



REZ2021-00039

Green City Partners, LLC

Staff Report for Planning Commission Public Hearing

Prepared September 1, 2021

This report is prepared by the Henrico County Planning Staff to provide information to the Planning Commission and the Board of Supervisors to assist them in making a decision on this application. It may also be useful to others interested in this zoning matter.

I. PUBLIC HEARINGS:

Planning Commission: September 9, 2021 Pending

II. IDENTIFICATION AND LOCATIONAL INFORMATION:

Requested Zoning: UMUC Urban Mixed-Use District (Conditional)

Existing Zoning: A-1 Agricultural District, R-2 One-Family Residence District, O-3C Office District (Conditional), M-1 Light Industrial District, M-1C Light Industrial District (Conditional) and PMD Planned Industrial District

Acreage: 204.20 acres

Proposed Use: Urban Mixed-Use

Location: Generally between E. Parham Road and the southeast line of Scott Road and between Scott Road and Interstate 295.

Magisterial District: Fairfield

2026 Comprehensive Plan Recommendation: Urban Mixed-Use (UMU) and Environmental Protection Area (EPA)

Parcel No: 787-760-9582, 788-762-3171, 789-762-3970, 788-760-3976, and 787-758-3213

Zoning of Surrounding Properties:

North:	Interstate 295, R-2 One-Family Residence District
South:	PMD Planned Industrial District, R-2C One-Family Residence District (Conditional), R-2 One-Family Residence District
East:	O/SC Office Service District (Conditional), O-2C Office District (Conditional)
West:	R-2 One-Family Residence District, A-1 Agricultural District

Staff Contact: Ben Sehl (501-5226)

III. SUMMARY OF STAFF REPORT COMMENTS:

The applicant is proposing to conditionally rezone 204.20 acres from A-1, R-2, O-3C, M-1, M-1C, and PMD to UMUC, Urban Mixed-Use District (Conditional). The property consists of two relatively distinct development areas, with the southern portion located between E. Parham Road and Scott Road and the northern portion between Scott Road and Interstate 295. The applicant proposes to develop a mixed-use community with commercial uses, an arena, and up to 2,138 residential units. The 2026 Comprehensive Plan recommends Urban Mixed-Use and Environmental Protection Area for the subject site.

The applicant has also submitted companion case PUP2021-00017, which is a provisional use permit request to allow certain uses and design variations within the proposed development. Approval of the subject rezoning is required before consideration of the PUP application.

Development of this parcel with adherence to the proffered GreenCity UMU Master Plan submitted by the applicant would be consistent with the 2026 Comprehensive Plan's Urban Mixed-Use designation for the site. The proposed use would also be compatible with surrounding properties and would contribute to other 2026 Plan goals related to economic growth.

This request is in keeping with other UMU developments in the county and has many positive aspects that support the county's goals for mixed-use development, including the use of structured parking, enhanced pedestrian facilities utilizing street trees and sidewalks, and applying coordinated design guidelines. The development would also support the county's focus on redevelopment by renovating an existing office building in an environmentally-focused manner. For these reasons, staff supports this request pending final comments on the traffic impact analysis.

A community meeting was held August 18, 2021, with attendees able to participate in-person and virtually. At that meeting development of the site was generally supported, although concerns were raised regarding impacts, including impacts from larger events at the planned arena. The applicant has created a website, www.greencityva.com, to provide information to the community.

IV. LAND USE ANALYSIS AND IMPLICATIONS:

The 204-acre site consists of the Henrico County-owned Best Products property, as well as adjacent property known as the Scott Farm. The Best Products portion of the site, consisting of approximately 93 acres and generally located on the north line of E. Parham Road, is zoned M-1, PMD, and O-3C. The property is developed with approximately 305,000 square feet of office space and associated parking and amenities, which was originally constructed as the corporate headquarters for Best Products and later used by Circuit City and Bank of America. The remainder of the site, located to the north of the Best Products property, is zoned a mixture of M-1C, R-2, and A-1. This portion of the property includes frontage on the north and south lines of Scott Road, which provides access to the west where a number of single-family homes are located and where a bridge over Interstate 95 connects to Brook Road. To the east, Scott Road connects to Magnolia Farm Road and the Park Central and Windsor Business Park office/service developments. The future extension of Magellan Parkway, which will also cross Interstate 95 and provide enhanced access to the area from Brook Road, would be in the same area as Scott Road on the subject site and would ultimately replace that roadway.

The applicant proposes to remodel the existing Best Products buildings and develop new office, retail, service, and residential uses. A 17,000-seat arena would also be constructed. The submitted GreenCity UMU Master Plan indicates the applicant intends to develop the site with environmentally friendly design, including enhanced greenspace, pedestrian-focused streets, and green infrastructure such as solar power generation, and on-site composting and waste-reduction strategies. A number of the proposed uses, such as the anticipated office space, are already

permitted by the site's existing office and industrial zoning districts. Other commercial and residential uses are not allowed by the existing zoning, and the applicant proposes to create a mixed-use community that supports the site's 2026 Comprehensive Plan recommendation of Urban Mixed-Use (UMU). This UMU designation was placed on the property as part of the 2026 Comprehensive Plan update in recognition of the property's central location and ability to serve increased density due to existing public facilities in the area, including its proximity to major transportation corridors such as Interstates 95 and 295 and U.S. Routes 1 (Brook Road) and 301 (Chamberlayne Road). Access to the property would be provided via E. Parham Road and the future Magellan Parkway, with no direct access shown to the residential portion of Scott Road located to the west of the site.

Development of the site would be regulated by the proffered GreenCity UMU Master Plan Book, which is attached. This master plan book provides standards for future development, as well as the redevelopment of the Best Products building. The master plan book includes items such as required streetscape standards, building setbacks, block and street alignments, open space requirements, and architectural guidelines for future uses. Similar to other UMU developments in the county, this master plan book would be used to review future development plans and would essentially serve as the zoning requirements for the property upon rezoning of the site.

The master plan book provides details that support the goals for mixed-use development outlined in the 2026 Comprehensive Plan, including the following keystone policy ideas:

- Large tract of land able to be developed under a master plan
- Development of an overall architectural theme
- Incorporation of public open spaces, including informal passive spaces and formal or active open spaces such as plazas
- Encouraging pedestrian orientation as the emphasis of mixed-use development, including the promotion of structured parking to preserve land area

Plans included in the master plan book illustrate the creation of new public and private roads that would form a block system for new buildings on the property. This includes the extension of St. Charles Road through the site to create a north-south connection between E. Parham Road and the future Magellan Parkway. The southern portion of the site would contain Land Bays A-D as shown on Page 47 of the master plan book. These land bays would contain all of the nonresidential square footage proposed within GreenCity, including the proposed multi-purpose arena, which would be located in Land Bay A. Other uses in Land Bay A would consist of:

- 200,000 square feet of retail/commercial space;
- 955,000 square feet of office space;
- 430,000 square feet of hotel and conference space; and,
- 1,095 multifamily residential units.

Land Bay B consists of the area surrounding the existing Best Products building, which would be redeveloped with renovations intended to qualify for the "Living Building Challenge." This challenge is intended to create buildings that are "self-sufficient and remain within the resource limits of their site." Additional office space, totaling approximately one million square feet when combined with the Best Products building, are also proposed.

Land Bays C and D would be residential in nature and would consist of approximately 350 residential units with a mixture of townhouses and 2 over 2 condominium buildings. Outside of the existing Best Products building, these land bays are closest to existing homes along Scott Road west of the site, meaning careful consideration must be given to how the proposed development would interact with adjacent properties and existing residences. The UMU ordinance requires a landscaped buffer a minimum of 35' adjacent to less intense zoning districts.

North of the proposed Magellan Parkway would be Land Bays E and F, which would also be residential in nature. Approximately 700 residential units are proposed in these land bays and would include a mixture of 2 over 2 condominiums, townhouses, attached villas, and single-family detached dwellings.

Vehicular and pedestrian access would be provided by a variety of street types that would include enhanced pedestrian accommodations consistent with the requirements of the Urban Mixed-use District. This includes sidewalks on both sides of all streets and areas for features such as outside dining. Three access points are proposed along E. Parham Road, including the site's existing entrance to the Best Products Building. An extension of St. Charles Road would cross E. Parham and serve as the site's main spine road, which would help create a series of blocks within the commercial portion of the development. These blocks would include a mixture of uses, as well as structured parking. Final transportation improvements for the site's E. Parham Road frontage have not been determined, although the applicant is working with the Department of Public Works (DPW) and Virginia Department of Transportation (VDOT) to finalize the required traffic impact analysis and roadway improvements.

Along the site's planned Magellan Parkway frontage, three entrances would be provided for the area north of the new roadway, with two access points to the south. The northern entrances would provide access to Land Bays E and F, with a roadway connecting the two land bays north of a significant environmental feature. The two southern Magellan access points would include the main spine road, as well as a roadway that would run the length of the site's eastern property line. This roadway would provide alternative access to the various uses and parking structures located within Land Bay A, the main "Village Center."

Throughout the land bays would be a series of parks connected by various greenways and pedestrian paths, comprising approximately 40 acres of the subject site. Many of these parks would consist of environmentally sensitive areas that would be preserved and enhanced to allow public access throughout the community. Features such as a forest walk, urban agriculture, fitness parks, and botanical gardens are proposed. The areas would be dispersed throughout the development, allowing access for residents throughout the community.

In addition to the master plan book, development would be regulated by the companion provisional use permit application (PUP2021-00017), which would allow the modification of certain design standards, such as the maximum square footage for a single retail user, as well as an increase in the maximum number of for-lease residential units, increased building height, and certain uses not permitted by-right in the UMU District. Analysis of the PUP requests can be found in the companion staff report.

The proffered maximum density of 2,138 residential units (10.5 units/acre overall), redevelopment of the site's existing office building, and addition of new commercial uses and a multi-purpose arena will impact public facilities in the area; however, the site's existing zoning and 2026 Comprehensive Plan designation means public facility impacts have been considered as part of ongoing planning efforts in recent years. This includes the planned Magellan Parkway extension over I-95 and various other facility planning exercises. Because the provision of adequate public facilities is a central goal for mixed-use development in the 2026 Plan, the applicant has also submitted the required Development Impact Analyses, including the fiscal impact statement referenced in the Department of Finance comments in Section VI.

As previously noted, the required traffic impact analysis (TIA) has been provided and is under review by DPW and VDOT. Preliminary analysis of the TIA indicates a number of improvements would be necessary along the site's E. Parham Road frontage, including the installation of various traffic signals and additional turn lanes at different locations. A number of internal intersection

improvements would also be required. Once finalized, staff recommends all findings of the TIA be incorporated into the proffered commitments for development of the site.

Potential water system and sanitary sewer impacts have also been analyzed, with indications the development can be accommodated by existing infrastructure, provided the proper sewer shed boundaries are established in concert with the Department of Public Utilities. Necessary upgrades would be provided by the developer.

With regards to impacts on public school facilities, Henrico County Public Schools has indicated that cumulative development in the area, including the ultimate buildout of this request, can be accommodated by existing schools or through targeted or comprehensive redistricting.

Based on agency review of the various impact statements, as well as the Department of Planning's review of the submitted proffers and master plan book, staff believes this request would support the goals of the 2026 Comprehensive Plan related to economic growth and mixed-use development, and the proffered master plan book largely addresses key policies for such development in the county.

While the overall development plan would be in keeping with the 2026 Comprehensive Plan, staff notes the applicant will need to mitigate potential impacts from the site, especially related impacts on the local transportation system. For this reason, the applicant is encouraged to incorporate the findings of the traffic impact analysis referenced above into their proffer statement. Necessary improvements, including right-of-way dedication, should be proffered and consistent with the recommendations of the TIA. Commitments regarding the submission and approval of traffic management plans for large events at the proposed arena should also be provided.

In addition, staff believes future residential development and the major infrastructure improvements planned as part of the extension of Magellan Parkway may result in additional demand for nonresidential uses in the northern portion of the site. The applicant is encouraged to continue to provide for flexibility for future uses in this area, which is possible with the submitted conversion chart that allows commercial uses to shift should there be demand. Flexibility regarding future connections to other properties are also encouraged, especially for adjacent properties that may redevelop in the future. For this reason, the applicant is encouraged to ensure future connectivity is not precluded as part of their detailed development plans.

Finally, various land bays, most notably Land Bays C and D, are directly adjacent to residential and agricultural properties. The UMU District requires a 35' buffer unless otherwise approved, and the master plan book indicates this distance may not be provided in certain areas. The applicant is encouraged to note the code requirement for this area and ensure the required buffer or suitable landscaping can be accommodated as part of future development plans.

It should be noted that GreenCity will require the creation and approval of a development agreement between the applicant and Henrico County. The agreement must be approved as part of the sale of the Best Products property, and a number of specific development requirements may be addressed as part of that agreement, rather than as proffered conditions.

Development of the site for a mixture of residential and nonresidential uses would be consistent with the land use recommendations and goals, policies, and objectives of the 2026 Comprehensive Plan, and the inclusion of an arena in the development plan for the property would provide added services for the community. The submitted GreenCity UMU Master Plan demonstrates consistency with the requirements and goals of the county's Urban Mixed-use District and indicates development of the site would be in keeping with other UMU developments in the county.

Development consistent with the proffered master plan book would allow the creation of pedestrian-friendly streets, neighborhoods connected to services and employment centers, and a series of parks that would serve the new community and nearby areas. For these reasons staff supports this request, provided the applicant commits to the transportation improvements recommended by the traffic impact analysis.

V. COMPREHENSIVE PLAN ANALYSIS:

2026 Comprehensive Plan Recommendation:

The 2026 Comprehensive Plan recommends Urban Mixed-Use (UMU) and Environmental Protection Area (EPA) for the subject parcel. This request is consistent with this recommendation.

Vision, Goals, Objectives, and Policies:

This request is most consistent with the following goals, objectives, and policies of the 2026 Comprehensive Plan.

- Land Use & Community Character Objective 3: Encourage new growth and development that takes into account location and availability of infrastructure and services.
- Land Use & Community Character Objective 8: Encourage diverse mixtures and forms of development to support the economic tax base of the county.
- Land Use & Community Character Objective 16: The County will increase the quantity of housing units near employment centers.
- Land Use & Community Character Objective 22: The County will encourage complementary multi-family residential areas that enhance overall land use development through their proximity to an arterial roadway, shopping areas and primary service facilities.

VI. PUBLIC SERVICE AND SITE CONSIDERATIONS:

Major Thoroughfare and Transportation:

A Traffic Impact Analysis (TIA) is being performed for the proposed development. Comments will be made after reviewing the TIA.

Virginia Department of Transportation:

The Virginia Department of Transportation (VDOT) has reviewed the technical analysis with VHB and are in agreement that what they have provided is complete and accurate. Please note that a full traffic impact analysis (TIA) report has not been submitted, and VDOT is not giving concurrence or a recommendation of approval for the TIA at large. However, VDOT does concur that the technical analysis provided at this time is an accurate reflection of the proposed development given the parameters that have been set.

Drainage:

- All proposed improvements must comply with all applicable Public Works plan of development requirements.
- The site is located within 50/10 detention area and must comply with applicable regulations.
- The site must comply with applicable stormwater quality and quantity requirements.
- No more than 50 residential lots are allowed upon a single access point.
- No more than 82 residential units are allowed upon a single access point.
- Traffic Engineering will determine if any right-of-way dedication or road improvements are required.
- Based on information in the County's GIS, there appears to be 100-year floodplain present on the site.
- It appears there may be an SPA Stream and/or an RPA stream on the property.

- Based on GIS, Waters of the U.S. and/or hydric soils are present (indicating possible wetlands). Corps of Engineers and DEQ permits may be required.
- A County Capital Project (Magellan Parkway Extension) has been identified in this area. Development projects on this site must be consistent with the County Capital Project.

Public Utilities Services:

County water is located in Magnolia Farm Road, Scott Road and Best Plaza Drive.

The site is served by the Western Branch Trunk Sewer located just south of East Parham Road and the Eastern Branch Trunk Sewer (Turner Run Trunk Sewer) located to the east of the site, near interstate 295. These trunk sewers have been identified in the current Green City Master Plan. The Department of Public Utilities (DPU) has analyzed the capacity of the existing downstream trunk sewers that serve this project. Estimated sewer demands need to be properly allocated by the proposed sewer shed boundary shown in the Master Plan to each of the trunk sewers to ensure that the available capacity is not exceeded in either pipeline. If capacity is exceeded in either pipeline, then that pipeline will require replacement with a larger pipeline.

The Department of Public Utilities (DPU) recommends that the Developer consult with DPU engineers to establish a proposed sewer shed boundary location to ensure that the project's sewer service area flows are directed each of the trunk sewers to ensure that capacity of the existing trunk sewers is not exceeded. The developer will be required to make any needed improvements.

Finance:

The Department of Finance has reviewed the Fiscal Impact Analysis submitted with the Proposed GreenCity mixed use development. The analysis was submitted by the Green City Partners LLC dated August 4, 2021. The report accompanies the rezoning application for the GreenCity mixed use development. In reviewing the information provided in the fiscal impact analysis, the base assumptions for future revenue projections are sound with a few minor exceptions. I note areas that are worthy of mentioning in the analysis, but concerns are not significant enough to impact the overall viability of the development.

The proposed GreenCity mixed use development is a large complex development with numerous direct and indirect benefits to Henrico County. The development is planned as an "eco-district" designed to the highest standards of sustainability and resilience as well as a commercial, entertainment and residential community. Currently there are no similar mixed-use developments with these characteristics in the Richmond Metropolitan Area. The development of an environmentally conscious district with proactive approaches to ecological concerns like the proposed GreenCity project can position the development and Henrico County as a unique destination in the region. Further, with the growing number of large corporations adopting policies and mission statements that address environmental concerns and awareness, the GreenCity development may become an attractive solution and desirable location for new business.

According to the Fiscal Impact Analysis, the development is expected to include:

- 1,125 Multi-Family for Rent Units
- 150 Senior-restricted for Rent Units
- 37 for Sale Single Family Dwellings
- 411 for Sale Townhomes
- 220 for Sale Villas
- 358 for Sale Condos
- 1,963,000 square feet of Office Space
- 179,000 square feet of Retail/Restaurant
- 30,000 square feet of Grocery Space

- 1 Limited Service 300 key Hotel
- 1 Full Service 300 key Hotel

Staff utilized the above project description to review and validate the contents of the Fiscal Impact Analysis. The chart included in the attachment to this memo provides additional direct comparisons of information in the fiscal impact analysis on assessed values and projected tax revenues to current data in Henrico County. Any discrepancies in data have been noted but determined minor.

The Fiscal Impact Analysis notes the 2020 assessed value for the parcels being developed as \$9,921,300 and the projected value after full development on December 31, 2054, as \$2,557,288,262, a more than 25,000% increase in the value of the property. It is important to note the following from staff review:

- The assessed values used in the Fiscal Impact Analysis were 2020 values and do not reflect updated values for 2021.
- The Fiscal Impact Analysis utilized the incorrect total assessment value for parcel #788-762-3171. The error increased the amount of the total assessment in the base year but was not material to the final projected assessed value of the parcel.
- The assessed value of parcel 787-758-3213 is excluded from the fiscal impact analysis because the property is currently owned by the County and tax exempt. This omission was not material to the final projected assessed value of the parcel.

A significant benefit of the GreenCity development is the nearly 2 million square feet of class A office space which will be constructed to the highest sustainability standards and increase Henrico County's class A office space by 16.26%. Green City will be the first eco-district development within Henrico and the office space will be sought out by companies locally as well as nationally.

It is important to note that the Fiscal Impact Analysis does not estimate costs to the County associated with this development. However, staff believes that the largest cost would be for Henrico County Public Schools. Based on current local and regional trends, this type of development does not typically generate significant student yields, which will minimize the overall exposure to the County. Further, Meals Tax revenue is dedicated to Henrico County Public Schools and the GreenCity mixed used development will generate significant Meals Tax revenues, estimated at \$92 million across 30 years, through the dedicated restaurant space that should be adequate to offset any realized cost to Henrico County Public Schools.

While not specifically stated in the fiscal impact analysis, the assumption is that new incremental tax revenues generated on site will be used to pay for debt on the Arena. Finance staff has estimated the debt service requirements on the cost of the Arena estimated at \$245 million per an article published by the Richmond Times Dispatch on December 2, 2020, and the estimated revenue in the fiscal impact is sufficient to meet debt service requirements. Any financing of the Arena will not be a liability of the County and the issuance of debt will be reviewed and analyzed by underwriters of the debt as well as the purchasers of the bonds at the time of sale. It should be noted that the Fiscal Impact Analysis includes transient occupancy (hotel/motel) tax revenues as an expected benefit to the county, which is pledged to the Greater Richmond Convention Center Authority, GRCCA. The use of these revenues as part of any future financing is possible as a subordinate pledge, however the funding cannot be allocated for GreenCity until after Henrico fully meets its commitment to GRCCA. It should be further noted that the Fiscal Impact Analysis references Special Assessment Taxes as a revenue source benefiting the County. This would be an incorrect statement as any special tax on assessed real estate would only be levied in the instance of the issuance debt as described above and dedicated solely for the purpose of paying debt service and not as an ongoing revenue source for Henrico County.

In closing, the GreenCity mixed use development will provide both direct and indirect benefits to Henrico County and the entire Richmond Region. The expected incremental increase to taxes in Henrico would be significant and the cultural impacts as discussed could amplify these expected increases.

Overall, the GreenCity Development will have a positive fiscal impact for Henrico County.

Schools:

The plan is for an Urban Mixed-Use District. There are 2,138 total residential units proposed. The residences will be in the following attendance zones:

School Level	School Name	2019 Membership	Functional Capacity
Elementary	Chamberlayne	324	440
Middle	Brookland	1,214	1,354
High	Hermitage	1,594	1,976

This includes 1,095 multifamily units, 428 2/2 units which are considered condominiums, 422 townhomes, 168 attached villas which are considered condominiums, and 25 single family residences. Here are the yields by housing type as designated in the master plan:

Master Plan Designation	Unit Type	Unit Count	Student Yield Ratios Per 100 Units			Total Number of Students by Level*		
			Elementary	Middle	High	Elementary	Middle	High
Studio/1 Bedroom	Apartment	548	8.2	3.6	6	44.94	19.73	32.88
2+ Bedroom	Apartment	547	24.5	11.3	12	134.02	61.81	65.64
2 over 2	Condo	428	6.8	3	4.3	29.1	12.84	18.4
Villas	Condo	168	6.8	3	4.3	11.42	5.04	7.22
Townhomes	Townhomes	422	14.5	7.5	11.5	61.19	31.65	48.53
Single family	Single Family	25	28.1	16.9	21.7	7.03	4.23	5.43
Totals:		2,138	-	-	-	287.69	135.29	178.10

* At Development Buildout

HCPS typically projects a development’s impact on school capacity using historical student yield data by development type and magisterial district. Studio and one-bedroom apartment units in the Fairfield District, per 100 units would yield 8.2 elementary students, 3.6 middle school students, and 6 high school students. Units with two or more bedrooms generate 24.5 elementary, 11.3 middle, and 12 high school students. Furthermore, townhome units in the Fairfield District, per 100 units would yield 14.5 elementary students, 7.5 middle school students, and 11.5 high school students. Condos generate 6.8 elementary, 3 middle, and 4.3 high school students per 100 units. Finally, single family units generate 28.1, 16.9, and 21.7 students per 100 units. However, this will be a mixed-use development, which generates substantially fewer students, especially in the multi-family units. For instance, The Flats at West Broad Village yields 9 students across all levels in 339 units, 5 elementary, 2 middle, and 2 high school students. If this pattern continues, this development will yield fewer students than other multi-family developments. HCPS’ planning office expects similar student generation rates for the development.

Based on September 30, 2019 membership and capacity figures shown above, Chamberlayne Elementary is currently at 73.6% of capacity. The analyses shown above indicates the proposed development would potentially yield an additional 287.69 elementary students. Although Chamberlayne is not currently in danger of being over capacity, this development at buildout could push it over 100% of capacity over the long term. This development falls within the Brook Rd. development corridor, which hosts multiple proposed developments. These developments will have a significant impact on schools over time. The impact on elementary schools can be seen here:

Brook Road Corridor Elementary Schools				
School	Capacity	2019 Enrollment	Development's Potential Impact*	Enrollment with Development's Impact
Chamberlayne	440	324	369	693
Greenwood	638	579	209	788
Holladay	1,100	601	23	624
Longdale	546	436	155	591
Trevvett	548	517	75	592
Proposed Fairfield Elementary	850	-	-	-
Totals:	4,122	2,457	831	3,288

** At Buildout*

Although Chamberlayne may be unable to support the addition of potential students on its own, the addition of the Proposed Fairfield Elementary school at River Mill will collectively bring them to 79.8% of capacity. If the Proposed Fairfield Elementary school is approved, then the area elementary schools can support this development.

Brookland Middle is currently at 89.7% of capacity. The analyses shown above indicates the proposed development would potentially yield 135.29 additional middle school students. Long term this project along with others in the area could push Brookland Middle to over 100% of capacity. This development falls within the Brook Rd. development corridor, which hosts multiple proposed developments. These developments will have a significant impact on schools over time. The impact on middle schools can be seen here:

Brook Road Corridor Middle Schools				
School	Capacity	2019 Enrollment	Development's Potential Impact*	Enrollment with Development's Impact
Brookland	1,354	1,141	288.7	1,430
Hungary Creek	986	989	116.8	1,106
Moody	1,206	1109	11.1	1,120
Wilder	982	832	60.4	892
Totals:	4,528	4,071	477	4,548

** At Buildout*

Green City could potentially put the area middle schools very close to capacity; however, there are several facets to consider. Multi-family units in a mixed-use development typically generate far fewer students than other multi-family developments. Also, 2019 was the final year of a targeted redistricting for Hungary Creek, which brought their enrollment down to 887 in 2020. Furthermore, Henrico Virtual Academy (HVA) will also be a source of relief for these schools. There are approximately 135 students from these schools attending HVA this school year. If these schools still exceed capacity, either a pocket or comprehensive redistricting could resolve capacity issues.

Hermitage High is currently at 80.7% of capacity. The analyses shown above indicates the proposed development would potentially yield an additional 178.65 high school students. Over the next five years, membership/capacity ratios for Hermitage High are stay under 95% of capacity. Long term, this project along with others in the area could push Hermitage to over 100% of capacity. This development falls within the Brook Rd. development corridor, which hosts multiple proposed developments. These developments will have a significant impact on schools over time. The impact on high schools can be seen here:

Brook Road Corridor High Schools				
School	Capacity	2019 Enrollment	Development's Potential Impact*	Enrollment with Development's Impact
Glen Allen	1,850	1,978	151.6	2,130
Henrico	1,884	1,444	77.4	1,521
Hermitage	1,976	1,613	396.8	2,010
Totals:	5,710	5,035	626	5,661

Green City could potentially put the nearby high schools very close to capacity; however, there are several facets to consider. Multi-family units in a mixed-use development typically generate far fewer students than other multi-family developments. HVA will also be a source of relief for these schools. There are approximately 143 students from these schools attending HVA this school year. Furthermore, there will also be additional seats available through the expansion of HCPS' Specialty and ACE Centers. If these schools still exceed capacity, either a pocket or comprehensive redistricting could resolve capacity issues.

Division of Fire:

A comprehensive public safety plan is needed for the Arena, this plan shall be coordinated with Fire, Police, Emergency Management and any other applicable agencies needed to address the number of people attending events. The public safety plan will be addressed during the POD process and be maintained and amended throughout the life of the building. Some residential access streets may require widths greater than 20' in some areas due to the height of the buildings they will serve. In some cases, the roads will need to be increased to a minimum 24' pavement width. These widths will be addressed at the time of POD review Two points of access shall be maintained to the existing office complex throughout the development. The existing second access off Scott Road is acceptable, provided that Scott Road remains open.

Division of Police:

Henrico Police and Fire are requesting a proffer that will require the applicant to provide a safety and security plan for the proposed arena. Any proffer language shall be mutually agreed upon between all necessary parties. This plan shall be coordinated with Fire, Police, Emergency Management and any other applicable agencies needed to address the facility and number of people attending events. The public safety plan shall be provided to the County at the time of submission of a plan of development (POD) and be maintained and amended throughout the life of the building. This plan shall also address any outdoor events that may occur outside the arena.

Libraries:

This request falls in the service area of the North Park Branch Library. The 15,000 square foot facility will be able to handle this request and will be able to meet the increased service demands.

Recreation and Parks:

Staff Comments: The structures of architectural and historical significance, (043-0703) Best Corporation Building, and (043-0780) Eagle Sculptures are listed in the Virginia Department of Historic Resources surveys.

The Best Products Corporate Headquarters was built in 1980. The architects were Hardy Holzman Pfeiffer Associates, New York City. In 1983, the architectural firm received an American Institute of Architects award for its work on the building. Flanking the entrance are two, twenty-foot-tall, limestone eagles that once sat atop the Moderne 1939 Airlines Building in New York City. Best Products president, philanthropist and 20th century art collector, Sydney Lewis was able to procure the eagles, have them dismantled and shipped to Henrico. The Art Deco style is also reflected in the restored elevator cab acquired from the Rockefeller Center. Best vacated the headquarters in 1997. The building was subsequently owned by Metropolitan Life Insurance Company and rented to several business, including Bank of America and Circuit City until its purchase by Henrico County in 2011. We would recommend preservation of the Best Corporation Building and the Eagle Sculptures. The parcel falls within the Civil War Battlefield area known as: (043-5108) Yellow Tavern Battlefield-for information only.

Community Revitalization:

No comments.

Topography and Land Characteristics Adaptability:

Outside of the noted environmental areas, there are no known topographic reasons why the site cannot be used as proposed.



Proffers for Conditional Rezoning

County of Henrico, Virginia

4301 E. Parham Road, Henrico, Virginia 23228

Henrico Planning Web Site: <http://www.henrico.us/planning>

Mailing Address: Planning Department, P.O. Box 90775, Henrico, VA 23273-0775 Phone (804) 501-4602

Facsimile (804) 501-4379

Original Amended Rezoning Case No. REZ 2021-00039 Magisterial District Fairfield

Pursuant to Section 24-121 (b) of the County Code, the owner or duly authorized agent* hereby voluntarily proffers the following conditions which shall be applicable to the property, if rezoned:

[Signature] / Andrew M Cordlin
Signature of Owner or Applicant / Print Name

August 30, 2021
Date

*If applicant is other than Owner, the Special Limited Power of Attorney must be submitted with this application

Case REZ2021-00039

August 30, 2021

1. Master Plan. The Property shall be developed in general conformance with the standards set forth in the master plan book entitled "greencity, Henrico County, Virginia, UMU Master Plan Book," updated August 30, 2021, and prepared by GreenCity Partners, LLC (the "Master Plan"), which is conceptual in nature and may vary in massing, height, elevations, design, layout, final density, and other details shown therein. The specific design, general layout, elevations and other details may vary from the Master Plan as required for final plan approval, engineering reasons, design or compliance with governmental regulations, or as approved during any Plan of Development, subdivision, or building permit review or by the Director of Planning provided the Director of Planning finds the deviations are generally in keeping with the spirit and intent of the Master Plan.
2. Density. Any type and number of residential units within any phase of the Property shall be permitted, so long as no more than a total of 2,138 residential units, as more particularly defined in the Master Plan, shall be located on the Property.
3. Condominium Act. Any Condominiums constructed on the Property shall comply with the Virginia Condominium Act.



Proffers for Conditional Rezoning (Supplemental)

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4. Prohibited Uses. The following uses shall be prohibited on the Property:

- a. automotive filling and service stations including towing service;
- b. billiard, bagatelle, video game or a bingo parlor, unless accessory to a permitted use;
- c. flea markets or antique auctions;
- d. funeral homes, mortuaries, crematories and/or undertaking establishments;
- e. dance halls;
- f. truck stops;
- g. gun shop, sales and repair;
- h. sign painting shops;
- i. communication towers;
- j. adult businesses as defined by Section 24-3 of the Henrico County Code;
- k. establishments whose primary business is check cashing and/or the making of payday loans as defined and regulated by Sections 6.2-2100 et seq. and 6.2-1800 et seq. of the Code of Virginia (the foregoing shall not preclude banks, savings and loans or similar financial institutions that are not regulated by the foregoing Virginia Code sections);
- l. restaurants with drive-thru windows, not to exclude, however, restaurants with dedicated parking spaces for the pick-up of carry-out food nor restaurants whose primary business is the sale of specialty coffees or other non-alcoholic beverages or pastry;
- m. car title loan operations;
- n. fuel pumps associated with permitted uses; and
- o. motels or motor lodges.

5. Protective Covenants. Prior to or concurrent with the recordation of the first certificate of occupancy for any portion of the Property, a document setting forth covenants (the "Covenants") shall be recorded in the Clerk's Office of the Circuit Court of Henrico County, Virginia, setting forth controls on the development and maintenance of that portion of the Property. Any such Covenants may establish one or more owners' associations (the "Association"). Different Covenants may be provided for various portions of the Property provided an Association shall be responsible for the maintenance of all common areas within the relevant portion of the Property, as set forth in the Covenants.



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6. Underground Utility Lines. All utility lines on the Property shall be underground, except for existing utilities, junction boxes, meters, utility lines in wetlands areas, and utility lines required to be above ground by the utility company.

7. Severance. The unenforceability, elimination, revision or amendment of any proffer set forth herein, in whole or in part, shall not affect the validity or enforceability of the other proffers or the unaffected part of any such proffer.



Henrico County, Virginia

UMU Master Plan Book _06.16.2021

Updated _08.30.2021

GreenCity Partners, LLC



BEST Products Plaza

I-95

Parham Rd

BEST Products Plaza - Parham Road / I-95

Table of Contents

1 INTRODUCTION	5	16 USES & PATTERN cont	
2 LOCATION MAP	6	Commercial Office	65
3 EXISTING CONDITIONS	7	General Uses	65
4 NATURAL RESOURCES	9	BEST Products Building - History	67
5 SUSTAINABILITY	10	Living Building Challenge	71
Goals & Principles	11	BEST Products Building - Re-purpose	73
Application	12	Plans	74
Standards	13	Rooftop	76
Connection to Nature	14	Section	78
20-Minute Living	15	Renderings	80
Energy	16	Retail	83
Water	18	GreenCity Center	84
Mobility	19	Typical Storefront Section	85
Carbon	20	Hotel & Conference	87
Waste	21	Residential	89
6 MASTER PLAN	22	17 PATTERN BOOK	91
7 PHASING & SCHEDULE	24	Residential	91
8 BP PLAZA SITE TAKE-DOWN	25	Multi-Family	91
9 STREETS	26	2 over 2	93
Public / Private Street Plans	26	Townhomes	97
Street Sections	27	Villas	101
10 RECREATION & OPEN AREAS	45	Single Family Detached	105
11 LAND BAY TABLE	46	18 CONVERSION CHART	109
12 DEVELOPMENT SUMMARIES	48	19 SIGNAGE	111
13 PARKING	52	Design Principles	111
14 UTILITIES	54	Wayfinding	113
Water	54	Retail	115
Sanitary Sewer	55	Placement	116
Storm Water	46	Sponsorship	121
15 MINIMUM LOT WIDTHS & SETBACKS	59	20 TRAFFIC IMPACT ANALYSIS	122
16 USES & PATTERN	63	21 LEGAL DESCRIPTION & SURVEYS	124
Arena	63	22 CONTACTS	135



This Master Plan was created to establish a development framework for both the public and private spaces to encourage and create an integrated community design. This Master Plan is a guideline to be used as an implementation tool for the character and vision for the development. Conceptual drawings and typical illustrations are used to depict GreenCity's scope, scale and character, and used only to provide comparable types of development patterns anticipated. Minimum standards and requirements that are specifically noted shall be subject to final detailed design and engineering required for the ultimate development of the project.

 is planned as an 'eco-district', designed to the highest standards of sustainability and resiliency. It is a non-traditional development model that envisions a next-generation commercial, entertainment and residential community for the Richmond metro region.

The plan borrows from the region's rural roots and existing forest features. The GreenCity plan proposes building within a landscape-centric model which is itself the central theme.

The regulatory guidelines related to protecting the region's Chesapeake Bay streambeds and wetlands are not just preserved here, but embraced as assets. GreenCity will utilize these natural features as organizing elements for the plan and to create a variety of active public open spaces and programs around the natural environment preserved and incorporated.

A new 40-acre, publicly-accessible park system will feature a 1.5 mile long linear 'Forest Walk' will form the backbone of the open space plan.

Nature trails, bikeways and integrated landscape nodes - will connect the living community with the work community and will be designed for residents and workers to easily access and explore.

Mixed-Use & Market-Driven

The architecture and supporting street grid is designed to shape an inviting public realm – sidewalks, active plazas, and more intimate pocket parks. The building facades that define the public spaces will form GreenCity's Village Center featuring more dense residential uses above retail, and a variety of street types.

While visionary and transformative in its mission, the plan is also pragmatic and market-driven, as well as resilient and adaptive. The street and block plan is flexible enough to accommodate varying land uses and respond to ever-changing economic forces, styles, and uses.

Regularized block dimensions found in the Village Center core allow hotel, residential or office uses to be constructed on any parcel. Parking is designed to be shared as part of a larger managed parking regime.

The market-responsive ground level retail plan follows rules that have proven successful. The retail street is a comfortable 5-minute walk from one end to the other. Streets are narrow for access and visibility of retail on both sides, with short blocks providing multiple means of entrance and egress.

20-Minute Living

The diverse mix of uses, residential, retail, office and work environments, retail and hospitality provide the opportunity for a '20-minute' lifestyle. GreenCity will be a place where one can walk or ride to desired destinations in less time and in more engaging ways.

The planned urban/nature environment fosters opportunities for new economic development to greener industries and businesses who have, themselves, pledged to meet high sustainability goals in energy, water, carbon and waste as well as commitments to diverse social equity. GreenCity is where resident and business interests can work together to cultivate common interests in living and working in a community that contributes, in its way, to a better planet.

The GreenCity Plan incorporates the BEST aspects of urban life through well-connected walkable streets. The mix of uses and building programs offers a balance of live, work, shop and play opportunities. It is a development plan that encourages people to 'live local' and walk, bike or shuttle to work, to shop or to attend a concert or sporting event within the context of a well-planned community.

Location Map 2



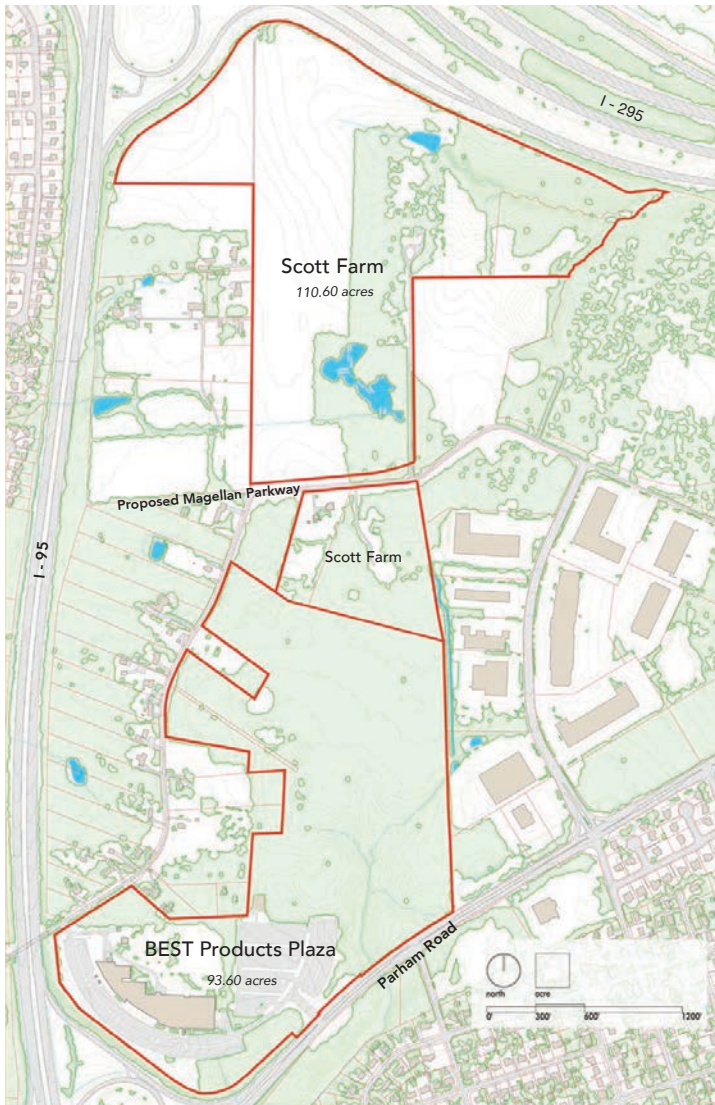
GreenCity is located at the key regional crossroads of Interstate highways I-95 and I-295, enhancing commerce and regional tourism that support the proposed arena uses. It is minutes from downtown Richmond and convenient to regional shopping in the Short Pump area.

Transit connections are currently under study, but when completed will allow for easy regional access on bus and other systems.

Staples Mills Train Station is a 10-minute drive, and the Richmond International Airport is within a 30 minute drive.



Existing Conditions 3



BEST Products Plaza 93.6 acres

The BEST Products Plaza property, situated along Parham Road, was once the national headquarters for BEST Products, a catalogue showroom retail company founded in 1957 until it ceased business operations in 1997.

The site includes 305,000 square feet of office space, surface parking lots, and recreational facilities. The office area and adjacent fields were vacated and eventually acquired by Henrico County in 2011.

Of unique interest to the future development is a pair of eagles sculpted by noted art deco artist Rene Chambellan that remain on the site. The eagles were rescued from atop the historic Airlines Terminal building in New York City, and will be re-purposed within the project's public space program.

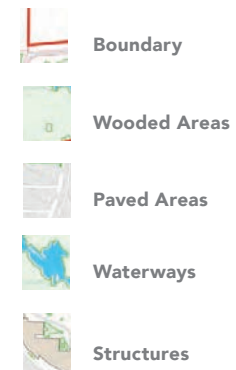
The remainder of the BEST Plaza property is primarily undisturbed, wooded area that generally drains towards the wetlands situated in the southeast corner of the site near the BEST Plaza access intersection with Parham Road.

Scott Farm 110.60 acres

Scott Road, at the interface between the BEST Plaza property and the Scott Farm property, approximates the relative high point of the site, serving as the drainage divide for both the sanitary sewer and storm sewer sheds.

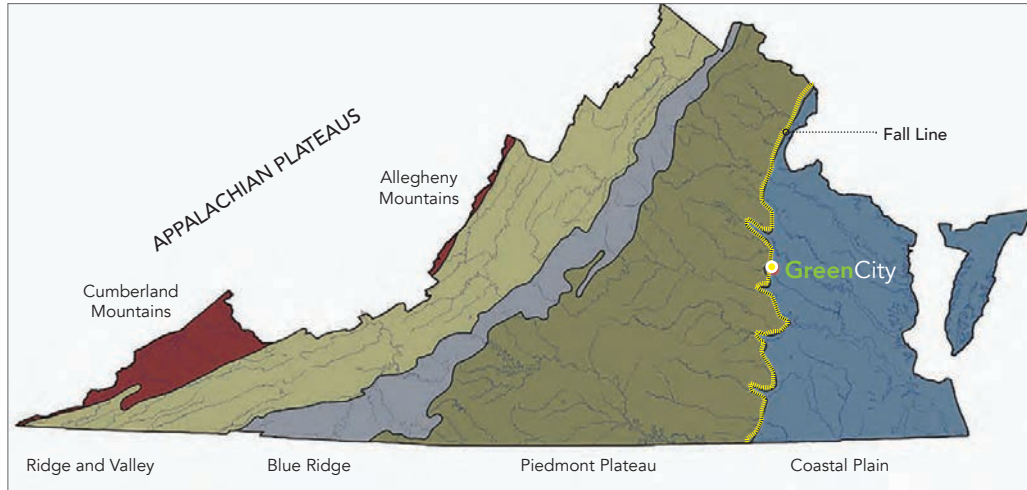
The Scott Farm parcels, primarily encompassing the northern half of the site, consists of a combination of agricultural, residential, and wooded land and generally drains towards the wetlands located in the northeast portion of the site. The major parcel within this site is currently home to a soybean field and contains pockets of wetlands to the south and east.

Neighboring properties that border the Scott Farm site include office parks, residential dwellings, undeveloped woods, and playing fields for Saint Gertrude's school.





Natural Resources 4



Located along the fall line dividing Virginia's Piedmont Plateau and Coastal Plain, the GreenCity site offers a wide range of natural resources and ecologies that may be interpreted and enhanced through a thoughtful balance of protection and intervention.

The Piedmont Plateau is characterized by cities/settlements, farms, fields, hedgerows, rivers/streams and forests that drape the landscape over gently rolling hills. The Coastal Plain, in contrast, is a flat, low-lying land that extends to the ocean. Separating these physiologic zones, which possess rich and diverse plant communities, is the fall line, a range where the rivers cross from hard bedrock of the Piedmont (granite, slate, schist) to the softer rocks of the Coastal Plain (sandstone). The propitious location of GreenCity, along this transitional zone, gives rise to gently sloping landforms, vernal pools, streams and wetlands and diverse plant communities.

Vegetative indicators on site include patches of mixed pine, oak, hickory forest (common to the Piedmont), and sweetgum, blackgum, birch, and holly (common to the Coastal Plain). Early successional species, telling of past impacts and disturbance, are distributed among the mature stands of trees.

Wetland patches and low-lying areas are home to mature red maple and bald cypress bogs with various pollinator species, persimmons, sweet pepperbush and Virginia sweetspire masking the groundplane and providing a wide range of wildlife habitat.

Preserving, connecting, revealing, and interpreting these natural landscape features in a holistic park system is central to the authentic and impactful character of GreenCity.

Permanent Residents						Migratory Birds					

Existing Plants			New Plants						



GOALS

Community Building

- Create an inclusive and vibrant community through sustainable uses and infrastructure
- Foster strong civic engagement; diverse and affordable housing; and accessible public spaces and services for daily needs

Health + Wellbeing

- Support health and happiness through active living, walking and recreation.
- Plan for indoor-outdoor businesses and residential development that encourages access to the nearby natural resources
- Provide for agricultural programs that produce local fresh food grown within the community

Economic Development

- Attract the nation's most innovative businesses to create economic opportunities that build prosperity and accelerate innovation
- Create new regional attractors that expand leisure and entertainment choices
- Nurture a robust employment base with new jobs, job quality and business start-ups

Connectivity

- Design for "20-minute living" by planning for inviting and effective connections between people and places
- Plan for a walkable street network that accommodates diverse ages and abilities using multiple travel modes and shared mobility options
- Provide for a high-quality digital network, providing equitable connectivity and leveraged community data

Living Infrastructure

- Support flourishing ecosystems, and natural resources of wetlands, streambeds
- Introduce natural processes into the built environment

Resource Restoration

- Design for a net positive community through efficient water use, efficient building design, technology advancement and renewable energy production
- Promoting sustainable systems, services and lifestyles that reduce dependence on the automobile and promote, pedestrian accessibility, and transit



will be developed based on proven eco-district principles. Its realization will provide both valuable systems for living today, as well as a proving ground for sustainable communities of the future.

Sustainability 5

Goals & Principles

Eco-District Principles

Eco-districts are urban areas designed and organized in keeping with proven sustainable development principles. They have three main objectives:

- to limit their environmental impact,
- to promote social cohesion, and
- to develop economically.

To achieve these goals, eco-districts are designed to reduce energy needs and save resources. They also focus on creating a socially and functionally diverse environment (housing, services, recreation, entertainment, etc.) within a short walking distance. As a result, residents enjoy richer and more diverse lifestyles in a setting that respects the environment.

With the reintegration of nature planned for the heart of the neighborhood, the use of renewable energy, efforts to minimize energy consumption, and their sustainable water and waste management, and welcoming social diversity, eco-districts allow for demonstrating new ways of living together that is more respectful of both people and the environment. Residents enjoy a higher quality of life, a calmer, healthier environment, better social cohesion, and better connectivity at all levels.

Sustainably-designed buildings with sustainably-designed infrastructure

Buildings consume more energy than transportation. Buildings in eco-districts, on the other hand, consume less and are built using sustainable materials and systems. They must abide by strict regulations that aim to have the lowest possible energy consumption per square foot.

Better water and waste management

In another effort to minimize their reliance on various resources, rainwater is collected and used for the maintenance of public spaces (parks, roadsides, etc.) and for restrooms in buildings.

When it comes to waste management, sorting and recycling programs are standard features. Organic waste is collected and composted, then used to maintain green spaces. Some eco-districts in Europe even use a pneumatic underground waste collection system to cut down on vehicle traffic to treatment plants and keep trucks off the neighborhood's roads.

Social and functional diversity

Eco-districts aim to be accessible to all, with some of its housing reserved for reduced-rent units. They strive to cultivate a population that is socially, culturally, and generationally-diverse, and to have the basic functions and services of any community within their confines in order to promote closeness and a true sense of community. Eco-districts therefore situate homes, businesses, offices, and other daily uses within walking distance of one another.

Efficient, ecological modes of transport

Eco-districts are designed to favor getting around on foot, by bicycle and public transport, in order to limit the use of individual vehicles. The infrastructure is adapted accordingly, with footpaths, bicycle lanes and secure bicycle parking, a network of public transportation, and the immediate proximity of numerous everyday services, including larger shopping malls, schools, daycare centers, sports facilities, and even train stations and airports.

Urban biodiversity

Green and natural spaces are cultivated for the residents' comfort and to promote the development of biodiversity (flora and fauna).

Mobility in eco-districts

Eco-districts have a two-pronged approach to mobility: limiting travel as a result of the convenient location of businesses and services close to residences, and the development of infrastructures favorable to walking, cycling, and the use of public transportation.

It is an ideal setting for the development of shared, clean, silent, electric-powered modes of transit. To meet the short-term, occasional needs of residents, eco-districts often introduce electric car sharing services.

GreenCity minimum sustainability standards

	Use		Quantity	% Total	ILFI	USGBC	WELL ¹	Energy ² % green	Water ³ % reuse	organic Waste ⁴ % processed onsite	solid Waste ⁵ % reduced
	DISTRICT / Neighborhood		204 ac			LEED-ND		50	50	100	50
renovation	OFFICE - BEST Products	core tenant	350,000 sf	5.62%	LBC petal certified	platinum platinum	certified certified	105 105	100 100	100 100	100 100
	OFFICE	core tenant	1,525,000 sf	24.48%		gold gold	certified certified	50 50	50 50	100 100	50 50
mixed-use	OFFICE	core tenant	65,000 sf	1.04%		gold gold	certified certified	50 50	50 50	100 100	50 50
mixed-use	RETAIL	core tenant	135,000 sf	2.17%		gold gold	certified certified	50 50	50 50	100 100	50 50
mixed-use	RESTAURANT	core tenant	65,000 sf	1.04%		gold gold	certified certified	50 50	50 50	100 100	50 50
	HOTEL		430,000 sf	6.90%		gold	certified	50	50	100	50
	ARENA		435,000 sf	6.98%	LBC petal certified	platinum	certified	105	100	100	50
mixed-use	RESIDENTIAL		1,095,000 sf	17.58%		LEED multi-fam	certified	50	50	100	50
	RESIDENTIAL		2,130,200 sf	34.19%		LEED - res		50	50	100	50
	TOTAL Uses		6,230,200 sf	100.00%							

- 1 Represents goal vs required standard
- 2 Represents minimum green energy utilization goal vs required standard
- 3 Represents minimum water reuse goal vs required standard
- 4 Represents minimum on-site organic waste processing goal vs standard
- 5 Represents minimum on-site solid waste reduction goal vs standard

at grade	PARKING		600 sp	6.67%
below grade	PARKING		1,680 sp	18.67%
structured	PARKING		6,720 sp	74.67%
	TOTAL Parking		9,000 sp	100.00%
land use	PUBLIC OPEN SPACE		73.84 ac	36.12%
land use	STREETS		26.64 ac	13.03%
land use	DEVELOPMENT PARCELS		103.96 ac	50.85%
	TOTAL Development		204.44 ac	100.00%

Sustainable outcomes for GreenCity will be achieved through a variety of well-established certification processes, with mandatory minimum requirements for performance and operational outcomes

Beginning with the development of a district-wide sustainability plan itself, which will set aside protected land areas, natural resources, park systems and defined public open space, the remaining sites will feature greater densities and mixed-use developments to promote walkable neighborhoods connected by higher performing infrastructure.

Building design and resulting sustainability performance will be based on strict but achievable standards that will be certified by one or more well-established institutions focused on promoting a better performing and more resilient built environment. Certifications processes administered by USGBC, BREEAM, International Living Futures Institute (ILFI), and Well Building Institute will be used as core development benchmarks.

Varying uses provide varying opportunity to achieve desired outcomes, with some buildings targeting Living Building Challenge Petal Certification and others LEED Gold or Platinum.

The chart at left summarizes GreenCity's minimum sustainability standards and goals.

Sustainability 5

Standards



LIVING BUILDING CHALLENGE

The **Living Building Challenge** was created in 2006 by the non-profit International Living Future Institute. It is described by the Institute as a philosophy, advocacy tool and certification program that promotes the most advanced measurement of sustainability in the built environment.

Performance areas

Living Building Challenge comprises seven performance areas:

- 1. Place** - focuses on creating a connected community that is more pedestrian focused, protecting and restoring existing nature, and encouraging a healthy level of density.
- 2. Water** - a certified building may only use the amount of water that can be harvested onsite and purify that water without the use of chemicals.
- 3. Energy** - reduction and efficiency of energy by requiring the building to produce on-site 105% of the energy it needs
- 4. Health and Happiness** - indoor air quality, thermal comfort, visual comfort, and integration of nature in order to increase the quality of human health and productivity.
- 5. Materials** - focus on eliminating the use of construction materials that have adverse environmental, health, and social impacts.
- 6. Equity** - creating spaces where people of all capabilities, disabilities, ages, and economic status have equal access.
- 7. Beauty** - focuses on encouraging project teams to put in genuine and thoughtful efforts into creating beautiful projects.



USGBC LEED

Developed by the U.S. Green Building Council, LEED is the most popular framework for identifying, implementing, and measuring green building and neighborhood design, construction, operations, and maintenance. LEED is a voluntary, market driven, consensus-based tool that serves as a guideline and assessment mechanism. LEED rating systems address commercial, institutional, and residential buildings and neighborhood developments.

LEED seeks to optimize the use of natural resources, promote regenerative and restorative strategies, maximize the positive and minimize the negative environmental and human health consequences of the construction industry, and provide high-quality indoor environments for building occupants. LEED emphasizes integrative design, integration of existing technology, and state-of-the-art strategies to advance expertise in green building and transform professional practice.

The technical basis for LEED strikes a balance between requiring today's best practices and encouraging leadership strategies. LEED sets a challenging yet achievable set of benchmarks that define green building for interior spaces, entire structures, and whole neighborhoods.

The four levels of LEED certification:



WELL BUILDING INSTITUTE

The WELL Building Standard is a vehicle for buildings and organizations to deliver more thoughtful and intentional spaces that enhance human health and well-being. WELL v2 includes a set of strategies - backed by the latest scientific research - that aim to advance human health through design interventions and operational protocols and policies and foster a culture of health and well-being. WELL v2 is founded on the following principles:

- Equitable:** Aims to benefit a variety of people, including and especially disadvantaged or vulnerable populations.
- Global:** Proposes interventions that are feasible, achievable and relevant across many applications throughout the world.
- Evidence-based:** Draws upon research across varying disciplines, validated by a collaborative body of experts,
- Technically robust:** Defines industry best practice and validates strategies through performance verification and a rigorous third-party verification process.
- Customer-focused:** Sponsors the success of WELL users through coaching, dynamic resources and a navigating platform
- Resilient:** Keeps pace with advances in research, science, technology and society, and integrating new findings.

The are ten concepts of WELL v2:



Sustainability 5

Connection to Nature



GreenCity will be grounded in the site, respectful of its natural context and provide a connection to nature for residents and guests.

The GreenCity Park system will support biodiversity at all scales through:

- Protected wetlands and streams that provide enhanced habitat corridors
- Connected park system with curated nature walks and opportunities for fresh air recreation
- Streets built with a priority for human-powered movement, stormwater management, and continuous tree canopies to reduce urban heat-island effect
- A blurring of the natural and built environment through an emphasis on biophilic design with green roofs, plazas and supporting infrastructure
- Opportunities for residents to “get their hands dirty” and grow some of their own food, affordability, with areas designated for urban agriculture

This emphasis on a connection to nature will further enhance residents’ physical and mental well-being.

The concept that humans have a biological need to connect with nature has been called ‘biophilia’ . . . We are hard-wired to affiliate with the natural world - and just as our health improves when we are in it, so our health suffers when we are divorced from it.

Sustainability 5

20-Minute Living



20 minute living is all about 'local living' - giving people the ability to meet most of their everyday needs within a 20-minute walk, cycle or local public transport trip of from their home.

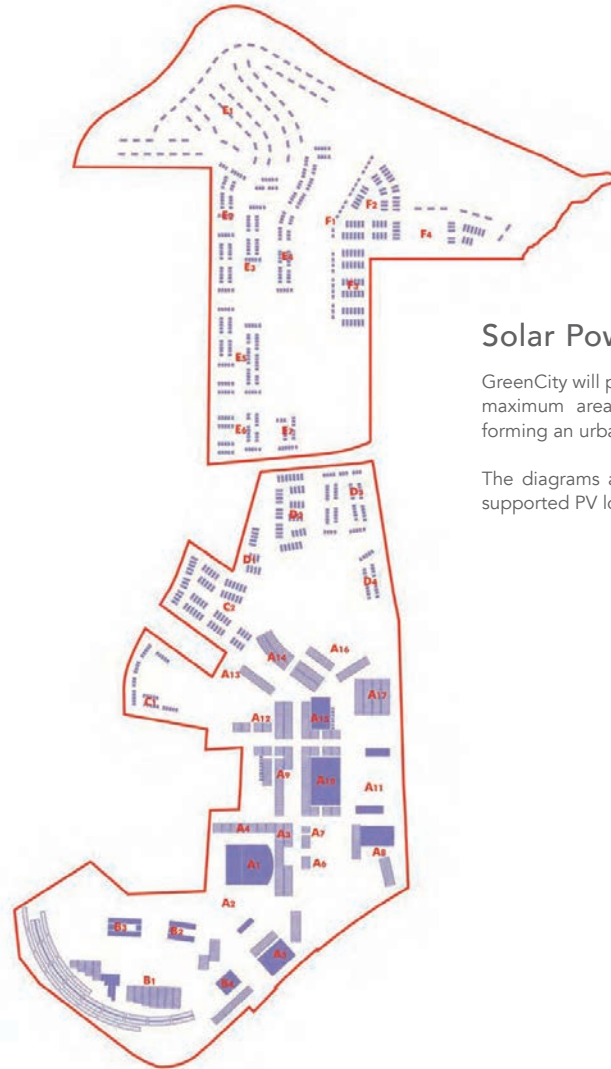
GreenCity will provide accessible opportunities for all generations and populations, offering a diverse variety of housing typologies. It is designed as a place to work-live-play and fully experience 20-minute living, where ordinary needs are within a 20-minute walk, a 20-minute bike ride or short auto trip to destinations in the broader community.

The planned mix of uses in GreenCity will:

- Support regional and local jobs/housing balance at all income levels
- Include a mix of offices, housing, restaurants, entertainment, shops, and recreation, all connected to nature
- Provide unique green opportunities for locally-based owners and producers
- Create opportunities for mixed-income housing to address housing inequity and deficits in the region
- Promote a place to connect to community where less time commuting offers a variety of meaningful experiences with family, friends, and neighbors

Sustainability 5

Energy



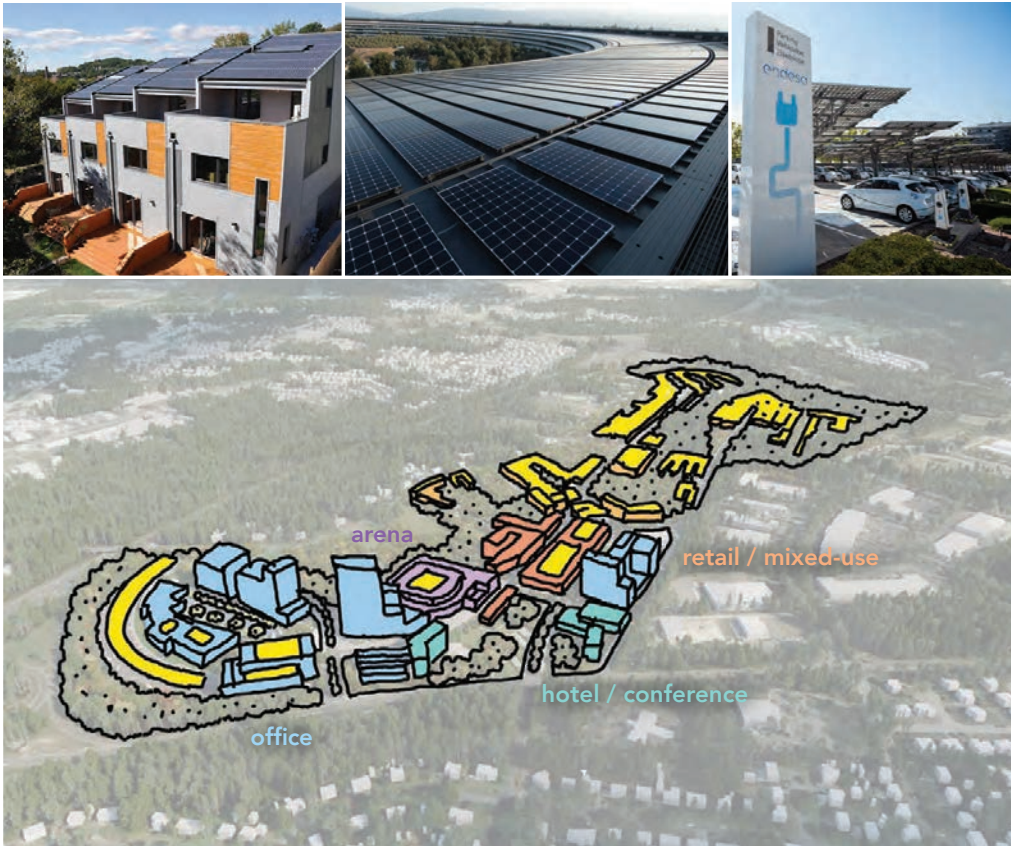
Solar Power

GreenCity will promote rooftops, across all uses, to contribute maximum areas for photo voltaic (PV) arrays, collectively forming an urban solar farm.

The diagrams at left show 20-acres of rooftop and canopy-supported PV locations.

Sustainability 5

Energy



Introducing renewable energy at a variety of scales creates opportunity to for localized microgrids offering district energy management and storage to support community resilience.

GreenCity will strive to be developed as a predominantly Green Energy District, balancing energy production and use while limiting greenhouse gas emissions. Its planning and design are inspired by Virginia's goals of 30% renewable electricity by 2030 and 100% by 2050.

Energy strategies will address all scales of development, sharing resources across micro-grids, within blocks, and between buildings, including:

- Building to Passive House Standards that improve environmental performance through orientation, daylighting air-tightness and additional insulation
- Creation of locally managed District/Micro-Grid and Block Scale Energy systems to provide most cost effective and maintainable heating and cooling
- Emphasis on alternative and efficient energy systems and occupancy
- Ground source and air-source heat pump network + thermal storage – all electric heating and cooling
- Solar Power + battery storage to provide renewable supply, manage demands and improve resilience
- DC networks to reduce demands and meet future loads
- Smart energy systems to improve power quality, reduce losses, reduce operational costs, and offer real-time pricing
- EMS, BMS and occupancy controls, plug load reduction and demand management

Sustainability 5

Water



Integrating watersheds within a broader potable and stormwater infrastructure will support clean water and conservation goals in concert with gray and blackwater strategies at the building and district scale.

GreenCity aspires to be a Net Zero Water development, balancing water consumption and waste, while minimizing impacts to the natural ecosystem and watershed. It will become a model for Virginia's conservation goals and programs.

Water Strategies will address supply, demand, and waste including:

Potable Water Supply:

To minimize demands on the regional water supply network, the development will prioritize the use of local water availability, including:

- Rainwater harvesting from rooftops
- Collection of surface runoff for non-potable uses and aquifer recharging

Additionally, strategies will be developed for re-use of grey water, and the potential treatment of black water

Potable Water Demand: Reduce potable water consumption through:

- Low flow fixtures
- EnergyStar Water Sense appliances
- Smart water meters and sensors - leak reduction
- Water efficient landscaping

Stormwater: Stormwater infrastructure will be designed as an amenity for the community in the form of flow through planters, rain gardens, and green roofs to ensure that the water that stays or flows off the site is cleaner than when it fell onto the site as raindrops.

Sustainability 5

Mobility



Investing in safe, diverse, and walkable streets is an investment in communities, and helps make neighborhoods worth living in.

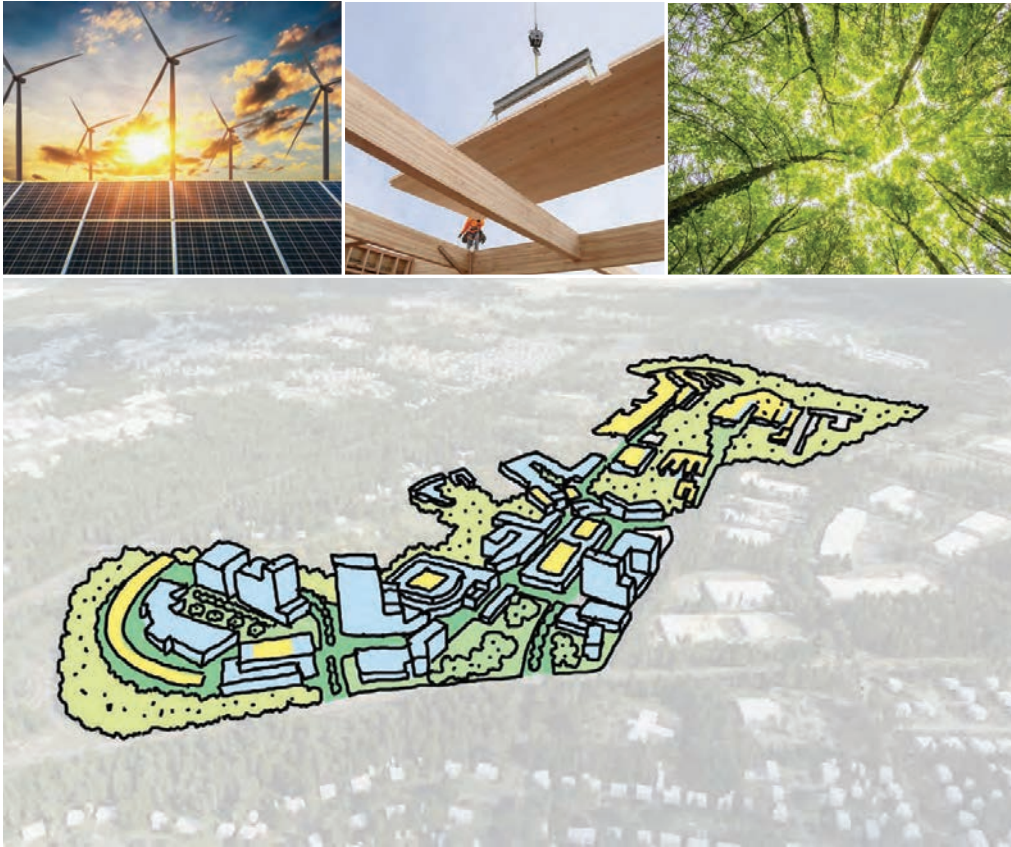
Mobility and connectivity within the district, and to regional amenities is paramount to sustainable community-living. GreenCity will promote connectivity – regional, local and digital – for residents, workers, and guests.

The Connectivity Infrastructure will include:

- Convenient connections to regional transit systems serving Greater Richmond, with considerations for last mile mobility within GreenCity.
- A local street and trail network that:
 - Prioritizes pedestrian-oriented, active mobility on green, shared streets across all scales of the public realm
 - Integrates technology and the sharing economy to support last mile micro-mobility with walking, bikes and future AV vehicles
- Supports the shift to sustainable vehicles and active transportation including:
 - EV charging infrastructure for residents, visitors and pass-through AV shuttle buses and vehicles for local circulation, and amenities designed to support the pedestrian public realm
 - Smart parking systems, both on the street and within the development

Sustainability 5

Carbon



Conserving natural resources, using renewable energy, and engaging Best practices in building and transportation in a woodland setting contributes to a carbon positive future.

GreenCity's goal is to reduce Green House Gas Emissions through management of on-site carbon production, as well as sequestration. With that goal, GreenCity can become a model in Virginia for implementing the Commonwealth's Clean Energy goals.

- **Development** - Buildings account for approximately 30% of Virginia's Greenhouse Gas Emissions. GreenCity will minimize impacts through environmentally efficient construction, occupancy, heating and electricity.
- **Transportation** - Transportation accounts for 28% of Virginia's Greenhouse Gas Emissions. One of the many goals of GreenCity is to reduce GHG emissions through utilization of improved regional mass transit connections, and reduction of reliance on single occupancy autos using combustion engines for local trips within the 20-minute neighborhoods. GreenCity's 20-minute living and mixed-use district will promote fewer trips.
- **Carbon Sequestration** - Improve carbon sequestration through responsible management of the existing wetlands and enhance existing and new tree canopy. Additionally, materials like heavy timber and cross laminated timber will receive preferential use within the district.

Sustainability 5

Waste



Introducing renewable energy at a variety of scales creates opportunity for localized microgrids, offering district energy management and storage to support community resilience.

Recover Reduce / Reuse Recycle / Compost

GreenCity's goal is to be zero waste with a minimum diversion of 90%.

While Arlington County, Virginia has a goal of 90% diversion by 2038, GreenCity intends to be at the forefront for reaching this goal sooner.

Waste Strategies will address life-cycle management, from construction through occupancy.

Non-Organic Waste:

- Area-wide multi-bin collection for sorting, separation and recycling
- Programs for electronic and bulky waste
- Integrated smart bin technology

Organic Waste and Composting:

- Organic waste treated on-site, especially for Arena uses, through digestion for bio-gas production, or composting to enhance landscape and potential food production

Waste Management:

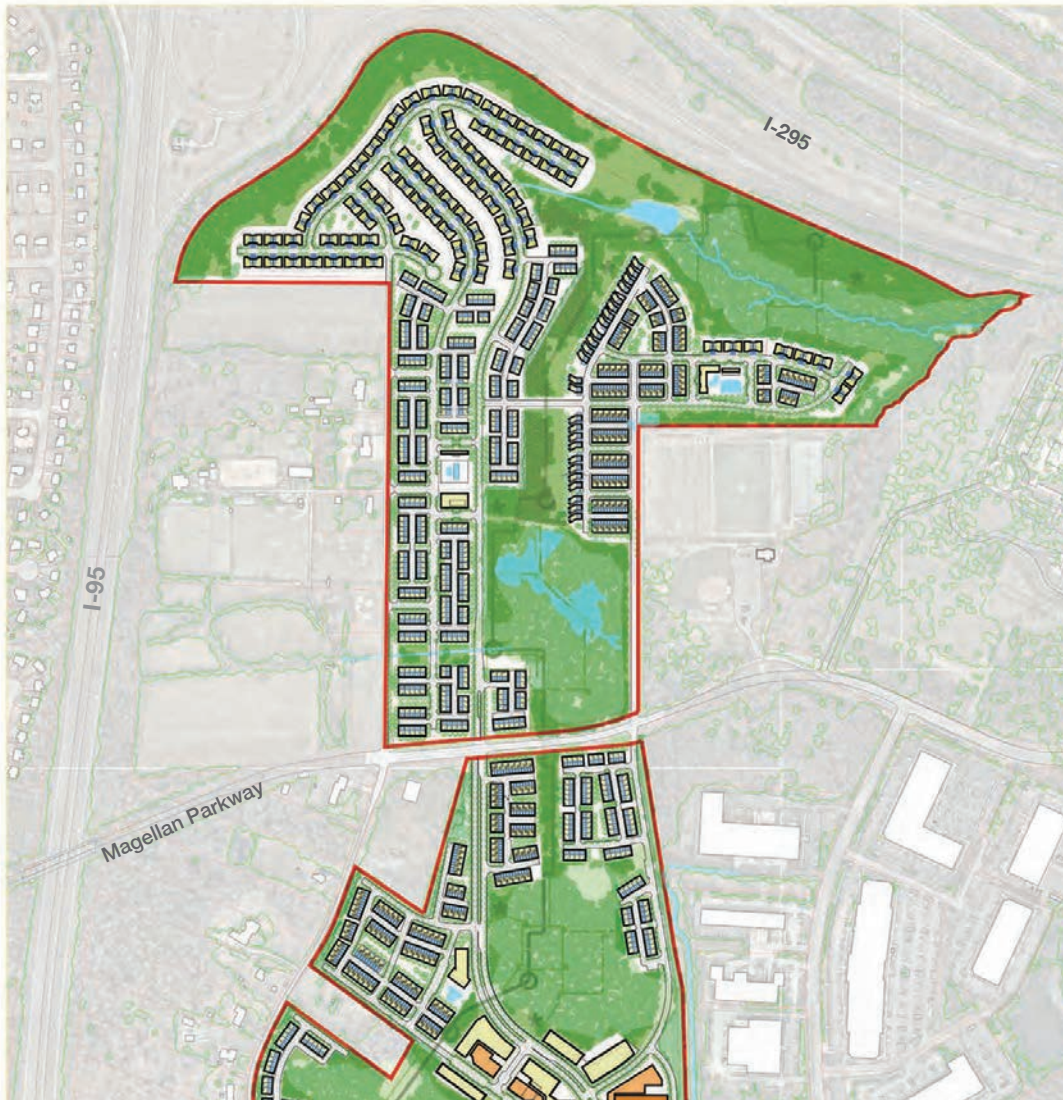
- GreenCity will plan for future AV waste collection systems for both non-organic and organic waste

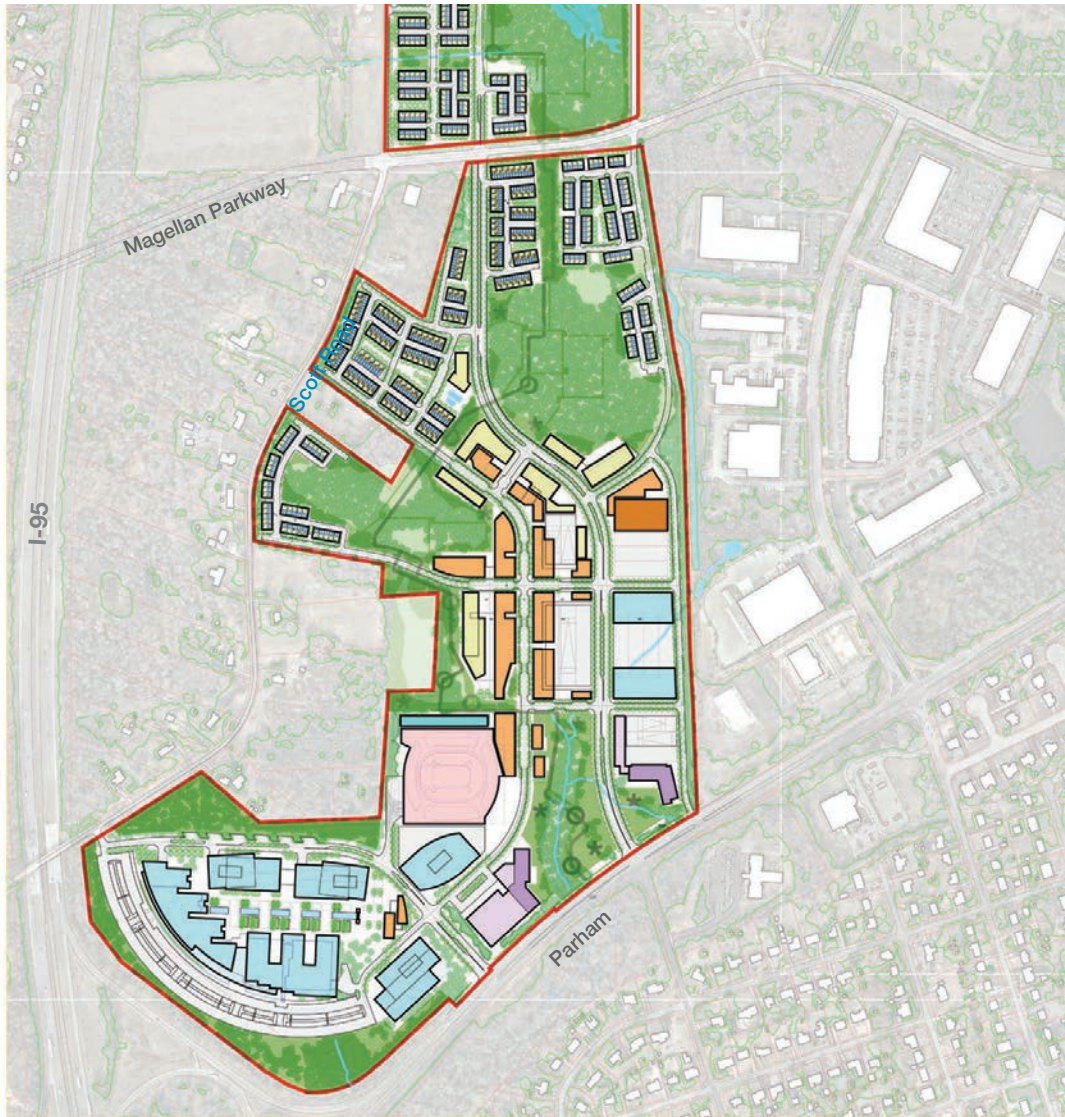
Master Plan 6

The GreenCity master plan creates a more authentic urban place through the balanced development of multi-family residential, commercial, hospitality, public events and attractions, and retail - all of which will be supported by a well-planned public realm of walkable streets and a connected park system.

Key planning principles include:

- Introducing a vibrant new mixed-use business and residential community to Henrico County, activating adjacent districts, and engaging in local commerce
- Planning for interdependent blocks and sub-districts that support a well-conceived and connected master plan
- Preserving and connecting natural landscape features into a holistic park system
- Designing, managing and programming walkable streets, plazas, and memorable civic spaces on which they converge.
- Creating a regional destination in support of existing commercial districts and visits to Arena attractions
- Developing a consistent street frontage of an intimate pedestrian scale with different uses, textures, materials and sizes that merge easily into unique and identifiable sub-districts
- Designing for a mix of buildings whose architectural styles, materials, textures and uses stimulate visual interest, yet uphold a consistent quality and remain complementary
- Promoting sustainable systems, services and lifestyles that reduce dependence on the automobile through mixed-use planning, pedestrian accessibility, and transit

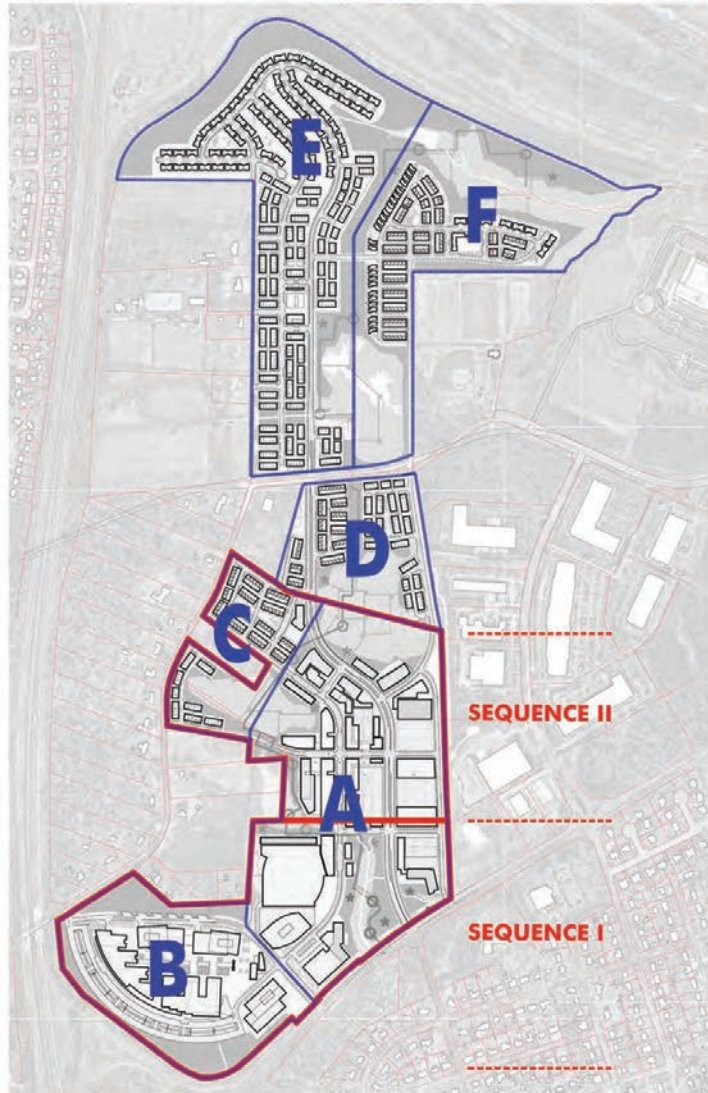


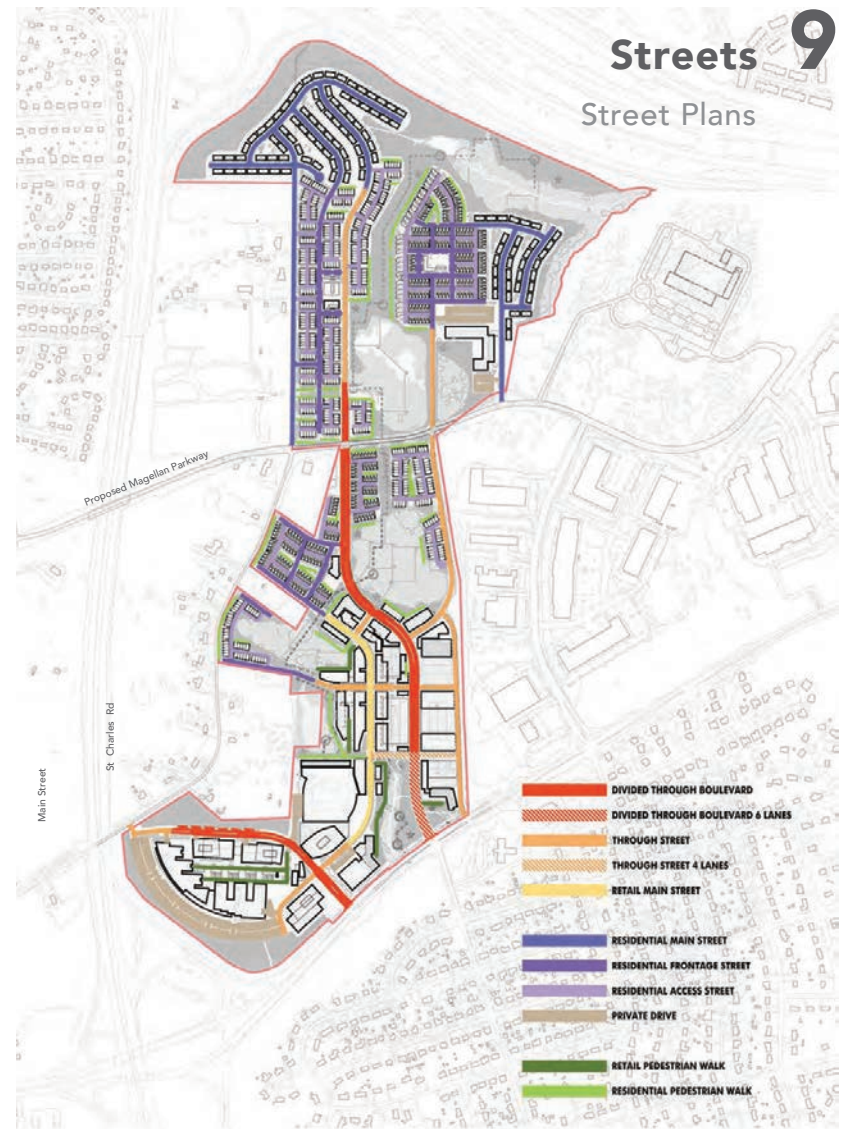
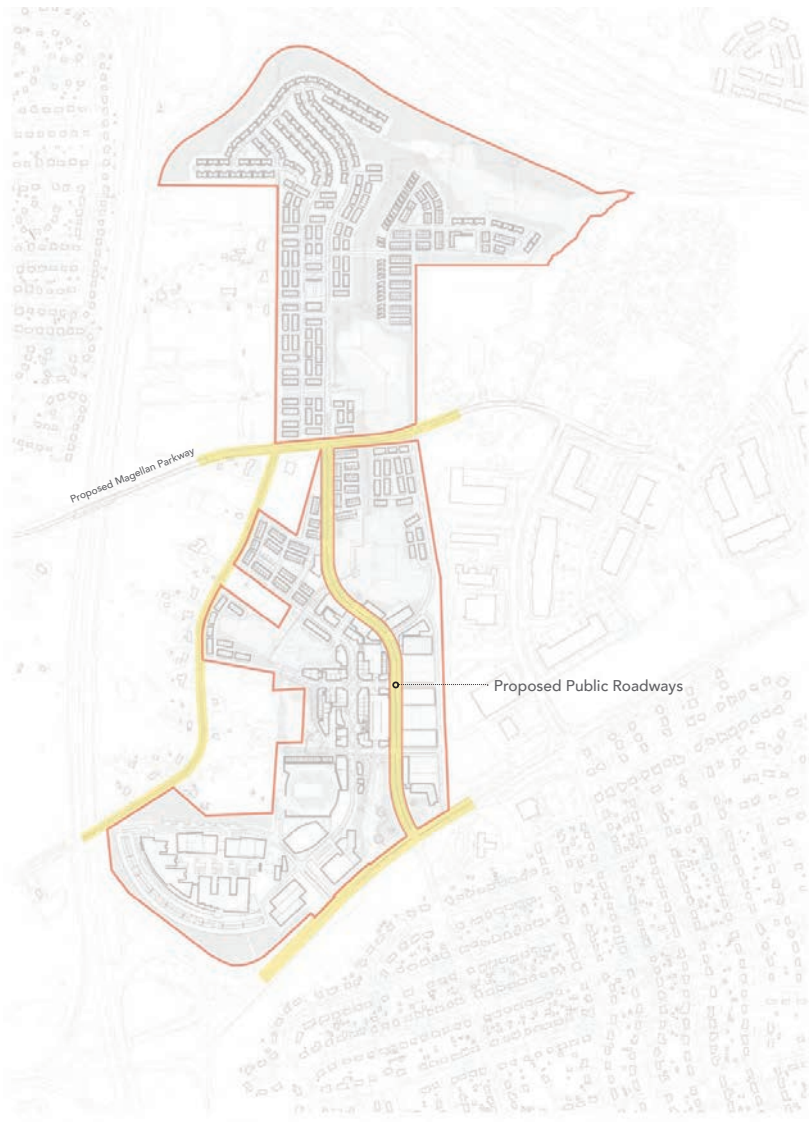


Key to Uses

- Arena:** 17,000-seat multi-purpose arena for touring shows, concerts, NCAA basketball tournaments, AHL hockey
- Retail:** Street level retail below residential and office uses. Free-standing retail uses will include a grocer and pharmacy
- Office:** Class A commercial office uses
- Residential:** Apartments, townhomes, and two over two units and other residential types
- Hotel & Conferencing:** Full service hotels with conferencing facilities
- Park System:** A collection of connected green space, including wetlands, natural resource areas, trails and other outdoor features

BP Plaza Land Takedown 8





Connecting GreenCity

GreenCity will feature streets and public spaces that will be designed based on features that are measurable - an intimate scale to support walkable ground level uses, inviting building frontages, and the subtle features and amenities that bring familiarity and comfort.

The Master Plan proposes a mix of development uses that are supported by a regular and well-connected street system that reflects the metrics, design and programming of proven street typologies.

The design metrics of any street within GreenCity respect historic proportions, widths, dimensions and uses, promoting shade and human interaction in all instances.

The most memorable places are those that engage a rich variety of programmed uses and attract a diverse cross section of people who enjoy the authentic energy found in active urban centers. Streets within the district will be carefully curated to provide the most transparent street level experiences possible, whether those are lobbies to residences or hotels, restaurants or shops, or to the arena itself.

Public spaces, sidewalk cafes, and other areas for casual encounters will be programmed to support a variety of events and special uses. Each of the streets within GreenCity will be developed to cater to visitors, tenants, and residents of distinct sub-districts with distinct features, from active retail to quieter side streets.

Public exposure and access are key to attracting visitors and making residents feel secure. If we feel this to be a place where things are happening, and we are welcome, then this is a place we'll want to be.

Retail Streets

Ground level retail is essential to sustainable urban communities. The availability of fresh food sources, regular and necessary services, and entertainment make up neighborhoods where people want to live and visit.

A concentration of ground-level retail on both sides of streets will activate the planned pedestrian network. The plan imagines urban streetscapes and planting in support of new visitors, tenants, and the resident community. Utilizing buildings and landscapes that are grouped to provide shade for street activity and public amenities will encourage robust street life.

Residential Streets

Streets are key determinants of neighborhood livability. They provide access to homes and neighborhood destinations for pedestrians and a variety of vehicle types, from bicycles and passenger cars to moving vans and fire apparatus. They provide a place for human interaction, a place where children play, neighbors meet, and residents go for walks and bicycle rides.

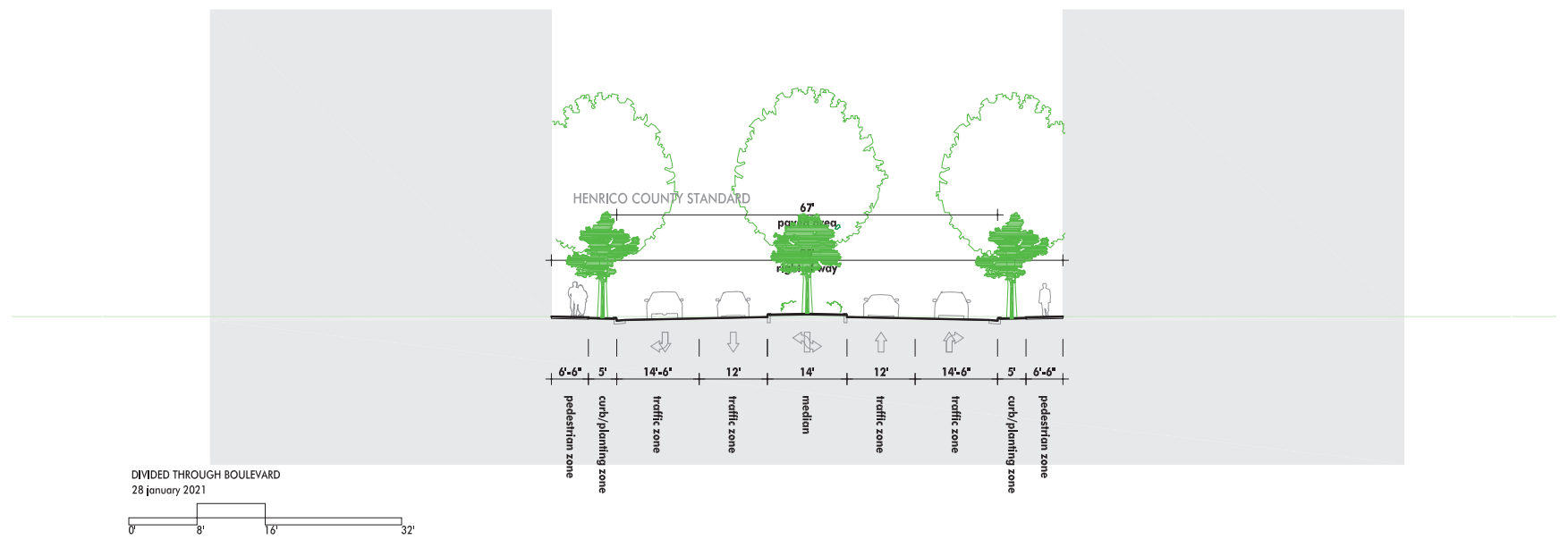
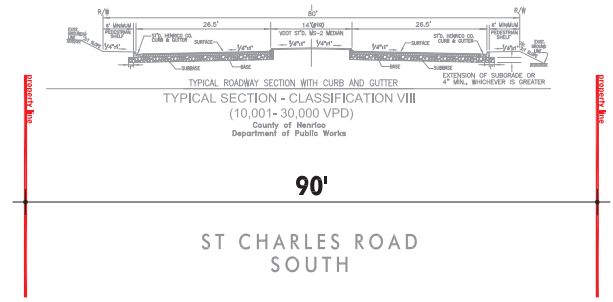
The design of GreenCity's residential streets, will contribute significantly to a sense of community, neighborhood feeling, and perceptions of safety and comfort. The fact that these may be intangible values makes them no less real, something often reflected in property values.

Streets 9

Street Sections

DIVIDED THROUGH BOULEVARD

ROW Width	90'
Pavement Width	26'-6"
Design Speed	30 mph
Curve Specs	14'
Median Width	right turn lanes prohibited
Turn Lanes	left turn lanes at select intersections
	minimum storage length of 150';
	minimum taper length of 100'
Pedestrian Zone	minimum width 11'

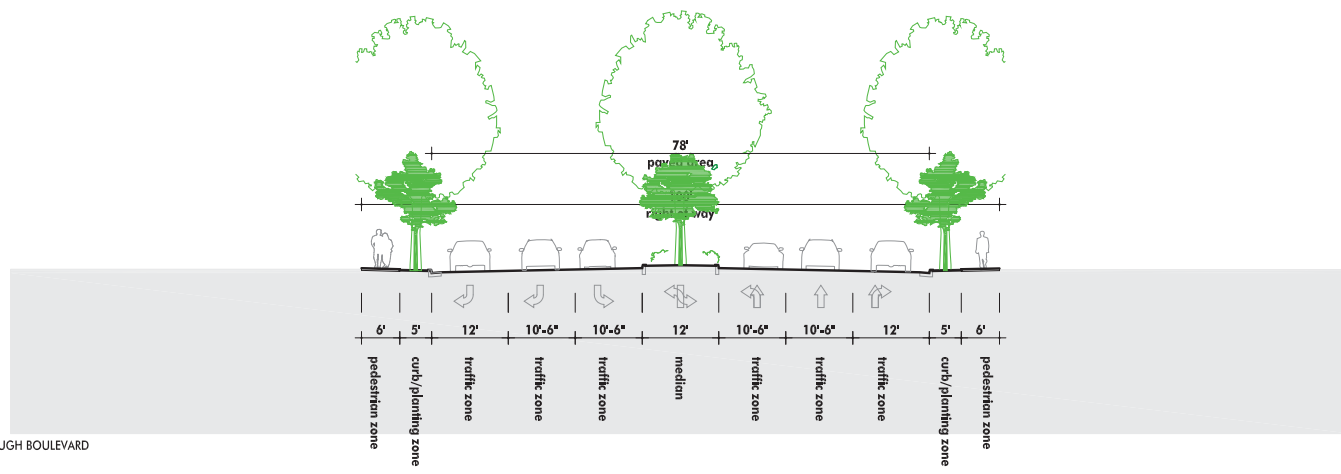
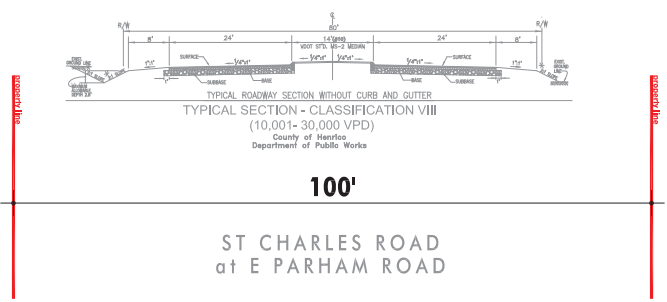


Streets 9

Street Sections

DIVIDED THROUGH BOULEVARD 6 LANES

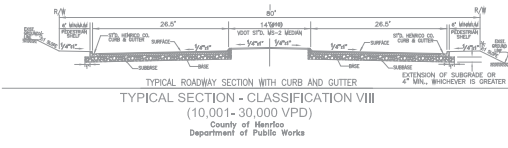
- ROW Width** 100'
- Pavement Width** 33'
- Design Speed** 30 mph
- Curve Specs** 14'
- Median Width** 14'
- Turn Lanes** right turn lanes prohibited
left turn lanes at select intersections
minimum storage length of 150';
minimum taper length of 100'
- Pedestrian Zone** minimum width 11'



DIVIDED THROUGH BOULEVARD
18 august 2021

Streets 9

Street Sections

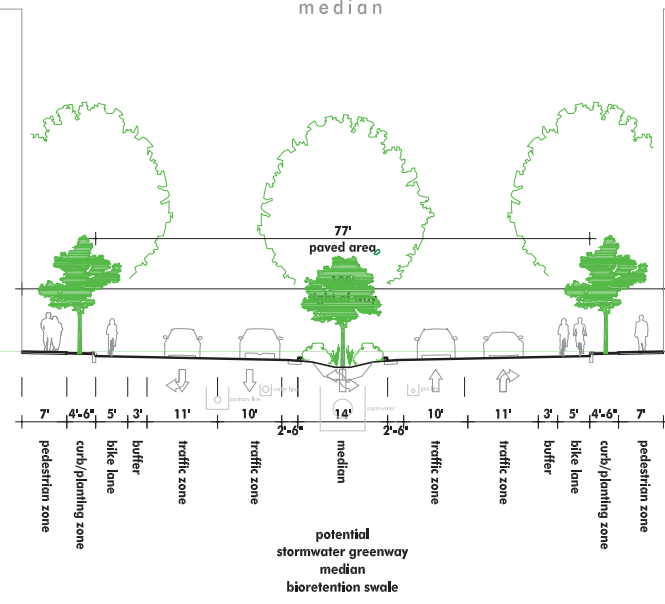


100'

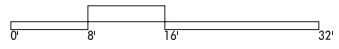
ST CHARLES ROAD SOUTH



alternative 2
 stormwater greenway
 median



ALTERNATE
 DIVIDED THROUGH BOULEVARD
 28 january 2021

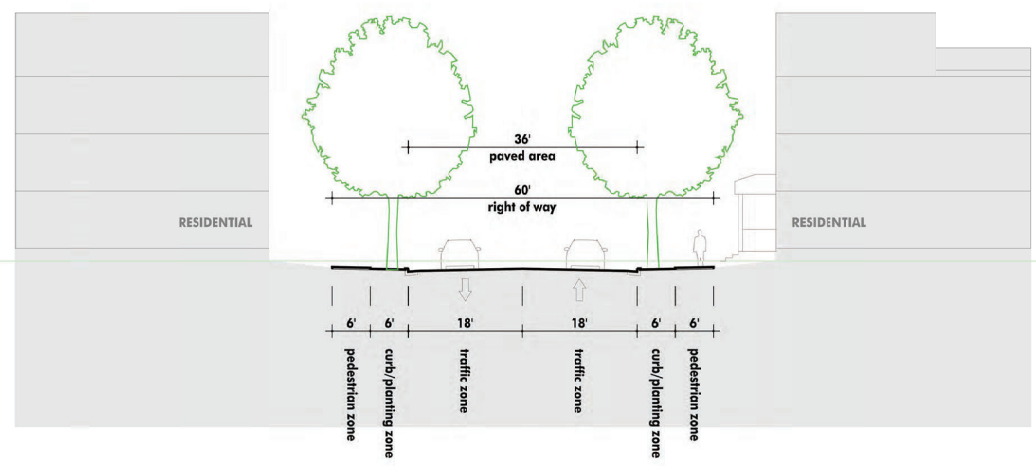
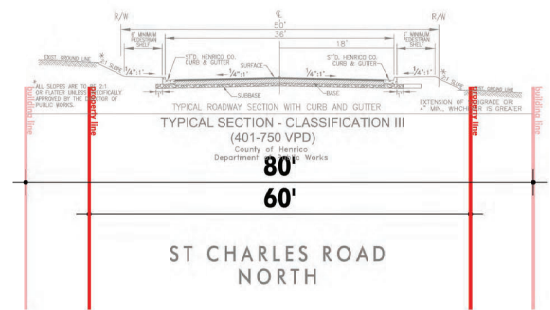


Streets 9

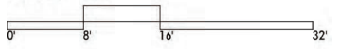
Street Sections

THROUGH STREET

ROW Width	60'
Pavement Width	36'
Design Speed	25 mph
Median Width	none
Turn Lanes	prohibited
Pedestrian Zone	minimum width 11'



THROUGH STREET
29 september 2020

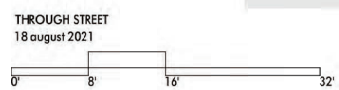
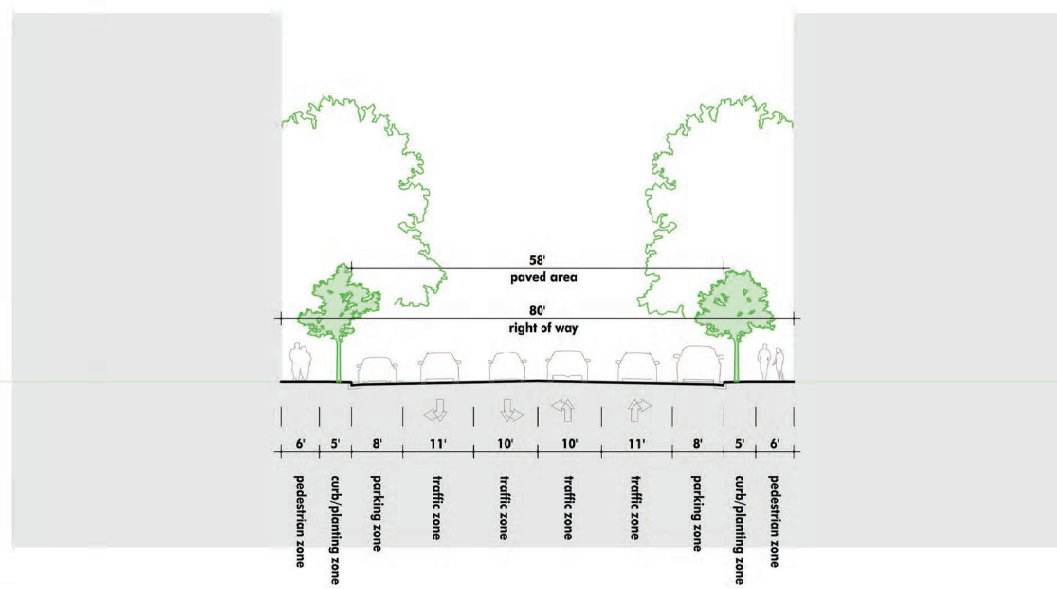
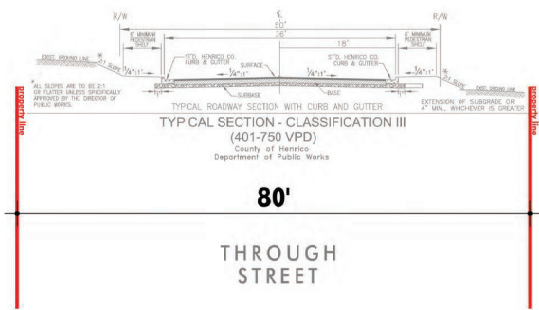


Streets 9

Street Sections

THROUGH STREET 4 LANES

ROW Width	80'
Pavement Width	56'
Design Speed	20 mph
Median Width	none
Turn Lanes	prohibited
Pedestrian Zone	minimum width 15'

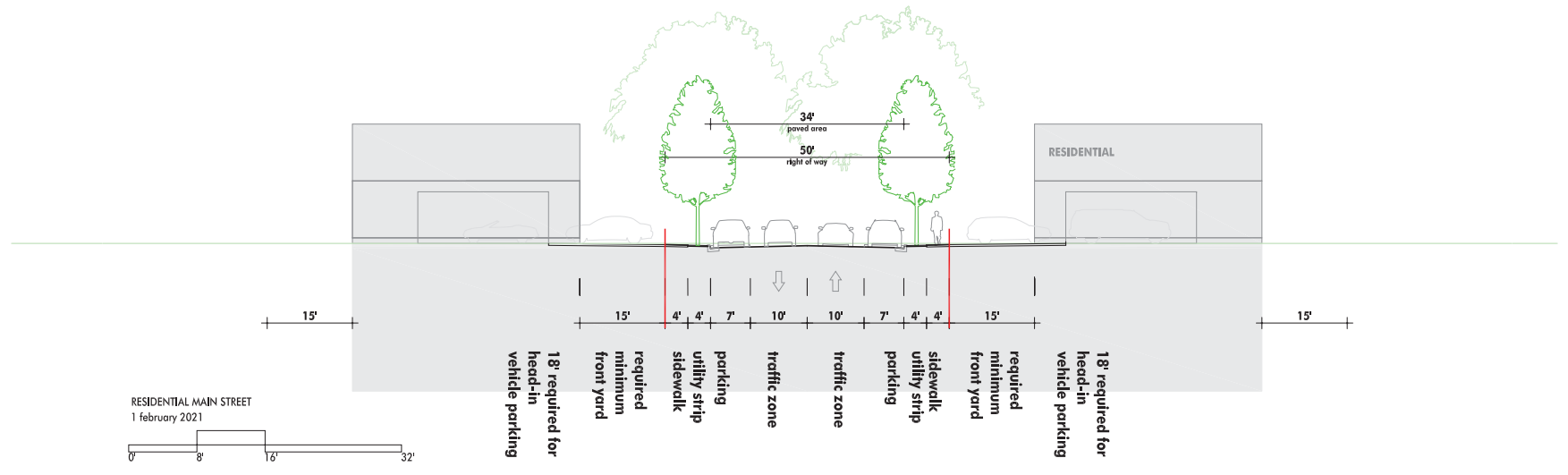
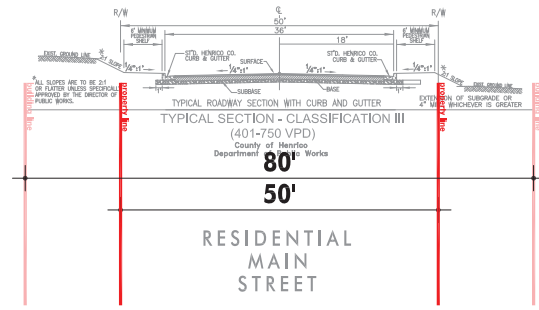


Streets 9

Street Sections

RESIDENTIAL MAIN STREET

ROW Width	50'
Pavement Width	34'
Design Speed	20 mph
Median Width	none
Turn Lanes	none
Pedestrian Zone	minimum width 4'

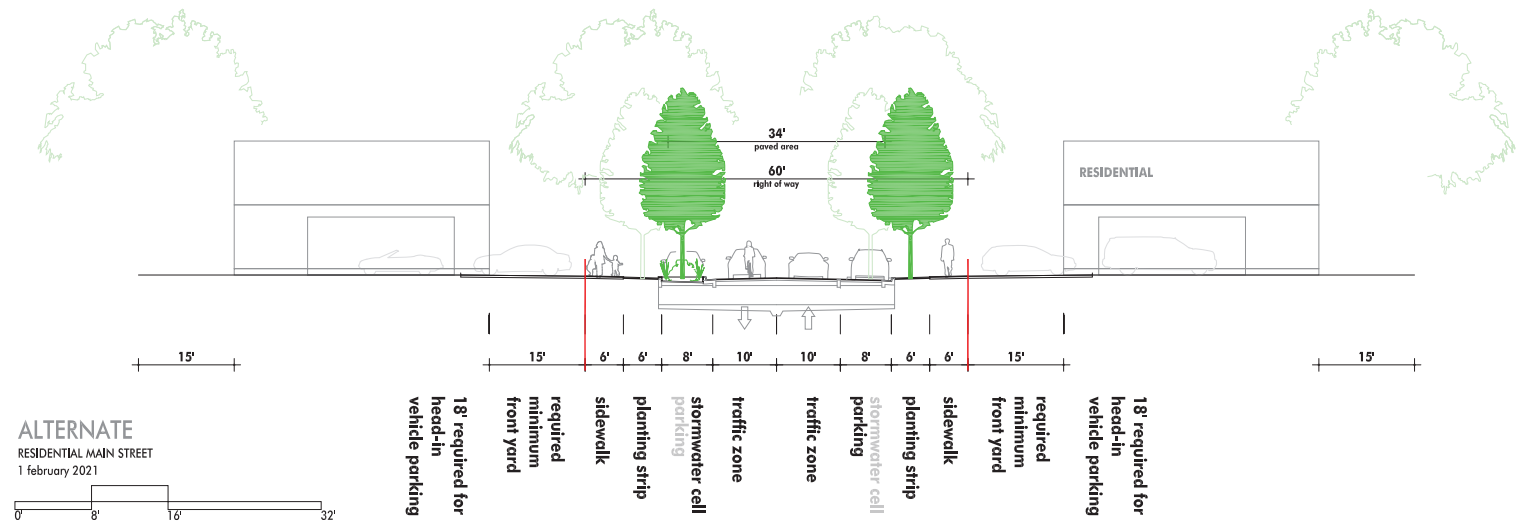
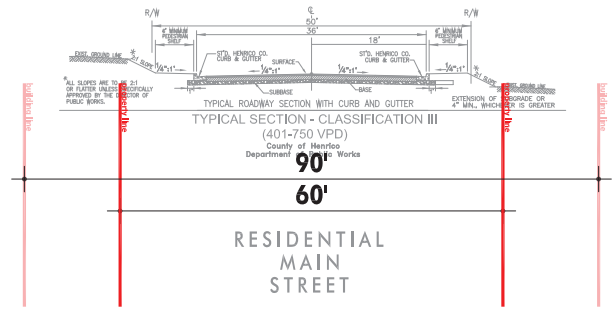


Streets 9

Street Sections

RESIDENTIAL MAIN STREET

ROW Width	60'
Pavement Width	34'
Design Speed	20 mph
Median Width	none
Turn Lanes	none
Pedestrian Zone	minimum width 4'



ALTERNATE
RESIDENTIAL MAIN STREET
1 february 2021

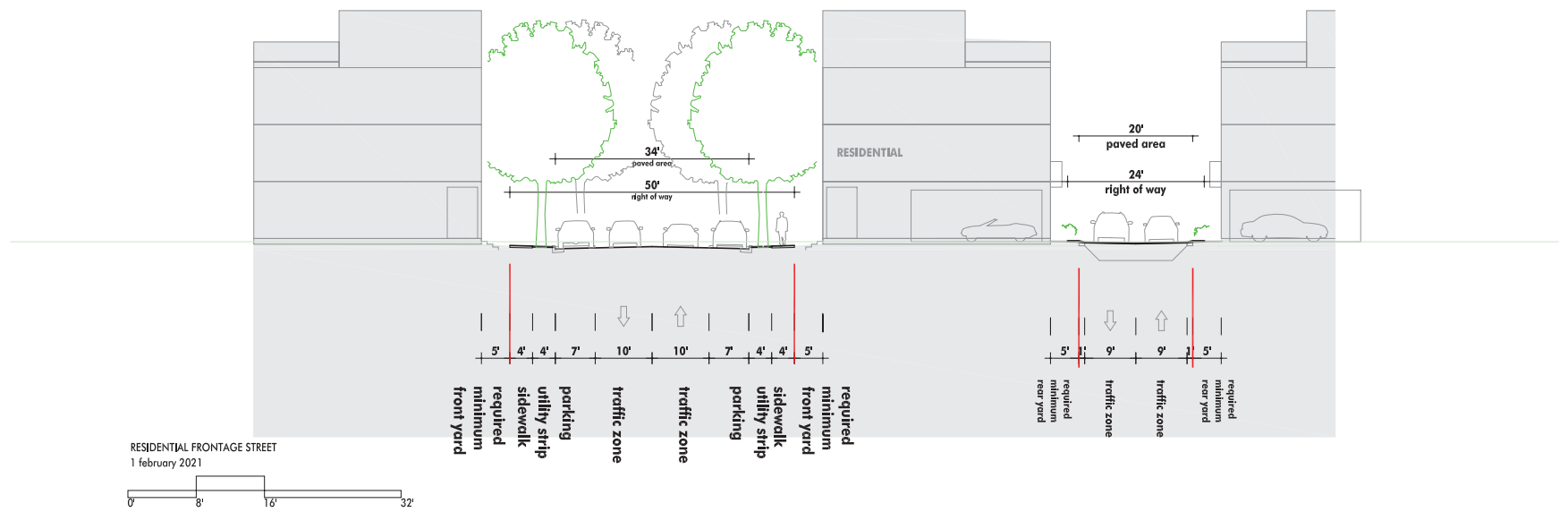
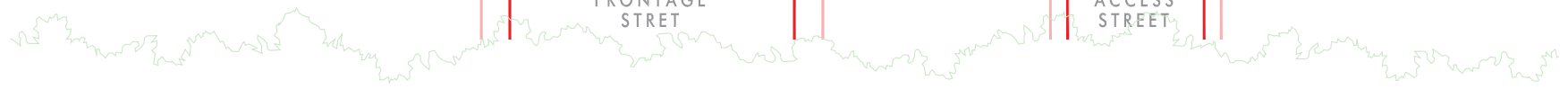
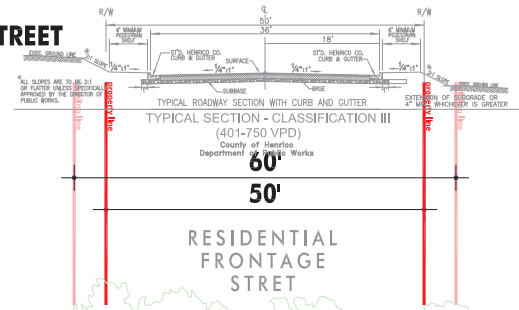
- 18' required for head-in vehicle parking
- required minimum front yard
- sidewalk
- planting strip
- stormwater cell parking
- traffic zone
- traffic zone
- stormwater cell parking
- planting strip
- sidewalk
- required minimum front yard
- 18' required for head-in vehicle parking

Streets 9

Street Sections

RESIDENTIAL FRONTAGE STREET

- ROW Width** 60'
- Pavement Width** 34'
- Design Speed** 20 mph
- Median Width** none
- Turn Lanes** none
- Pedestrian Zone** minimum width 4'

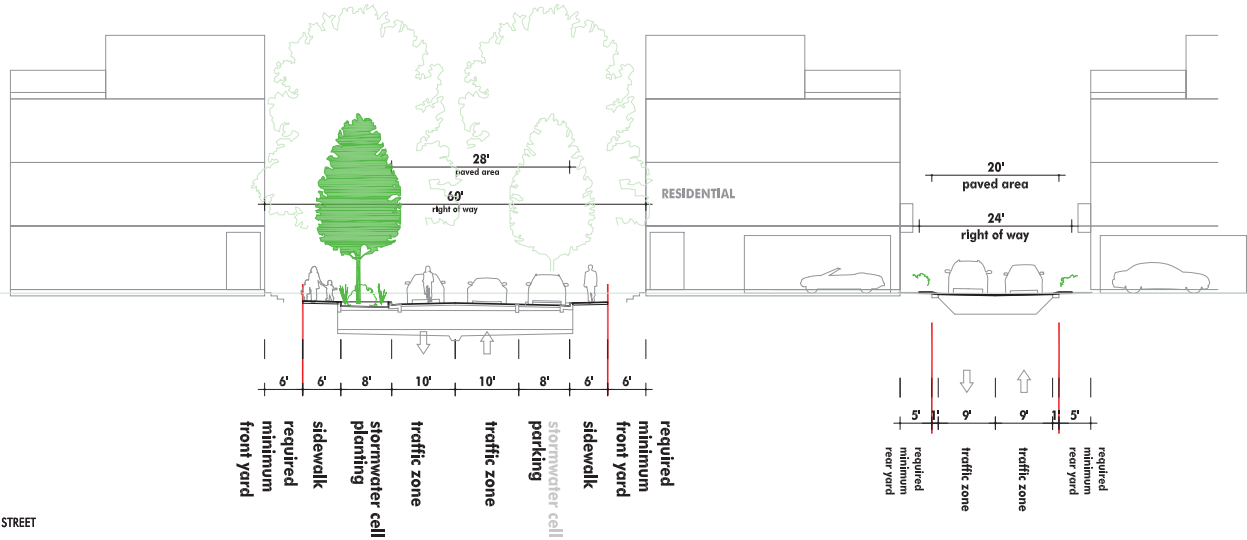
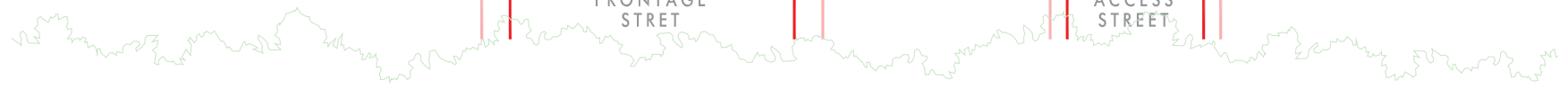
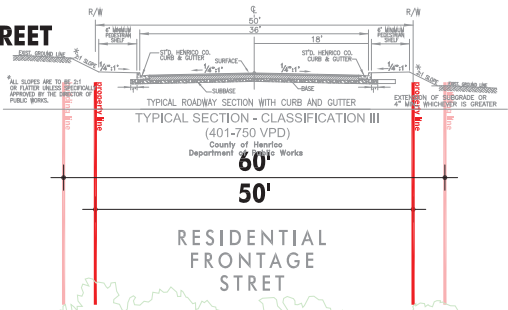


Streets 9

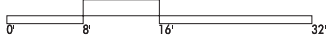
Street Sections

RESIDENTIAL FRONTAGE STREET

- ROW Width** 60'
- Pavement Width** 28'
- Design Speed** 20 mph
- Median Width** none
- Turn Lanes** none
- Pedestrian Zone** minimum width 4'



ALTERNATE
RESIDENTIAL FRONTAGE STREET
1 february 2021

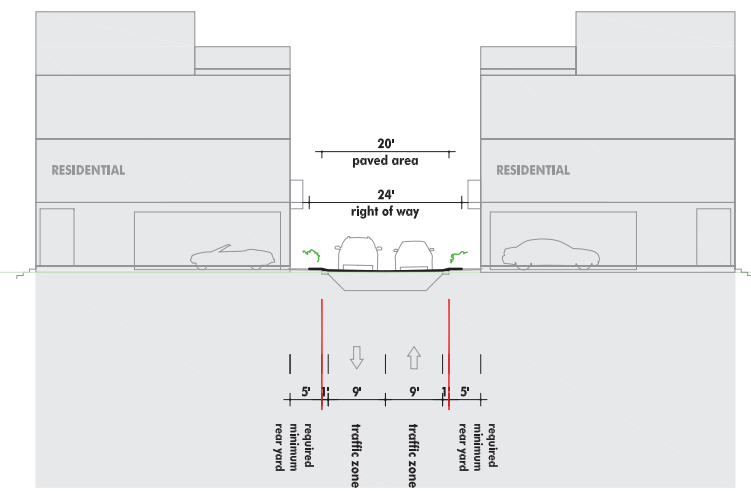


Streets 9

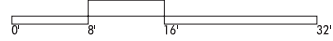
Street Sections

RESIDENTIAL ACCESS STREET

ROW Width	24'
Pavement Width	20'
Design Speed	10 mph
Median Width	none
Turn Lanes	none
Pedestrian Zone	shared

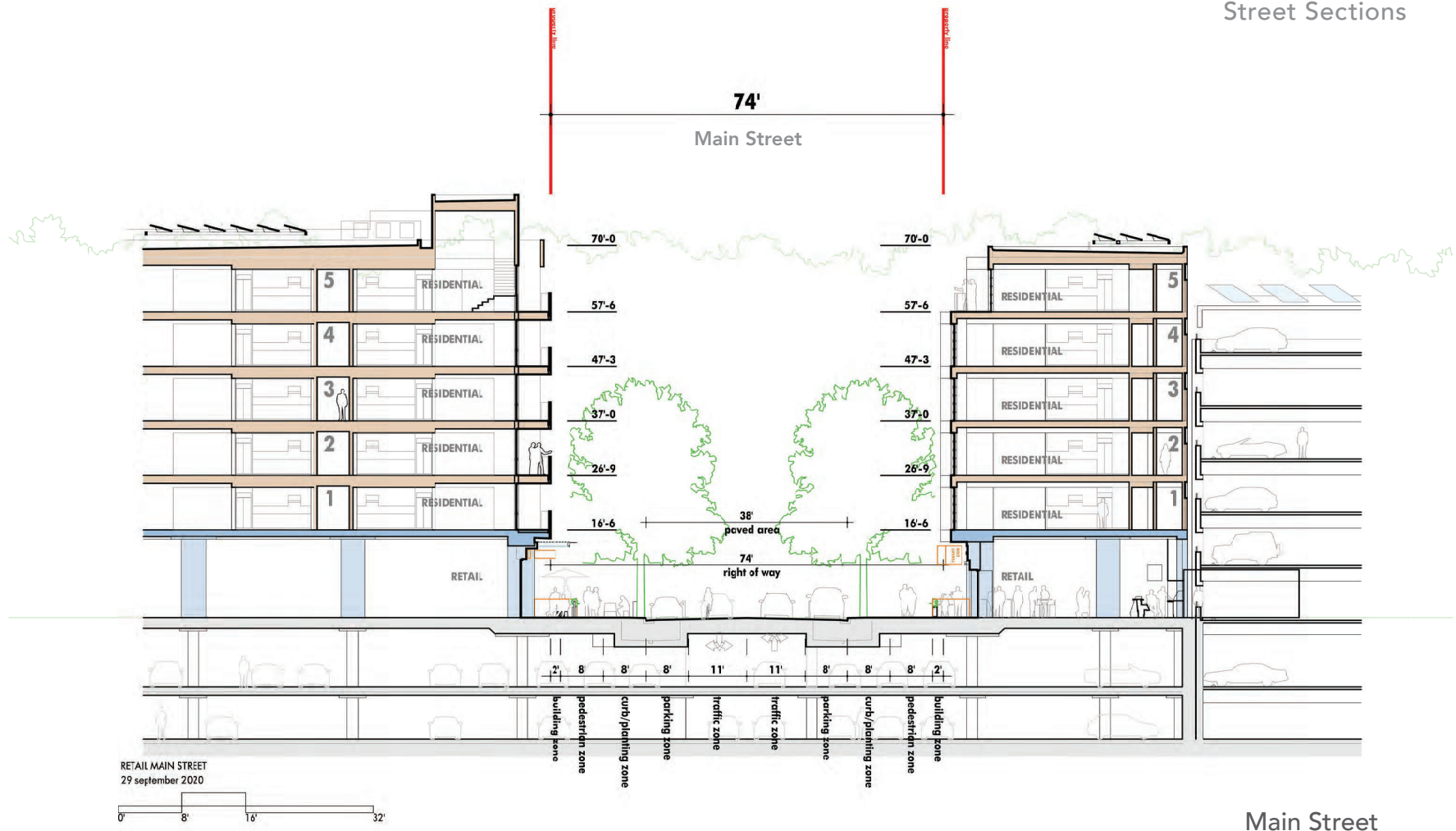


RESIDENTIAL ACCESS STREET
1 february 2021



Streets 9

Street Sections



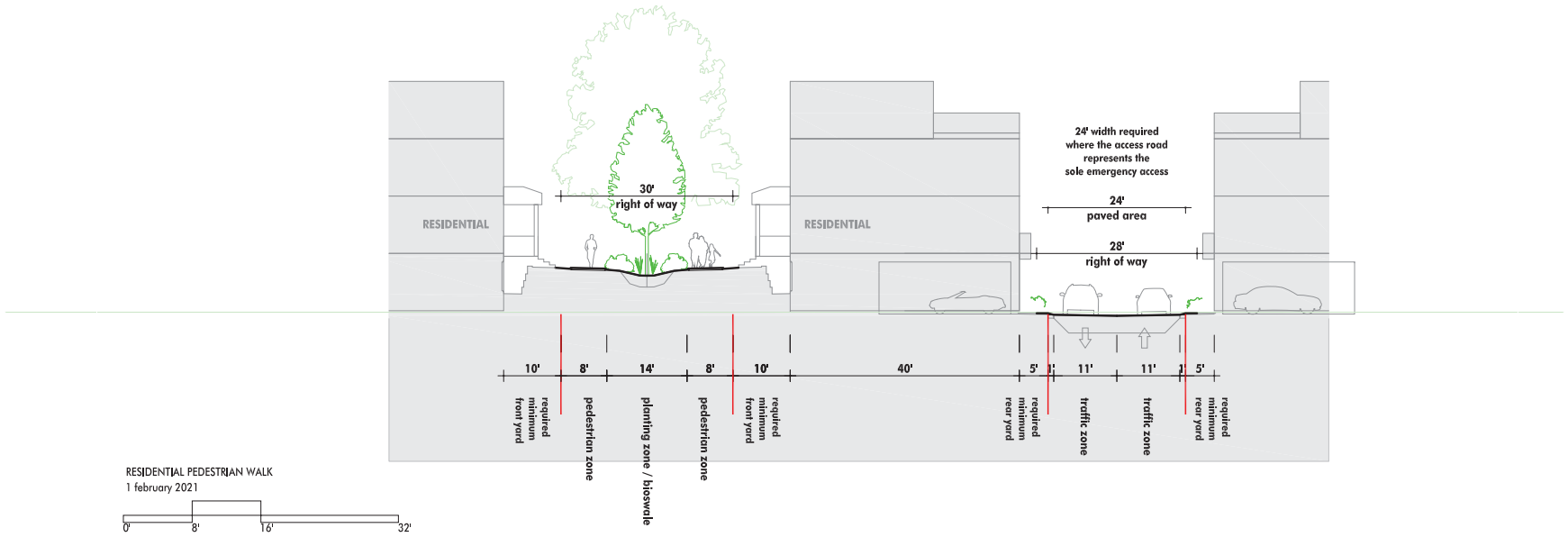
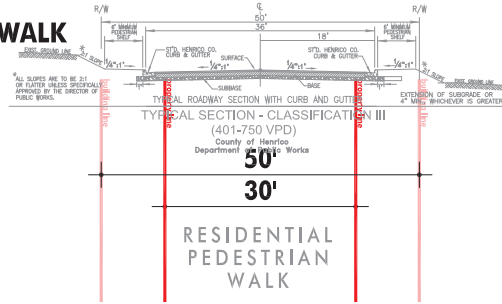
Main Street

Streets 9

Street Sections

RESIDENTIAL PEDESTRIAN WALK

ROW Width	50'
Pavement Width	none
Design Speed	pedestrian
Median Width	none
Turn Lanes	none
Pedestrian Zone	minimum width 15'

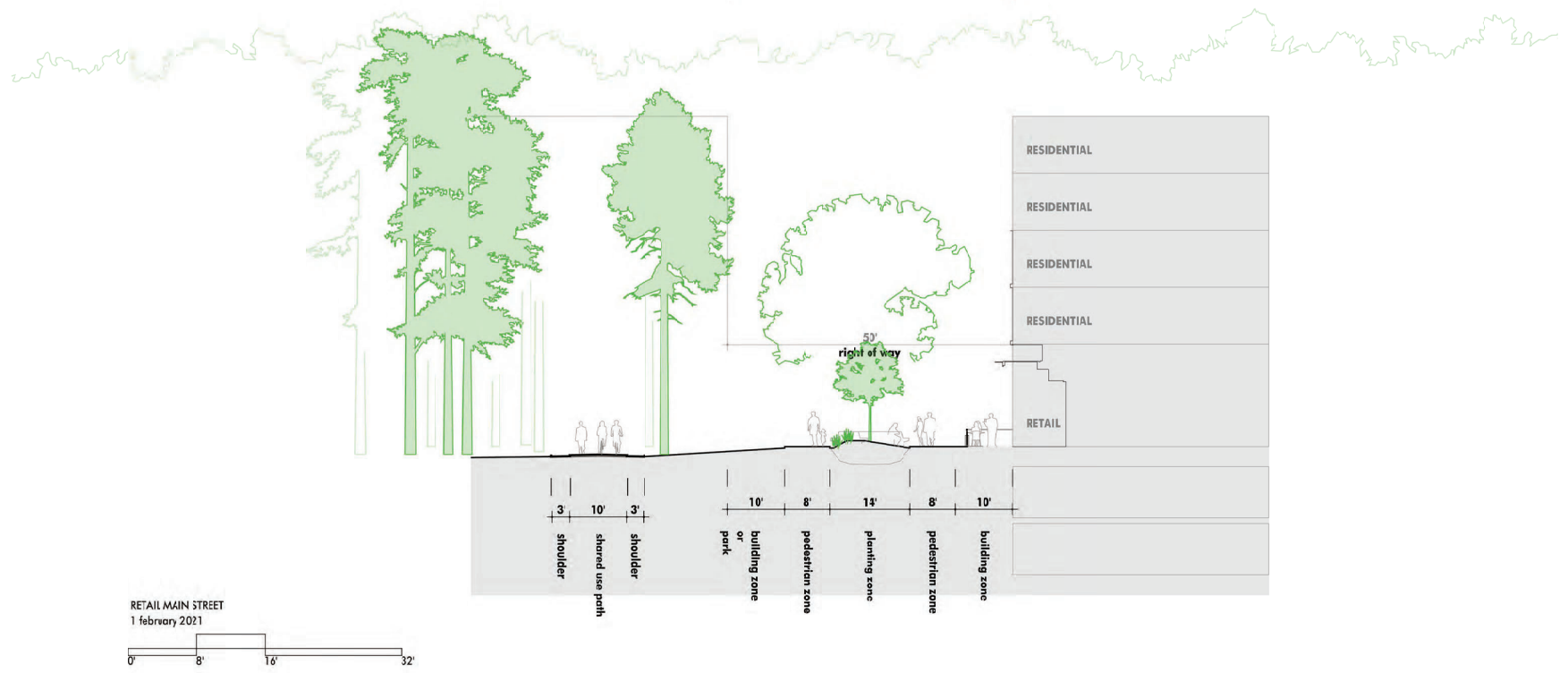


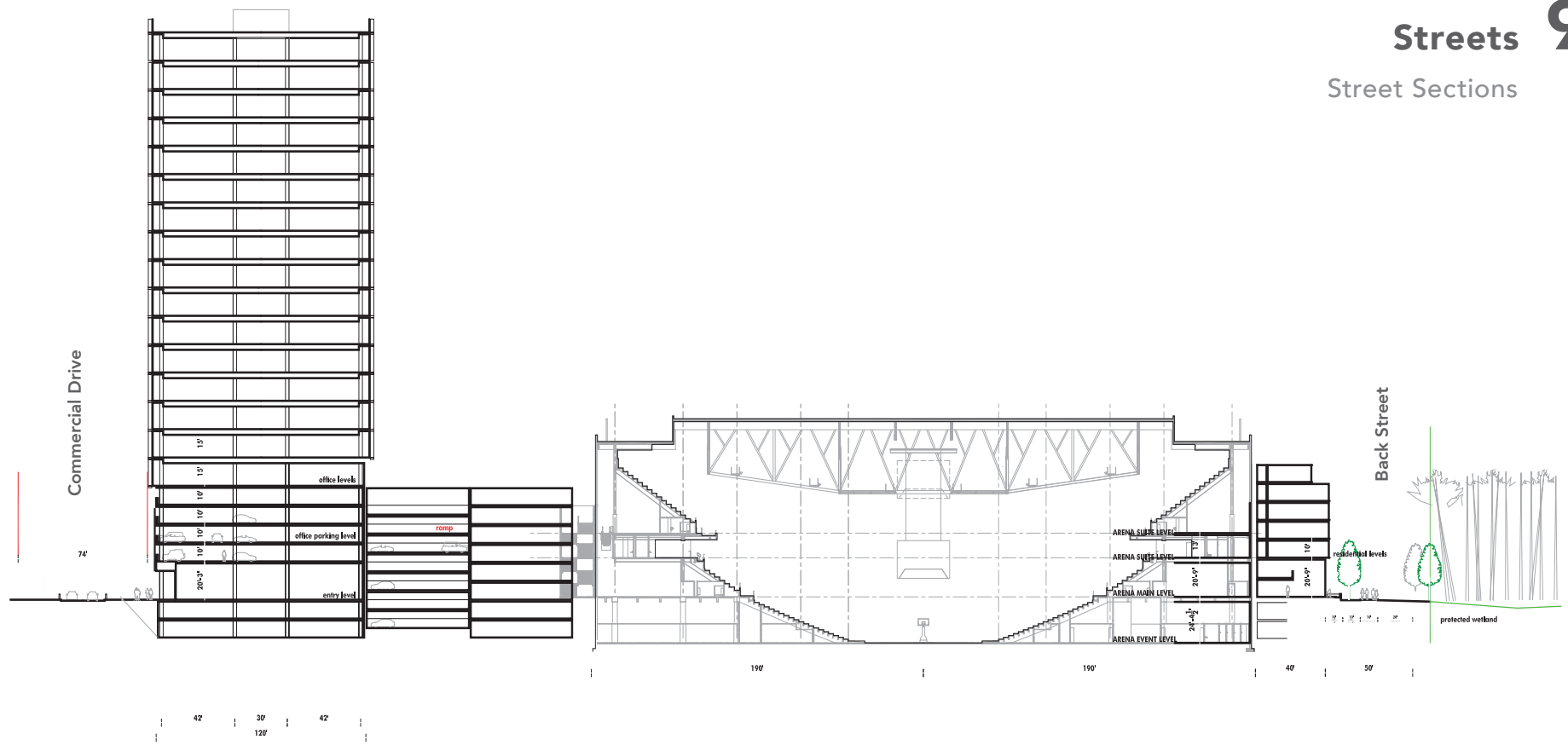
Streets 9

Street Sections

RETAIL PEDESTRIAN WALK

ROW Width	50'
Pavement Width	none
Design Speed	none
Median Width	none
Turn Lanes	prohibited
Pedestrian Zone	minimum width 15'

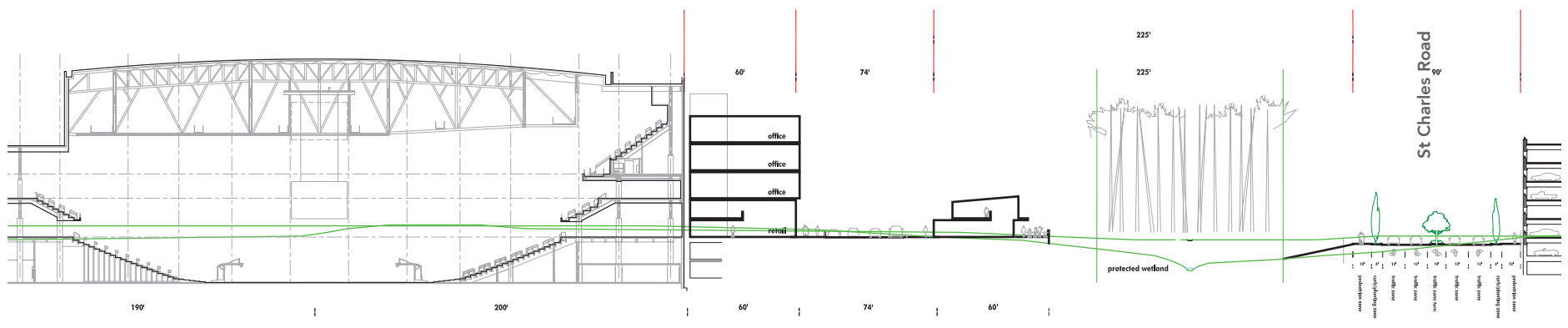




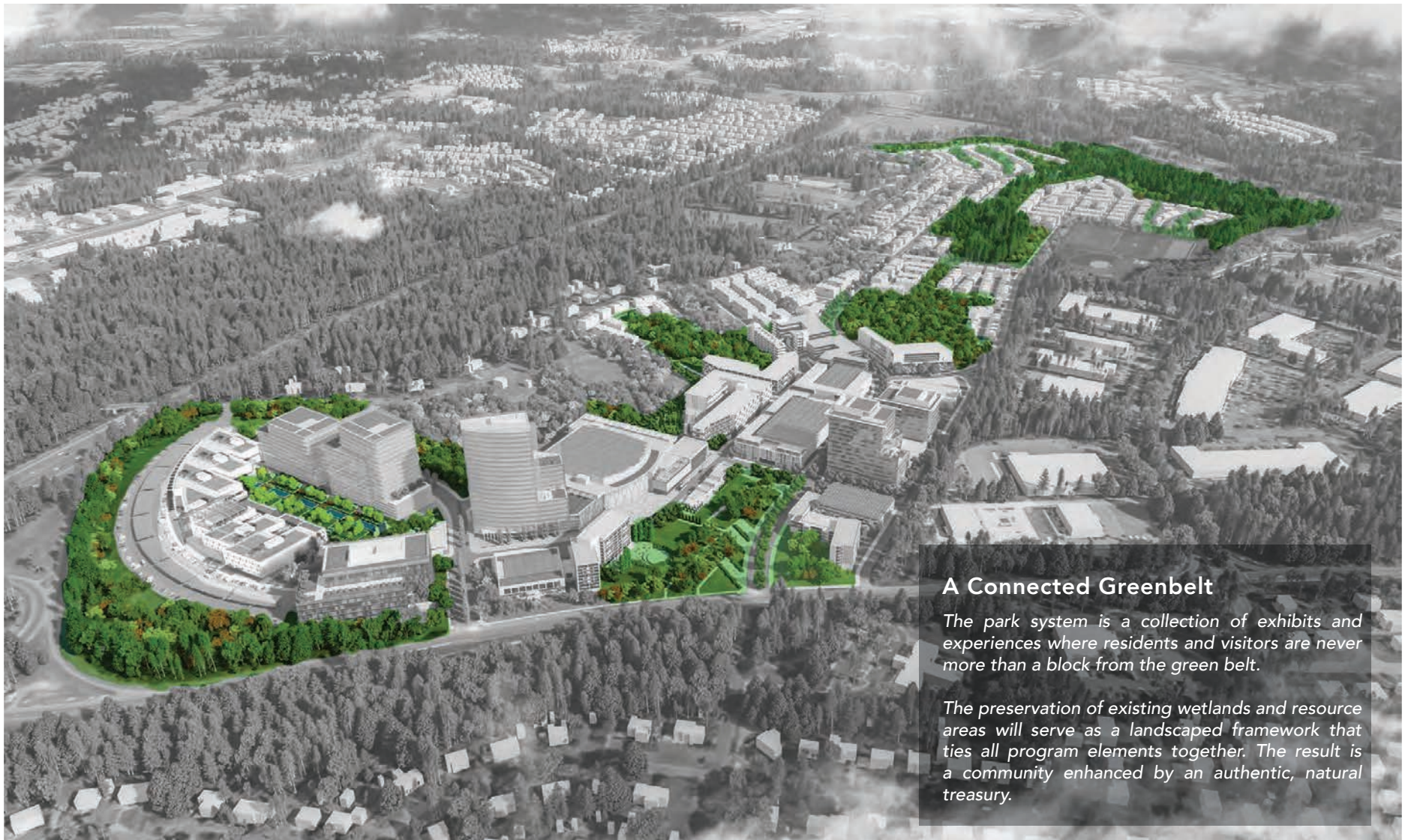
Arena Section • North - South

Streets 9

Street Sections



Arena Section • East - West



A Connected Greenbelt

The park system is a collection of exhibits and experiences where residents and visitors are never more than a block from the green belt.

The preservation of existing wetlands and resource areas will serve as a landscaped framework that ties all program elements together. The result is a community enhanced by an authentic, natural treasury.

Recreation & Open Areas 10



GreenCity's proposed park system will include a series of discrete sub-park districts comprising over 40 acres of undeveloped and protected natural ecosystem.

Forest Walk, a nature-centered trail connecting the various park sub-districts, will provide for one and one-half miles of protected trails. A broad range of park features have been identified within the larger system to support the diverse uses proposed within the park

The natural resources that already exist on-site will be incorporated within a larger natural infrastructure and showcased. Existing and enhanced wetlands and stream beds will serve as an authentic framework that ties proposed program elements together and creates an outdoor treasury - a collection of exhibits and experiences - where residents, tenants, and visitors are never more than a block from the proposed park system.

It will be a place where living infrastructure and resource conservation are on display.

Ecological patches and bio-dynamic corridors connect GreenCity's district uses and programmatic elements with a spirit and authenticity more characteristic of an arboretum than a commercial development.

A greenway system connects residential, commercial, retail and entertainment land uses throughout the district, offering both recreational and ecological value. The GreenCity landscape takes its cue from the Lower Piedmont and Coastal Plain intersection of woodland forest and wetland plant communities. Native plantings are introduced in a composition that protects, cultivates, and articulates the rich and diverse ecologies of the site and its contextual surrounding. Protected plant communities and wetland systems are largely preserved and further enhanced as the native plant palette extends, in varying forms, throughout the entire development and into the streetscapes, plazas and park spaces.

Carefully considered root volumes and canopy zones allow for shaded and pedestrian-friendly streetscapes throughout the development. Tree bosques and planters invigorate plaza areas by incorporating a diverse mix of canopy and sub-canopy trees, shrub layers and native perennial grasses and flowering specimens. Varied textures and seasonal attributes of GreenCity's diverse landscape bring nature to the doorstep of the district's tenants, residents and patrons.

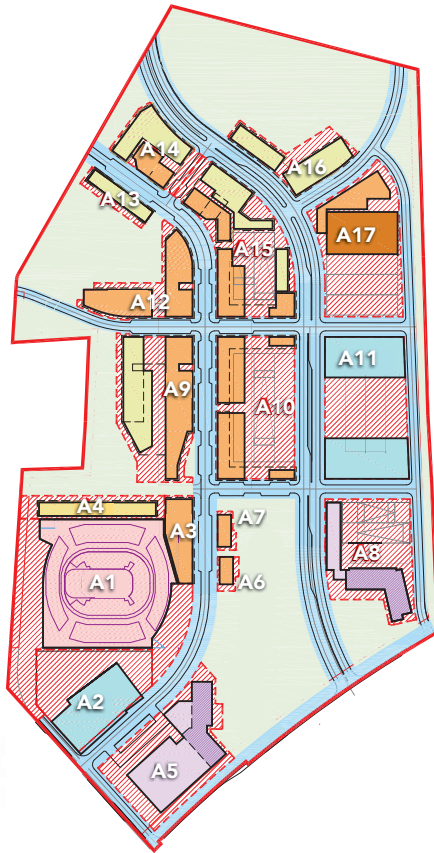
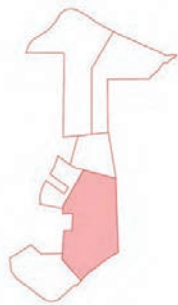
Pocket parks and open spaces are located throughout the district in close proximity to the greenway system. Useable open lawns are balanced by warm season grass and wildflower meadows, native ornamental collections, managed woodlands and reinforced wetlands to create a dynamic and didactic landscape experience. Accessible trails and overlooks create lasting and memorable connections to local ecologies and GreenCity plant communities.

GreenCity Project Summary land bay information table

site area	204.43 acres	100%									
street area	26.64 acres	13%									
development area	101.99 acres	50%									
open space	75.81 acres	37%									
uses	site area in plan	maximum area	program totals in plan	building area in plan	footprint in plan	coverage in plan	maximum coverage	average in plan	FAR	maximum FAR	
commercial mixed use	12.95 acres	24.00 acres	(in residential)	1,370,000 sf	401,000 sf	71%	80%	2.43	3.00		
multi-family residential											
retail			135,000 sf			2%					
restaurant			65,000 sf			1%					
office			75,000 sf			1%					
parking											
office	18.56 acres	24.00 acres	1,925,000 sf	1,925,000 sf	450,000 sf	30%	56%	2.38	5.00		
arena	4.77 acres	6.00 acres	17,000 seats	435,000 sf	140,000 sf	7%	67%	2.10	3.00		
hotel	4.02 acres	6.00 acres	500 keys	400,000 sf	75,000 sf	6%	43%	2.29	3.00		
conference			30,000 sf	30,000 sf							
residential											
multi-family residential			1,095 units	51%	1,095,000 sf	17%					
stacked townhomes 2/2	15.83 acres	18.00 acres	428 units	20%	770,400 sf	12%	37%	1.12	1.50		
townhomes	24.53 acres	30.00 acres	422 units	20%	1,012,800 sf	16%	32%	0.95	1.50		
attached villas	18.86 acres	24.00 acres	168 units	8%	470,400 sf	7%	31%	0.57	1.50		
single family homes	2.47 acres	6.00 acres	25 units	1%	80,000 sf	1%	28%	0.74	1.50		
total	101.99 acres		2,138 units	100%	6,493,600 sf	100%					
average residential density			10 units/acre								

Land Bay Areas 11





Subdistrict **A**

A

Parcel Areas

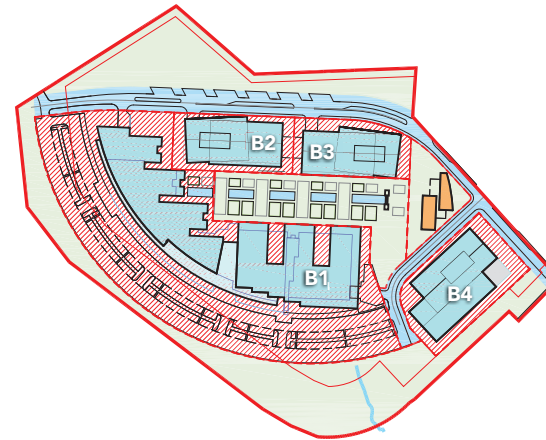
A1	207,589 s.f.
A2	73,705 s.f.
A3	18,747 s.f.
A4	29,123 s.f.
A5	93,617 s.f.
A6	5,946 s.f.
A7	5,749 s.f.
A8	81,410 s.f.
A9	88,142 s.f.
A10	95,760 s.f.
A11	101,322 s.f.
A12	45,134 s.f.
A13	13,438 s.f.
A14	36,516 s.f.
A15	95,391 s.f.
A16	35,153 s.f.
A17	94,957 s.f.

Park Area

A_	644,700 s.f.
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Streets

A_	567,116 s.f.
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Subdistrict **B**

B

Parcel Areas

B1	435,488 s.f.
B2	55,466 s.f.
B3	59,973 s.f.
B4	82,635 s.f.

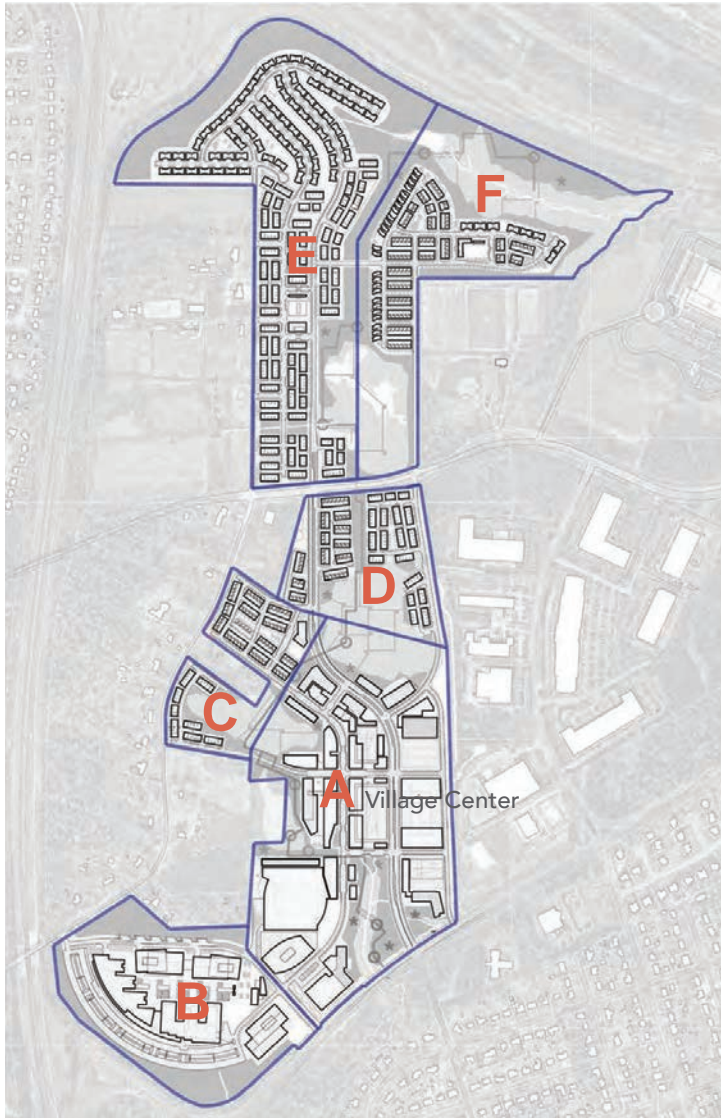
Park Area

B_	439,379 s.f.
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Streets

B_	131,246 s.f.
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Development Summaries 12



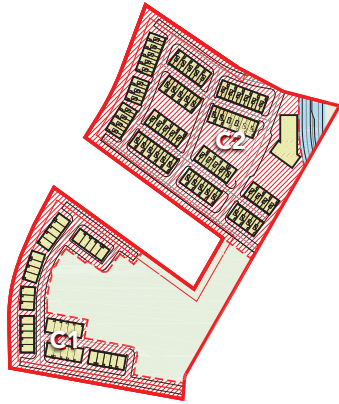
Non-Residential Use Areas

total	use	A	B
200,000 sf	RETAIL	200,000 sf	
1,965,000 sf	OFFICE	955,000 sf	1,010,000 sf
400,000 sf	HOTEL	400,000 sf	
30,000 sf	CONFERENCE	30,000 sf	
435,000 sf	ARENA	435,000 sf	
3,030,000 sf		2,020,000 sf	1,010,000 sf

Residential Unit Counts

unit count	use	A	B	C	D	E	F
1,095	multi-family	1,095					
428	2 over 2 condos			126	104		85
168	attached villas					152	16
422	townhomes			37	80	305	
25	single-family det'd						25
2,138		1,095		163	184	457	239

C



Parcel Areas

C1 126,635 s.f.
C2 265,025 s.f.

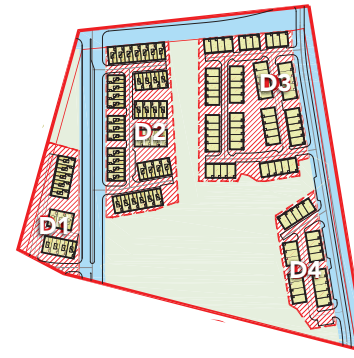
Park Area

C_ 137,437 s.f.

Streets

C_ 11,924 s.f.

D



Parcel Areas

D1 50,352 s.f.
D2 99,218 s.f.
D3 127,214 s.f.
D4 45,042 s.f.

Park Area

D_ 241,640 s.f.

Streets

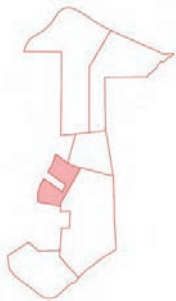
D_ 167,518 s.f.

Residential Units

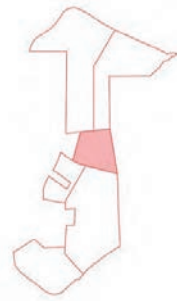
program	building area	roof area		
C1 townhomes	88,000 s.f.	800 s.f.	37 units	2,400 s.f. each
C2 2 over 2	226,800 s.f.	600 s.f.	126 units	1,800 s.f. each
	315,600 s.f.	105,200 s.f.		

Residential Units

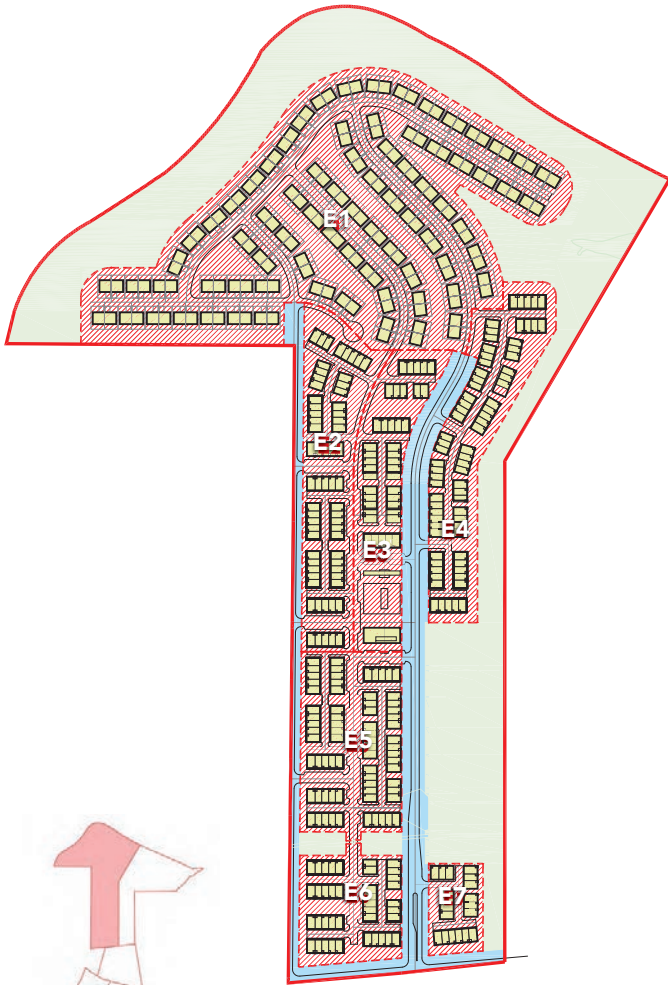
program	building area	roof area		
D1 2 over 2	43,200 s.f.	600 s.f.	24 units	1,800 s.f. each
D2 2 over 2	144,000 s.f.	600 s.f.	80 units	1,800 s.f. each
D3 townhomes	141,600 s.f.	800 s.f.	59 units	2,400 s.f. each
D4 townhomes	50,400 s.f.	800 s.f.	21 units	2,400 s.f. each
	379,200 s.f.			



Subdistrict C



Subdistrict D



Subdistrict E

E

Parcel Areas

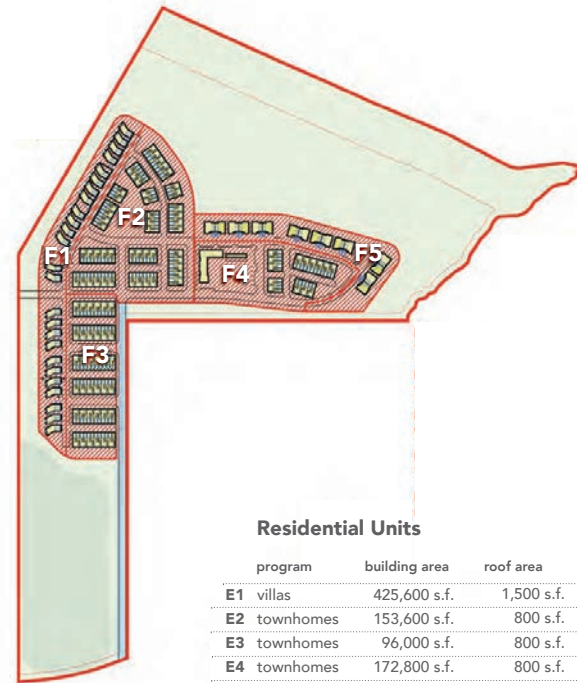
E1	717,374 s.f.
E2	166,249 s.f.
E3	136,068 s.f.
E4	166,467 s.f.
E5	160,618 s.f.
E6	97,642 s.f.
E7	42,690 s.f.

Park Area

E_	735,197 s.f.
----	--------------

Streets

E_	234,197 s.f.
----	--------------



F

Parcel Areas

F1	107,505 s.f.
F2	181,109 s.f.
F3	93,960 s.f.
F4	104,162 s.f.
F5	85,805 s.f.

Park Area

F_	1,103,530 s.f.
----	----------------

Streets

F_	48,276 s.f.
----	-------------

Residential Units

program	building area	roof area		
E1	villas	425,600 s.f.	1,500 s.f.	152 units 2,800 s.f. each
E2	townhomes	153,600 s.f.	800 s.f.	64 units 2,400 s.f. each
E3	townhomes	96,000 s.f.	800 s.f.	40 units 2,400 s.f. each
E4	townhomes	172,800 s.f.	800 s.f.	72 units 2,400 s.f. each
E5	townhomes	170,400 s.f.	800 s.f.	71 units 2,400 s.f. each
E6	townhomes	93,600 s.f.	800 s.f.	39 units 2,400 s.f. each
E7	townhomes	45,600 s.f.	800 s.f.	19 units 2,400 s.f. each
1,157,600 s.f.				

F1	single family	80,000 s.f.	1,200 s.f.	25 units 3,200 s.f. each
F2	2 over 2	176,400 s.f.	600 s.f.	98 units 1,800 s.f. each
F3	2 over 2	129,600 s.f.	600 s.f.	72 units 1,800 s.f. each
F4	2 over 2	50,400 s.f.	600 s.f.	28 units 1,800 s.f. each
F5	villas	44,800 s.f.	1,500 s.f.	16 units 2,800 s.f. each
481,200 s.f.				

Subdistrict F

Parking 13

sub parcel	program	building area	program	stalls	in plan	county requirement formula	parking
C	C1	townhomes 2,400 sf each	37 units	74 stalls	2 stall per	1 door	74 cars townhomes
	C2	2/2 units 1,800 sf each	126 units	252 stalls	2 stall per	1 door	252 cars 2/2 units
D	D1	2/2 units 1,800 sf each	24 units	48 stalls	2 stall per	1 door	48 cars 2/2 units
	D2	2/2 units 1,800 sf each	80 units	160 stalls	2 stall per	1 door	160 cars 2/2 units
	D3	townhomes 2,400 sf each	59 units	118 stalls	2 stall per	1 door	118 cars townhomes
	D4	townhomes 2,400 sf each	21 units	42 stalls	2 stall per	1 door	42 cars townhomes
E	E1	villas 2,800 sf each	152 units	304 stalls	2 stall per	1 door	304 stalls villas
	E2	townhomes 2,400 sf each	64 units	128 stalls	2 stall per	1 door	128 stalls townhomes
	E3	townhomes 2,400 sf each	40 units	80 stalls	2 stall per	1 door	80 stalls townhomes
	E4	townhomes 2,400 sf each	61 units	122 stalls	2 stall per	1 door	122 stalls townhomes
	E5	townhomes 2,400 sf each	71 units	142 stalls	2 stall per	1 door	142 stalls townhomes
	E6	townhomes 2,400 sf each	39 units	78 stalls	2 stall per	1 door	78 stalls townhomes
	E7	townhomes 2,400 sf each	19 units	38 stalls	2 stall per	1 door	38 stalls townhomes
F	F1	single family detached 2,200 sf each	25 units	50 stalls	2 stall per	1 door	50 stalls single family detached
	F2	2/2 units 1,800 sf each	49 units	98 stalls	2 stall per	1 door	98 stalls 2/2 units
	F3	2/2 units 1,800 sf each	36 units	72 stalls	2 stall per	1 door	72 stalls 2/2 units
	F4	villas 2,800 sf each	16 units	32 stalls	2 stall per	1 door	32 stalls villas

GreenCity is planned to include a broad spectrum of uses that create an ideal condition for shared parking to be effective in reducing both trips and dedicated spaces. These uses include residential, both for sale and rental, office, hotel, retail, and an arena that creates a large demand primarily during evenings and weekends, when office parking spaces are relatively empty.

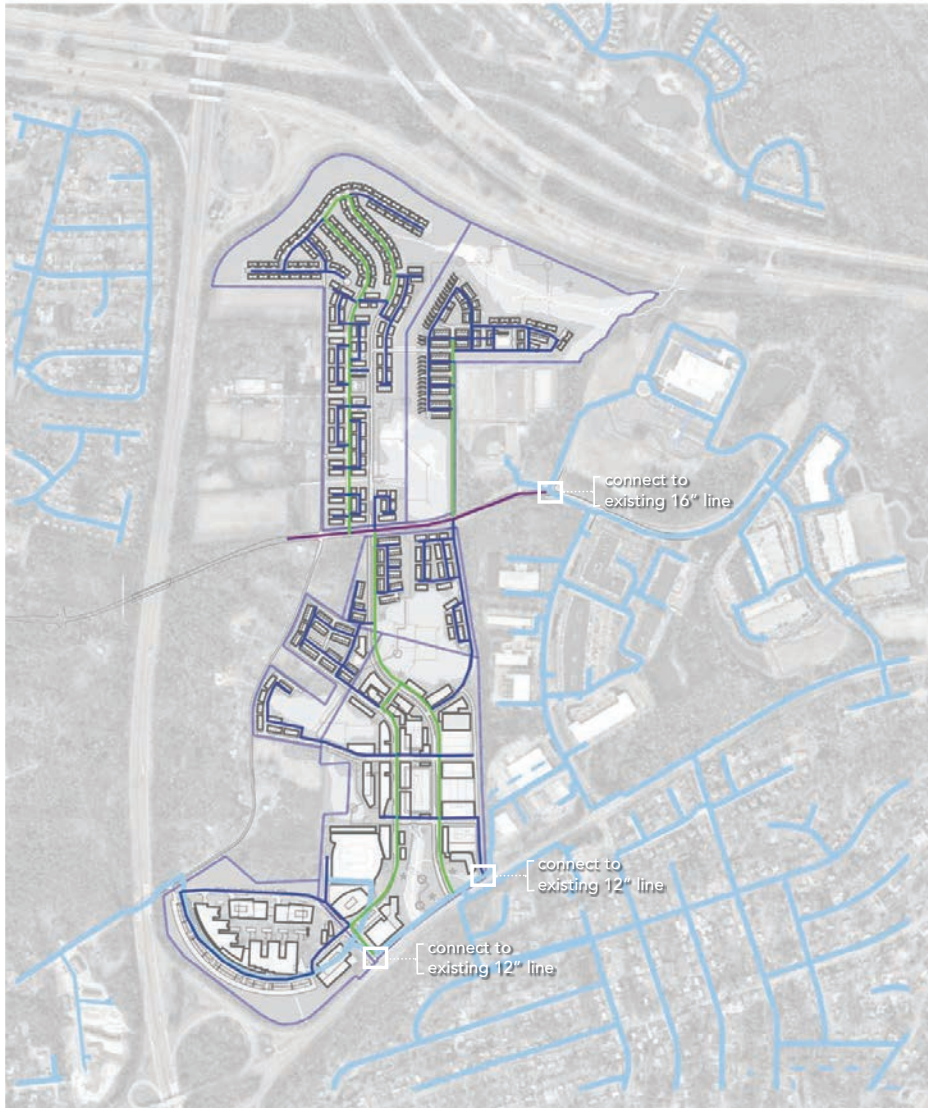
Shared parking approaches to calculating parking requirements are normally applied when land uses have different parking demand patterns and are able to use the same parking spaces/areas throughout the day.

This approach is most effective when these land uses have significantly different peak parking characteristics that vary by time of day, day of week, and/or season of the year.

In these situations, shared parking strategies will result in fewer total parking spaces needed when compared to the total number of spaces needed for each land use or business separately.

Utilities 14

Water



Water

- 8" Water Line
- 12" Water Line
- 16" Water Line
- Existing Water Lines

Utilities 14

Sanitary Sewer



Sanitary Sewer

- 8" Sanitary Line
- 12" Sanitary Line
- Existing Sanitary Line

Utilities 14

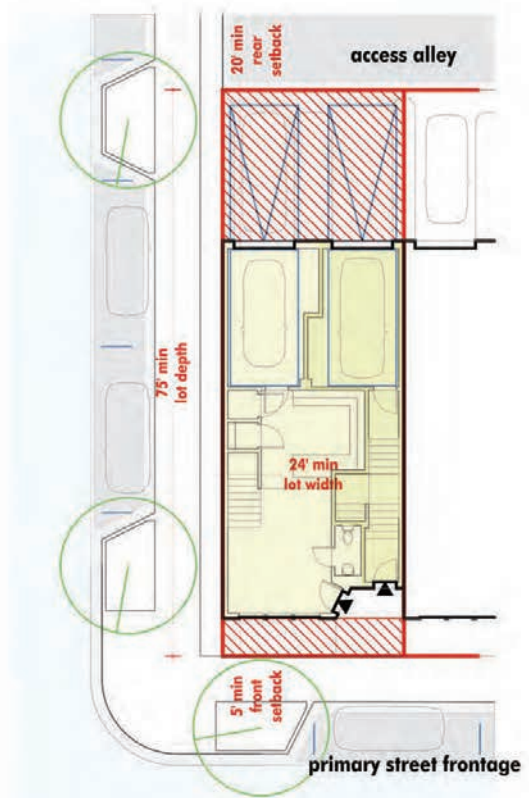
Storm Water



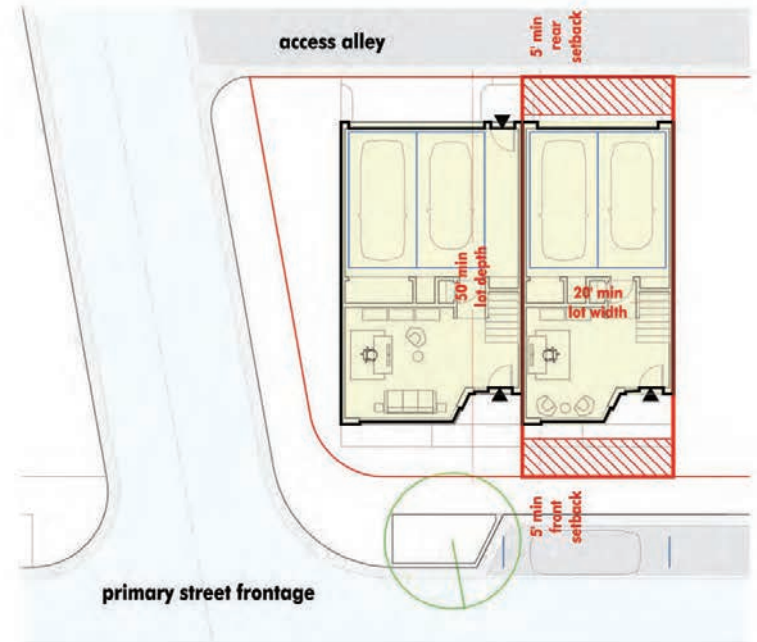
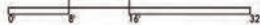
Storm Water

- Proposed Storm
- SWM Facility

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2 over 2 STACKED TOWNHOMES - LOT MINIMUM DIMENSIONS
27 august 2021



TOWNHOUSE - LOT MINIMUM DIMENSIONS
27 august 2021



Minimum Lot Width & Setbacks 15

Green City project summary

2/9/2021

minimum lot width & setbacks

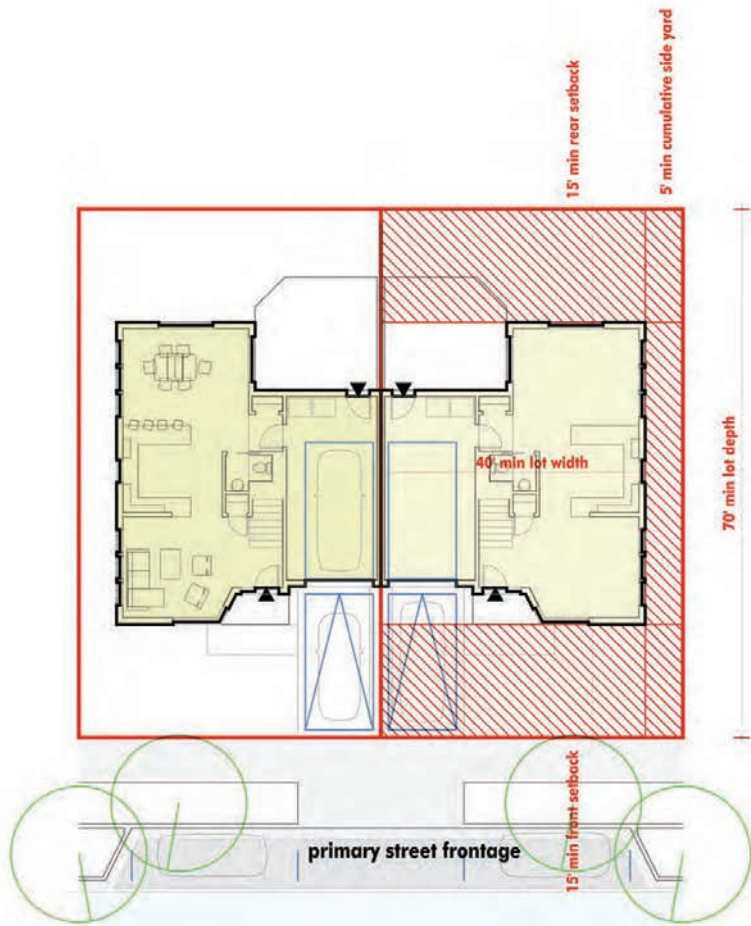
uses	minimum site area in plan	minimum area	minimum lot width	minimum lot depth	minimum front yard	minimum side yard cumulative total *	minimum rear yard	maximum height limit	maximum density residential
commercial mixed use	30,000 sf	5,000 sf	100 ft	40 ft	- ft	- ft	- ft	90 ft	
multi-family residential									
retail									
restaurant									
office									
parking									
retail/restaurant	5,700 sf	4,000 sf	80 ft	50 ft	- ft	10 ft *	10 ft	35 ft	
parking structures	24,000 sf	10,000 sf	100 ft	100 ft	- ft	- ft	- ft	75 ft	
office	29,000 sf	20,000 sf	100 ft	80 ft	- ft	- ft	- ft	350 ft	
arena	200,000 sf	180,000 sf	400 ft	400 ft	- ft	- ft	- ft	120 ft	
hotel	80,000 sf	50,000 sf	200 ft	150 ft	- ft	- ft	- ft	200 ft	
conference									
residential									
multi-family residential (stand alone)	13,000 sf	9,000 sf	60 ft	150 ft	- ft	10 **	20 ft	75 ft	
stacked townhomes 2/2	1,800 sf	1,800 sf	24 ft	75 ft	5 ft	- "	20 ft	55 ft	20 units/acre
townhomes	1,000 sf	1,000 sf	20 ft	50 ft	5 ft	- ft	5 ft	55 ft	18 units/acre
attached villas	2,800 sf	2,800 sf	40 ft	70 ft	15 ft	5 ft *	15 ft	45 ft	12 units/acre
single family homes	2,100 sf	2,100 sf	30 ft	70 ft	15 ft	8 ft *	4 ft	55 ft	10 units/acre

allowed encroachments

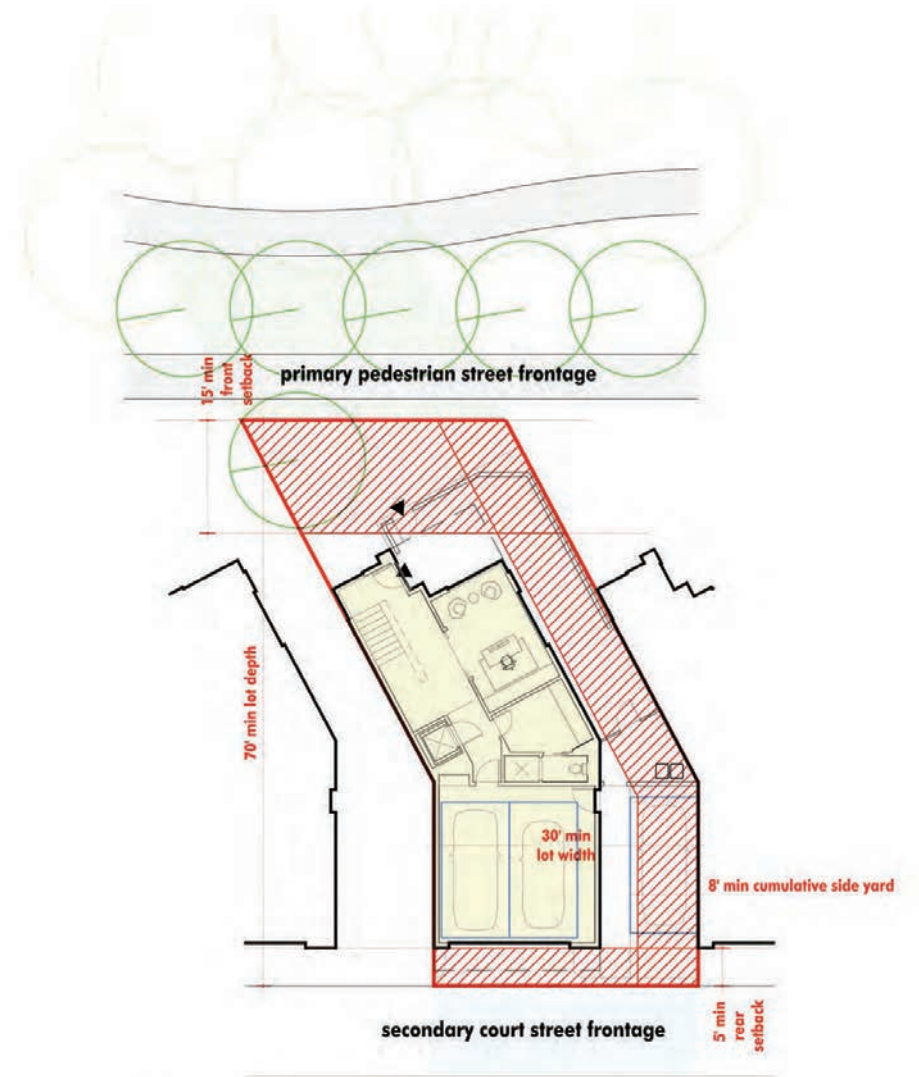
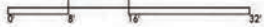
stairs
porches
fireplaces
awnings

not allowed

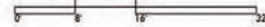
accessory buildings



DUAL OCCUPANCY VILLAS - LOT MINIMUM DIMENSIONS
27 august 2021



SINGLE FAMILY ZERO LOTLINE - LOT MINIMUM DIMENSIONS
27 august 2021



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Basketball
16,500 Seats



Center Stage
17,500 Seats





Land Use & Pattern 16

Arena

The Arena will be designed to accommodate up to 17,000 spectators, with two public concourses and a private mezzanine that will serve as access to club seating and corporate suites. Arena programming will feature touring concerts, family shows, as well as basketball and hockey events.

Sight-lines will be designed around both concert and basketball configurations primarily, and will allow for quick changeovers to facilitate maximum utilization.

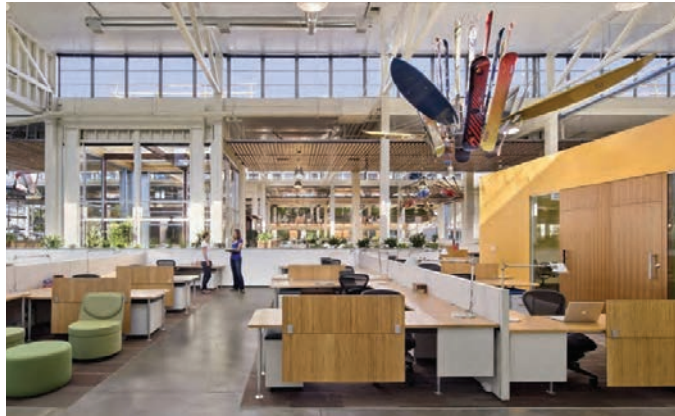
The Arena will feature new smart technologies that support modern venues, including high-resolution, interactive LED center hung boards, and mid-level ribbon LED boards that support both game production and marketing partnerships. Overhead structural systems will be designed to carry the demanding show rigging.

Arena floor level programming will provide for multiple locker rooms to accommodate tournament play and efficient staging and marshaling areas that will allow for quick production turnaround for touring shows.

The new Arena will seek to stake out a unique reputation among concert venues as one of the greenest arenas in the world, providing sustainable features not found in any other venue, while still allowing touring shows, tournaments, and conventions the most efficient operation possible.

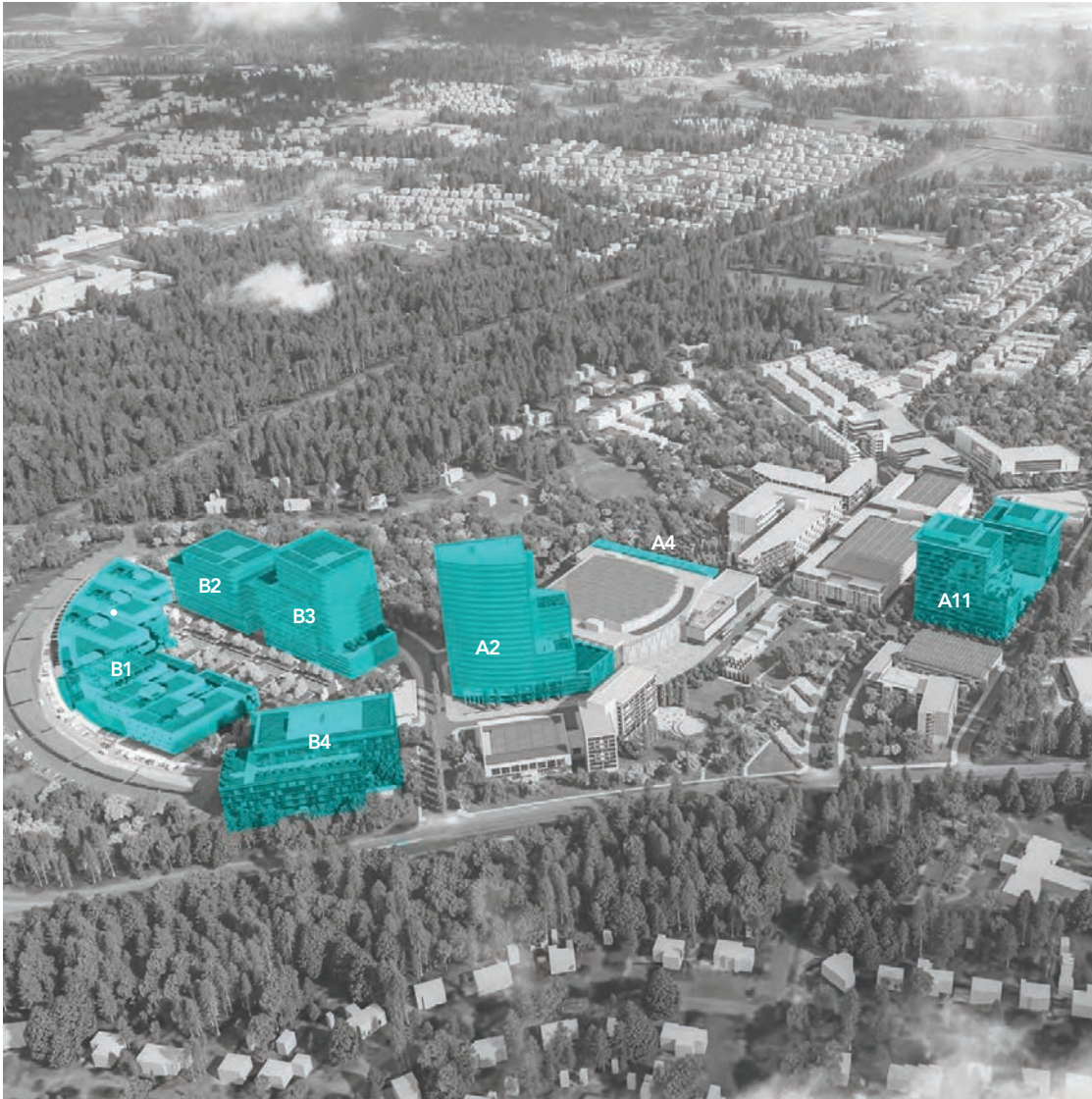
Sustainability Standard:

ILFI Petal Certification
LEED Platinum



Land Use & Pattern 16

Commercial Office



Over the past decade, there has been a trend in commercial office development back to urbanized areas close to city centers, transportation corridors, shops, restaurants and housing. Required office space in these developed areas is generally harder to find for growing companies, but it is where many workers want to be – workers who value culture, diversity, ease of public transportation, biking, or simply working closer to home.

Commercial office space proposed for GreenCity is located along one of the most active corridors on the East Coast. It offers new and relocating businesses a broadly diverse mixed-use urban environment, without the inherent limitations of locating in an existing and constrained downtown environment. These benefits are further enhanced by a GreenCity plan that connects its business communities within a short walk of retail, residential and a natural environment of parks and open space.

As an eco-district, GreenCity will provide the green infrastructure that caters specifically to companies who themselves have set high sustainability goals not otherwise achievable in traditional office environments.

Sustainability Standards:

- ILFI Petal Certification
- LEED Platinum
- LEED Gold
- Well Building



Land Use & Pattern 16

BEST Products Building - History



BEST Products Headquarters Building - Parham Road / 95

Among the more consequential outcomes of the master plan is the concept to expand and re-purpose the now vacant BEST Products Headquarters Building, turning it into an emblematic 21st-Century work place and embracing the **Living Building Challenge** as a sustainability performance goal.

Abandoned when BEST Products went out of business in 1997, the building is a classic by American architects Hardy Holzman Pfeiffer Associates. In Michael Sorkin's monograph book on the work of HHPA, he described the project, completed in 1997 in this way:

"...(it is the architect's) most fully developed and sophisticated project to date, a building which summarizes many of the tastes and tendencies developed over more than a decade."

"BEST is a long building, intended ultimately to be a great semicircle with a curving facade of glass block rising a moat on one side and with a jagged edge on the other, which maximizes exposures for the individual offices that line it. Inside, the glass block wall stands free, and the second-story floor slab saw-tooths along it, creating a series of two-story open spaces, dramatic in themselves and providing visual interconnection between the floors. The round columns that support the slabs are semicircular air diffusers mounted above the office doors."

"Lighting standards in the parking lot are of a type used in Washington, D.C., in the twenties, and the main entrance to the building is flanked by two enormous deco eagles salvaged from the recently demolished Airlines Terminal Building in New York City."

The achievement of the BEST building lies in the very sophisticated bivalence in the use of borrowed forms-forms which at once recall their origins and contribute to an overall conception which is completely new."

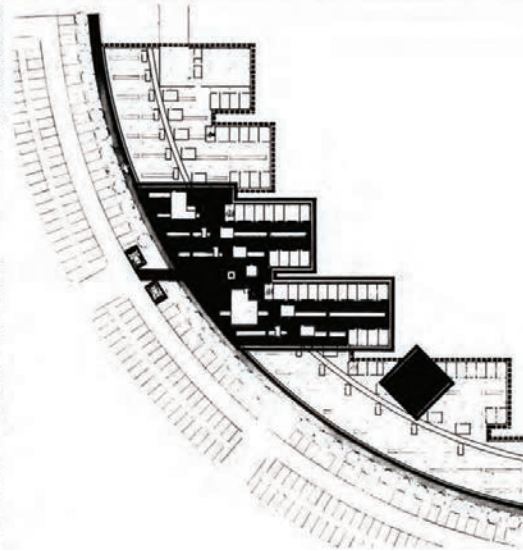
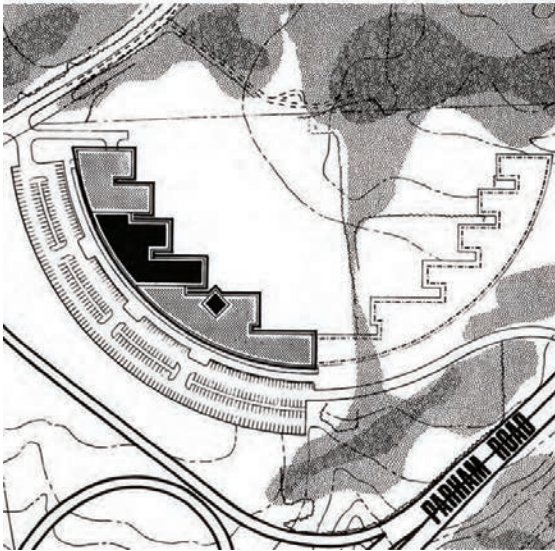


From Michael Sorkin's Preface to **Hardy Holzman Pfeiffer, Monographs on Contemporary Architecture:**

"Hardy Holzman Pfeiffer's is an architecture of the composite. At its most successful it adduces and celebrates a unity in diversity, a benign pluralism, a cheery coexistence.

There is a sensibility that inevitably starts with observation, with picking and choosing. Working at the most catholic limits of eclecticism, HHPA seeks to incorporate the objects of its fancy into built ensembles which both preserve the identities of their parts and forge new wholes.

This eminently liberal disposition is thoroughly American in its attempt to reconcile many claims in the service of something larger. For HHPA this larger ambition is not some spurious profundity. Rather it is simply the aim of making places lovely and likeable."



Land Use & Pattern

BEST Products Building - History

Historic Eagle Sculptures

BEST Products founder and CEO Sidney Lewis had a strong sense of promotion and artistic sensibilities. It was legend in artistic circles that he would trade store merchandise for art. As a result, the company gathered a significant collection of 20th-century art. Much of the Lewis Collection can be seen at the Virginia Museum of Fine Arts.

One of the larger art acquisitions, the sculpted art deco eagles that flanked the headquarters building entrance, still remain on site. The eagles were rescued from atop the Airlines Terminal Building at 42nd Street in New York City (below) that was demolished in 1978. The Eagles then showed up in Richmond, incorporated into the design of the BEST Products Headquarters Building. (left)

For more than 30 years, the Art-Deco Style Airlines Terminal Building served millions of travelers as a place where airlines tickets could be purchased and where passengers could board shuttle buses to take them to the various area airports.

Construction of the Airlines Terminal began in 1939 to create the chic, futuristic design. Some of the most important exterior design features of the building were Rene Chambellan's decorative carvings, which included these monumental eagle sculptures and light fixtures.

The outstretched wings of the eagles supported the lantern and an 80-foot flagpole made of Oregon pine. The lantern originally flashed alternating green and amber light through filters, illuminating and dimming every 10 seconds.



Rene Paul Chambellan (September 15, 1893 – November 29, 1955) was an American sculptor who specialized in architectural sculpture. He was also one of the foremost practitioners of what was then called the "French Modern Style" and has subsequently been labeled Zig-Zag Moderne, or Art Deco.







LIVING BUILDING CHALLENGE

The **Living Building Challenge** is an international sustainable building certification program created in 2006 by the non-profit International Living Future Institute. It is described by the Institute as a philosophy, advocacy tool and certification program that promotes the most advanced measurement of sustainability in the built environment.

Performance areas

Living Building Challenge comprises seven performance areas: site, water, energy, health and happiness, materials, equity and beauty. Each performance area has its own intention and are subdivided into a total of twenty Imperatives, each of which focuses on a specific sphere of influence.

1. Place

This petal is created with the purpose to have designers analyze the location of a site and the impacts the construction will have on the nearby environment before being built, and during its operation. It focuses on creating a connected community that is more pedestrian focused, protecting and restoring existing nature, and encouraging a healthy level of density.

2. Water

A certified building is required to be designed to only use the amount of water that can be harvested onsite and purify the water without the use of chemicals. Projects achieving this petal often employ rainwater catchment cisterns, greywater or closed-loop systems, compostable toilets, and other techniques to reduce and recycle water.

3. Energy

This petal focuses on the reduction and efficiency of energy by requiring the building to produce on-site 105% of the energy it needs year-round. It also aims to shift the grid the building is connected to towards more renewable energy.

4. Health and Happiness

This petal focuses on improving indoor air quality, thermal comfort, visual comfort, and integration of nature in order to increase the quality of human health and productivity. Projects often employ biophilic design, daylighting, operable windows, and other techniques to achieve this petal.

5. Materials

This petal's intention is to focus on eliminating the use of construction materials that have adverse environmental, health, and social impacts. These impacts include pollution, resource depletion, habitat loss, deforestation, toxic chemical use, and large embodied energy use. This is done by requiring projects to avoid all materials on the Red List, and to report all materials used and their manufacturer and extraction information. Additionally, projects achieve this petal by creating a materials conservation management plan, using salvaged materials, tracking the location sources of the project's materials, using products with Declare labels, among other tasks.

6. Equity

This petal aims to change society's mindset in which property ownership allows owners to externalize negative environmental impacts onto others. This is done by creating spaces where people of all capabilities, disabilities, ages, and economic status have equal access. It also requires that the project must not disturb another site's access to sunlight, fresh air, and clean water.

7. Beauty

Lastly, the Beauty petal focuses on encouraging project teams to put in genuine and thoughtful efforts into beautifying the project. Although beauty is not subjectively defined in the framework, it is stressed that beauty should be a goal in order to inspire and elevate the lives of the occupants, visitors, and neighbors.

Land Use & Pattern 16

BEST Products Building - Re-purpose

A Campus for Today's Workforce

As the first building project envisioned for the new GreenCity master plan, the repositioning of the BEST Products Headquarters, through the Living Building Challenge, will create a new international standard for sustainable design and operations in commercial offices. At over 300,000 s.f., it would be the largest LBC certified office building in the world.

Design Approach

It begins with the re-use of the existing structure, which will have a material impact in lowering the embodied carbon for the development when compared to a new building, and new efficient systems will ensure a comfortable and sustainable working environment.

New heavy timber interventions into the existing structure will create a central atrium and vertical connector. These insertions will create a new heart to the building and central entry point surrounded by amenities to support a vibrant and multi-generational workforce.

A central spine will connect the development on each floor with radiating fingers of office space perfectly proportioned to maximize internal natural lighting. At a maximum height of 3 stories, circulation has been designed to promote the use of stairs in lieu of elevators, increasing the likelihood of the serendipitous interchange while offering the potential for one-way travel and circulation in times of pandemic precaution.

Each roof level of the building will be activated either by an amenity, as a green roof, or as urban agriculture, further promoting health and a connection to nature. Connected to the Atrium, a new conferencing center is envisioned, with views to the surroundings and direct access to a large roof terrace.

The new BEST Products building will become a model for the future of office and building design.



Connecting to the Outdoors

Capitalizing on the forested setting, renovations to the existing BEST Products Headquarters will bring the outside in, establishing a seamless connection between the interior working environment and nature. A new atrium will create a direct connection, through the building, to an interior garden and new terraces, while roof amenities will ensure that no employee is less than 50 feet from access to outdoor space.

The re-imagined BEST Products Headquarters will create a horizontal campus capable of supporting approximately 2,500 employees. The development's unique massing breaks down the scale of the campus, reinforcing smaller units of community and identity within the whole, an important aspect in employee satisfaction and retention.

The Community Atrium

Designed as the heart of the re-imagined BEST Products Headquarters, the 'Atrium' will create a new core for the building, linking the east and west wings and creating a direct connection to rooftop amenities and the cultivated garden spaces outside. Constructed using mass timber, the Atrium will be designed as an extension of the outdoor space with interior greenery and places for respite.

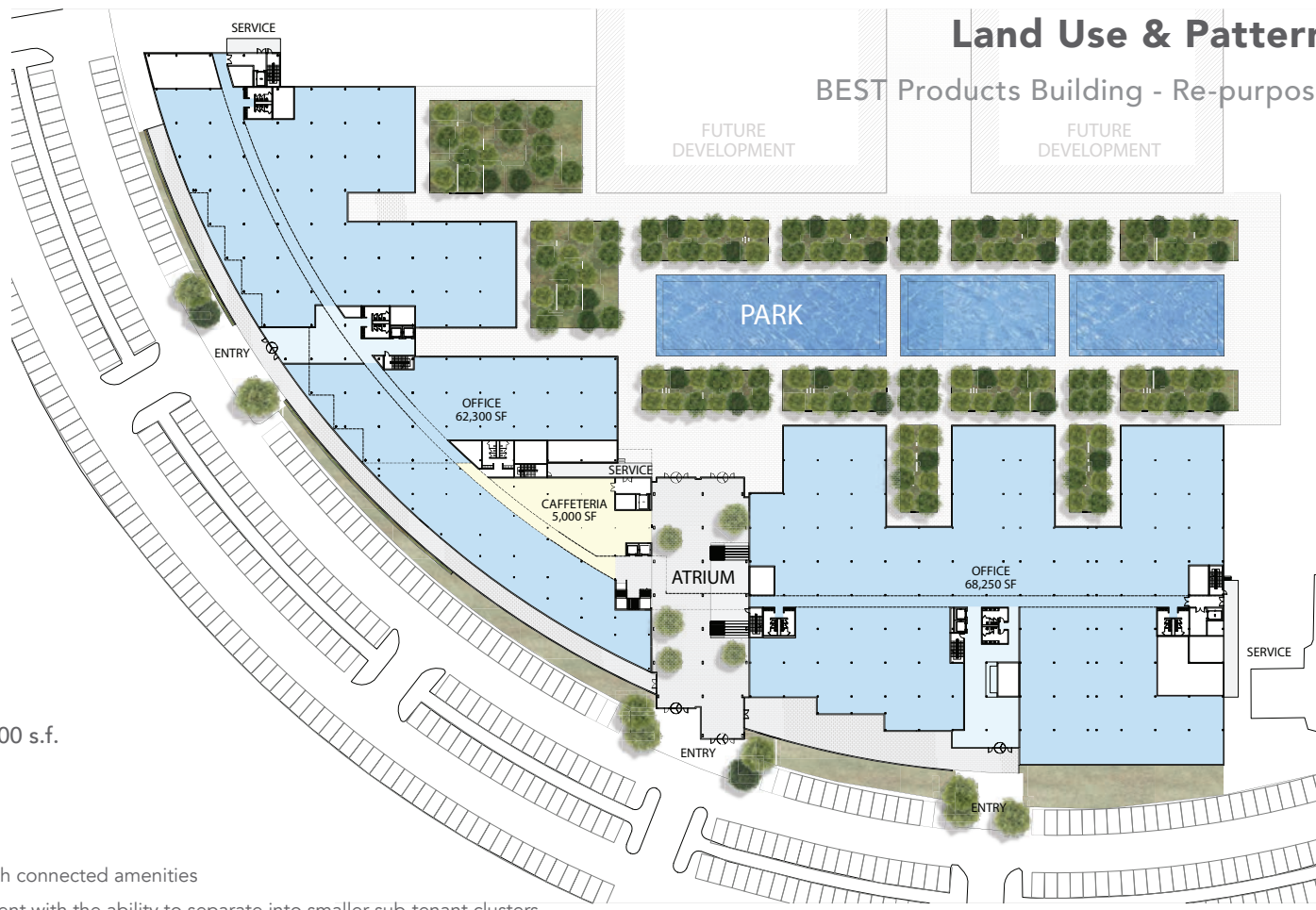
At the ground floor, a cafeteria will border the western edge adding life and activity to the space. At the 3rd level, a new conferencing center will be constructed with direct access through the atrium by both stair and elevator. This space will act as a flexible event space for the overall development, with direct access to an outdoor roof deck with views to the surrounding areas.

Usable Rooftop

As part of the goal to create a 'Living Building', the roof is to be fully developed as an extension of the building's tenant program, as well as an embrace of the surrounding eco-district goals. Amenity decks will offer tenants a variety of environments from which to blur the lines between work and play. Urban farming programs will offer tenants the opportunity to directly interact with, and benefit, the community through activities that can transform the development into something more than just a place to work.

Land Use & Pattern

BEST Products Building - Re-purpose



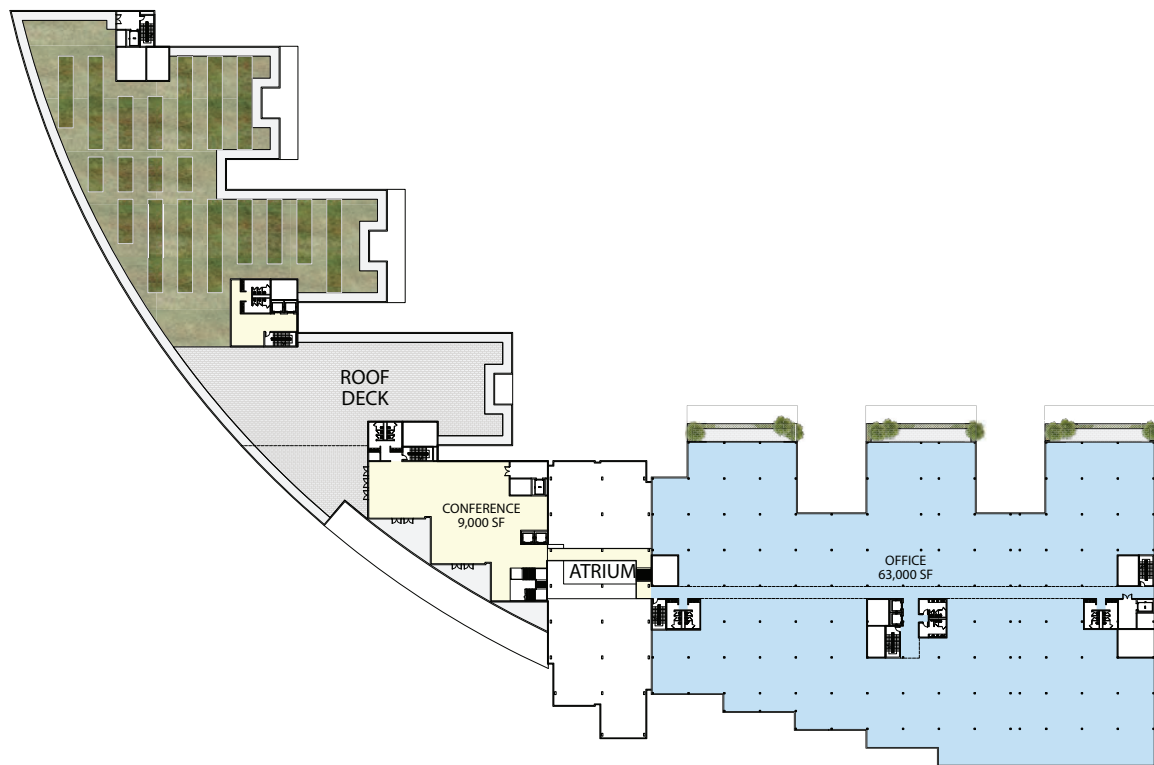
Level 01

Gross Area 161,400 s.f.

Key Features

- Central Atrium with connected amenities
- Unified development with the ability to separate into smaller sub-tenant clusters
- Stair promoted as primary means of circulation
- Seamless Indoor-Outdoor Connection





Level 03

Gross Area 126,000 s.f.

Key Features

- Conference/Community Room with direct stair and elevator access from Atrium
- Urban Farming and Roof Top Amenities
- Seamless Indoor-Outdoor Connection



Land Use & Pattern 16

BEST Products Building - Re-purpose



Level 02

Gross Area 135,000 s.f.

Key Features

- Unified development with the ability to separate into smaller sub-tenant spaces
- Stair promoted as primary means of circulation
- Seamless Indoor-Outdoor Connection



Level **Rooftop**

Gross Area 66,500 s.f.

Key Features

- Conference/Community Room with direct stair and elevator access from Atrium
- Urban Farming and Roof Top Amenities
- Seamless Indoor-Outdoor Connection



Land Use & Pattern 16

BEST Products Building - Re-purpose



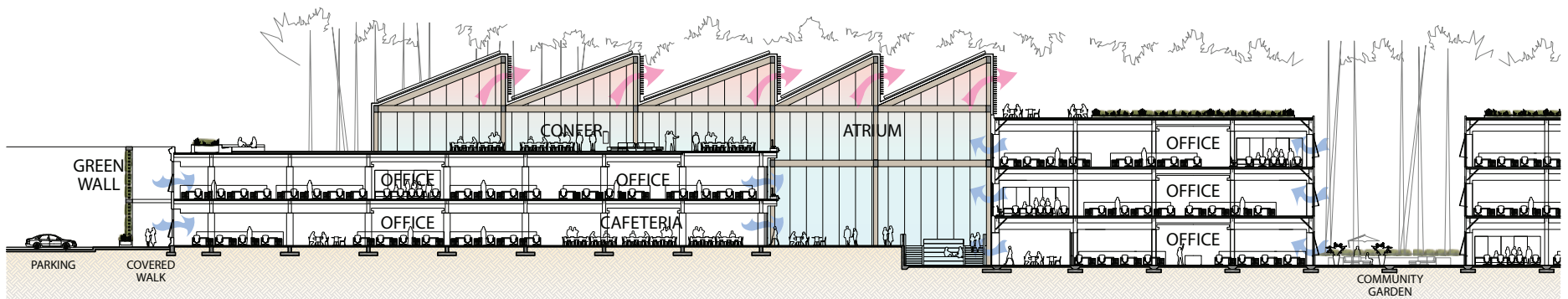
Rooftop Agriculture

Using rooftops to grow food is a movement that is growing in cities and urban areas nationwide. On top of the demand for locally produced, high-quality food, people living in urban areas find they want to reconnect to nature, and there is nothing more natural than growing food. The GreenCity development plan will create the opportunity for Henrico County to demonstrate how otherwise forgotten space can be put to a true “higher-and-better” use.

There is already recognition that community gardens provide economic benefits, increase social equity, strengthen neighborhoods and promote environmental stewardship. In many communities, portions of publicly-owned property have been provided for residents to grow fruits, vegetables, flowers, herbs, native or ornamental plants for both commercial and non-commercial purposes.

The GreenCity Gardens program will be designed specifically to:

- support the sustainability goals for the eco-district, improve the quality of life for residents, create a healthy environment, and enhance economic development and job creation opportunities;
- demonstrate the technique and benefits of rooftop farming to help spread its occurrence throughout urban development areas;
- increase the public’s understanding of the value of community gardens and the need for community gardens in developed areas;
- encourage and facilitate local urban agriculture which increases access to fresh, nutritional food for residents, particularly those in under-served communities.



Sustainable Strategies

Energy

- Net positive energy
- Geothermal
- Natural ventilation
- Life cycle analysis - cradle to grave
- High efficiency systems
- High performance enclosure
- Photovoltaic energy production

Water

- Net zero water
- Intensive & extensive green roof
- Roof top farming
- Low flow fixtures

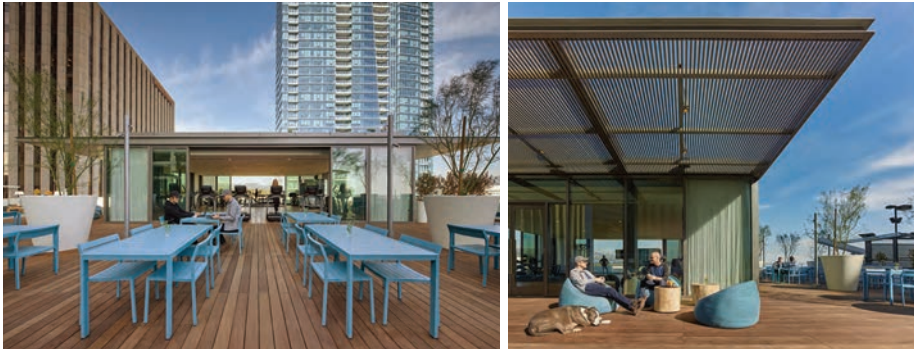
Health & Wellness

- Community Atrium
- Feature stair access to all floors
- Biophilic design
- Easy access to outdoor space
- Indoor and outdoor amenities
- Daylight analysis



Land Use & Pattern 16

BEST Products Building - Re-purpose



Rooftop Amenities



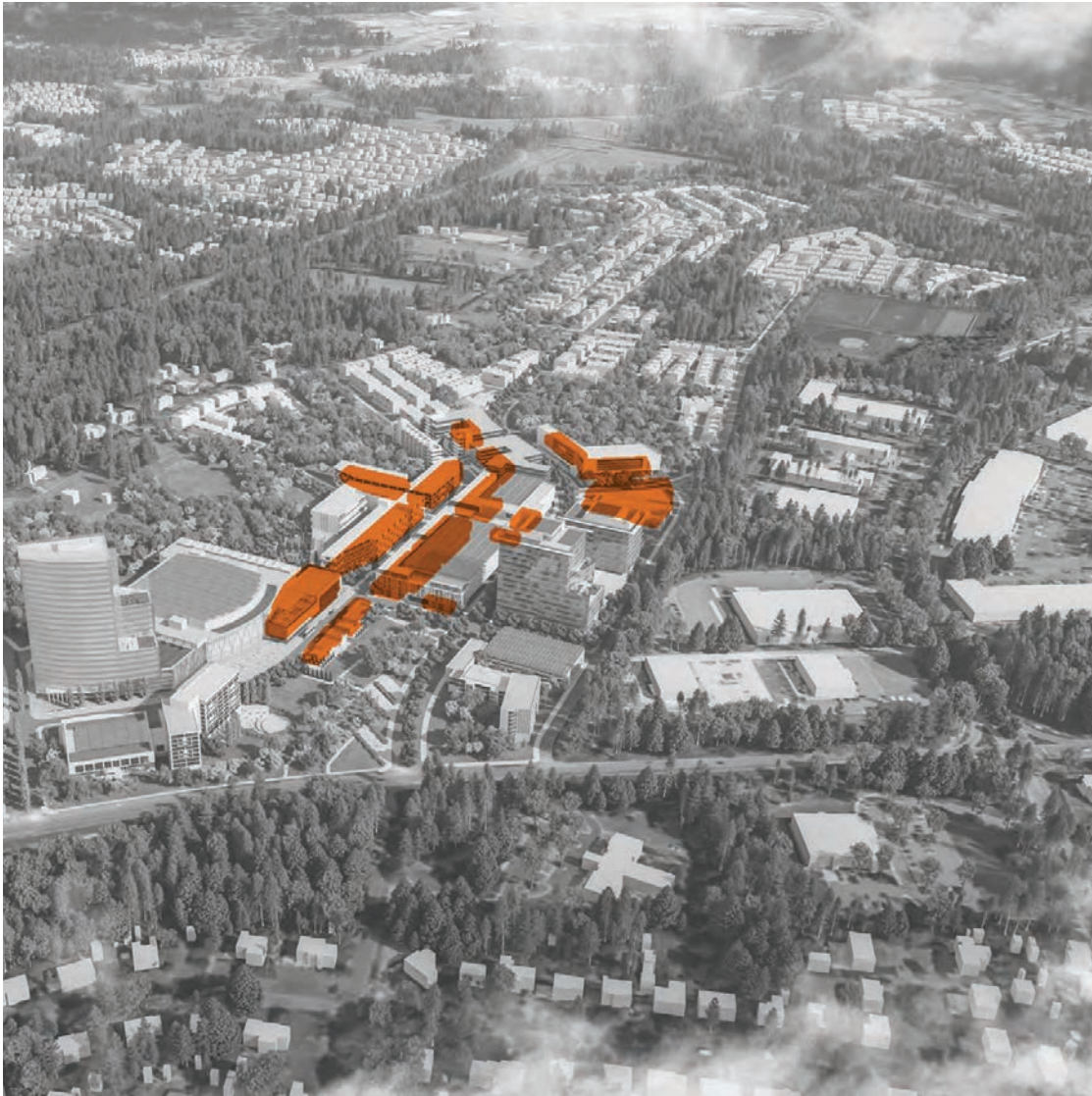
Land Use & Pattern

BEST Products Building - Re-purpose

16







Land Use & Pattern 16

Retail

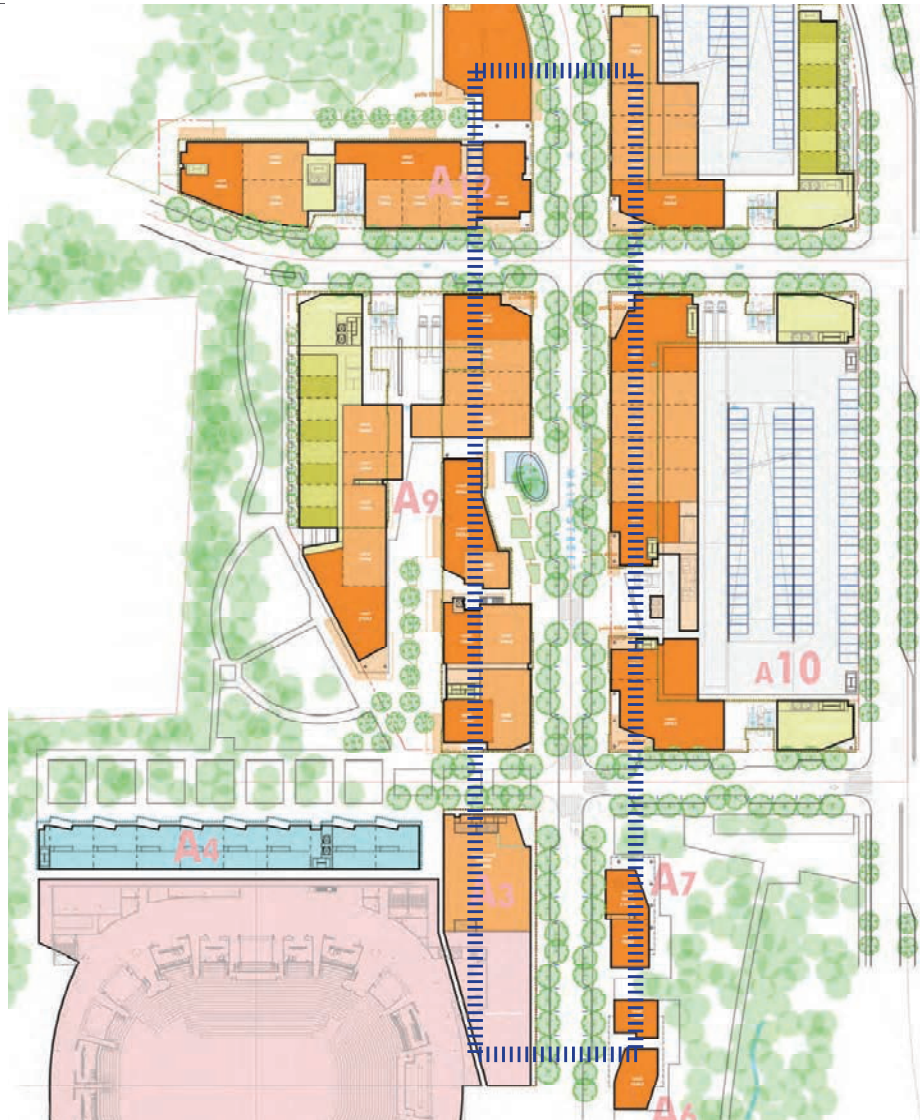
The GreenCity development plan introduces an active and highly programmed Retail Center with connections to the residences, businesses and the park system through the articulation of walkable streets and public open spaces.

The new streets will be shaped and augmented to facilitate a well-populated and energetic street scene, while still providing adequate space and parking access for visitors. Convenient underground and above ground parking will service the needs of all GreenCity tenants, residents, and visitors.

A concentration of ground-level retail on both sides of the streets will activate the planned pedestrian network. The development plan imagines urban streetscapes and planting in support of new visitors, tenants, and the resident community. Buildings and landscape, grouped to provide shade for street activity and public amenities, will encourage robust street life.

Sustainability Standards:

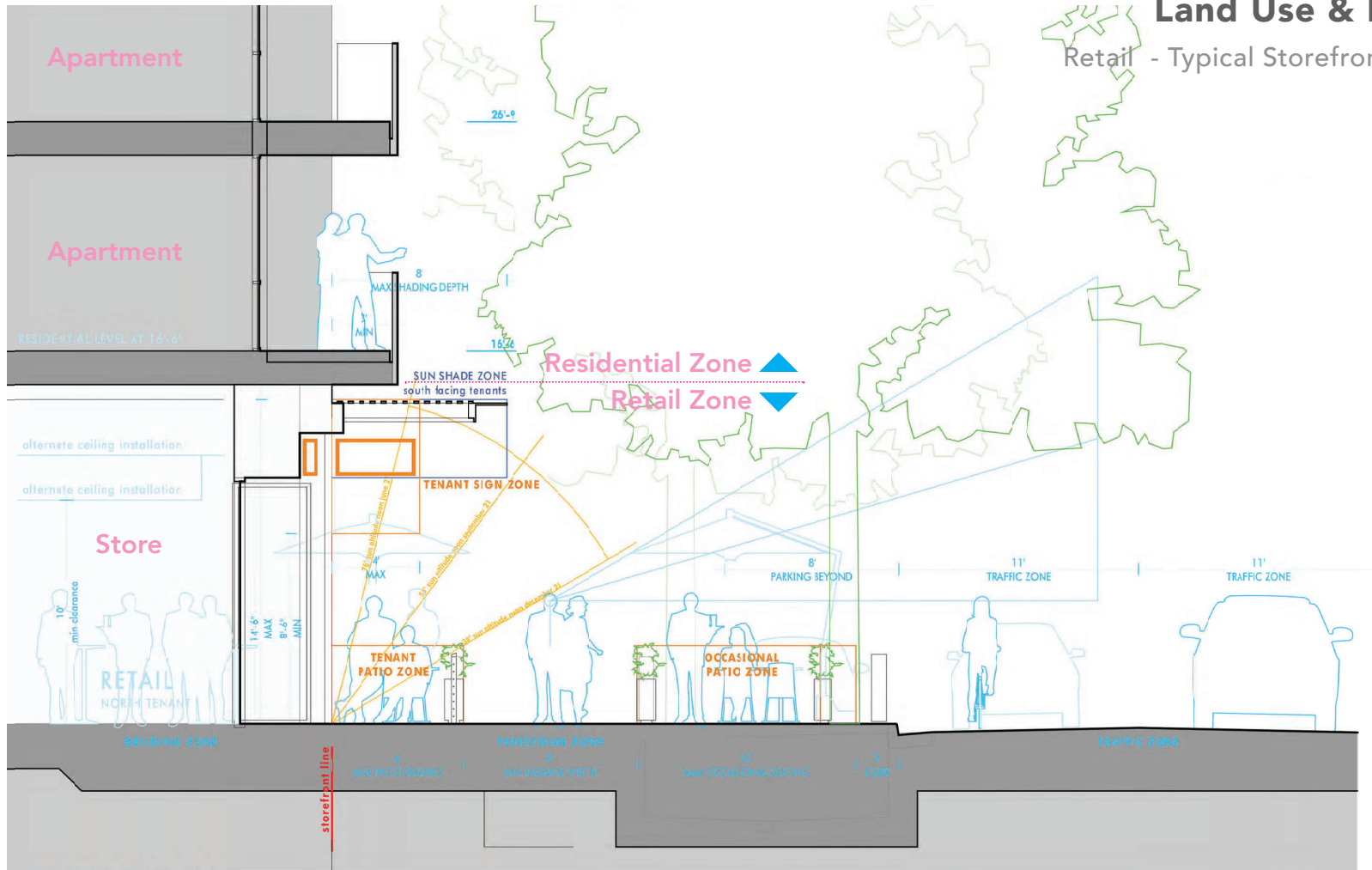
- LEED Platinum
- LEED Gold
- Well Building



GreenCity Center Main Street Shopping

Land Use & Pattern 16

Retail - Typical Storefront Section







Land Use & Pattern 16

Hotel / Conference

Two hotels are planned for GreenCity, with the first scheduled to be developed in the initial development sequence, and the second to follow as the market dictates.

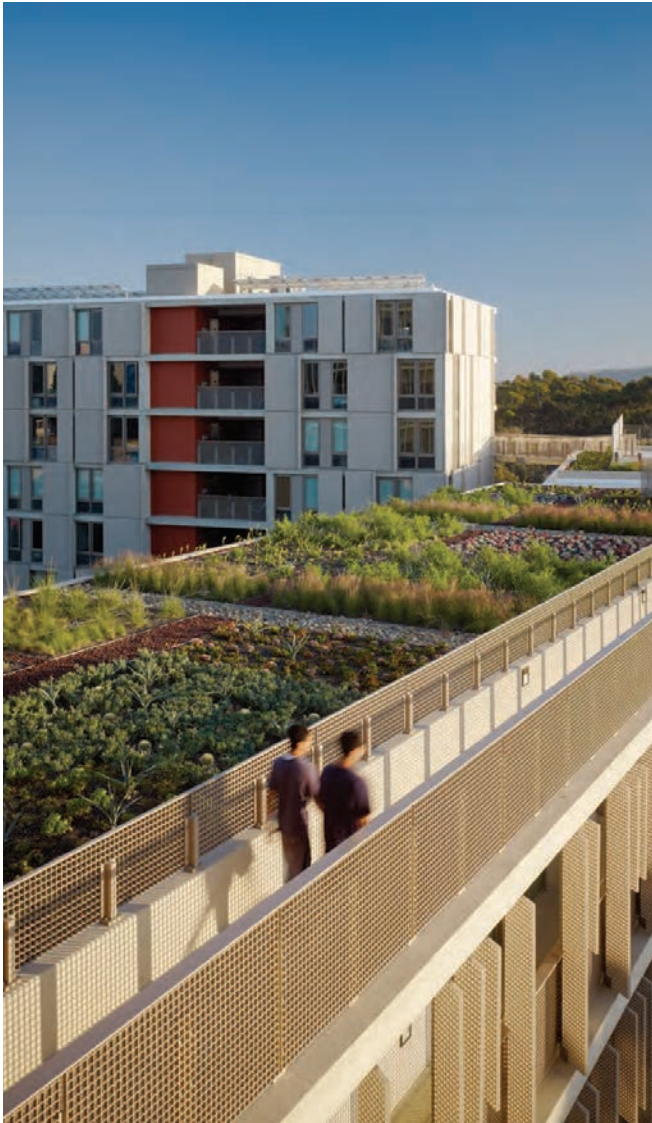
The initial 300-room GreenCity Hotel and Conference Center will be operated as a leading hotel property in the region for both group and individual business. Given its prominent location and visibility, it will be one of the premier venues for tourism, conferences and meetings.

The hotel and conferencing facilities will combine a highly desirable mix of features and services that will be attractive for group and leisure business, from national meeting planners, local corporate users, social functions, as well as tourism.

The facilities will be among the best guest rooms, conference space and location in the greater Richmond market. The variety of potential uses and programs in the area creates opportunity for growing incremental room nights. Its mixed-use setting and arena programming opportunities allow for the creation of new festivals and events.

Sustainability Standards:

LEED Gold
Well Building



Community and Diversity

GreenCity will be a resilient, culturally rich community through the optimization of natural resources, prioritizing well-being, and nurturing a regenerative relationship to nature.

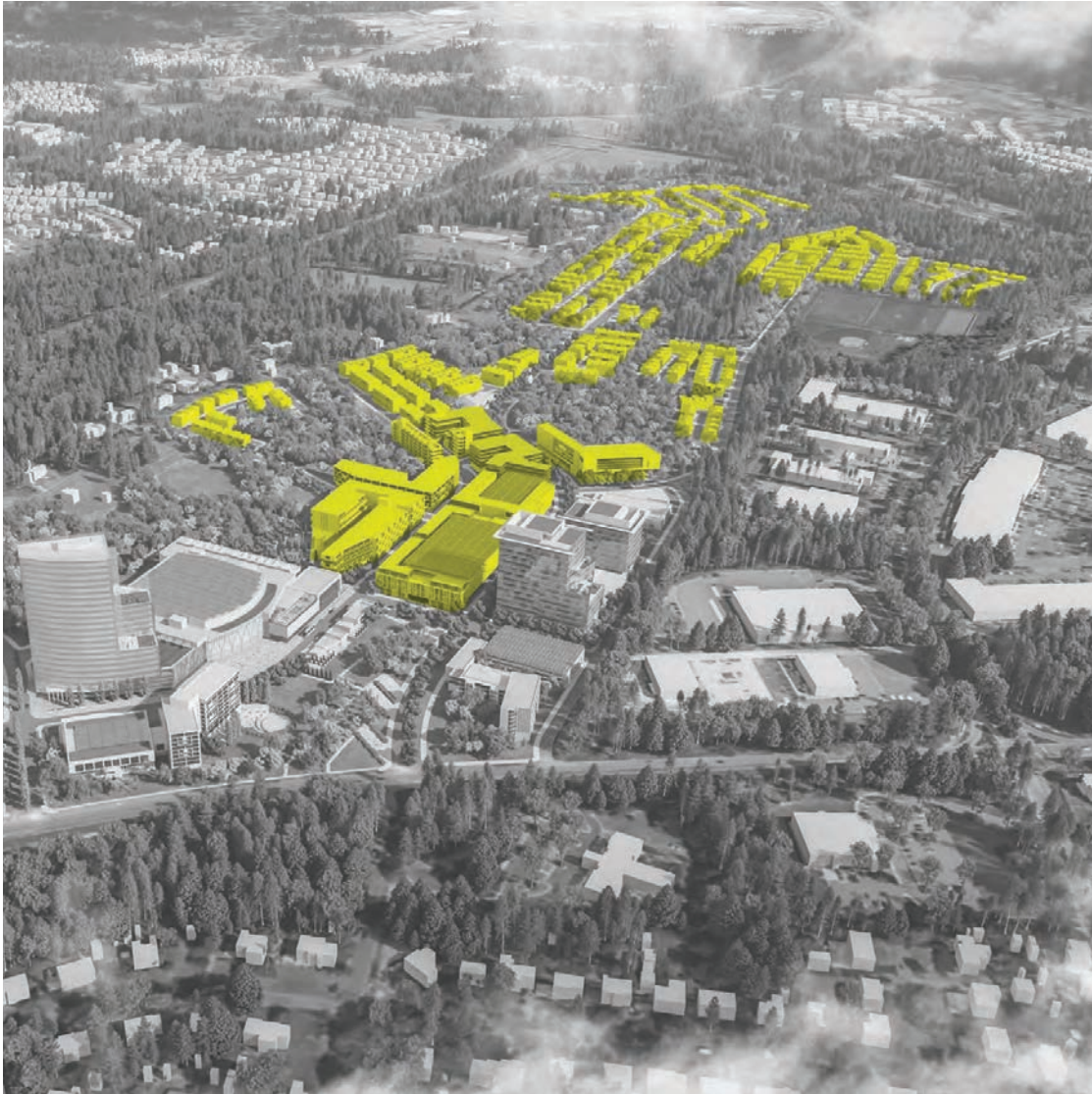
GreenCity creates an equitable community through inclusion-oriented design. A variety of outdoor spaces make it possible to both live a “20-minute” lifestyle and still reconnect with the ecosystem and the larger community through active and passive activities. The Town Center will promote casual encounters that build resilient neighborhood relationships, while footpaths, discrete parks and plazas enhance the sense of community.

Lifestyle

GreenCity residences support a healthy lifestyle in a setting that encourages new types of interactions and connections with each other, and with nature.

Each housing type links outdoor spaces to the experience of the home, extending the natural landscape into the residential setting. The design of each residence creates interior spaces that promote wellness by responding to the site, maximizing both daylight and natural ventilation for each residence.

Open and inviting neighborhood hubs welcome all members of the community. Residential neighborhood amenities like fitness parks, green roofscapes and community centers support the collective and individual activities that shape daily life.



Land Use & Pattern 16

Residential

The residential community planned for GreenCity is balanced and strengthened by the diversity of housing products integrated into walkable neighborhoods. These are organized around communities, which are designed with less density north of Magellan Parkway, and greater density south of Magellan, which features greater mixed-use integration with other commercial uses.

The ambition of the development is to also provide affordable living alternatives for residents who prefer the benefits of more urban lifestyles, but don't wish to give up access to more rural natural settings.

With significant integration of retail and commercial workspace, there will opportunities for many to forgo the economic and environmental burden of being a family with multi-automobile ownership and time-consuming commuter lifestyles.

The full range of residential types proposed include:

- Multi-family over retail (within the Village Center)
- Townhomes
- Two-over-two
- Villas
- Single Family
- Senior Multi-Family
- Senior Villas

Sustainability Standards:

Passive House

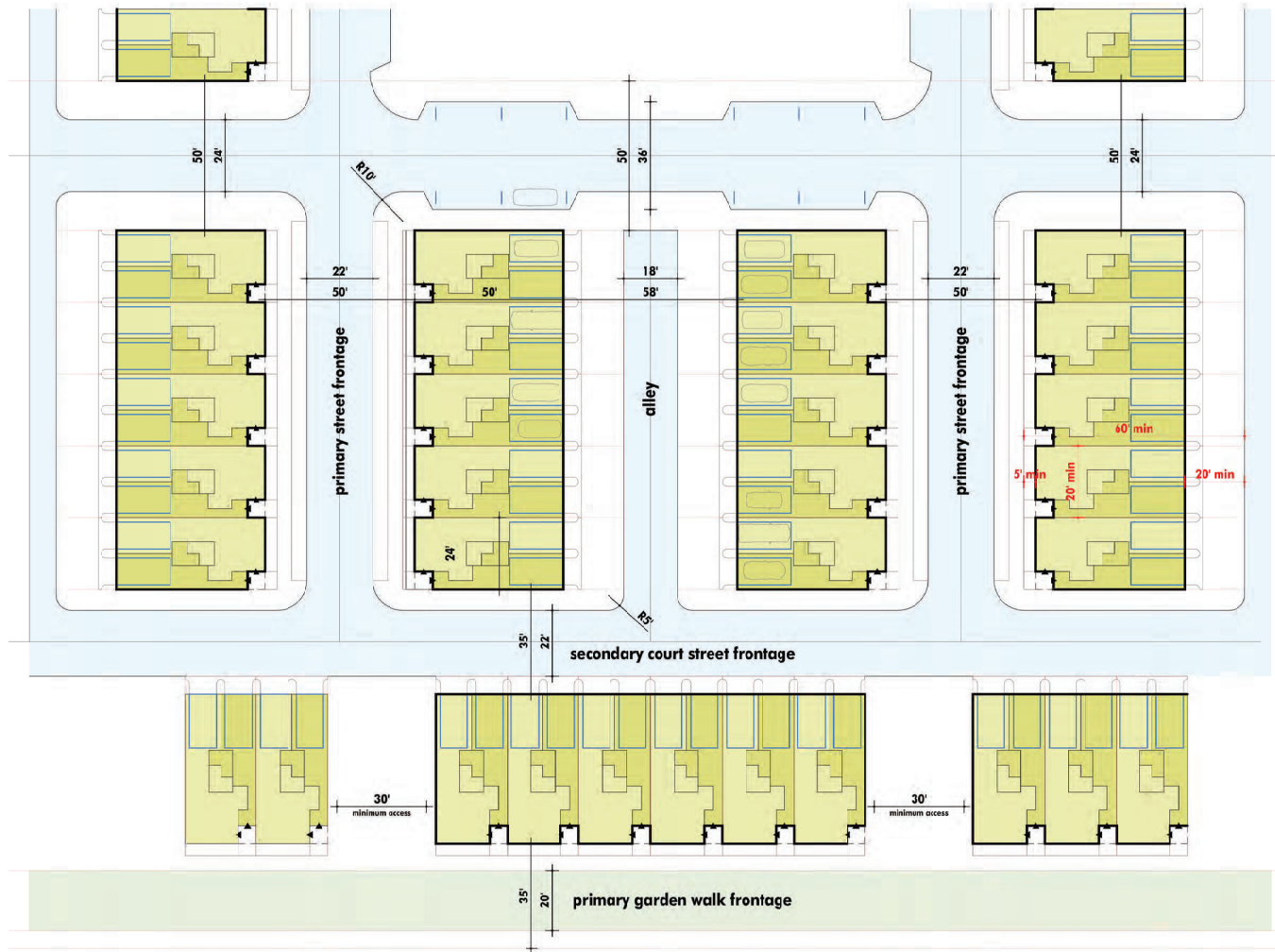


Multi-Family Mixed-Use Example Elevation

Pattern Book 17

Multi-Family

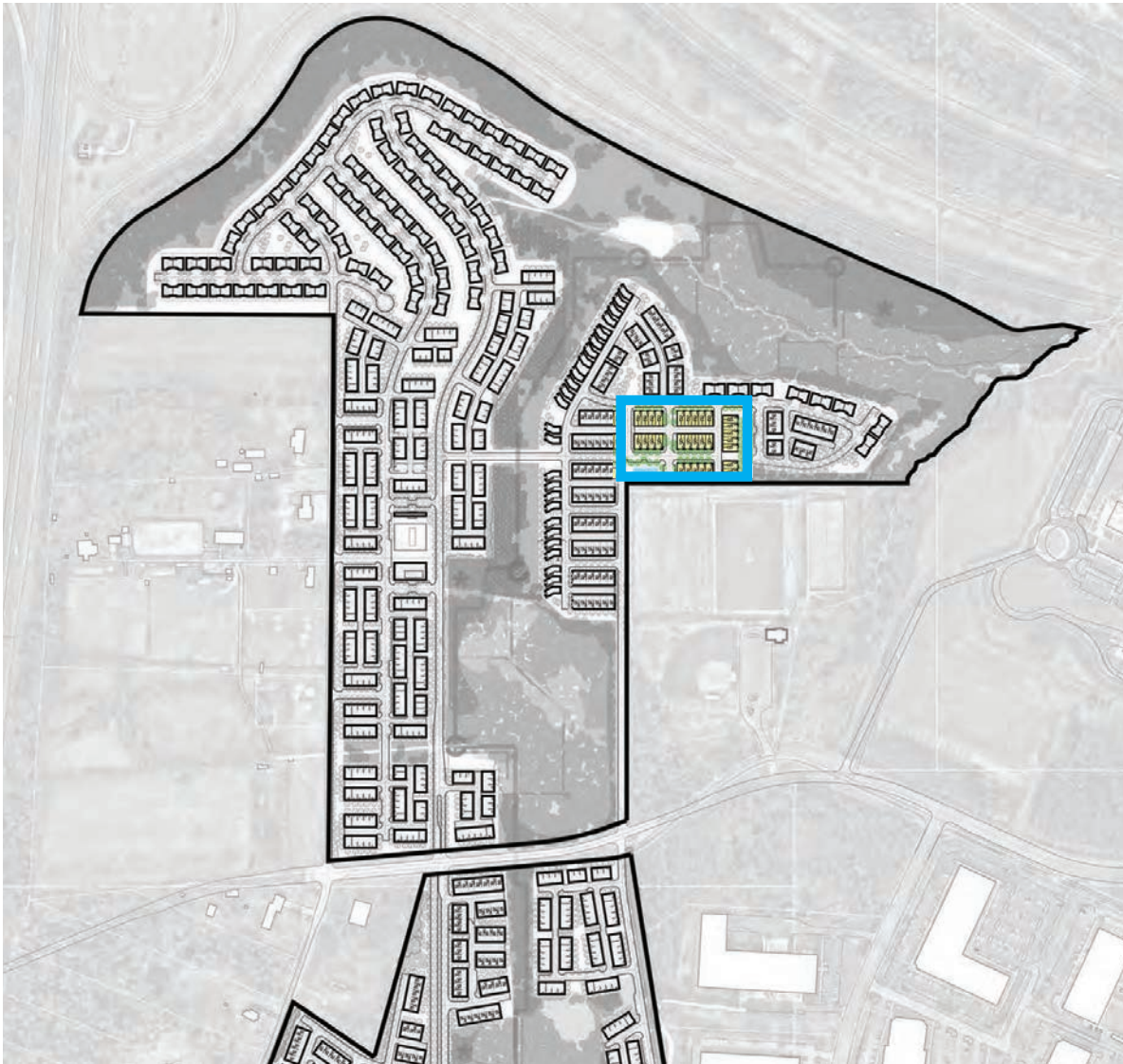




2 over 2 units • Example Neighborhood Plan

Pattern Book 17

2 over 2





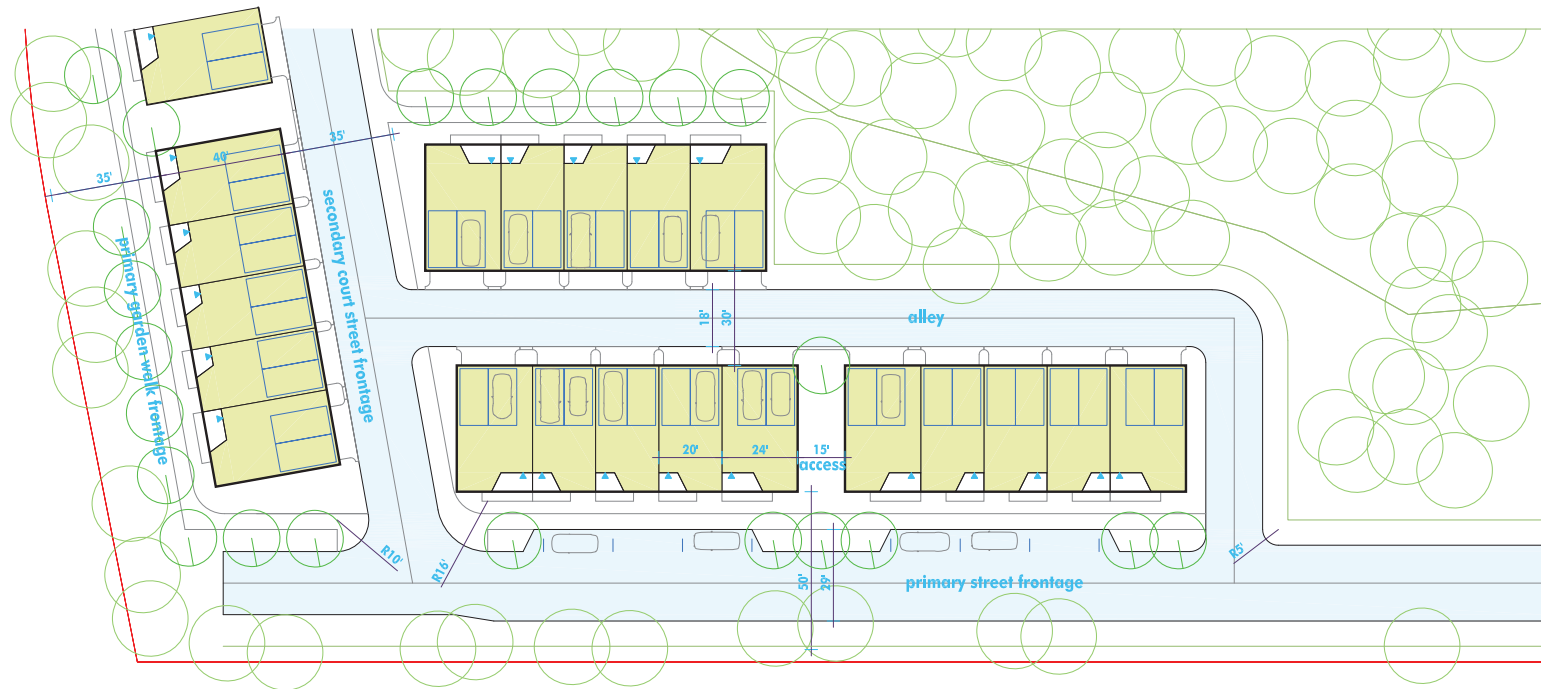
2 OVER 2 STACKED TOWNHOMES- EXAMPLE ELEVATION - PRIMARY STREET FRONTAGE

2 over 2 • Example Elevation • Primary Street Frontage

Pattern Book 17

2 over 2





Townhomes • Example Neighborhood Plan

Pattern Book 17

Townhomes





Townhomes • Example Elevation • Primary Street Frontage

Pattern Book 17

Townhomes



TOWNHOMES- EXAMPLE ELEVATION - PRIMARY STREET FRONTAGE

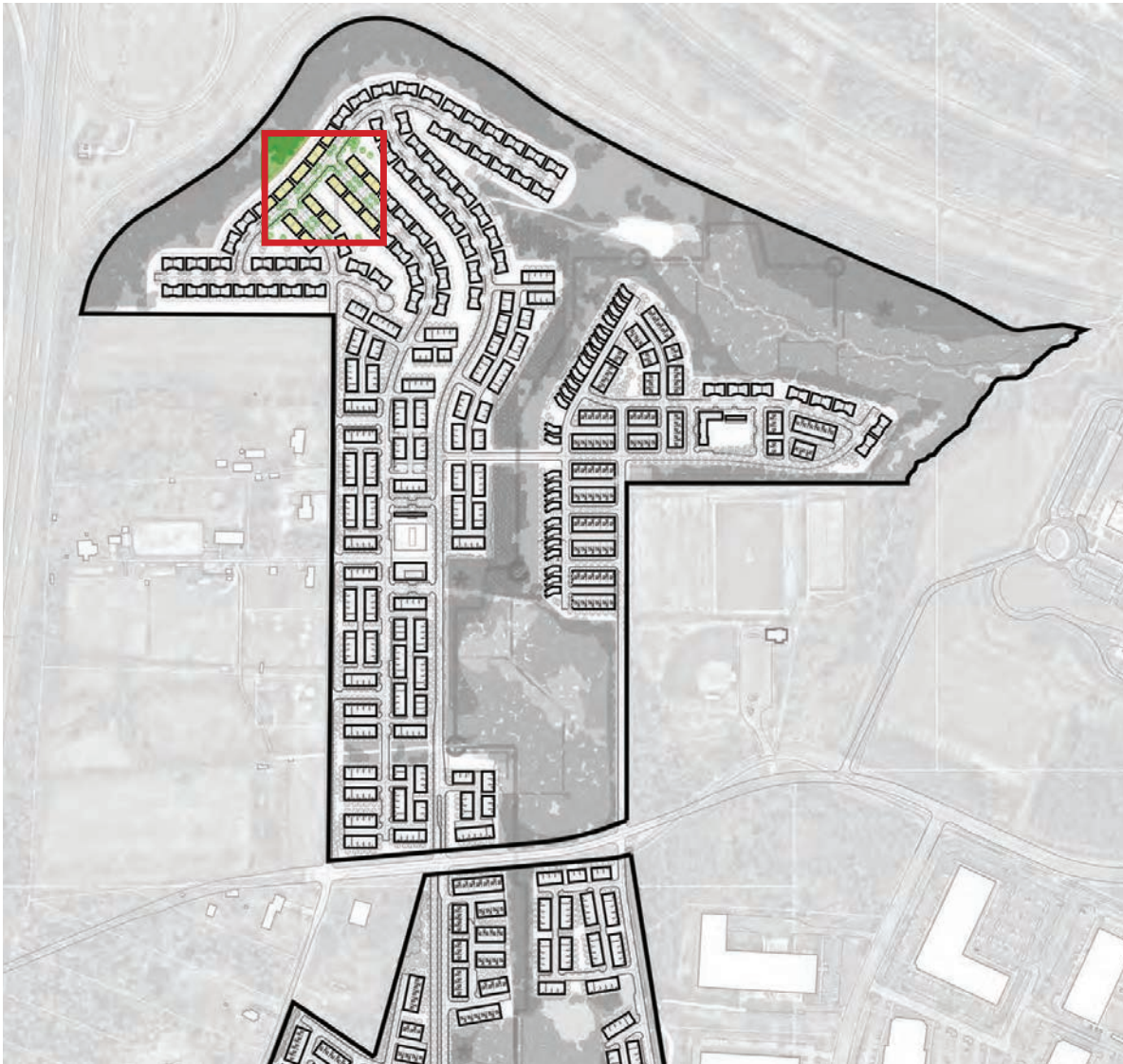
Townhomes • Example Elevation • Primary Street Frontage

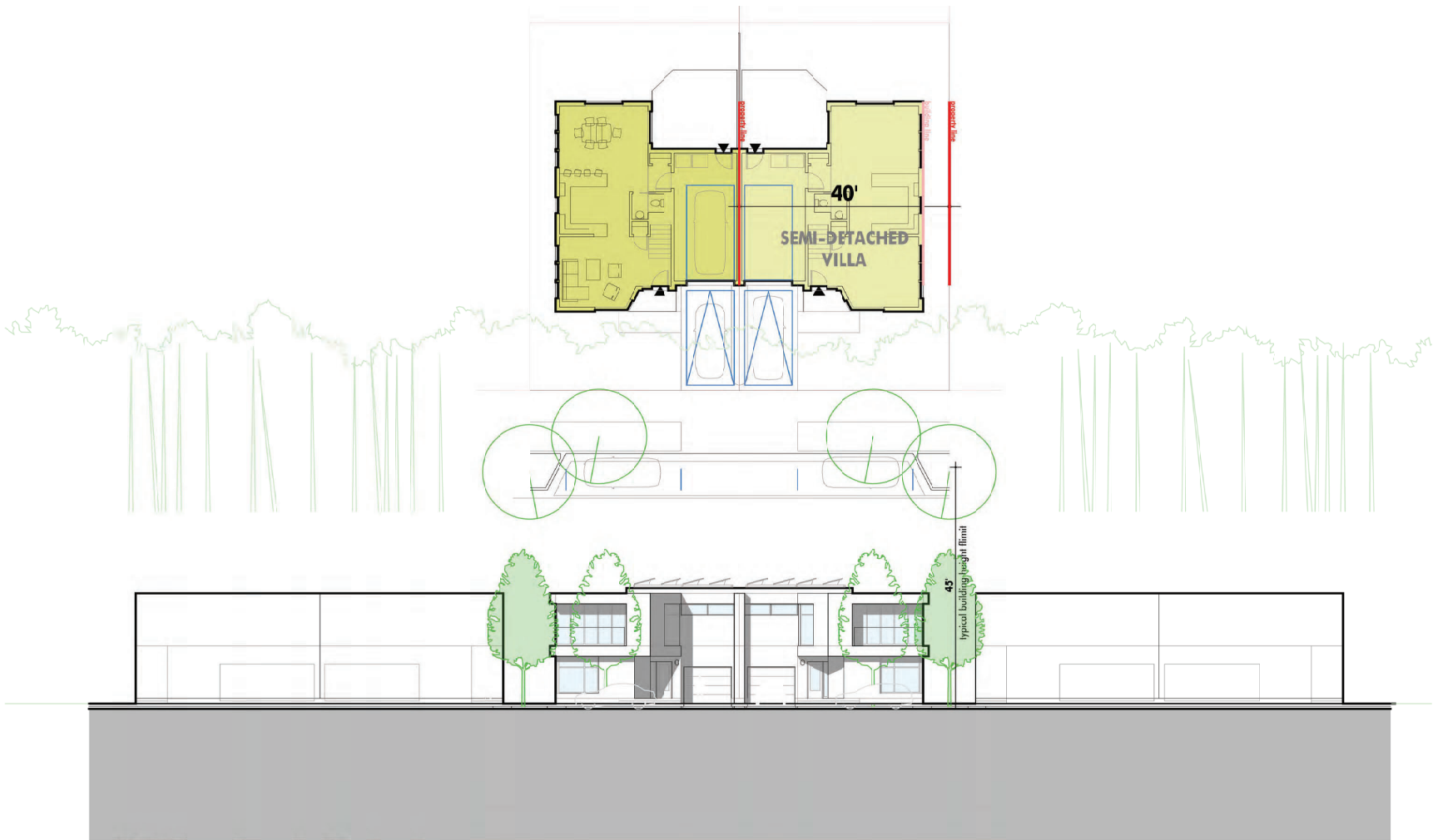


Villas • Example Neighborhood Plan

Pattern Book 17

Villas





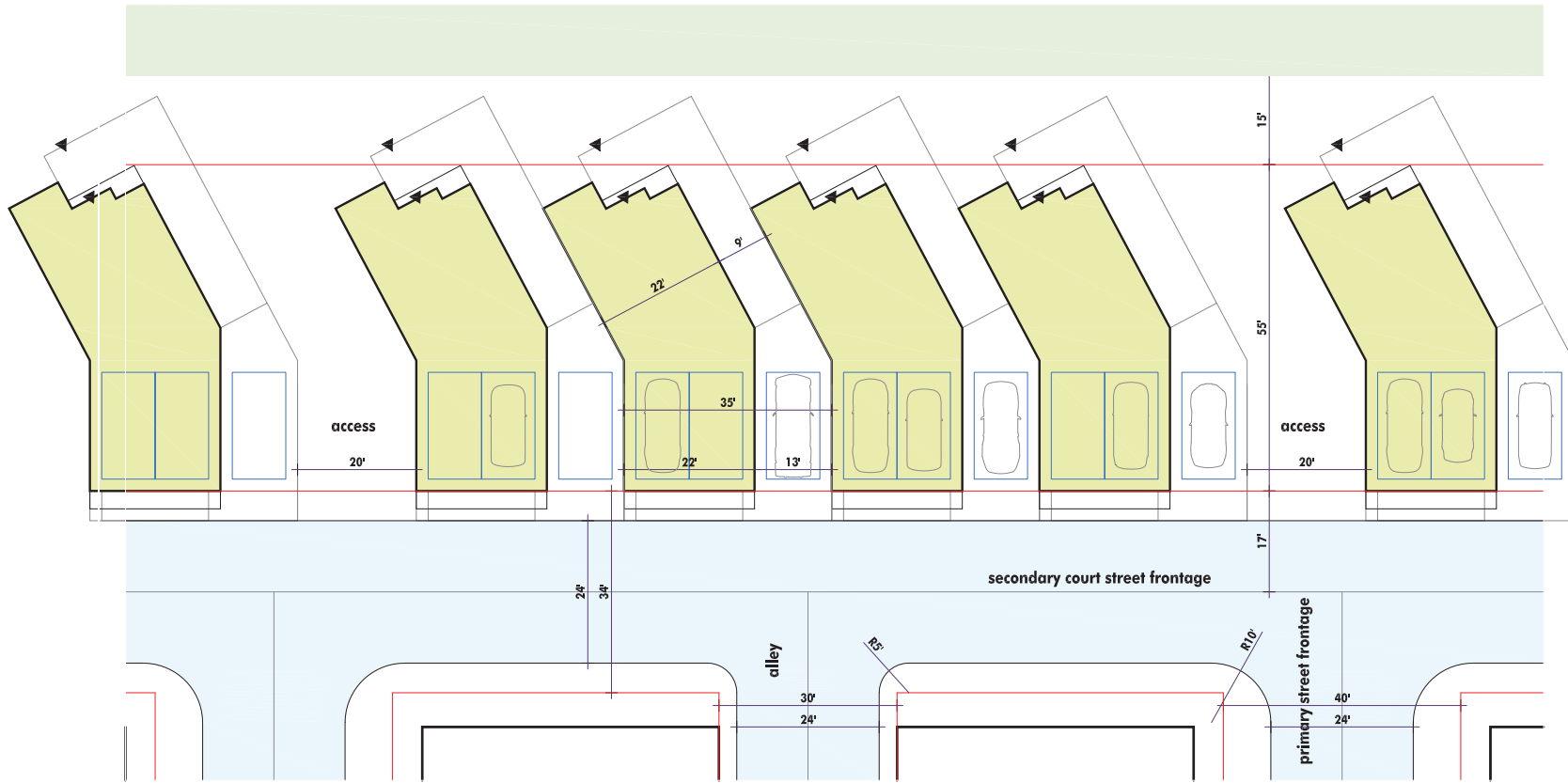
SEMI DETACHED VILLA - EXAMPLE ELEVATION - PRIMARY STREET FRONTAGE

Semi-Detached Villa • Example Elevation • Primary Street Frontage

Pattern Book 17

Villas

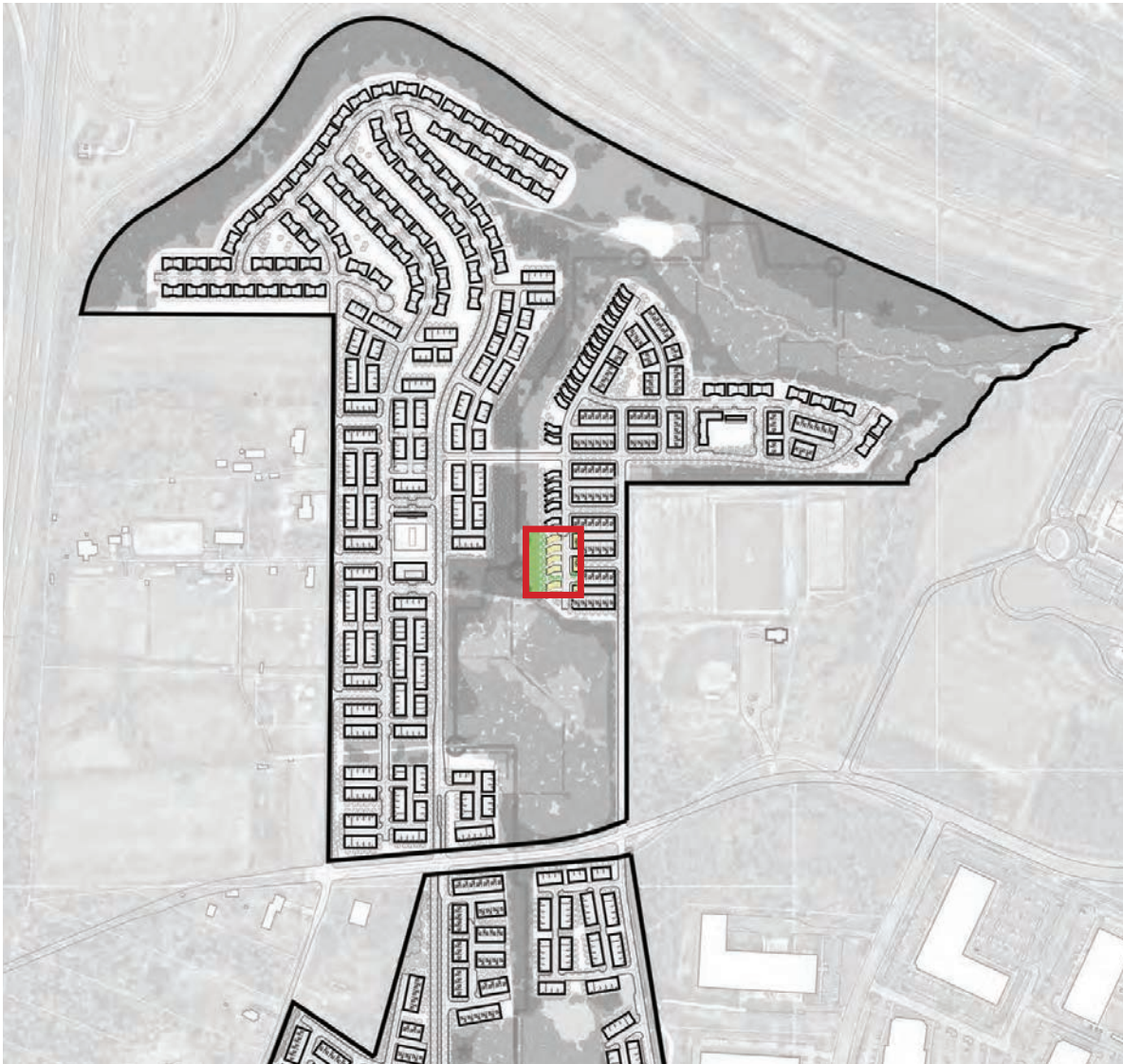




Single Family Detached • Example Neighborhood Plan

Pattern Book 17

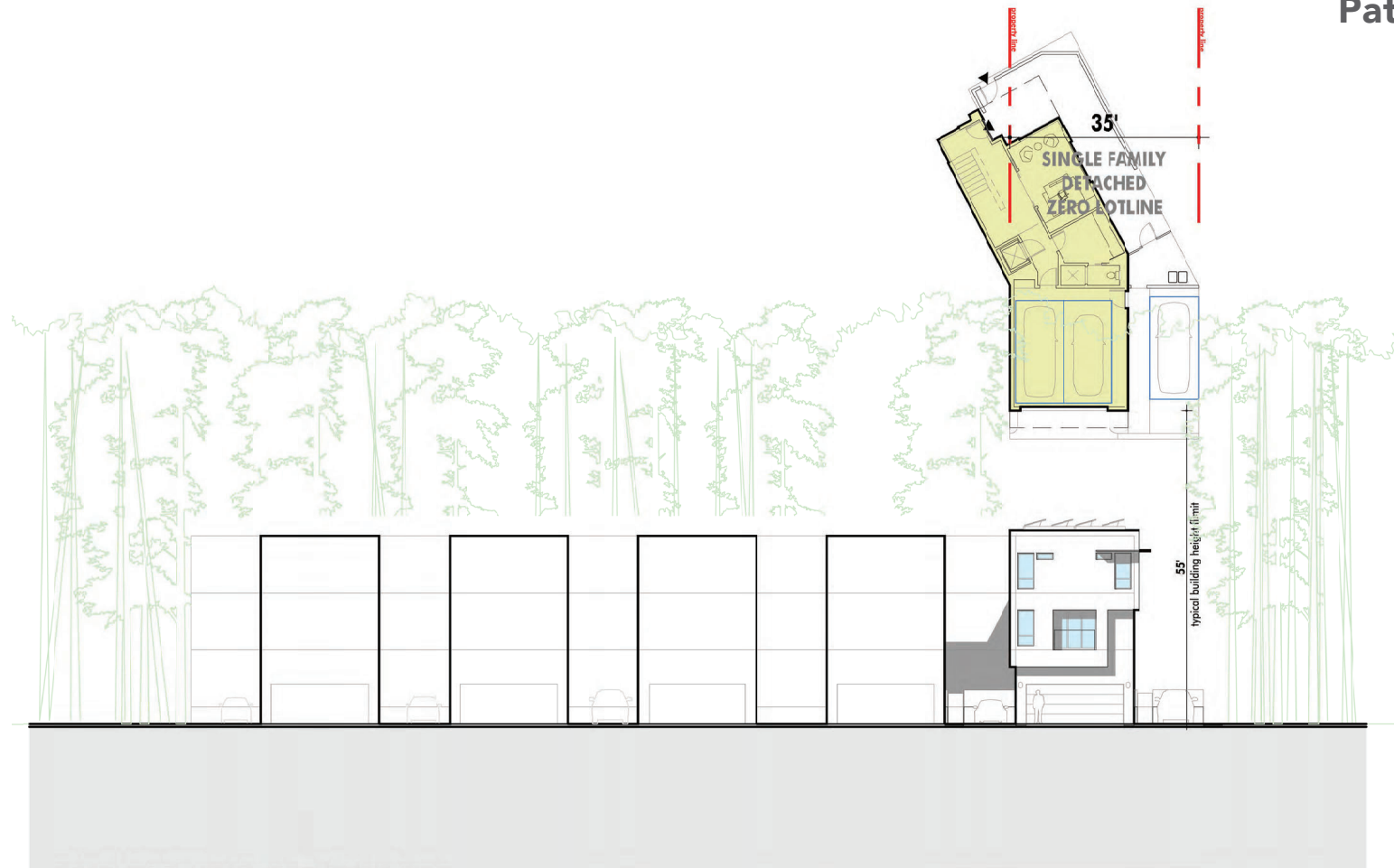
Single Family





SINGLE FAMILY DETACHED HOME - EXAMPLE ELEVATION - PRIMARY STREET FRONTAGE

Single Family Detached Home • Example Elevation • Primary Street Frontage



SINGLE FAMILY DETACHED HOME - EXAMPLE ELEVATION - SECONDARY STREET FRONTAGE

Single Family Detached Home • Example Elevation • Secondary Street Frontage

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Conversion Chart 18

GreenCity Project Summary Conversion Chart

	ideal lot area	program unit	efficiency	parking			convertible to	office	mixed use	stacked townhouse 2/2	townhouse	attached villas	single family detached
hotel	100 ksf	300 keys	0.33 keys/ksf lot	1 stall per	1 key	300 stalls	50% max	400 ksf	250 units				
arena	200 ksf	17000 seats		1 stall per	4 seats	4250 stalls	0% max						
commerical office	100 ksf	400 ksf	0.25 ksf/ksf lot	4 stall per	1 ksf	1600 stalls	50% max		250 units				
mixed use	100 ksf						20% max	400 ksf		250 units	250 units		
structured parking		700 stalls	0.14 stalls/ksf lot										
retail		20 ksf	5.00 doors/ksf lot	5 stall per	1 ksf	100 stalls							
restaurant		20 ksf	5.00 doors/ksf lot	10 stall per	1 ksf	200 stalls							
multi-family residential		250 units	0.40 doors/ksf lot	1 stall per	1 unit	250 stalls							
stacked townhomes 2/2	100 ksf	40 doors	2.50 doors/ksf lot	1 stall per	1 door	40 stalls	100% max		250 doors		40 doors	20 doors	25 doors
townhome	100 ksf	40 doors	2.50 doors/ksf lot	2 stall per	1 door	80 stalls	50% max		250 doors	40 doors		20 doors	25 doors
attached villa	100 ksf	20 doors	5.00 doors/ksf lot	2 stall per	1 door	40 stalls	100% max			40 doors	40 doors		25 doors
single family detached	100 ksf	25 doors	4.00 doors/ksf lot	2 stall per	1 door	50 stalls	100% max			40 doors	40 doors	20 doors	



Sign Definitions

Static Signage

A static sign is defined by a single sign element that is not self-changing and whose graphics will not vary unless physically altered. Examples of this sign type include room identification signs, painted metal directional signs with painted/vinyl graphics, digitally cut vinyl graphics, and tactile ADA signs. Static signage can also be internally or externally illuminated.

Dynamic Signage

A dynamic sign is defined as a one-way automatically changing sign element that can be programmed to display various graphics and messages. Examples of this sign type include LED monitors or displays, and video boards. Dynamic signs are typically electronic displays with programmable content, these signs may consist of scheduled events, and campus notices.

Digital Signage

A digital sign is defined as an interactive and changeable sign. Examples of this sign type include touch screen video display units. Smart phones app-based wayfinding system may be considered. Digital signs require the ability for personal interaction. Digital signs will be considered for the campus, with the quantity based upon level layout at pedestrian walkways, etc.

Interactive software and hardware devices will comply with the U.S. Section 508 standards. An alternative design or technology that results in equivalent or greater accessibility and usability by individuals with disabilities will be provided.

Signage within GreenCity is one of many unifying elements that will help to distinguish the community and create a strong and memorable identity in its overall scale

Signage Design Principles

Coordinated Project Signage: Use coordinated signage to promote the GreenCity identity. Signage based on a consistent unified design motif will add to a cohesive consistent look at GreenCity.

Complementary Tenant Signage: Integrate tenant signage with the site design, building architecture and design theme of the district. Ensure signage is compatible in scale and character with the building and storefront.

Wayfinding System: Wayfinding serves to orient visitors and offers a sense of familiarity to returning customers. Wayfinding will create a superior level of comfort for visitor orientation.

High-Quality Signage: High quality signage materials will offer an elevated aesthetic for tenants, but also should reflect the overall high quality of design at GreenCity.

Legible Signage: Create signs that present a clear and simple message. Concise signage with few words tends to convey the BEST message.

Durable Signage: Construct signs of durable, high quality materials that withstand weathering. Durable signage will create a feeling of permanence throughout GreenCity.

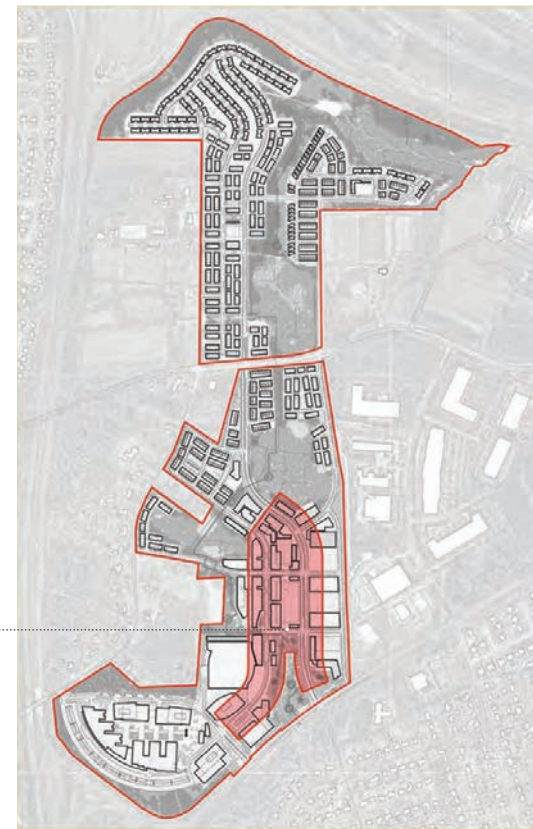
Civic Art Potential: Civic art will provide the opportunity to enrich the environment. Civic art may be used to highlight special locations such as gateways and public plazas, or to enrich architectural and landscape details.

**Signage District
Area Restricted Sign Limits**

The following signage types, as defined in this section, is limited to the shaded area at right:

- Digital Signage
- Animated Displays
- Sponsorship signs / advertising

East/West Sign District boundaries are measured 150' from centerlines of Main Street on the west, and St. Charles on the east



Signage District



District Signage Design Intent

Project and district identifiers will include highly visible gateway markers. In addition to advertising within the district, these signs should enhance project identity and establish a welcoming point of arrival. Wayfinding signs will be especially useful in orienting first-time visitors, while offering a sense of familiarity to returning customers.

District Signage Design Guidelines

1. Develop a “family” of signage that creates a graphic continuity throughout the project. In GreenCity, districting concepts may require individualized district signage “families”.
2. Provide vehicular directionals consistent with Henrico County requirements that guide motorists to important destinations on-site.
3. Include directional signs and maps that guide persons on foot and bicycle to important public services and facilities, parks, outdoor gathering areas, and major tenants.
4. Avoid signage in corner/driveway sight clearance areas.

District Signage Characteristics

Vehicular Directional

- Gateway signage clearly identifies the project at vehicular points of entry and provides information (or place identification).
- Signs are scaled to their surroundings and in accordance with their function as primarily vehicular-oriented project identifiers.
- Gateway elements may include landscape, hardscape and light displays.
- Gateways enhance the project and establish the overall character of the signage program.
- Signs are constructed of high quality and durable materials that are weather and vandal resistant.
- Gateway signs are primarily for project name or logo. If these signs are digital, additional content (artistic, public interest and sponsor/tenant) would be allowed content. Off-Site content is prohibited.

District signage will enhance the unique identity of GreenCity and create a cohesive graphic family of signs for getting around. Signage will include identity signage, transportation and traffic control signage, parking access and availability, and wayfinding signage.

Directional / Wayfinding Typologies

Vehicular Directional

- Directionals are located at or near project entrances and key intersections, and other locations that will serve to guide motorists to their destination. Signs direct motorists toward parking, and major destinations and attractions, including the larger tenants.
- Vehicular directionals are freestanding or mounted on light poles, and scaled to their surroundings for a comfortable read by slow moving vehicles and cyclists.
- Materials for vehicular directionals are similar to those making up other project signage and compatible with the overall signage program.
- Signs are visually engaging with highly legible text and graphics.

Pedestrian Directional

- Directionals are located along major pedestrian circulation routes and other locations that will serve to guide the pedestrians toward public services and amenities, or through the park system.
- Pedestrian directionals maintain pedestrian flows and sight lines.
- Signs are scaled to their surroundings for a comfortable read by persons-on-foot and bicycle.
- Signs are created from high quality and durable materials that are weather and vandal resistant.
- Enhance project identity and maintain capability with overall signage program.

Wayfinding / Informational Kiosks

- Wayfinding/Info Kiosks are located within or near major pedestrian gathering spaces and key intersections subject to heavy pedestrian flow.
- Wayfinding/Info Kiosks present essential information needed to navigate the project.
- Kiosks are made from high quality durable materials, as these elements are exposed to the weather and will receive an especially high degree of contact with the public.
- Wayfinding/Info Kiosks and maps may also locate points of interests and essential services provided.
- Advertising / PSA / Retail engagement, Parking, Sustainability information
- Information is presented in a clear and highly graphic manner, and locates project tenants, major destinations, and, public and/or guest services.
- Kiosks are situated to maintain pedestrian flows and preserve sight lines.
- Kiosks can also function as “community boards” that advertise upcoming events.

Shared Open Space

- Educational - Interpretive Signage
- Exercise stations, mile markers
- Informational signage in pavement

Digital Signage

- Digital Art and Landmarks to contain artful content and lighting expressions to enhance the experience of entering GreenCity. Project Identity and On-Site content may also be displayed.
- Digital Wayfinding/Info Kiosks can function as interactive maps, bus schedules, community functions and temporary directional signage for special events.
- Digital displays that will be freestanding or integrated into architecture.
- With merging combinations of digital signage, wayfinding and advertising, a single signage element may host multiple expressions.



Tenant signage quality will be measured through its compatibility with the building architecture, its level of integration with the storefront design, and the ability to clearly communicate.

Tenant Signage Criteria

1. Locate and design tenant identity signs to complement the building architecture and storefront design.
2. Restrict tenant identification signs to the business name, simple logo or other elements typically used to depict their brand.
3. Ensure that window signage and graphics augment and obscure display areas by no more than 15% of the overall window area.
4. Office buildings and associated parking structures facing major streets are allowed to have:
 - a. Identity signage near the top of their buildings that is sufficiently scaled to be readable from adjacent arterial roads and freeway.
 - b. Only the corporate entity name and/or logo, and/or the name of a company that has purchased naming rights.
 - c. Up to four Identity signs.
5. Coordinate sign placement with the arrangement of bays, windows, and other architectural features while remaining consistent with the standards.
6. The overall size, materials and graphic composition of a tenant sign should be coordinated with the architectural character of the project district and storefront design.
7. Encourage pedestrian-scaled projecting signs (mounted, projecting blade signs, etc.) along pedestrian sidewalks and pathways.

Projecting Signage

- Projecting signage is integrated with the design of the building, coordinating with the architectural details and color scheme of the building.
- Projecting signs are placed perpendicular to the building.

Building Integrated Signage

- Supergraphics are integrated with the building architecture, coordinating with the overall design.
- Large-scale painted or applied decorative art in bold colors and typically in geometric or typographic designs.
- May be permanent or temporary and used over walls or windows to create an illusion of expanded or altered space.
- Use of supergraphics may be static imagery and may serve a broader set of purposes including holidays, celebrations, advertising and sponsor promotions.

Free-Standing Signage

- Freestanding signage (affixed to the ground or connected to supports affixed to ground, and not affixed to a building) includes architectural details, quality materials, and colors compatible with the associated buildings.
- Signage incorporates durable sign materials that withstand exposure to the elements.
- Freestanding signage should be easily and comfortably read by both pedestrians and by vehicular traffic.

Building-Mounted Signage

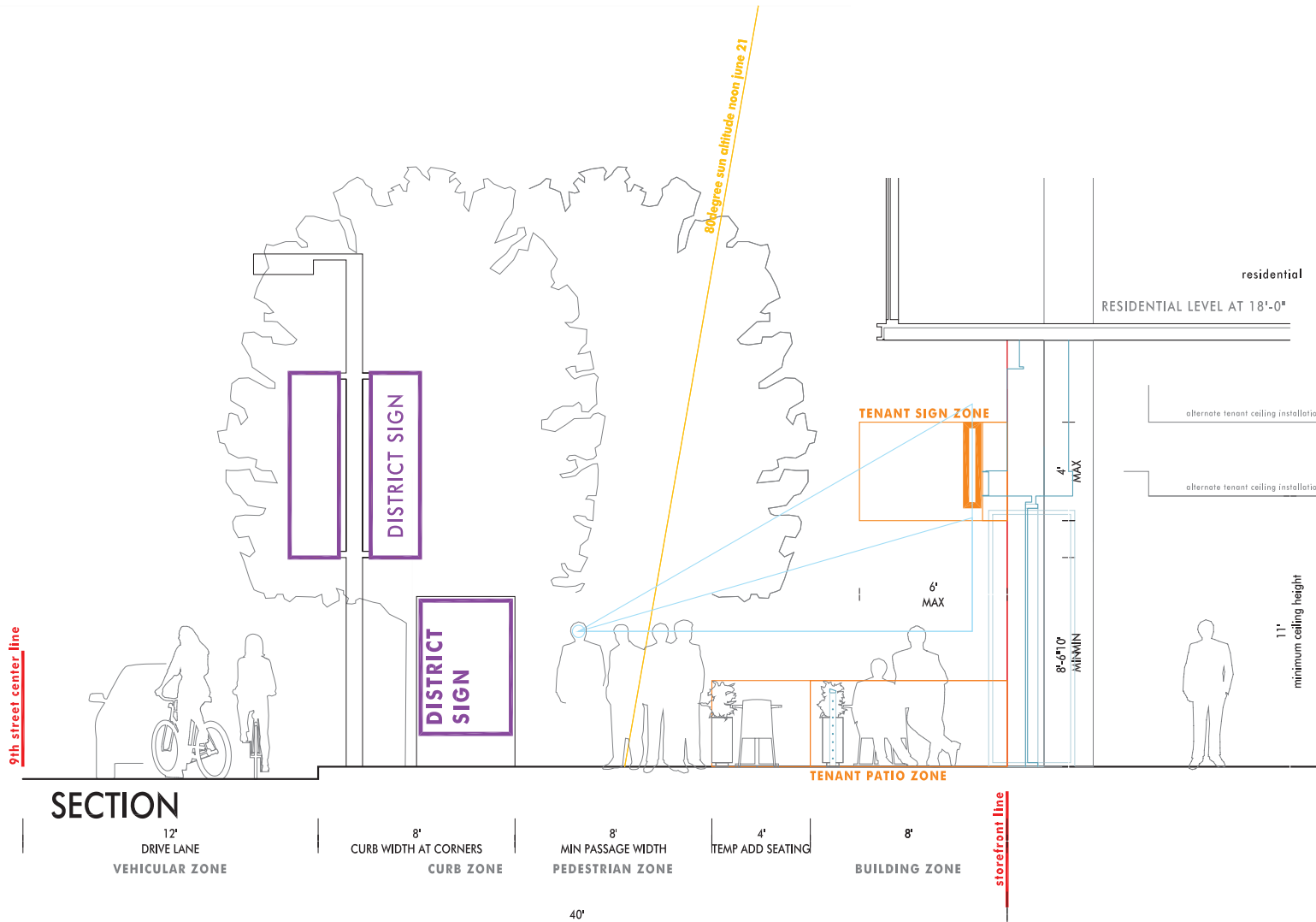
- Building-mounted signs are conceived as an integral part of the building façade, placed in accordance with façade rhythm, scale and proportion.
- Signs do not obscure architectural features such as vertical piers, trimwork, ornamental features, etc.
- Parapet / High Wall Signs are mounted above windows and below parapet top

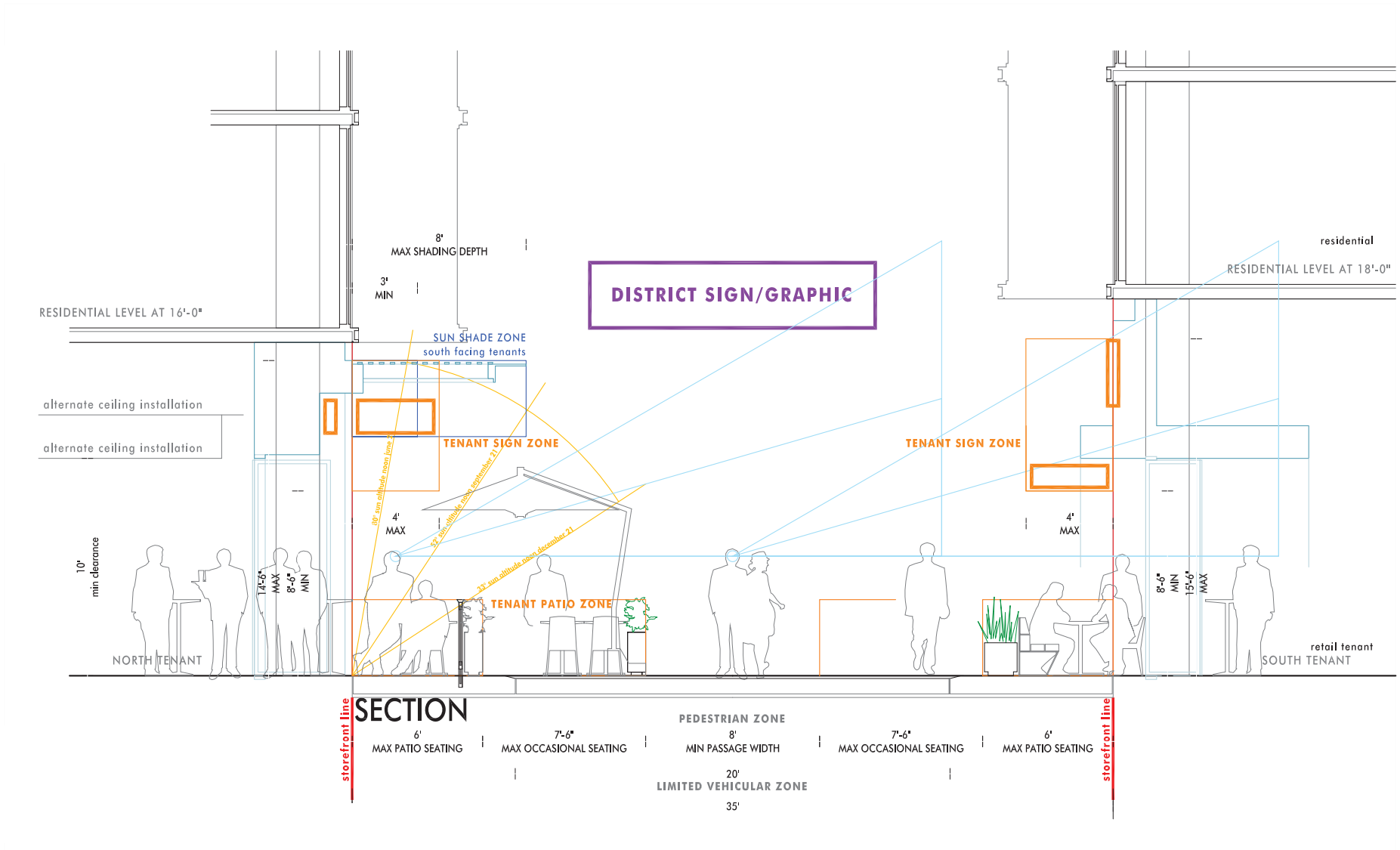
Storefront Signage

- Storefront signage will be integrated with the design of the building, compatible with the architectural details and color scheme of the building.
- A window sign that is located on or within 6 feet of the window plane, painted or attached.
- Will produce little to no impact to nearby residences.

Signage 19

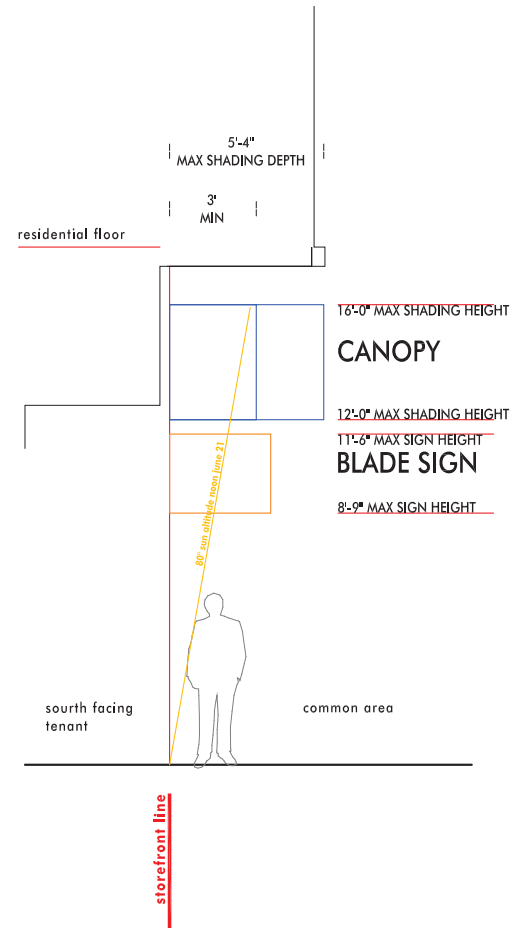
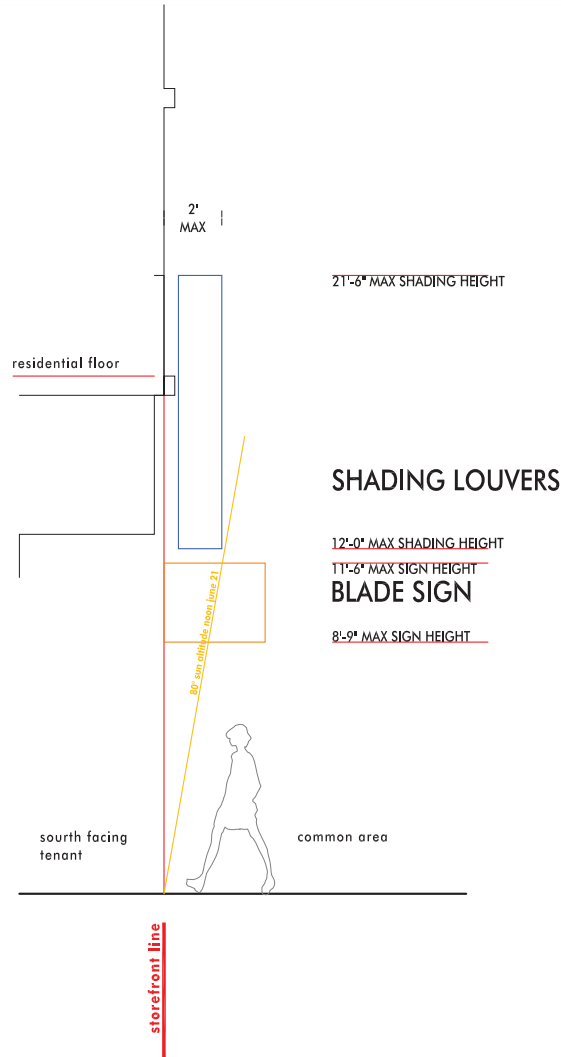
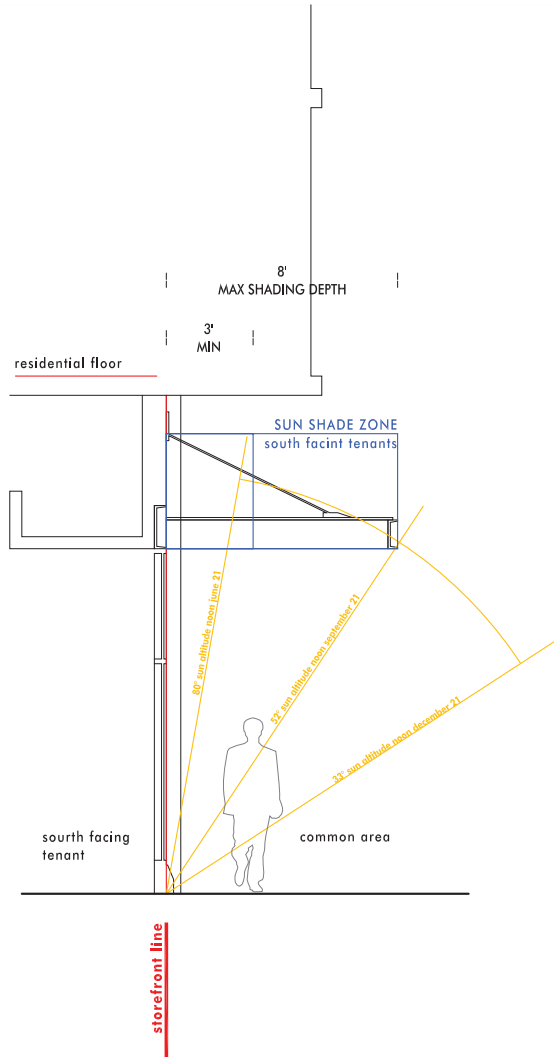
Placement





Signage 19

Placement





Arena sponsorship and advertising will further enhance the identity of GreenCity and create an active center, enhance a vibrant mixed-use district, enliven a pedestrian friendly “live, work, and play” environment, and create a destination attraction for the region.

Animated / Digital / Interactive Technologies

- Signage contains images, parts or illumination which flash, change, move, stream, scroll, blink or otherwise incorporate motion.
- Signage incorporates durable sign materials that are able to withstand exposure to the elements.
- Animated signage shall only be located internal to the project to avoid distraction and safety hazards to passing cars on streets.
- Digital signage facing Parham may display animated content on event days, when traffic is restricted on Parham.
- Interactive technologies can include areas subject to projected images.
- Signage should be integrated into the design of buildings, hardscape or as sculptural elements occupying significant locations.

Light & Sound

- Freestanding multi-sided structures may include animated and/or non-animated signs.
- Includes architectural details, quality materials, and relates spatially to its surroundings.
- Light and sound towers are conceived as an integral part of the outdoor space, placed in accordance with façade rhythm, scale and proportion.
- Lighting must not compete with or mimic traffic signal devices that may confuse motorists.

Rooftop Signage

- Rooftop signs located on the arena are an important sponsorship opportunity for purchasers of naming rights.
- Signage is integrated with the design of the building, coordinating with the architectural details and color scheme of the building.
- Signs are considerate of nearby uses.
- Signs that are applied or placed upon the roof surface, usually not visible from any adjacent public right-of-way.

Naming Rights

- An area at the top of a building face, dedicated to sponsorship of an organization, typically displaying the organization’s logo and brand.
- Tenant are typically the major lessees of a multi-tenant building.

Sponsorship Zones

- An area within the site dedicated to sponsorship by an organization, typically displaying the organization’s logo and brand.

Sponsorship & Advertising - Design Intent

The types of sponsorship and advertising signs used at GreenCity are based on viewable location, “off-site” advertising content, levels of animation, event duration, and hours of operation. Buildings and plazas may be named after companies who have purchased naming rights. The signage may also include digital displays, reader boards and other graphics that will enhance the events held at GreenCity.

Advertising Signage Standards

1. Locate and design signs to be freestanding, integrated into building architecture or storefront design.
2. Coordinate signage placement with the arrangement of bays, windows, and other architectural features.
3. Locate animated, digital, signs on flat, unadorned surfaces.
4. Design digital signs as clean, simple, attractive, appropriate and brief messages.
5. Ensure that signage and interactive technologies augment and minimally obscure display areas of storefronts.

Green City Traffic Impact Analysis

Summary of Findings

In accordance with Code of Virginia §15.2-2222.1 (Chapter 527), a Traffic Impact Analysis (TIA) has been performed in close coordination with Henrico County Department of Public Works and the Virginia Department of Transportation (VDOT). The TIA allows for the County and VDOT to coordinate land-use and transportation planning and provide better information to decision makers and citizens regarding the proposed rezoning application, its impact on both state-controlled and County-controlled roads, and the appropriateness of roadway improvements to mitigate those impacts.

GreenCity is located just east of the I-95 / Parham Road interchange, with primary access on Parham Road and secondary access on Magellan Parkway. Five interstate interchanges along I-95 and I-295 are within two miles of the site providing accessibility throughout the region. The development proposes two major access points on Parham Road – the extension of St. Charles Road and the existing western access, which served the former Best Products headquarters. The development will extend St. Charles Road through the property to Magellan Parkway, which is proposed by the County to extend across I-95 to Brook Road (US 1).

Working with Henrico County and VDOT, consensus was reached on the scope of the traffic analysis, which included the intersections on Parham Road, the I-95 / Parham Road interchange, three intersections along Magellan Parkway, and the first two internal intersections north of Parham Road internal to the site.

Existing traffic volumes were collected in June 2021 as one source of data used to project traffic volumes within the study area. The Richmond Regional Demand Model served as a source of traffic distribution patterns and growth projections. Travel time runs and queue observations were conducted for microsimulation calibration and validation purposes.

The project team utilized industry standard methodology from the ITE Trip Generation Manual, 10th Edition and the ITE Parking Generation Manual, 5th Edition to estimate the number of new vehicle trips that the GreenCity project will generate. The trip generation process incorporated appropriate vehicle trip reductions for internal trips between land uses within the site. A percentage of the trips generated are assumed to be pass-by trips, which are vehicles that are already on the road network that will stop at GreenCity. Trips were generated for the proposed arena assuming a typical midsize event. During the AM peak hour, the development is anticipated to generate approximately 2,950 new vehicle trips, while it is anticipated to generate approximately 3,830 new vehicle trips during the PM peak hour.

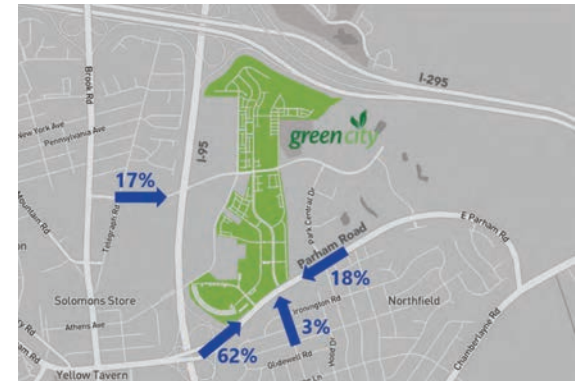
AM Peak Hour (7-9 AM)			PM Peak Hour (4-6 PM)			Weekday Total		
Trips	Enter	Exit	Trips	Enter	Exit	Trips	Enter	Exit
2,882	1,921	911	3,572	1,272	2,297	44,727	22,366	22,366

These new vehicle trips were distributed throughout the local street network consistent with the land use patterns assumed in the Regional Travel Demand Model. It is expected that the majority of traffic (62%) will come through the I-95 / Parham Road interchange. Henrico County is anticipating that Magellan Parkway will be extended to the west to intersect with Brook Road, including a new bridge across I-95, by the 2025 opening year of the arena.

A microsimulation traffic analysis was completed for Build 2040 conditions to determine what operational impact the additional vehicles generated by GreenCity would have on the study area intersections. Transportation infrastructure improvements were recommended to accommodate the full build of the development and are shown on the figure below.

These recommendations include the following features:

- New signal control at western access intersection (former Best Products access).



- Eastbound through traffic will not be controlled by the signal. Only the westbound, eastbound left-turn movement, and southbound egress from the site will be controlled.
- At the western access intersection (existing access to the former Best Products building), southbound left turns from the site will be prohibited. Vehicles that are coming from the south on I-95 will be prohibited from entering the site at this western access. Both intersections will be signalized.
- Fourth southbound approach leg added to a signal-controlled Parham Road / St. Charles Road intersection.
- Through traffic northbound and southbound will be prohibited to reduce the potential for cut-through traffic and to optimize the efficiency of the signal control.
- Three eastbound left-turn lanes will be necessary to accommodate the high volume of traffic entering the site at this intersection.
- New right-in / right-out site access east of St. Charles Road intersection.

Recommended Improvements

The results of the analysis show that with the recommended improvements in place, the two Parham Road intersections will operate at acceptable levels of service (B/C) in the morning and evening peak hours in 2040. The microsimulation analysis of the interstate interchange also showed acceptable merge, diverge, and weaving conditions.

A signal warrant analysis was conducted to determine if the projected traffic volumes at certain intersections met the requirements for future signal control. The results of this analysis are:

Warranted Intersections

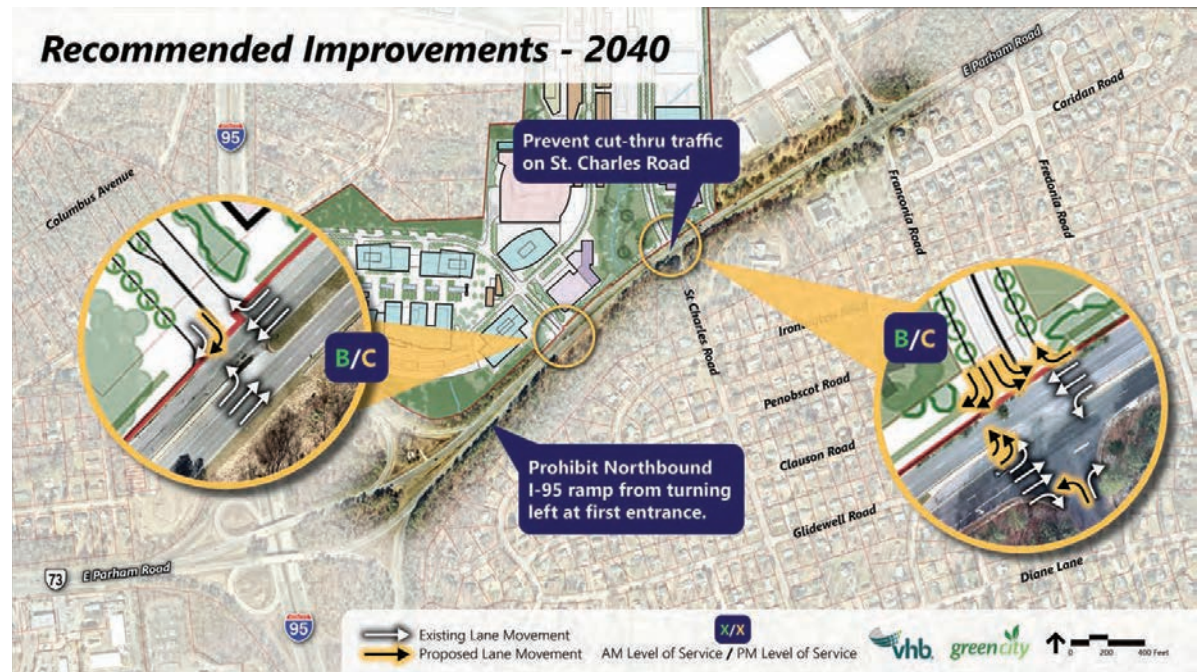
- E. Parham Road and Western Access (Best Products)
- E. Parham Road and St. Charles Road
- Western Access and Internal Roadway
- St. Charles Road and Internal Roadway
- Brook Road and Magellan Parkway

Not Warranted Intersections

- Magellan Parkway and Telegraph Road
- Magellan Parkway and St. Charles Road

Overall, the traffic impacts of GreenCity can be mitigated with improvements to the road network serving the site. Multi-modal improvements in the area including the extension of transit service on Brook Road and the construction of the Fall Line Trail will encourage the use of other modes and further reduce the projected traffic volumes.

A special event traffic management plan will be developed to manage traffic generated by the proposed arena prior to its opening. Although traffic generated by typical events can be accommodated without a special access planning, the large events – approximately 5 per year generating over 10,000 trips – will require the special event traffic management plan to determine the most efficient flow of vehicles in and out while trying to minimize the impact on the surrounding roadway network and pedestrian movements.



Metes and Bounds Description
County of Henrico Property
Parcel ID #787-758-3213

Bearings and Distances are based on the following
ALTA/ACSM Land Title Survey prepared by AES Dated 12/10/2011
Tower Site Exhibit prepared by Point to Point Land Surveyors Dated 04/28/2021

Beginning at a point at the intersection of the southerly right of way of Scott Road, an eighty foot and variable width public right of way and a thirty foot prescriptive right of way, and the easterly right of way of Interstate 95, a variable width and limited access highway.

Thence, with the southerly right of way of Scott Road, the following courses and distances.
N57-36-53E 142.46 feet to a point.
N57-31-56E 417.15 feet to a point being a northwesterly property corner of the now or formerly Shirly M. West property.

Thence S48-58-15E 306.96 feet, departing the southerly right of way of Scott Road and with the westerly property line of the now or formerly Shirly M. West property, to a point.

Thence, continuing with the property lines of the now or formerly Shirly M. West property, the now or formerly Raymond and Shirly M. Liscomb properties, the now or formerly Mary P. Whitlock, et al property and the now or formerly Walter T. and Jeanette J. Wiley properties, the following courses and distances.
N87-47-55E 478.50 feet to a point.
N03-51-17E 503.72 feet to a point.
N88-19-32E 177.91 feet to a point.
N02-51-52E 386.01 feet to a point.
S86-19-37W 226.61 feet to a point.
N03-38-17E 128.80 feet to a point.
N79-50-58W 521.04 feet to a point on the southerly right of way of Scott Road.

Thence, with the now easterly right of way of Scott Road, the following courses and distances.
N01-04-58W 140.80 feet to a point.
Along the arc of a curve to the right, having a radius of 474.20 feet, an arc of 176.75 feet, the chord of said arc running N09-35-43E 175.73 feet to a point on the southerly right of way of 16.5 foot unnamed private lane.

Thence, with the rights of way of an unnamed private lane, the following courses and distances.
S55-40-58E 939.89 feet to a point.
N30-01-42E 23.43 feet to a point.
N56-01-51W 943.47 feet to a point on the southerly right of way of Scott Road.

Thence, with the southerly right of way of Scott Road, the following courses and distances.
N23-15-16E 99.23 feet to a point.
N27-50-20E 126.48 feet to a point being a northwesterly property corner of the now or formerly Margaret W. Hinson and Mattie W. Jackson property.

Thence, departing the southerly right of way of Scott Road and with the property lines of the now or formerly Margaret W. Hinson and Mattie W. Jackson property, the following courses and distances.
S54-01-38E 512.29 feet to a point.
N29-47-51E 173.25 feet to a point.
N53-49-21W 506.04 feet to a point on the southerly right of way of Scott Road.

Thence, with the southerly right of way of Scott Road, the following courses and distances.
N31-54-07E 72.60 feet to a point.
Along the arc of a curve to the left, having a radius of 832.29 feet, an arc of 166.99 feet, the chord of said arc running N26-09-15E 166.71 feet to a point.
N20-24-22E 192.65 feet to a point being a northwesterly property corner of the now or formerly Nicholas and Susan L. Sepe property.

Thence, departing the southerly right of way of Scott Road and with the property lines of the now or formerly Nicholas and Susan L. Sepe property and the now or formerly RP Parham, LLC properties, the following courses and distances.
S55-52-34E 330.37 feet to a point.
S53-15-14E 91.33 feet to a point.
S75-10-08E 129.07 feet to a point.
S75-35-41E 858.37 feet to a point on the westerly property line of the now or formerly RLBB Park Central, LLC property.

Thence, with the westerly property lines of the now or formerly RLBB Park Central, LLC property, the now or formerly Worth Higgins and Associates, inc. property, the now or formerly 8750 Park Central Drive, LLC property and the now or formerly Jain Society of Central Virginia property, the following courses and distances.
S01-51-28E 987.44 feet to a point.
S02-13-43E 678.45 feet to a point on the northerly right of way of Parham Road, a variable width public right of way.

Thence, with the northerly right of way of Parham Road, the following courses and distances.
S59-03-24W 75.14 feet to a point.
Along the arc of a curve to the left, having a radius of 3859.72 feet, an arc of 609.58 feet, the chord of said arc running S54-36-12W 608.95 feet to a point.
N39-50-23W 10.00 feet to a point.
Along the arc of a curve to the left, having a radius of 3869.72 feet, an arc of 350.90 feet, the chord of said arc running S47-33-45W 350.78 feet to a point.
S45-02-07E 10.00 feet to a point.
Along the arc of a curve to the left, having a radius of 3859.72 feet, an arc of 57.82 feet, the chord of said arc running S44-32-36W 57.82 feet to a point.
S44-06-23W 142.36 feet to a point.
N45-56-55W 40.00 feet to a point at the beginning of the limited access line for the right of way of Interstate 95.

Thence, with the limited access line for the right of way of Interstate 95, the following courses and distances.
S47-04-06W 379.99 feet to a point.
S54-36-35W 21.85 feet to a point.

Along the arc of a curve to the right, having a radius of 340.00 feet, an arc of 297.60 feet, the chord of said arc running S69-45-36W 288.19 feet to a point.
N67-49-51W 56.66 feet to a point being a southeasterly property corner of the proposed tower site parcel.

Thence, departing the limited access line for the right of way of Interstate 95 and with the property lines of the proposed tower site parcel, the following courses and distances.
N08-41-29E 199.22 feet to a point.
Along the arc of a curve to the right, having a radius of 836.29 feet, an arc of 154.97 feet, the chord of said arc running N84-27-49W 154.75 feet to a point.
S20-14-01E 117.04 feet to a point on the limited access line for the right of way of Interstate 95.

Thence, with the limited access line for the right of way of Interstate 95, the following courses and distances.
N52-45-01W 651.09 feet to a point.
N37-31-28W 204.74 feet to a point.
N06-02-46W 296.58 feet to the point of beginning and containing 4,033,450 square feet or 92.5953 acres of land.

**Schedule B Exceptions
Commitment No: 831500018**

EXCEPTIONS 1-7, NOT OF A SURVEY NATURE.

EXCEPTION 8, EASEMENT IN DEED BOOK 205A, PAGE 56 MAY POSSIBLY APPLY TO THIS PROPERTY BUT THE DEED DOES NOT CLEARLY DEFINE EASEMENT. THEREFORE IS NOT SHOWN HEREON.

EXCEPTION 9, EASEMENT IN DEED BOOK 249A, PAGE 482 MAY APPLY TO THIS PROPERTY BUT NO FIELD INFORMATION WAS FOUND TO SHOW HEREON.

EXCEPTION 10, EASEMENT IN DEED BOOK 249A, PAGE 486 MAY APPLY TO THIS PROPERTY BUT NO FIELD INFORMATION WAS FOUND TO SHOW HEREON.

EXCEPTION 11, EASEMENT IN DEED BOOK 253C, PAGE 367 APPEARS TO FALL OFFSITE OF SUBJECT PROPERTY. THEREFORE IS NOT SHOWN HEREON.

EXCEPTION 12, EASEMENT IN DEED BOOK 450, PAGE 431 MAY APPLY TO THIS PROPERTY BUT NO FIELD INFORMATION WAS FOUND TO SHOW HEREON.

EXCEPTION 13, EASEMENT IN DEED BOOK 914, PAGE 458 APPEARS TO FALL OFFSITE OF SUBJECT PROPERTY EXCEPT FOR INTERSTATE 295 ON RAMP C WHICH IS SHOWN HEREON.

EXCEPTION 14, EASEMENT IN DEED BOOK 926, PAGE 568 APPLIES. THEREFORE IS SHOWN HEREON.

EXCEPTION 15, EASEMENT IN DEED BOOK 926, PAGE 571 MAY APPLY TO THIS PROPERTY BUT NO FIELD INFORMATION WAS FOUND TO SHOW HEREON.

EXCEPTION 16, EASEMENT IN DEED BOOK 980, PAGE 673 APPLIES BUT CONTAINS NO SURVEY INFORMATION TO BE SHOWN HEREON.

EXCEPTION 17, EASEMENT IN DEED BOOK 1224, PAGE 582 MAY APPLY TO THIS PROPERTY BUT NO FIELD INFORMATION WAS FOUND TO SHOW HEREON.

EXCEPTION 18, CERTIFICATE OF TAKE IN DEED BOOK 1670, PAGE 816 AND DEED BOOK 967, PAGE 412 APPLIES. THEREFORE IS SHOWN HEREON. INTERSTATE 295 RIGHT-OF-WAY.

EXCEPTION 19, EASEMENT IN DEED BOOK 1699, PAGE 314 MAY APPLY TO THIS PROPERTY BUT NO FIELD INFORMATION WAS FOUND TO SHOW HEREON.

EXCEPTION 20-22, NOT OF A SURVEY NATURE.

EXCEPTION 23, EASEMENT IN DEED BOOK 249A, PAGE 486 MAY APPLY TO THIS PROPERTY BUT NO FIELD INFORMATION WAS FOUND TO SHOW HEREON.

EXCEPTION 24, EASEMENT IN DEED BOOK 253C, PAGE 367 APPEARS TO FALL OFFSITE OF SUBJECT PROPERTY. THEREFORE IS NOT SHOWN HEREON.

EXCEPTION 25, EASEMENT IN DEED BOOK 444, PAGE 509 MAY APPLY TO THIS PROPERTY BUT NO FIELD INFORMATION WAS FOUND TO SHOW HEREON.

EXCEPTION 26, EASEMENT IN DEED BOOK 444, PAGE 511 MAY APPLY TO THIS PROPERTY BUT NO FIELD INFORMATION WAS FOUND TO SHOW HEREON.

EXCEPTION 27-28, NOT OF A SURVEY NATURE.

EXCEPTION 29, EASEMENT IN DEED BOOK 208A, PAGE 133 MAY APPLY TO THIS PROPERTY BUT ENTIRE DEED WAS NOT SUPPLIED BY TITLE COMPANY.

EXCEPTION 30, EASEMENT IN DEED BOOK 253C, PAGE 371 APPLIES. THEREFORE IS SHOWN HEREON.

Legal Description - 88.782 Acres

COMMENCING AT A POINT BEING THE INTERSECTION OF LEVEL GREEN LANE AND SCOTT ROAD THENCE; LEAVING THE NORTH LINE OF SCOTT ROAD NORTH 00°37'42" EAST A DISTANCE OF 1,365.59 FEET TO A SET NAIL THENCE; NORTH 00°22'01" EAST A DISTANCE OF 521.39 FEET TO A FOUND NAIL AND CAP THENCE; NORTH 89°37'21" WEST A DISTANCE OF 853.07 FEET TO A FOUND VDOT MONUMENT ON THE SOUTH RIGHT-OF-WAY LINE OF INTERSTATE 295 THENCE; CONTINUING ALONG THE SOUTH RIGHT-OF-WAY OF INTERSTATE 295 ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 467.96 FEET, A LENGTH OF 427.22 FEET, A CHORD BEARING OF NORTH 31°27'26" EAST AND A CHORD DISTANCE OF 412.54 FEET TO A FOUND VDOT MONUMENT THENCE; NORTH 57°32'48" EAST A DISTANCE OF 214.62 FEET TO A FOUND VDOT MONUMENT THENCE; ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 923.51 FEET, A LENGTH OF 440.30 FEET, A CHORD BEARING OF NORTH 43°56'40" EAST AND A CHORD DISTANCE OF 436.14 FEET TO A FOUND VDOT MONUMENT THENCE; NORTH 30°12'33" EAST A DISTANCE OF 69.49 FEET TO A FOUND VDOT MONUMENT THENCE; ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 316.25 FEET, A LENGTH OF 489.43 FEET, A CHORD BEARING OF NORTH 74°32'06" EAST AND A CHORD DISTANCE OF 442.03 FEET TO A FOUND VDOT MONUMENT THENCE; SOUTH 56°13'51" EAST A DISTANCE OF 282.14 FEET TO A FOUND VDOT MONUMENT THENCE; SOUTH 53°49'57" EAST A DISTANCE OF 216.83 FEET TO A FOUND VDOT MONUMENT THENCE; SOUTH 62°11'49" EAST A DISTANCE OF 569.33 FEET TO A FOUND VDOT MONUMENT THENCE; SOUTH 66°11'45" EAST A DISTANCE OF 596.31 FEET TO A FOUND VDOT MONUMENT THENCE; SOUTH 67°24'32" EAST A DISTANCE OF 309.70 FEET TO A FOUND VDOT MONUMENT THENCE; SOUTH 63°36'37" EAST A DISTANCE OF 283.62 FEET TO A FOUND VDOT MONUMENT THENCE; NORTH 83°28'54" EAST A DISTANCE OF 143.82 FEET TO A FOUND VDOT MONUMENT THENCE; ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 393.37 FEET, A LENGTH OF 76.89 FEET, A CHORD BEARING OF SOUTH 77°20'42" EAST AND A CHORD DISTANCE OF 76.89 FEET TO A SET ROD THENCE; LEAVING THE SOUTH LINE OF INTERSTATE 295 SOUTH 68°27'42" WEST A DISTANCE OF 57.28 FEET TO A SET ROD THENCE; SOUTH 50°15'57" WEST A DISTANCE OF 70.82 FEET TO A SET ROD THENCE; SOUTH 68°41'48" WEST A DISTANCE OF 29.16 FEET TO A SET ROD THENCE; SOUTH 61°54'05" WEST A DISTANCE OF 132.06 FEET TO A SET ROD THENCE; SOUTH 64°38'33" WEST A DISTANCE OF 69.51 FEET TO A SET ROD THENCE; SOUTH 65°11'09" WEST A DISTANCE OF 182.58 FEET TO A SET ROD THENCE; NORTH 61°05'56" WEST A DISTANCE OF 53.50 FEET TO A SET ROD THENCE; SOUTH 88°31'52" WEST A DISTANCE OF 52.25 FEET TO A SET ROD THENCE; NORTH 58°11'14" WEST A DISTANCE OF 52.90 FEET TO A SET ROD THENCE; SOUTH 70°41'33" WEST A DISTANCE OF 24.04 FEET TO A SET ROD THENCE; SOUTH 80°04'04" WEST A DISTANCE OF 23.74 FEET TO A SET ROD THENCE; NORTH 74°09'35" WEST A DISTANCE OF 44.71 FEET TO A SET ROD THENCE; NORTH 63°52'01" WEST A DISTANCE OF 45.19 FEET TO A SET ROD THENCE; NORTH 38°59'45" WEST A DISTANCE OF 25.71 FEET TO A SET ROD THENCE; NORTH 76°09'16" WEST A DISTANCE OF 31.90 FEET TO A SET ROD THENCE; SOUTH 25°07'09" WEST A DISTANCE OF 20.19 FEET TO A SET ROD THENCE; NORTH 53°24'33" WEST A DISTANCE OF 38.04 FEET TO A SET ROD THENCE; NORTH 64°55'43" WEST A DISTANCE OF 21.57 FEET TO A SET ROD THENCE; NORTH 77°28'57" WEST A DISTANCE OF 22.15 FEET TO A SET ROD THENCE; SOUTH 38°02'54" WEST A DISTANCE OF 24.06 FEET TO A SET ROD THENCE; NORTH 82°58'49" WEST A DISTANCE OF 20.47 FEET TO A SET ROD THENCE; NORTH 32°20'54" WEST A DISTANCE OF 33.11 FEET TO A SET ROD THENCE; NORTH 59°20'22" WEST A DISTANCE OF 16.17 FEET TO A SET ROD THENCE; NORTH 40°27'32" WEST A DISTANCE OF 29.65 FEET TO A SET ROD THENCE; SOUTH 04°06'08" WEST A DISTANCE OF 543.62 FEET TO A FOUND ROD THENCE; SOUTH 89°24'29" WEST A DISTANCE OF 496.86 FEET TO A FOUND ROD THENCE; SOUTH 00°35'49" EAST A DISTANCE OF 1212.18 FEET TO A FOUND ROD BEING ON THE NORTH LINE OF SCOTT ROAD THENCE; CONTINUING ON THE NORTH LINE OF SCOTT ROAD ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 255.81 FEET, A LENGTH OF 71.21 FEET, A CHORD BEARING OF SOUTH 77°02'29" WEST AND A CHORD DISTANCE OF 70.98 FEET TO A FOUND ROD THENCE; SOUTH 84°59'22" WEST A DISTANCE OF 947.86 FEET TO A FOUND P.K. NAIL BEING THE POINT OF BEGINNING AND CONTAINING 3,867,333 SQUARE FEET OR 88.782 ACRES OF LAND.

Legal Description - 4.012 Acres

COMMENCING AT A POINT ON THE SOUTH LINE OF SCOTT ROAD BEING 318' FEET FROM THE INTERSECTION OF LEVEL GREEN LANE AND SCOTT ROAD THENCE; CONTINUING ON THE SOUTH LINE OF SCOTT ROAD NORTH 85°13'56" EAST A DISTANCE OF 295.36 FEET TO A FOUND PIPE THENCE; LEAVING THE SOUTH LINE OF SCOTT ROAD SOUTH 20°02'09" WEST A DISTANCE OF 775.27 FEET TO A 48" DEAD OAK TREE THENCE; NORTH 75°25'07" WEST A DISTANCE OF 129.10 FEET TO A FOUND PIPE THENCE; NORTH 53°22'14" WEST A DISTANCE OF 91.64 FEET TO A FOUND PIPE THENCE; NORTH 15°23'30" EAST A DISTANCE OF 636.67 FEET TO A FOUND PIPE ALONG THE SOUTH LINE OF SCOTT ROAD BEING THE POINT OF BEGINNING AND CONTAINING 174,744 SQUARE FEET OR 4.012 ACRES OF LAND.

Legal Description - 4.012 Acres

COMMENCING AT A POINT BEING THE INTERSECTION OF LEVEL GREEN LANE AND SCOTT ROAD THENCE; LEAVING THE NORTH LINE OF SCOTT ROAD NORTH 00°37'42" EAST A DISTANCE OF 1,365.59 FEET TO A SET NAIL THENCE; NORTH 00°22'01" EAST A DISTANCE OF 521.39 FEET TO A FOUND NAIL AND CAP THENCE; NORTH 89°37'21" WEST A DISTANCE OF 853.07 FEET TO A FOUND VDOT MONUMENT ON THE SOUTH RIGHT-OF-WAY LINE OF INTERSTATE 295 THENCE; CONTINUING ALONG THE SOUTH RIGHT-OF-WAY OF INTERSTATE 295 ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 467.96 FEET, A LENGTH OF 427.22 FEET, A CHORD BEARING OF NORTH 31°27'26" EAST AND A CHORD DISTANCE OF 412.54 FEET TO A FOUND VDOT MONUMENT THENCE; NORTH 57°32'48" EAST A DISTANCE OF 214.62 FEET TO A FOUND VDOT MONUMENT THENCE; ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 923.51 FEET, A LENGTH OF 440.30 FEET, A CHORD BEARING OF NORTH 43°56'40" EAST AND A CHORD DISTANCE OF 436.14 FEET TO A FOUND VDOT MONUMENT THENCE; NORTH 30°12'33" EAST A DISTANCE OF 69.49 FEET TO A FOUND VDOT MONUMENT THENCE; ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 316.25 FEET, A LENGTH OF 489.43 FEET, A CHORD BEARING OF NORTH 74°32'06" EAST AND A CHORD DISTANCE OF 442.03 FEET TO A FOUND VDOT MONUMENT THENCE; SOUTH 56°13'51" EAST A DISTANCE OF 282.14 FEET TO A FOUND VDOT MONUMENT THENCE; SOUTH 53°49'57" EAST A DISTANCE OF 216.83 FEET TO A FOUND VDOT MONUMENT THENCE; SOUTH 62°11'49" EAST A DISTANCE OF 569.33 FEET TO A FOUND VDOT MONUMENT THENCE; SOUTH 66°11'45" EAST A DISTANCE OF 596.31 FEET TO A FOUND VDOT MONUMENT THENCE; SOUTH 67°24'32" EAST A DISTANCE OF 309.70 FEET TO A FOUND VDOT MONUMENT THENCE; SOUTH 63°36'37" EAST A DISTANCE OF 283.62 FEET TO A FOUND VDOT MONUMENT THENCE; NORTH 83°28'54" EAST A DISTANCE OF 143.82 FEET TO A FOUND VDOT MONUMENT THENCE; ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 393.37 FEET, A LENGTH OF 76.89 FEET, A CHORD BEARING OF SOUTH 77°20'42" EAST AND A CHORD DISTANCE OF 76.89 FEET TO A SET ROD THENCE; LEAVING THE SOUTH LINE OF INTERSTATE 295 SOUTH 68°27'42" WEST A DISTANCE OF 57.28 FEET TO A SET ROD THENCE; SOUTH 50°15'57" WEST A DISTANCE OF 70.82 FEET TO A SET ROD THENCE; SOUTH 68°41'48" WEST A DISTANCE OF 29.16 FEET TO A SET ROD THENCE; SOUTH 61°54'05" WEST A DISTANCE OF 132.06 FEET TO A SET ROD THENCE; SOUTH 64°38'33" WEST A DISTANCE OF 69.51 FEET TO A SET ROD THENCE; SOUTH 65°11'09" WEST A DISTANCE OF 182.58 FEET TO A SET ROD THENCE; NORTH 61°05'56" WEST A DISTANCE OF 53.50 FEET TO A SET ROD THENCE; SOUTH 88°31'52" WEST A DISTANCE OF 52.25 FEET TO A SET ROD THENCE; NORTH 58°11'14" WEST A DISTANCE OF 52.90 FEET TO A SET ROD THENCE; SOUTH 70°41'33" WEST A DISTANCE OF 24.04 FEET TO A SET ROD THENCE; SOUTH 80°04'04" WEST A DISTANCE OF 23.74 FEET TO A SET ROD THENCE; NORTH 74°09'35" WEST A DISTANCE OF 44.71 FEET TO A SET ROD THENCE; NORTH 63°52'01" WEST A DISTANCE OF 45.19 FEET TO A SET ROD THENCE; NORTH 38°59'45" WEST A DISTANCE OF 25.71 FEET TO A SET ROD THENCE; NORTH 76°09'16" WEST A DISTANCE OF 31.90 FEET TO A SET ROD THENCE; SOUTH 25°07'09" WEST A DISTANCE OF 20.19 FEET TO A SET ROD THENCE; NORTH 53°24'33" WEST A DISTANCE OF 38.04 FEET TO A SET ROD THENCE; NORTH 64°55'43" WEST A DISTANCE OF 21.57 FEET TO A SET ROD THENCE; NORTH 77°28'57" WEST A DISTANCE OF 22.15 FEET TO A SET ROD THENCE; SOUTH 38°02'54" WEST A DISTANCE OF 24.06 FEET TO A SET ROD THENCE; NORTH 82°58'49" WEST A DISTANCE OF 20.47 FEET TO A SET ROD THENCE; NORTH 32°20'54" WEST A DISTANCE OF 33.11 FEET TO A SET ROD THENCE; NORTH 59°20'22" EAST A DISTANCE OF 16.17 FEET TO A SET ROD THENCE; NORTH 40°27'32" WEST A DISTANCE OF 29.65 FEET TO A SET ROD THENCE; SOUTH 04°06'08" WEST A DISTANCE OF 543.62 FEET TO A FOUND ROD THENCE; SOUTH 89°24'29" WEST A DISTANCE OF 496.86 FEET TO A FOUND ROD THENCE; SOUTH 00°35'49" EAST A DISTANCE OF 1212.18 FEET TO A FOUND ROD BEING ON THE NORTH LINE OF SCOTT ROAD THENCE; CONTINUING ON THE NORTH LINE OF SCOTT ROAD ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 255.81 FEET, A LENGTH OF 71.21 FEET, A CHORD BEARING OF SOUTH 77°02'29" WEST AND A CHORD DISTANCE OF 70.98 FEET TO A FOUND ROD THENCE; SOUTH 84°59'22" WEST A DISTANCE OF 947.86 FEET TO A FOUND P.K. NAIL BEING THE POINT OF BEGINNING AND CONTAINING 3,867,333 SQUARE FEET OR 88.782 ACRES OF LAND.

Legal Description - 6.121 Acres

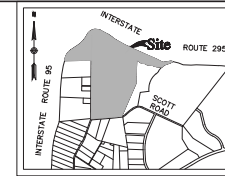
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Surveyors Certification

TO: RIVERSTONE PROPERTIES, LLC AND FIDELITY NATIONAL TITLE INSURANCE COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT WAS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS OF THE COMMONWEALTH OF VIRGINIA LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY THE BOARD OF SURVEYORS OF TABLE 1-4, 6A, 6B, 6C, 6D, 6E, 6F, 6G, 6H, 6I, 6J, 6K, 6L, 6M, 6N, 6O, 6P, 6Q, 6R, 6S, 6T, 6U, 6V, 6W, 6X, 6Y, 6Z, 6AA, 6AB, 6AC, 6AD, 6AE, 6AF, 6AG, 6AH, 6AI, 6AJ, 6AK, 6AL, 6AM, 6AN, 6AO, 6AP, 6AQ, 6AR, 6AS, 6AT, 6AU, 6AV, 6AW, 6AX, 6AY, 6AZ, 6BA, 6BB, 6BC, 6BD, 6BE, 6BF, 6BG, 6BH, 6BI, 6BJ, 6BK, 6BL, 6BM, 6BN, 6BO, 6BP, 6BQ, 6BR, 6BS, 6BT, 6BU, 6BV, 6BW, 6BX, 6BY, 6BZ, 6CA, 6CB, 6CC, 6CD, 6CE, 6CF, 6CG, 6CH, 6CI, 6CJ, 6CK, 6CL, 6CM, 6CN, 6CO, 6CP, 6CQ, 6CR, 6CS, 6CT, 6CU, 6CV, 6CW, 6CX, 6CY, 6CZ, 6DA, 6DB, 6DC, 6DD, 6DE, 6DF, 6DG, 6DH, 6DI, 6DJ, 6DK, 6DL, 6DM, 6DN, 6DO, 6DP, 6DQ, 6DR, 6DS, 6DT, 6DU, 6DV, 6DW, 6DX, 6DY, 6DZ, 6EA, 6EB, 6EC, 6ED, 6EE, 6EF, 6EG, 6EH, 6EI, 6EJ, 6EK, 6EL, 6EM, 6EN, 6EO, 6EP, 6EQ, 6ER, 6ES, 6ET, 6EU, 6EV, 6EW, 6EX, 6EY, 6EZ, 6FA, 6FB, 6FC, 6FD, 6FE, 6FF, 6FG, 6FH, 6FI, 6FJ, 6FK, 6FL, 6FM, 6FN, 6FO, 6FP, 6FQ, 6FR, 6FS, 6FT, 6FU, 6FV, 6FW, 6FX, 6FY, 6FZ, 6GA, 6GB, 6GC, 6GD, 6GE, 6GF, 6GG, 6GH, 6GI, 6GJ, 6GK, 6GL, 6GM, 6GN, 6GO, 6GP, 6GQ, 6GR, 6GS, 6GT, 6GU, 6GV, 6GW, 6GX, 6GY, 6GZ, 6HA, 6HB, 6HC, 6HD, 6HE, 6HF, 6HG, 6HH, 6HI, 6HJ, 6HK, 6HL, 6HM, 6HN, 6HO, 6HP, 6HQ, 6HR, 6HS, 6HT, 6HU, 6HV, 6HW, 6HX, 6HY, 6HZ, 6IA, 6IB, 6IC, 6ID, 6IE, 6IF, 6IG, 6IH, 6II, 6IJ, 6IK, 6IL, 6IM, 6IN, 6IO, 6IP, 6IQ, 6IR, 6IS, 6IT, 6IU, 6IV, 6IW, 6IX, 6IY, 6IZ, 6JA, 6JB, 6JC, 6JD, 6JE, 6JF, 6JG, 6JH, 6JI, 6JJ, 6JK, 6JL, 6JM, 6JN, 6JO, 6JP, 6JQ, 6JR, 6JS, 6JT, 6JU, 6JV, 6JW, 6JX, 6JY, 6JZ, 6KA, 6KB, 6KC, 6KD, 6KE, 6KF, 6KG, 6KH, 6KI, 6KJ, 6KL, 6KM, 6KN, 6KO, 6KP, 6KQ, 6KR, 6KS, 6KT, 6KU, 6KV, 6KW, 6KX, 6KY, 6KZ, 6LA, 6LB, 6LC, 6LD, 6LE, 6LF, 6LG, 6LH, 6LI, 6LJ, 6LK, 6LL, 6LM, 6LN, 6LO, 6LP, 6LQ, 6LR, 6LS, 6LT, 6LU, 6LV, 6LW, 6LX, 6LY, 6LZ, 6MA, 6MB, 6MC, 6MD, 6ME, 6MF, 6MG, 6MH, 6MI, 6MJ, 6MK, 6ML, 6MM, 6MN, 6MO, 6MP, 6MQ, 6MR, 6MS, 6MT, 6MU, 6MV, 6MW, 6MX, 6MY, 6MZ, 6NA, 6NB, 6NC, 6ND, 6NE, 6NF, 6NG, 6NH, 6NI, 6NJ, 6NK, 6NL, 6NM, 6NN, 6NO, 6NP, 6NQ, 6NR, 6NS, 6NT, 6NU, 6NV, 6NW, 6NX, 6NY, 6NZ, 6OA, 6OB, 6OC, 6OD, 6OE, 6OF, 6OG, 6OH, 6OI, 6OJ, 6OK, 6OL, 6OM, 6ON, 6OO, 6OP, 6OQ, 6OR, 6OS, 6OT, 6OU, 6OV, 6OW, 6OX, 6OY, 6OZ, 6PA, 6PB, 6PC, 6PD, 6PE, 6PF, 6PG, 6PH, 6PI, 6PJ, 6PK, 6PL, 6PM, 6PN, 6PO, 6PP, 6PQ, 6PR, 6PS, 6PT, 6PU, 6PV, 6PW, 6PX, 6PY, 6PZ, 6QA, 6QB, 6QC, 6QD, 6QE, 6QF, 6QG, 6QH, 6QI, 6QJ, 6QK, 6QL, 6QM, 6QN, 6QO, 6QP, 6QQ, 6QR, 6QS, 6QT, 6QU, 6QV, 6QW, 6QX, 6QY, 6QZ, 6RA, 6RB, 6RC, 6RD, 6RE, 6RF, 6RG, 6RH, 6RI, 6RJ, 6RK, 6RL, 6RM, 6RN, 6RO, 6RP, 6RQ, 6RR, 6RS, 6RT, 6RU, 6RV, 6RW, 6RX, 6RY, 6RZ, 6SA, 6SB, 6SC, 6SD, 6SE, 6SF, 6SG, 6SH, 6SI, 6SJ, 6SK, 6SL, 6SM, 6SN, 6SO, 6SP, 6SQ, 6SR, 6SS, 6ST, 6SU, 6SV, 6SW, 6SX, 6SY, 6SZ, 6TA, 6TB, 6TC, 6TD, 6TE, 6TF, 6TG, 6TH, 6TI, 6TJ, 6TK, 6TL, 6TM, 6TN, 6TO, 6TP, 6TQ, 6TR, 6TS, 6TT, 6TU, 6TV, 6TW, 6TX, 6TY, 6TZ, 6UA, 6UB, 6UC, 6UD, 6UE, 6UF, 6UG, 6UH, 6UI, 6UJ, 6UK, 6UL, 6UM, 6UN, 6UO, 6UP, 6UQ, 6UR, 6US, 6UT, 6UU, 6UV, 6UW, 6UX, 6UY, 6UZ, 6VA, 6VB, 6VC, 6VD, 6VE, 6VF, 6VG, 6VH, 6VI, 6VJ, 6VK, 6VL, 6VM, 6VN, 6VO, 6VP, 6VQ, 6VR, 6VS, 6VT, 6VU, 6VV, 6VW, 6VX, 6VY, 6VZ, 6WA, 6WB, 6WC, 6WD, 6WE, 6WF, 6WG, 6WH, 6WI, 6WJ, 6WK, 6WL, 6WM, 6WN, 6WO, 6WP, 6WQ, 6WR, 6WS, 6WT, 6WU, 6WV, 6WW, 6WX, 6WY, 6WZ, 6XA, 6XB, 6XC, 6XD, 6XE, 6XF, 6XG, 6XH, 6XI, 6XJ, 6XK, 6XL, 6XM, 6XN, 6XO, 6XP, 6XQ, 6XR, 6XS, 6XT, 6XU, 6XV, 6XW, 6XX, 6XY, 6XZ, 6YA, 6YB, 6YC, 6YD, 6YE, 6YF, 6YG, 6YH, 6YI, 6YJ, 6YK, 6YL, 6YM, 6YN, 6YO, 6YP, 6YQ, 6YR, 6YS, 6YT, 6YU, 6YV, 6YW, 6YX, 6YY, 6YZ, 6ZA, 6ZB, 6ZC, 6ZD, 6ZE, 6ZG, 6ZH, 6ZI, 6ZJ, 6ZK, 6ZL, 6ZM, 6ZN, 6ZO, 6ZP, 6ZQ, 6ZR, 6ZS, 6ZT, 6ZU, 6ZV, 6ZW, 6ZX, 6ZY, 6ZZ.

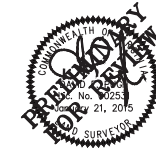
DAVID P. HARRIS, SURVEYOR JANUARY 21, 2015



**VICINITY MAP
(NOT TO SCALE)**

General Notes

- 1.) HORIZONTAL DATUM IS BASED ON VIRGINIA SOUTH DISTRICT, NAD 1983.
- 2.) THE PARCELS ARE IN ZONE "C" AS SHOWN ON THE FLOOD INSURANCE RATE MAP FOR THE COUNTY OF HENRICO, VIRGINIA, COMMUNITY PANEL NUMBER 510077 0050 B, EFFECTIVE DATE FEBRUARY 04, 1991.
- 3.) THIS SURVEY WAS PREPARED WITH A TITLE REPORT PREPARED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY, COMMITMENT NUMBER 831500018, DATED JANUARY 22, 2015.
- 4.) PARCEL GPINS 788-762-3171 AND 789-762-3970 LIE ENTIRELY WITHIN THE AGRICULTURAL DISTRICT (A-1) AS SHOWN ON THE ZONING DISTRICT MAP OF THE COUNTY OF HENRICO, VIRGINIA.
- 5.) PARCEL GPIN 787-760-9582 LIES ENTIRELY WITHIN THE AGRICULTURAL DISTRICT (A-1) AS SHOWN ON THE ZONING DISTRICT MAP OF THE COUNTY OF HENRICO, VIRGINIA.
- 6.) NO EVIDENCE SITE WAS USED AS A SOLID WASTE DUMP.



**ALTA/ACSM SURVEY
OF THREE PARCELS OF LAND LYING
NORTH AND SOUTH OF SCOTT ROAD**

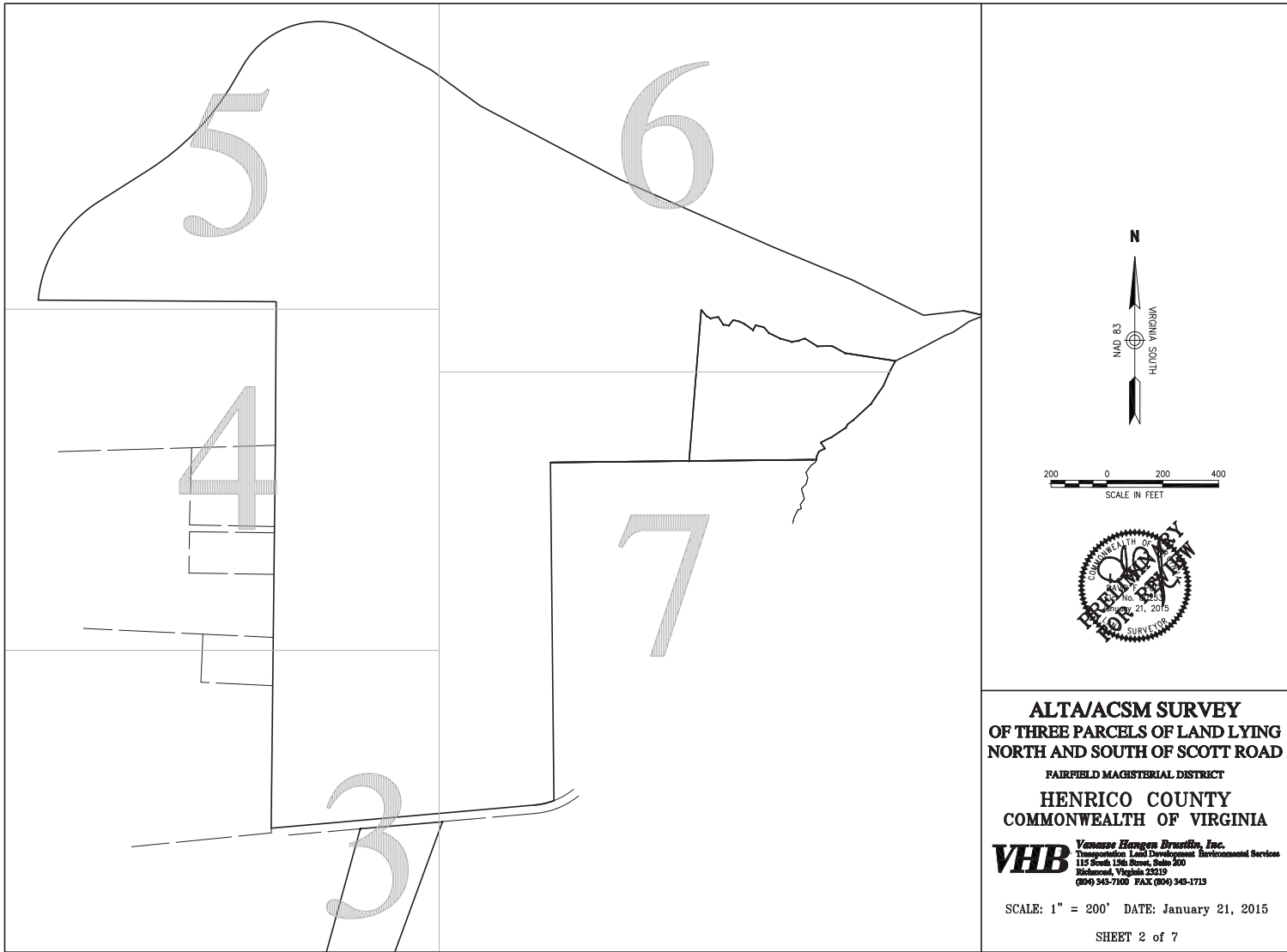
FAIRFIELD MAGISTERIAL DISTRICT
**HENRICO COUNTY
COMMONWEALTH OF VIRGINIA**



SCALE: NONE DATE: January 21, 2015

SHEET 1 of 7

\\RICHVA\Projects\33949.00\cad\p\planset\33949Alta.dwg



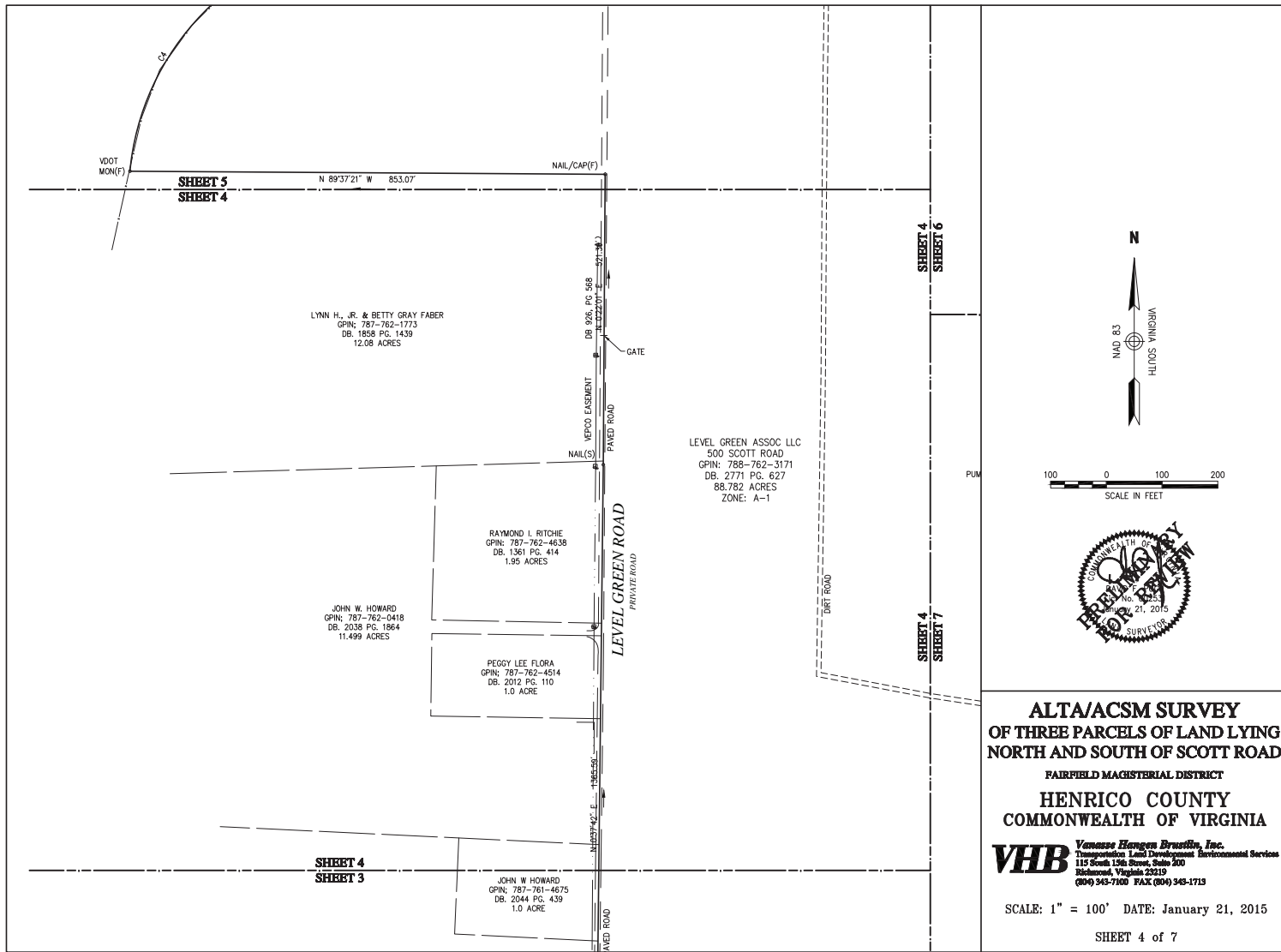
**ALTA/ACSM SURVEY
OF THREE PARCELS OF LAND LYING
NORTH AND SOUTH OF SCOTT ROAD**
FAIRFIELD MAGISTERIAL DISTRICT
**HENRICO COUNTY
COMMONWEALTH OF VIRGINIA**

VHB *Vannesse Hargens Brunette, Inc.*
Transportation Land Development Environmental Services
115 South 19th Street, Suite 200
Richmond, Virginia 23219
(804) 543-7100 FAX (804) 543-1713

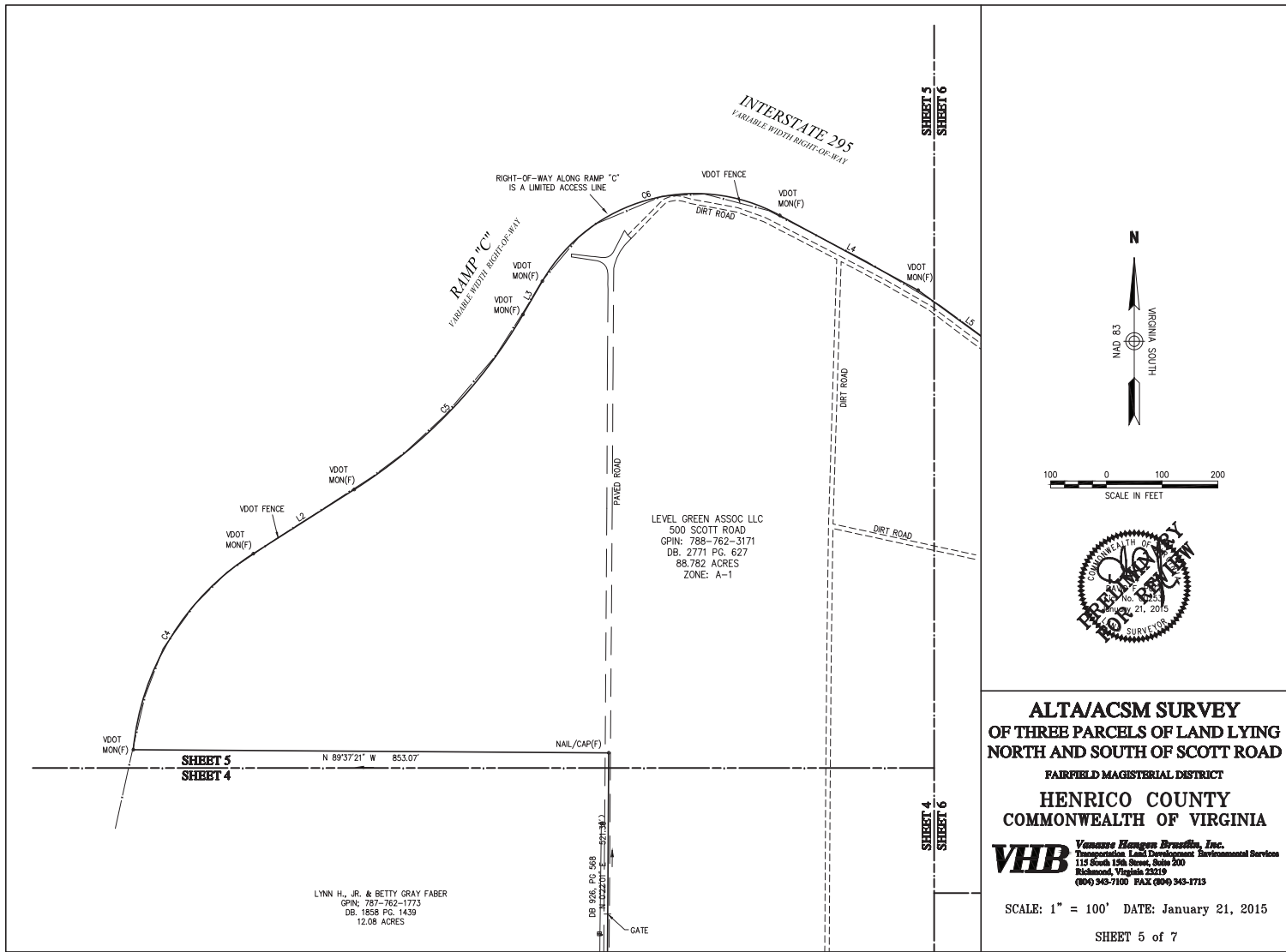
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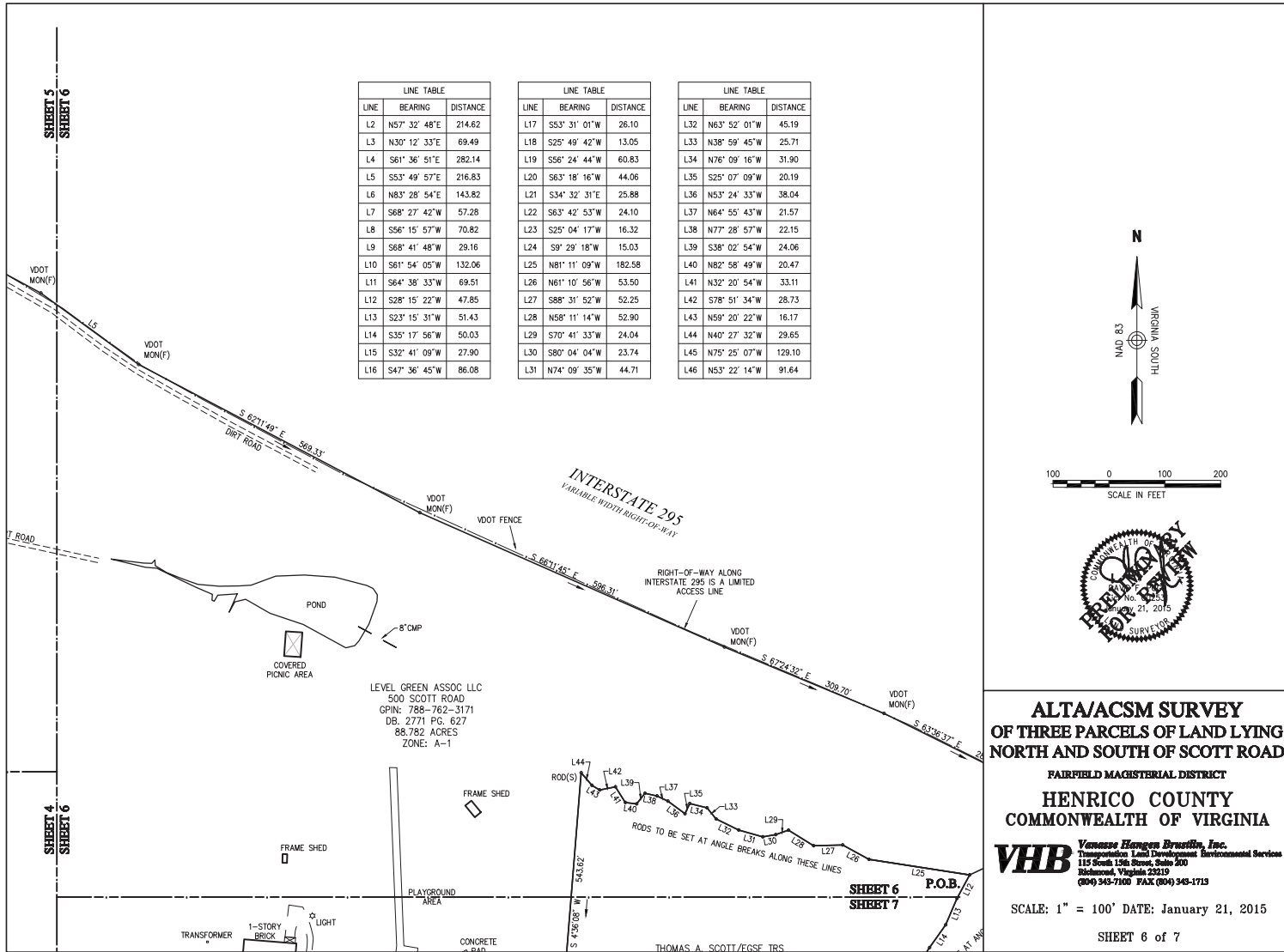
SHEET 2 of 7

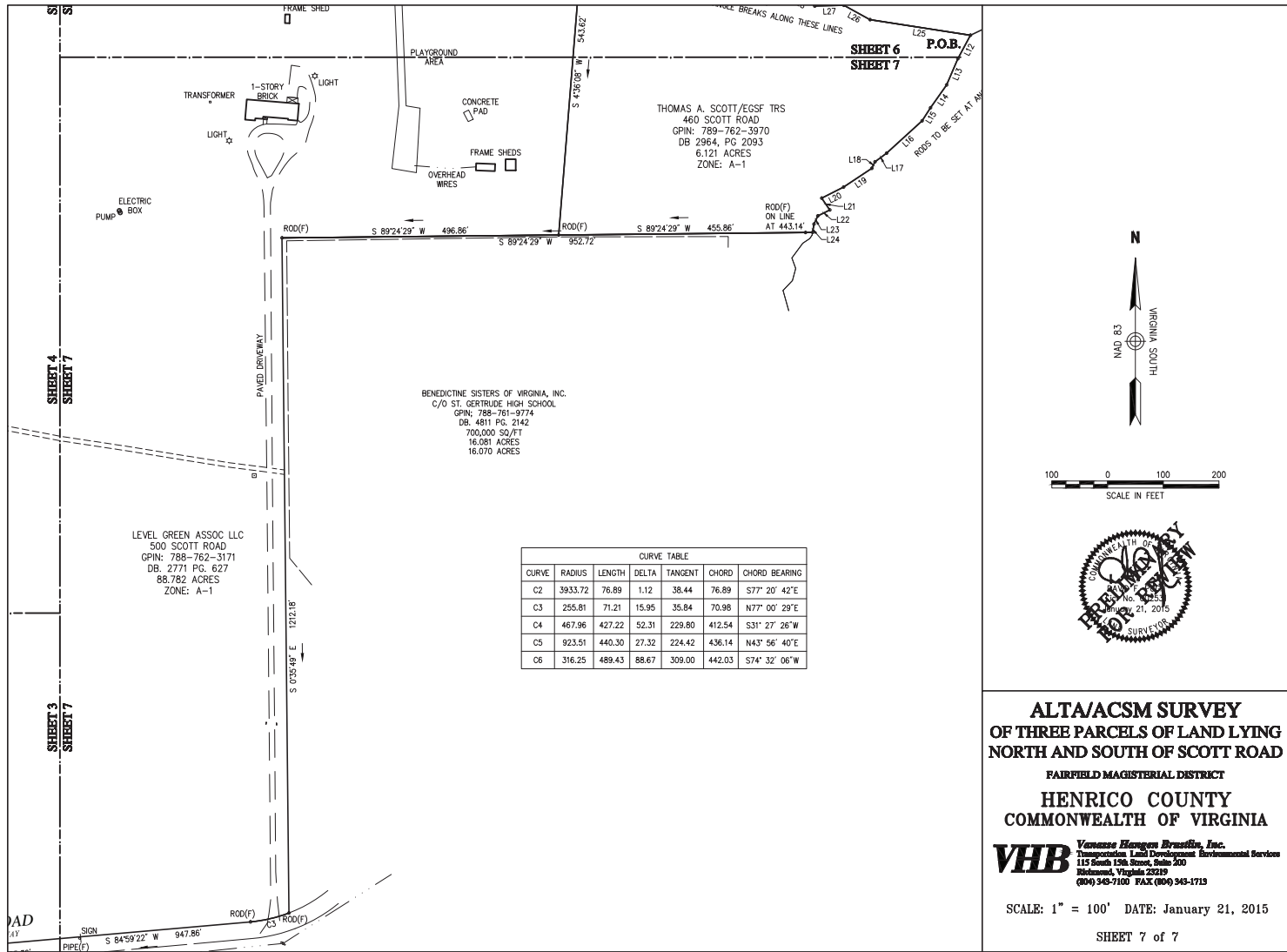
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\\RICHVA\Projects\33949.00\cad\ar\plnsheet\33949Alta.dwg







EASEMENTS/AGREEMENTS THAT AFFECT SUBJECT PROPERTY:

VIRGINIA ELECTRIC AND POWER COMPANY
D.B. 253C, PG. 369 (EXCEPTION 2) (PLOTTED)

EASEMENTS THAT DO NOT AFFECT SUBJECT PROPERTY:

DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS
D.B. 2252, PG. 255 (EXCEPTION 3)

COUNTY OF HENRICO/ WATER AGREEMENT
D.B. 2246, PG. 1329 (EXCEPTION 4)

COUNTY OF HENRICO/ SEWER AGREEMENT
D.B. 2246, PG. 1337 (EXCEPTION 5)

COUNTY OF HENRICO/ SEWER AGREEMENT
D.B. 2519, PG. 2113 (EXCEPTION 4 AND 5)

EASEMENT AGREEMENT
D.B. 2269, PG. 1061 (EXCEPTION 5)

EASEMENT AGREEMENT
D.B. 2519, PG. 1494 (EXCEPTION 5)

EASEMENT AGREEMENT
D.B. 2488, PG. 276 (EXCEPTION 6)

EASEMENT AGREEMENT
D.B. 2488, PG. 287 (EXCEPTION 7)

20' DRAINAGE EASEMENT
D.B. 2495, PG. 1145 (EXCEPTION 8)

D.B. 2813, PG. 1080 (EXCEPTION 8)

15' VIRGINIA POWER EASEMENT
D.B. 2517, PG. 100 (EXCEPTION 10)

10' BELL ATLANTIC-VIRGINIA EASEMENT
D.B. 2517, PG. 978 (EXCEPTION 11)

20' DRAINAGE EASEMENT
D.B. 2526, PG. 1893 (EXCEPTION 12)

20' DRAINAGE EASEMENT
D.B. 2519, P.B. 1472 (EXCEPTION 12)

CAT HERO LC
PARCEL ID 787-760-9582
D.B. 5345, PG. 403
ZONING: F-2
533 SCOTT RD

SETBACK, HEIGHT, AND BULK STANDARDS TAKEN FROM ARTICLE 200, SEC. 24-84, HENRICO COUNTY ZONING ORDINANCE

ZONING: M-1C
FRONT YARD - 25'
REAR YARD - 50'
SIDE YARD - 25'
HEIGHT - 45'

** ALL SETBACKS, HEIGHT RESTRICTIONS, PARKING REQUIREMENTS, AND BULK STANDARDS SHOWN OR NOTED ON THIS PLAN ARE OPEN TO INTERPRETATION BY THE HENRICO COUNTY OFFICIALS.

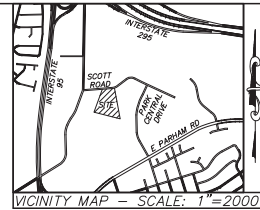
METES AND BOUNDS

BEGINNING AT A POINT SITUATED THE SOUTHERN LINE OF SCOTT ROAD, A 30' RIGHT OF WAY, SAID POINT BEING 3,115.3 FROM THE WESTERN LINE OF PARK CENTRAL DRIVE, LEAVE SAID SCOTT ROAD SIX(6)30.75, 296.85' TO A POINT, THENCE N25°44'00"W, 858.29' TO A POINT, THENCE N20°12'22"E, 778.37' TO A POINT SITUATED ON THE SOUTHERN LINE OF SCOTT ROAD, THENCE ALONG SAID SOUTHERN LINE N84°57'17"E, 354.00' TO A POINT, THENCE ALONG A CURVE TO THE LEFT WITH A CHORD N79°40'35"E, 92.58' AND A L=22.65', R=285.61', AND Δ=103°32'00" TO THE POINT OF BEGINNING, SAID PARCEL CONTAINING 522,945 SQUARE FEET OR 12.00 ACRES.

CURVE	LENGTH	RADIUS	DELTA	CHORD	CHORD BEARING	TANGENT
C1	52.65'	285.61'	103°32'00"	52.58'	N79°40'35"E	26.40'

NOTES

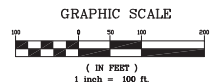
- THIS SURVEY WAS MADE WITH THE BENEFIT OF A TITLE COMMITMENT FROM FIDELITY NATIONAL TITLE INSURANCE COMPANY, COMMITMENT NO. 8370007A, EFFECTIVE MARCH 31, 2015, REVISED APRIL 30, 2015
- THE PROPERTY DESCRIBED ON THIS SURVEY DOES NOT LIE WITHIN A SPECIAL FLOOD HAZARD AREA (SFHA) AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY. THE PROPERTY LIES WITHIN ZONE 1-C COMMUNITY PANEL NO. 51087020003, DATED 12/18/2007 LOCATED ON THIS SURVEY.
- ONLY SURFACE INDICATIONS OF UNDER GROUND UTILITIES WERE LOCATED ON THIS SURVEY.
- ZONING: M-1C
- THIS PARCEL HAS DIRECT ACCESS SCOTT ROAD AND PARK CENTRAL DRIVE, WHICH IS A PUBLIC DEDICATED RIGHT-OF-WAY.
- PARKING PROVIDED: 100 REG SPACES
0 HCP SPACES
00 TOTAL SPACES



CERTIFICATION

To: Riverstone Properties, LLC, Fidelity National Title Insurance Company:

This is to certify that this map or plot and the survey on which it is based were made in accordance with the 2011 Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys, jointly established and adopted by ALTA and NSPS. The field work was completed on April 1, 2014.



ALTA/ACSM LAND TITLE SURVEY OF 12.00 ACRES OF LAND SITUATED ON SCOTT ROAD FAIRFIELD DISTRICT HENRICO COUNTY, VIRGINIA
REVISED MAY 4, 2015
REVISED APRIL 28, 2015
APRIL 22, 2015

SCALE 1" = 100'
Townes
SITE ENGINEERING
9850 LORI ROAD, SUITE 201
CHESTERFIELD, VIRGINIA 23832
PHONE: (804) 748-9011 FAX: (804) 748-2590

CHECKED BY: _____ SHEET 1 OF 1

L:\BASKIN\PROJECTS\1515150093\Drawings\2015\60093 ALTA.dwg, L1



UMU REZONING CONTACTS

ROTH JACKSON GIBBONS CONDLIN

Andrew Condlin
804.977.3373
acondlin@rothjackson.com

GreenCity PARTNERS, LLC

Michael Hallmark
310.503.0110
michael.hallmark@futurecities.us

Sean Duncan

310.625.2776
sean.duncan@futurecities.us

DEVELOPMENT TEAM

DEVELOPER

GreenCity Partners, LLC
Susan Eastridge
Michael Hallmark
Sean Duncan

ARCHITECTS & PLANNERS

Future Cities, LLC
Sean Duncan
Michael Hallmark

ZGF BEST Products Building

Paul-Arthur Heller
Deb Barbour
Chris Chatto

Water Street Studios

Eugene Ryang
Keith Whipple

CIVIL ENGINEERING

VHB
Diane Linderman
John Carty

ECO DISTRICT CONSULTING

ZGF
Jerome Underreiner
Otto Condon

ENVIRONMENTAL GRAPHICS

Selbert Perkins
Robin Perkins
John Lutz
Andy Davey

REAL ESTATE ANALYSIS

Concord Eastridge, Inc.

Susan Eastridge
Nathan Mateer
Chee Kung
Mike Haller

Story Street

Greg Derby

Municap - CDA District Revenue Analysis

Emily Metzler
Keenan Rice

ARENA BOND UNDERWRITING

Citigroup

Bill Corrado
Kirsten Krug

LAND USE / ENTITLEMENTS

Roth Jackson Gibbons Condlin

Andy Condlin
Mark Baker

LEGAL / CONSULTING

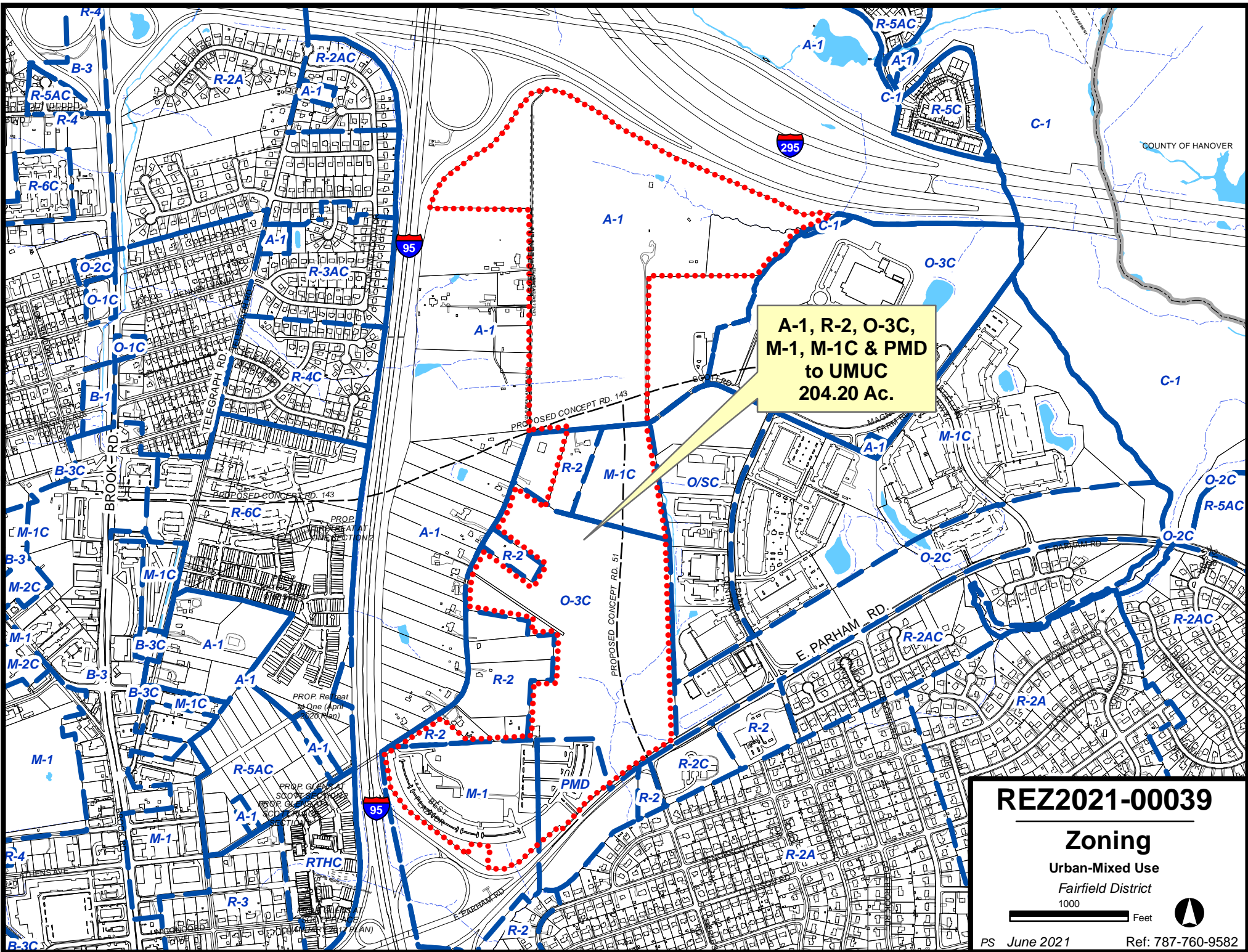
McGuire Woods

Preston Bryant
George Martin
Ed Pittman
Arthur Anderson



Henrico County, Virginia

GreenCity Partners, LLC



REZ2021-00039

Zoning

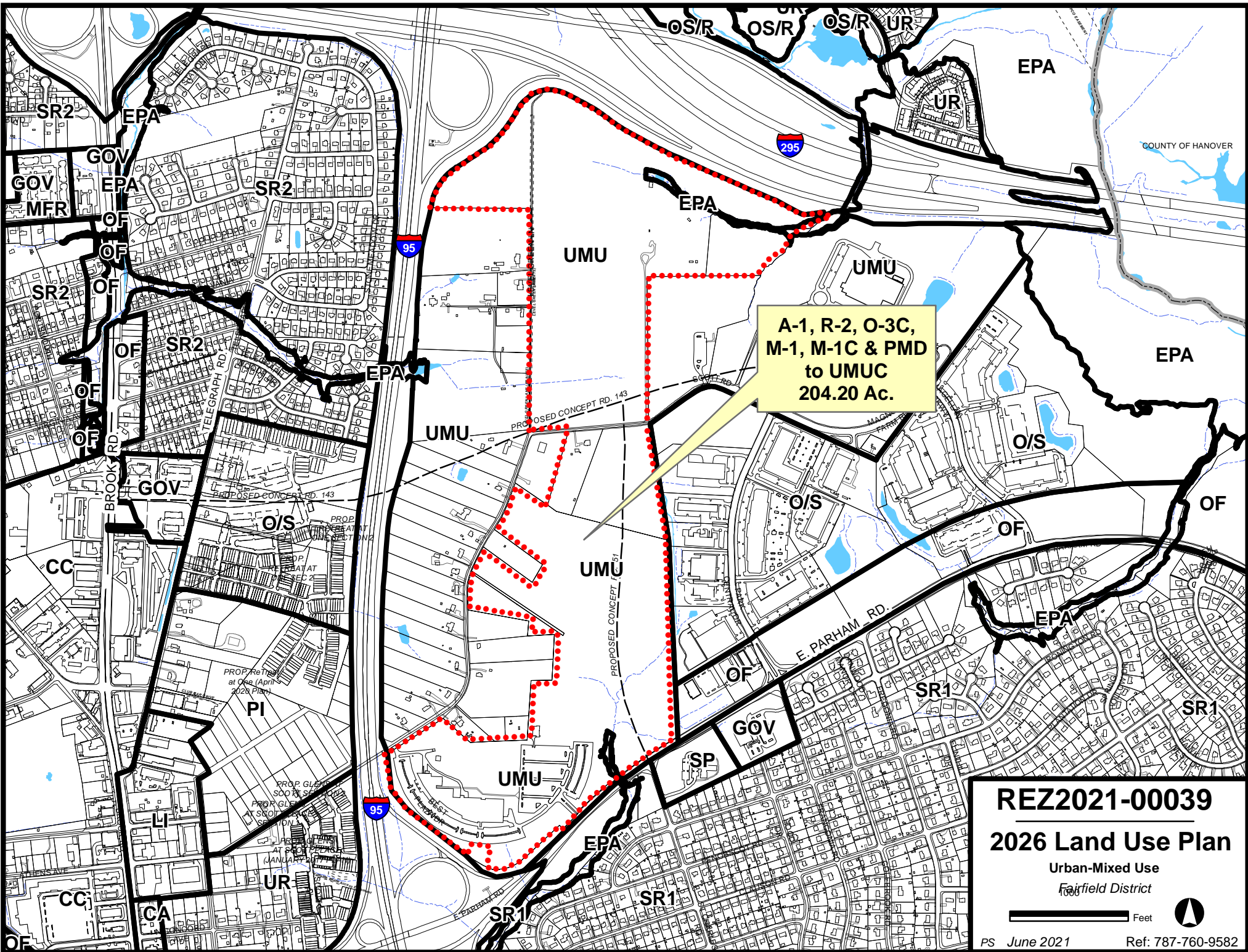
Urban-Mixed Use

Fairfield District

1000

Feet

PS June 2021 Ref: 787-760-9582



A-1, R-2, O-3C,
M-1, M-1C & PMD
to UMUC
204.20 Ac.

REZ2021-00039
2026 Land Use Plan
 Urban-Mixed Use
 Fairfield District

PS June 2021 Ref: 787-760-9582