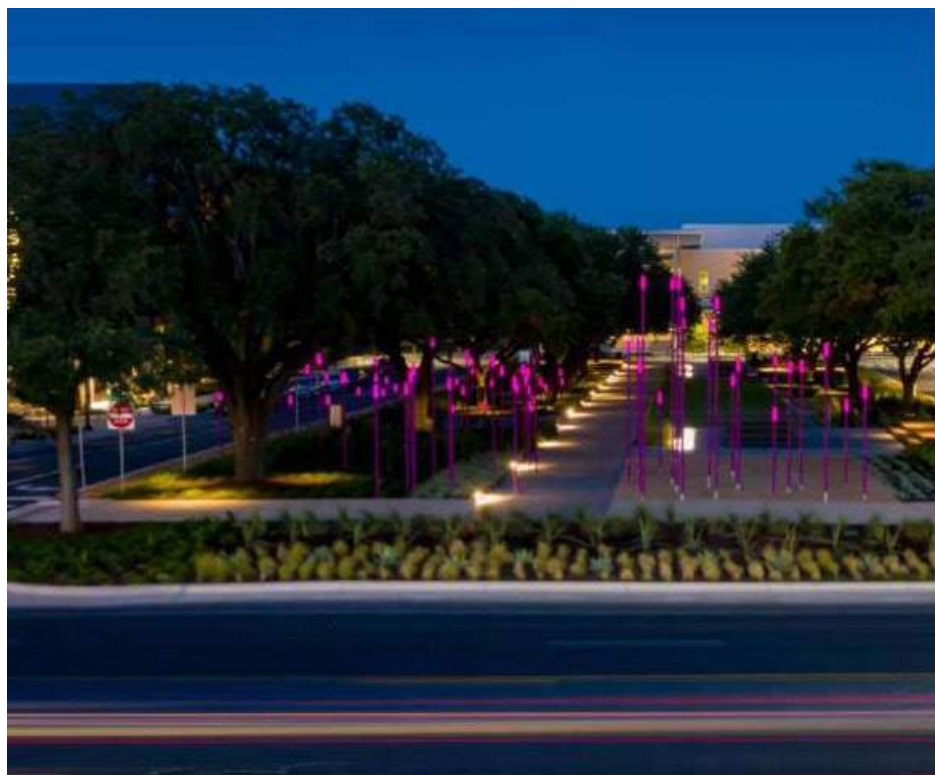
Outdoor civic areas and plazas may be located to highlight entrances to the Kinsale Center, or major buildings, or to provide a series of outdoor spaces to accommodate pedestrians. Typically, plazas are pedestrian-oriented open spaces with decorative paving, lighting, and additional street furniture. 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.

LANDSCAPE
Civic Areas



LANDSCAPE

Civic Areas



LANDSCAPE

Civic Areas



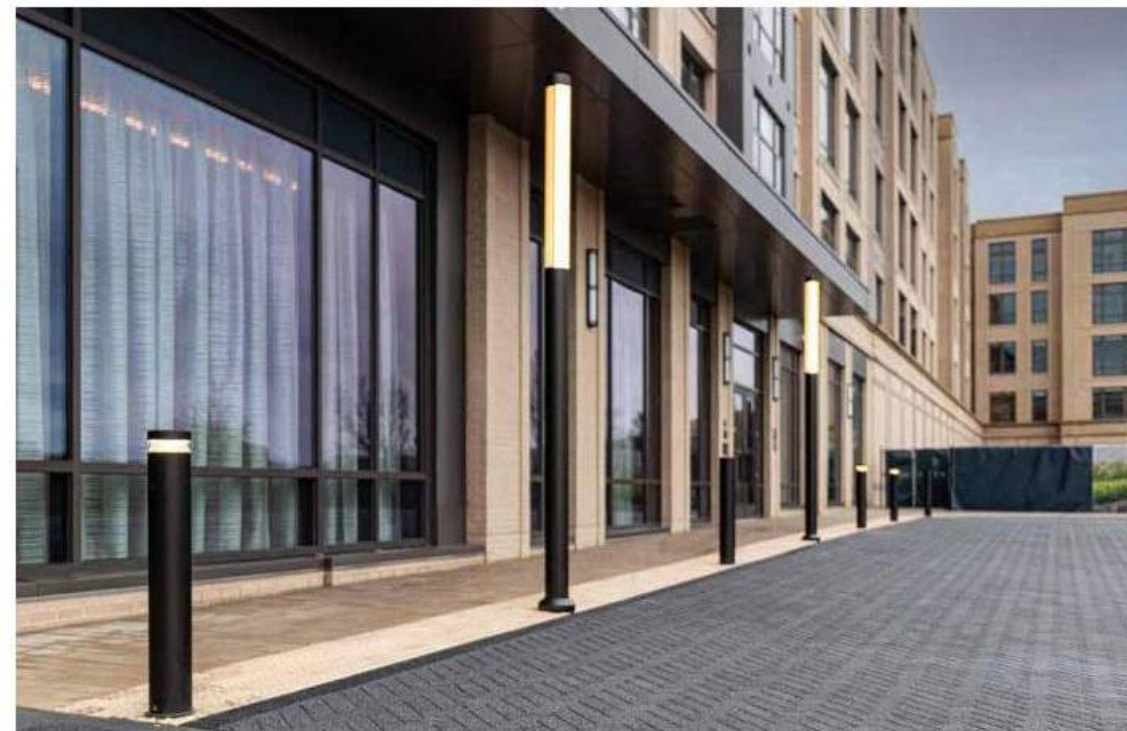
LANDSCAPE

Lighting & Utility Services



Lighting

Within Kinsale Center 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 Kinsale Center 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.

LANDSCAPE
Lighting



LANDSCAPE

Outdoor Furnishings



The use of street furniture to promote pedestrian street life is encouraged at Kinsale Center, 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.



THE PEDESTRIAN EXPERIENCE

Outdoor Furnishings





THE PEDESTRIAN EXPERIENCE

Public Art



The ideal urban pedestrian experience is one where people can effortlessly navigate a streetscape that is designed with their needs and well-being in mind. It encompasses safe, walkable streets that prioritize pedestrians over vehicles, featuring wide sidewalks, ample green spaces, and comfortable seating. Access to public transportation is seamless, providing efficient connectivity. Vendors, restaurants and local businesses line the sidewalks, creating a vibrant and diverse urban culture. Art installations, and interactive elements engage pedestrians, fostering a sense of community and delight as they explore their community on foot.

images are representative of iconic public art, contemporary street furnishings and active streetscape

ARCHITECTURAL CHARACTER



The Kinsale Center will adhere to a cohesive form-based development strategy that allows for gradual development over time. We encourage appropriate levels of height, massing, and density to promote pedestrian activity in areas with nearby buildings, all while maintaining a human-scale and approachable atmosphere at street level. We also promote the mixed use of both buildings and street blocks. The placement and orientation of buildings will aim to create a harmonious environment that ensures the comfort, visibility, and accessibility of both pedestrians and vehicles.

To foster dense block-level development while ensuring light, air, and movement at street level, we will design setbacks

accordingly. When feasible, massing should step back from the build-to line with increasing heights. Moreover, a portion of each building's main facade may extend up to 20 feet farther from the street than the primary facade, provided this area functions as a forecourt or pedestrian entryway open to the sidewalk.

We will regulate building form by establishing various acceptable building typologies with appropriate setbacks and lot coverage. While the examples provided attempt to outline the building typologies that are likely to be integrated into the Kinsale Center, other building types may be considered acceptable with ownership approval.





ARCHITECTURAL CHARACTER

Commercial Building

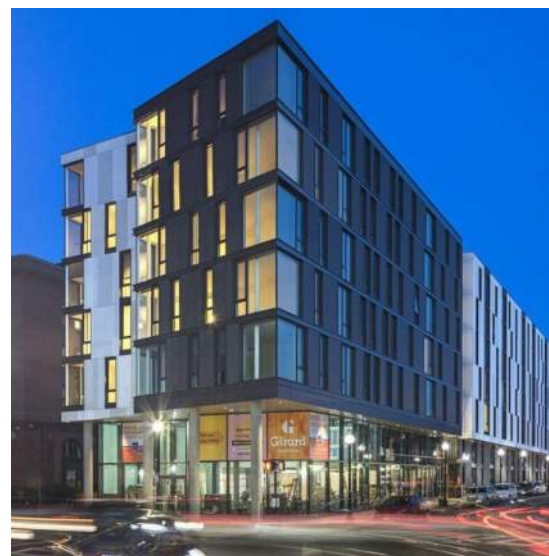
A structure strategically positioned and architecturally tailored to support both commercial and office purposes across all its floors, complete with parking facilities offered through a neighboring parking garage, an interconnected parking deck, or conveniently situated surface parking areas.



ARCHITECTURAL CHARACTER

Mixed-Use Building:

A structure strategically situated and architecturally planned to feature predominantly commercial and service establishments on the ground level, while incorporating a blend of business and residential purposes on the higher levels. The upper stories could be recessed from the level beneath to form balconies and rooftop terraces for the residential units.



ARCHITECTURAL CHARACTER

Multi-Family Building

A structure strategically positioned and architecturally tailored to support both residential and commercial purposes across all its floors, complete with parking facilities offered through a neighboring parking garage, an interconnected parking deck, or conveniently situated surface parking areas.

ARCHITECTURAL CHARACTER

Parking Garage

Parking garages are multi-story structures designed to efficiently accommodate vehicles and offer convenient proximity to various destinations. The facade should harmonize with the surrounding built environment in terms of materials, colors, and architectural style.



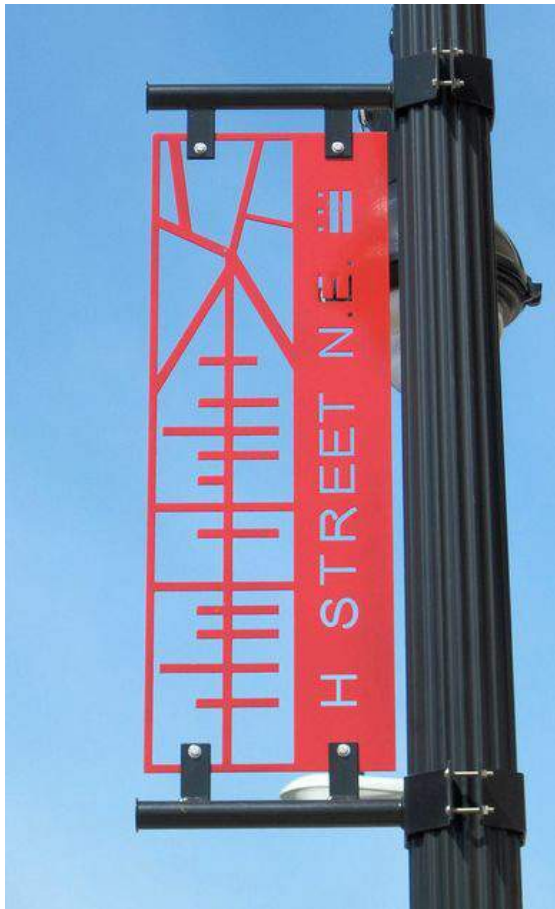
SIGNAGE | Development Identity

EXAMPLE SIGNAGE

Pylon and lower-lying examples to announce Kinsale Center along Staples Mill Road and Broad Street



SIGNAGE | Internal Street + Wayfinding



EXAMPLE SIGNAGE

Pedestrian-scaled wayfinding and development consisted, branded street signage should be employed.



SIGNAGE | Building ID

EXAMPLE SIGNAGE

Building Signage should be orderly and integral to the architecture at Kinsale Center. Dimensional signage letters should be channel letters mounted directly to the building or mounted to a raceway that should blend into the building. Illuminated “box signage” should be discouraged. Other acceptable signage examples include small monoliths, banner signage and murals.







MEMORANDUM

To: Seth D. Humphreys, Henrico County Planning Department

From: Omar Kanaan, P.E., Kimley-Horn and Associates, Inc.

Date: July 5, 2023

Subject: City West Parking Analysis

This memorandum has been prepared to summarize the results of a parking analysis for the City West development located in the northeast quadrant of the intersection of West Broad Street and Staples Mill Road. The development is located within the Westwood Redevelopment Overlay District of Henrico County. The purpose of this analysis is to determine if the proposed parking supply is sufficient to accommodate the expected parking demand of the phased development.

Background

The property proposed for development is generally bounded by Thalbro Street to the north, West Broad Street to the south, Maywill Street to the east and Staples Mill Road to the west. The proposed mixed-use development consists of 692 multi-family residential units, 32,300 square feet of retail, a 147-key hotel, and 935,134 square feet of office of which 563,875 square feet are part of the existing Anthem campus. The proposed development will be phased as shown in **Table 1**.

Table 1: Phased Development Program

Development Phase	Proposed Land Use				Parking Supply ⁽²⁾
	Residential	Retail	Hotel	Office	
Phase 1	261 units	14,300 sf	147-room	563,875 sf ⁽¹⁾	-
Phase 1 Total	261 units	14,300 sf	147-room	563,875 sf	2,534
Phase 2	258 units	-	-	-	-
Phase 1 + 2 Total	519 units	14,300 sf	147-room	563,875 sf	2,469
Phase 3	-	-	-	214,000 sf	-
Phase 1 + 2+ 3 Total	519 units	14,300 sf	147-room	777,875 sf	3,466
Phase 4	173 units	18,000 sf	-	157,259 sf	-
Phase 1 + 2+ 3 +4 Total	692 units	32,300 sf	147-room	935,134 sf	3,780

Notes:

(1) Includes existing Anthem office space

(2) Includes existing 844-space parking garage

At full build-out the proposed development will provide a total of 3,780 parking spaces onsite in the form of surface parking lots, parking garages, and on-street parking spaces.

Parking Analysis

Henrico County Minimum Parking Requirement

The Henrico County Zoning Ordinance sets the minimum number of parking spaces for various land uses. Section 24-5110 outlines the minimum number of parking spaces for independent land uses.

Table 2 summarizes the number of minimum parking spaces, by phase, without accounting for the shared parking component of mixed-use developments. As shown, Phase 2 and Phase 4 would result in a parking deficit if the parking requirements are calculated in isolation and without the potential to share parking between uses.

Table 2: Required Spaces by Phase per Henrico County Code

Land Use/Parking Requirement	Required Spaces per Henrico County Code			
	Phase 1	Phase 2	Phase 3	Phase 4
Residential / 2.0 spaces per unit	522	1038	1038	1,384
Retail / 3.5 spaces per 1,000 sf	51	51	51	114
Hotel / 1.0 spaces per room	147	147	147	147
Office / 2.5 spaces per 1,000 sf	1410	1410	1945	2,338
Total Required Spaces	2,130	2,646	3,181	3,983
Provided Spaces	2,534	2,469	3,466	3,780
Surplus Spaces	404	-177	285	-203

Shared Parking Requirement

Section 24-5113 of the ordinance outlines procedures for calculating minimum parking requirements for mixed-use developments. Specifically, a development containing more than one principal use may calculate minimum parking requirements based on the potential to share parking between uses, thus reducing the overall parking supply that would result from each individual use meeting minimum standards. **Table 3** summarizes the time-of-day demand factors for each principal use in accordance with the Henrico County Zoning Ordinance.

Table 3: Shared Parking Time-of-Day Parking Ratios (Table 5113)

Use Classification, Category, or Type	Weekdays			Weekends		
	2 AM to 7 AM	7 AM to 6 PM	6 PM to 2 AM	2 AM to 7 AM	7 AM to 6 PM	6 PM to 2 AM
Residential	100%	60%	100%	100%	80%	100%
Retail	0%	100%	80%	0%	100%	60%
Hotel	100%	60%	100%	100%	60%	100%
Office	20%	100%	20%	5%	10%	0%

Per section 24-5113.B of the ordinance, the Shared Parking Time-of-Day Parking Ratios methodology was applied for each phase of the proposed development. The shared parking methodology determined that the proposed parking supply is sufficient to accommodate the expected parking demand of the development. Table 4 through Table 7 provide a summary of the shared parking results for each phase of the proposed development.

Table 4: Phase 1 Shared Parking Summary

Land Use	Weekdays			Weekends		
	2 AM to 7 AM	7 AM to 6 PM	6 PM to 2 AM	2 AM to 7 AM	7 AM to 6 PM	6 PM to 2 AM
Residential	522	313	522	522	418	522
Retail	0	51	41	0	51	31
Hotel	147	88	147	147	88	147
Office	282	1,410	282	71	141	0
Total Required Spaces	951	1,862	992	740	698	700
Provided Spaces	2,534	2,534	2,534	2,534	2,534	2,534
Surplus Spaces	1,583	672	1,542	1,795	1,836	1,834

Table 5: Phase 2 Shared Parking Summary

Land Use	Weekdays			Weekends		
	2 AM to 7 AM	7 AM to 6 PM	6 PM to 2 AM	2 AM to 7 AM	7 AM to 6 PM	6 PM to 2 AM
Residential	1,038	623	1,038	1,038	830	1,038
Retail	0	51	41	0	51	31
Hotel	147	88	147	147	88	147
Office	282	1,410	282	71	141	0
Total Required Spaces	1,467	2,172	1,508	1,256	1,111	1,216
Provided Spaces	2,469	2,469	2,469	2,469	2,469	2,469
Surplus Spaces	1,002	297	961	1,214	1,358	1,253

Table 6: Phase 3 Shared Parking Summary

Land Use	Weekdays			Weekends		
	2 AM to 7 AM	7 AM to 6 PM	6 PM to 2 AM	2 AM to 7 AM	7 AM to 6 PM	6 PM to 2 AM
Residential	1,038	623	1,038	1,038	830	1,038
Retail	0	51	41	0	51	31
Hotel	147	88	147	147	88	147
Office	389	1,945	389	97	195	0
Total Required Spaces	1,574	2,707	1,615	1,282	1,164	1,216
Provided Spaces	3,466	3,466	3,466	3,466	3,466	3,466
Surplus Spaces	1,892	759	1,851	2,184	2,302	2,250

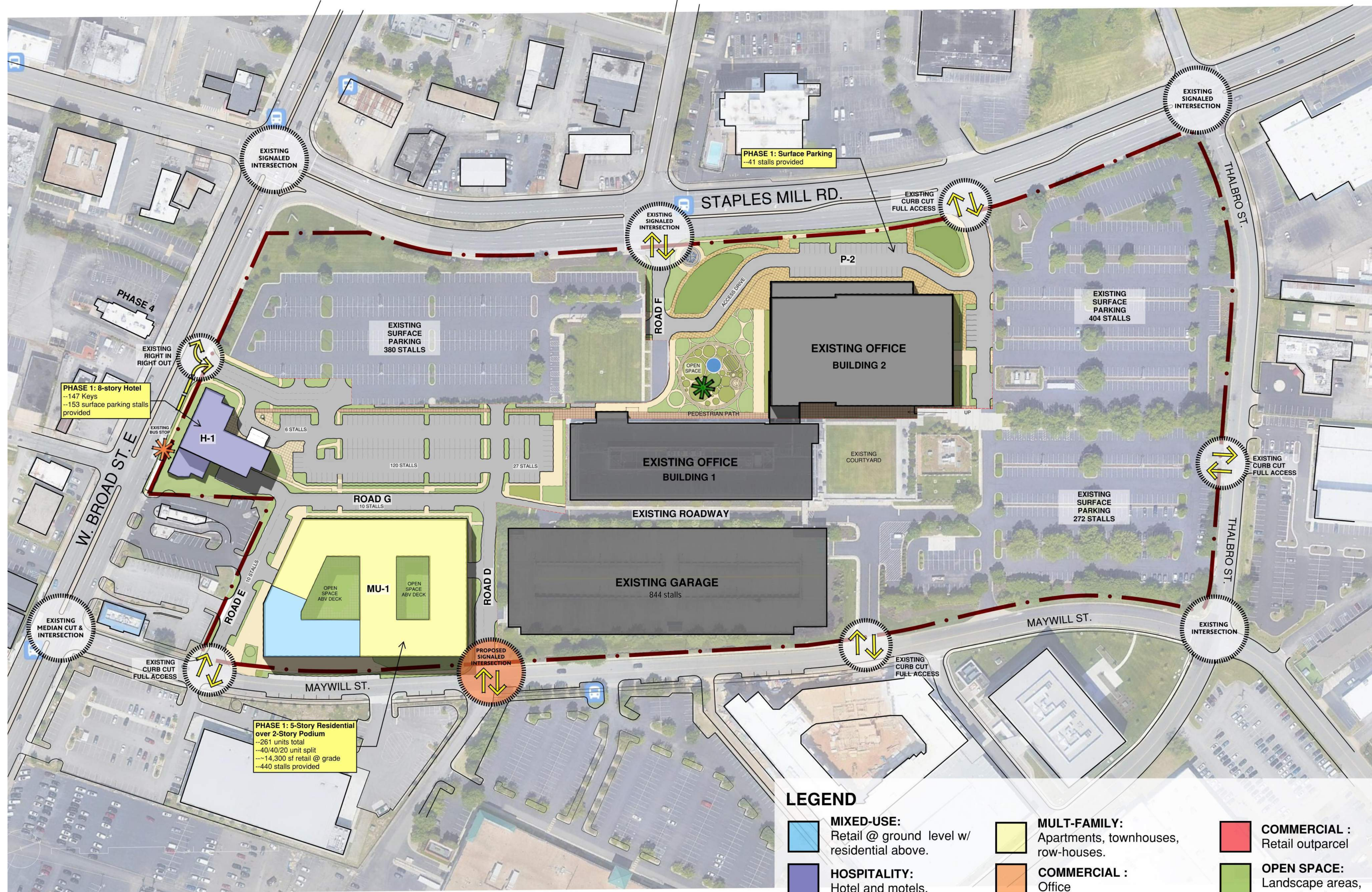
Table 7: Phase 4 Shared Parking Summary

Land Use	Weekdays			Weekends		
	2 AM to 7 AM	7 AM to 6 PM	6 PM to 2 AM	2 AM to 7 AM	7 AM to 6 PM	6 PM to 2 AM
Residential	1,384	830	1,384	1,384	1,107	1,384
Retail	0	114	91	0	114	68
Hotel	147	88	147	147	88	147
Office	468	2,338	468	117	234	0
Total Required Spaces	1,999	3,371	2,090	1,648	1,543	1,599
Provided Spaces	3,780	3,780	3,780	3,780	3,780	3,780
Surplus Spaces	1,781	409	1,690	2,132	2,237	2,181

Parking Analysis Conclusion

In accordance with section 24-5113 of the Henrico County Code of Ordinances, the proposed parking supply is sufficient to accommodate the expected parking demand at each phase of the proposed development. The analysis considered minimum parking requirements for multi-family residential units, hotel, retail, and office uses and applied the shared parking time-of-day parking ratios. Additionally, all parking spaces will be located within 1,000 feet of their associated use. Concept plans illustrating the parking locations for each phase are included in Attachment A.

Attachment A
Concept Plans and Parking Inventory

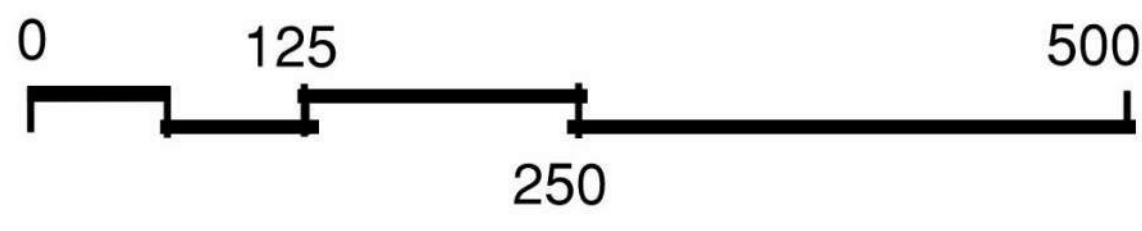


LEGEND

- MIXED-USE:**
Retail @ ground level w/
residential above.
- MULT-FAMILY:**
Apartments, townhouses,
row-houses.
- COMMERCIAL :**
Retail outparcel
- HOSPITALITY:**
Hotel and motels.
- COMMERCIAL :**
Office
- OPEN SPACE:**
Landscape areas,
recreational park, or
SWM.

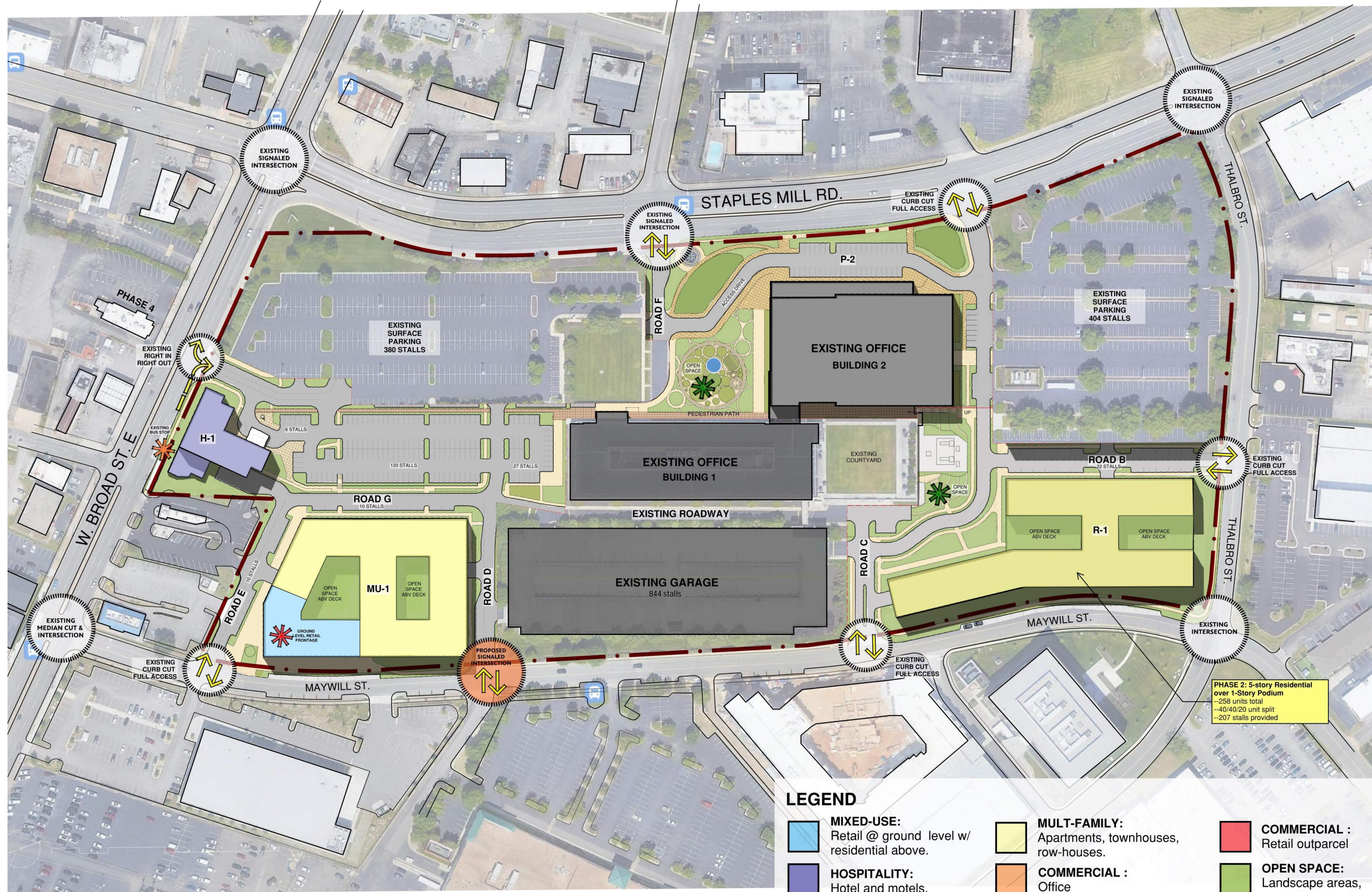
ABBREVIATIONS:
 KSF = thousand square feet
 AC = acre(s)
 ROW = right-of-way

SP= spaces
 PRK = parking
 DU = dwelling unit(s)
 LVL(S) = level or levels



PHASE 1 PARKING SUMMARY

PARKING SUPPLY	
EXISTING STALLS ON SITE	1355
STALLS REMOVED IN PHASE 1	299
REMAINING STALLS ON SITE	1056
NEW ON-STREET PARKING STALLS	20
NEW SURFACE PARKING STALLS (P-1)	41
NEW HOTEL (H-1) SURFACE PARKING STALLS	153
NEW MIXED USE (MU-1) STRUCTURED PARKING STALLS	441
TOTAL PROPOSED PARKING STALLS	655
TOTAL EXISTING PARKING STALLS	1056
TOTAL PROPOSED PARKING STALLS	655
TOTAL PARKING STALLS ON SITE	1711
PARKING DEMAND	
EXISTING PARKING DEMAND	384
EXISTING OFFICE BUILDING 1	625
EXISTING OFFICE BUILDING 2	625
TOTAL STALLS	1009
PROPOSED PARKING DEMAND	
PHASE 1 (RESIDENTIAL, RETAIL, & HOTEL)	589
TOTAL STALLS	589
TOTAL EXISTING PARKING DEMAND	1009
TOTAL PROPOSED PARKING DEMAND	589
TOTAL PARKING STALLS NEEDED ON SITE	1598
SURPLUS/DEFICIT	113



PHASE 2 PARKING SUMMARY

PARKING SUPPLY	
EXISTING STALLS ON SITE	1355
STALLS REMOVED IN PHASE 1	299
STALLS REMOVED IN PHASE 2	272
REMAINING STALLS ON SITE	784
NEW ON-STREET PARKING STALLS	
NEW SURFACE PARKING STALLS (P-1)	42
NEW HOTEL (H-1) SURFACE PARKING STALLS	153
NEW MIXED USE (MU-1) STRUCTURED PARKING STALLS	441
NEW RESIDENTIAL (R-1) STRUCTURED PARKING STALLS	241
TOTAL PROPOSED PARKING STALLS	918
TOTAL EXISTING PARKING STALLS	784
TOTAL PROPOSED PARKING STALLS	918
TOTAL PARKING STALLS ON SITE	1702

PARKING DEMAND	
EXISTING PARKING DEMAND	
EXISTING ANTHEM OFFICE BUILDING 1	384
EXISTING ANTHEM OFFICE BUILDING 2	625
TOTAL STALLS	1009
PROPOSED PARKING DEMAND	
PHASE 1 (RESIDENTIAL, RETAIL, & HOTEL)	589
PHASE 2 (RESIDENTIAL)	389
TOTAL STALLS	978
TOTAL EXISTING PARKING DEMAND	1009
TOTAL PROPOSED PARKING DEMAND	978
TOTAL STALLS NEEDED ON SITE	1987

SURPLUS/DEFICIT -285
 * DEFICIT SATISFIED VIA R-1/EXISTING OFFICE 2 SHARED PARKING REDUCTION WITH A 30% MAX OVERALL REDUCTION PER ZONING CODE

PARKING DEMAND W/ SHARED (RESIDENTIAL/OFFICE) PARKING	
EXISTING PARKING DEMAND	
EXISTING OFFICE BUILDING 1 @ 100%	384
EXISTING OFFICE BUILDING 2 @ 100%	625
TOTAL STALLS	1009

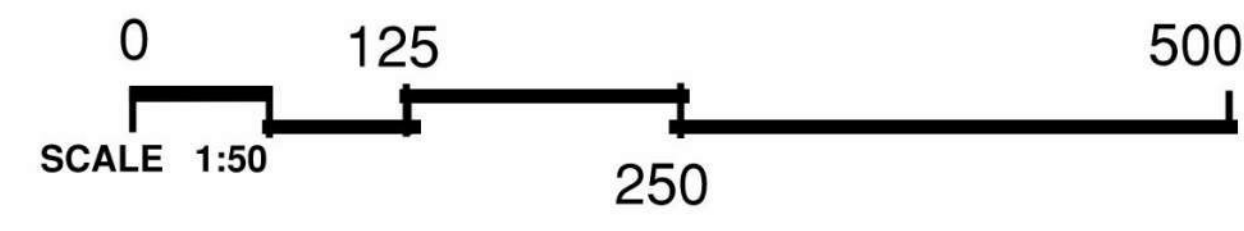
PROPOSED PARKING DEMAND WITH SHARED PARKING	
PHASE 1 (RESIDENTIAL @ 60%, RETAIL, & HOTEL)	
	432
PHASE 2 (RESIDENTIAL @ 60%)	
	233
TOTAL STALLS	665
TOTAL EXISTING PARKING DEMAND	1009
TOTAL PROPOSED PARKING DEMAND	665
TOTAL STALLS NEEDED ON SITE	1674

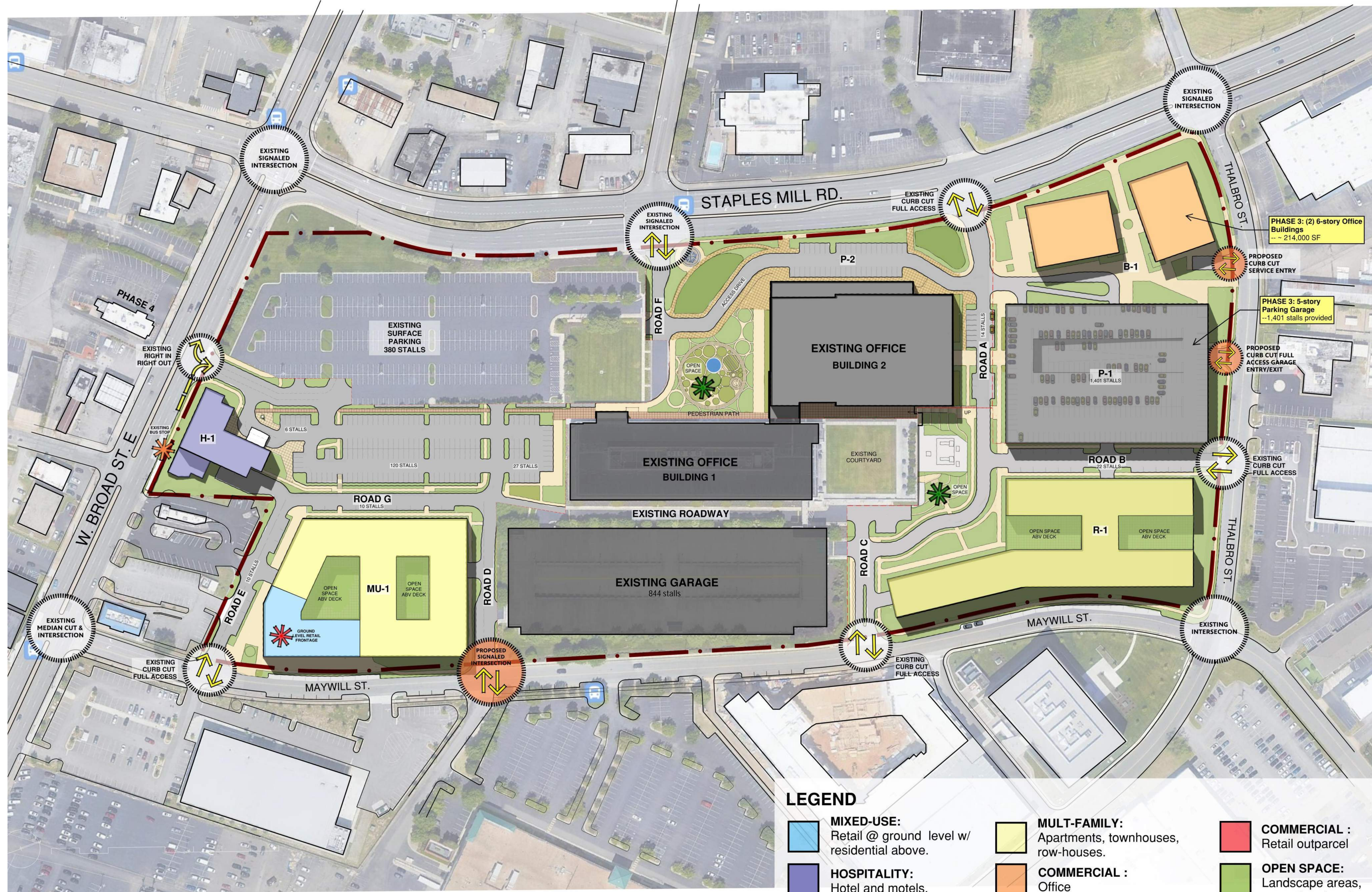
SURPLUS/DEFICIT 28

LEGEND

- MIXED-USE:**
Retail @ ground level w/ residential above.
- MULT-FAMILY:**
Apartments, townhouses, row-houses.
- COMMERCIAL :**
Retail outparcel
- HOSPITALITY:**
Hotel and motels.
- COMMERCIAL :**
Office
- OPEN SPACE:**
Landscape areas, recreational park, or SWM.

ABBREVIATIONS:
 KSF = thousand square feet SP= spaces DU = dwelling unit(s)
 AC = acre(s) PRK = parking LVL(S) = level or levels
 ROW = right-of-way



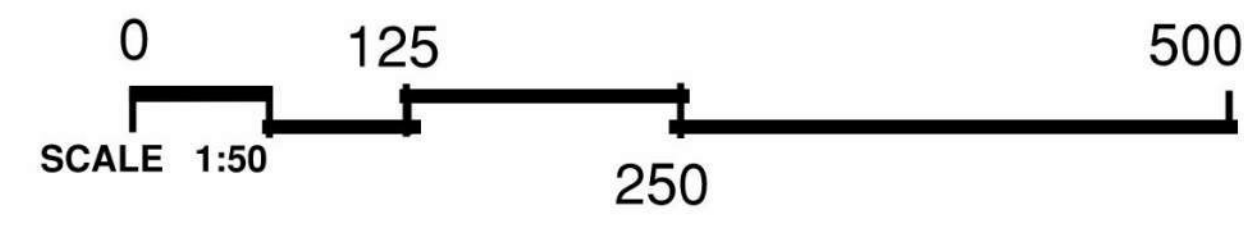


PHASE 3 PARKING SUMMARY

PARKING SUPPLY	
EXISTING STALLS ON SITE	1355
STALLS REMOVED IN PHASE 1	299
STALLS REMOVED IN PHASE 2	272
STALLS REMOVED IN PHASE 3	404
REMAINING STALLS ON SITE	380
NEW ON-STREET PARKING STALLS	56
NEW SURFACE PARKING STALLS (P-1)	41
NEW HOTEL (H-1) SURFACE PARKING STALLS	153
NEW MIXED USE (MU-1) STRUCTURED PARKING STALLS	441
NEW RESIDENTIAL (R-1) STRUCTURED PARKING STALLS	241
NEW STRUCTURED PARKING (P-1)	1401
TOTAL PROPOSED PARKING STALLS	2333
TOTAL EXISTING PARKING STALLS	380
TOTAL PROPOSED PARKING STALLS	2333
TOTAL PARKING STALLS ON SITE	2713

PARKING DEMAND	
EXISTING PARKING DEMAND	
EXISTING OFFICE BUILDING 1	384
EXISTING OFFICE BUILDING 2	625
TOTAL STALLS	1009
PROPOSED PARKING DEMAND	
PHASE 1 (RESIDENTIAL, RETAIL, & HOTEL)	589
PHASE 2 (RESIDENTIAL)	389
PHASE 3 (OFFICE)	536
TOTAL SPACES	1514
TOTAL EXISTING PARKING DEMAND	1009
TOTAL PROPOSED PARKING DEMAND	1514
TOTAL SPACES NEEDED ON SITE	2523

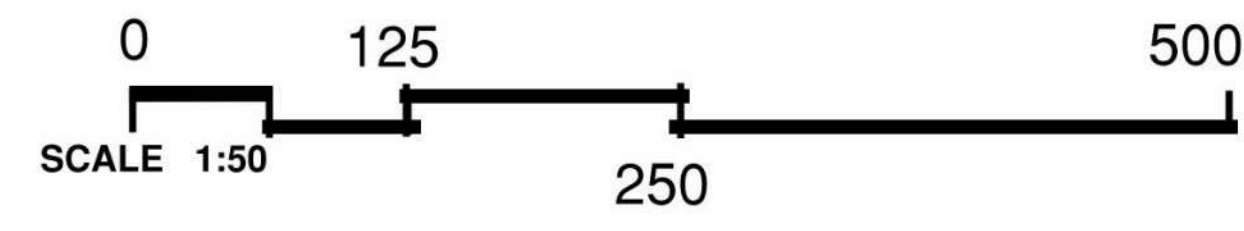
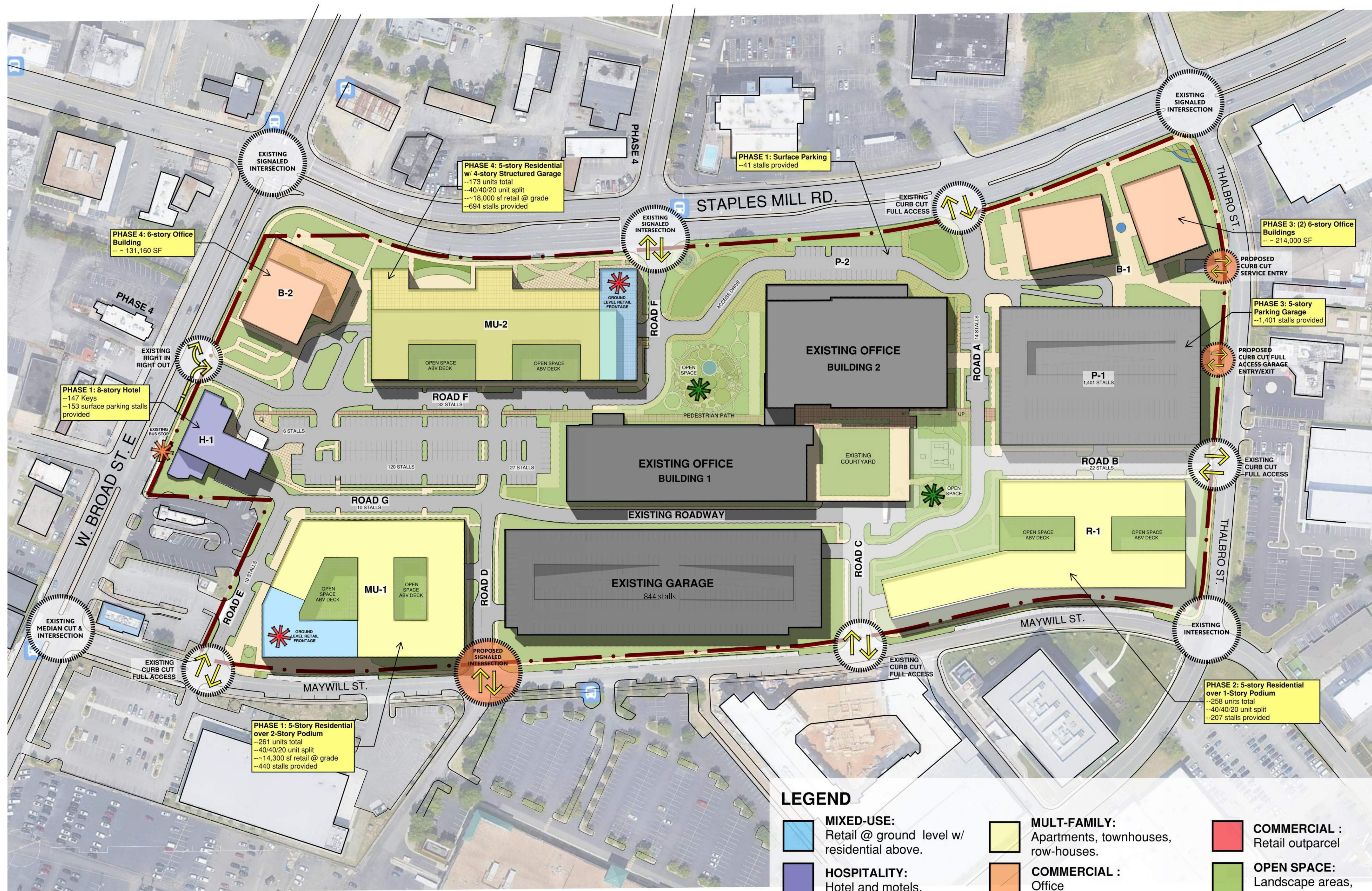
SURPLUS/DEFICIT 190



LEGEND

- MIXED-USE:**
Retail @ ground level w/
residential above.
- MULT-FAMILY:**
Apartments, townhouses,
row-houses.
- COMMERCIAL :**
Retail outparcel
- HOSPITALITY:**
Hotel and motels.
- COMMERCIAL :**
Office
- OPEN SPACE:**
Landscape areas,
recreational park, or
SWM.

ABBREVIATIONS:
 KSF = thousand square feet SP = spaces DU = dwelling unit(s)
 AC = acre(s) PRK = parking LVL(S) = level or levels
 ROW = right-of-way



LEGEND

- MIXED-USE:**
Retail @ ground level w/
residential above.
- MULT-FAMILY:**
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row-houses.
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Landscape areas,
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ABBREVIATIONS:
 KSF = thousand square feet
 AC = acre(s)
 ROW = right-of-way

SP= spaces
 PRK = parking
 DU = dwelling unit(s)
 LVL(S) = level or levels

PHASE 4 PARKING SUMMARY

PARKING SUPPLY	
EXISTING STALLS ON SITE	1355
STALLS REMOVED IN PHASE 1	299
STALLS REMOVED IN PHASE 2	272
SPACES REMOVED IN PHASE 3	404
SPACES REMOVED IN PHASE 4	380
REMAINING SPACES ON SITE	0
NEW ON-STREET PARKING STALLS	
NEW SURFACE PARKING STALLS (P-1)	41
NEW HOTEL (H-1) SURFACE PARKING STALLS	153
NEW MIXED USE (MU-1) STRUCTURED PARKING STALLS	441
NEW RESIDENTIAL (R-1) STRUCTURED PARKING STALLS	241
NEW STRUCTURED PARKING (P-1)	1401
NEW MIXED USE (MU-2) STRUCTURED PARKING STALLS	708
TOTAL PROPOSED PARKING STALLS	3073
TOTAL EXISTING PARKING STALLS	
TOTAL PROPOSED PARKING STALLS	3073
TOTAL PARKING STALLS ON SITE	3073
TOTAL STALLS	
TOTAL EXISTING PARKING STALLS	
TOTAL PROPOSED PARKING STALLS	3073
TOTAL PARKING STALLS ON SITE	3073
TOTAL STALLS	
PARKING DEMAND	
EXISTING PARKING DEMAND	
EXISTING OFFICE BUILDING 1	389
EXISTING OFFICE BUILDING 2	625
TOTAL STALLS	1014
PROPOSED PARKING DEMAND	
PHASE 1 (RESIDENTIAL, RETAIL, & HOTEL)	589
PHASE 2 (RESIDENTIAL)	389
PHASE 3 (OFFICES)	536
PHASE 4 (RESIDENTIAL, RETAIL & OFFICE)	699
TOTAL PARKING STALLS	2213
TOTAL EXISTING PARKING DEMAND	
TOTAL PROPOSED PARKING DEMAND	2213
TOTAL STALLS NEEDED ON SITE	3227
SURPLUS/DEFICIT	
	-154
* DEFICIT SATISFIED VIA MU-2/B-2 OFFICE SHARED PARKING REDUCTION & R-1/EXISTING OFFICE 2 SHARED PARKING REDUCTION WITH A 30% MAX OVERALL REDUCTION PER ZONING CODE	
PARKING DEMAND W/ SHARED (RESIDENTIAL/OFFICE) PARKING	
EXISTING PARKING DEMAND	
EXISTING OFFICE BUILDING 1 @ 100%	384
EXISTING OFFICE BUILDING 2 @ 100%	625
TOTAL STALLS	1009
PROPOSED PARKING DEMAND	
PHASE 1 (RESIDENTIAL, RETAIL, & HOTEL)	589
PHASE 2 (RESIDENTIAL @ 60%)	233
PHASE 3 (OFFICES)	536
PHASE 4 (RESIDENTIAL @ 60% , RETAIL & OFFICE)	597
TOTAL PARKING STALLS	1955
TOTAL EXISTING PARKING DEMAND	
TOTAL PROPOSED PARKING DEMAND	1955
TOTAL STALLS NEEDED ON SITE	2964
SURPLUS/DEFICIT	
	109