



# KINSALE CENTER

Pattern Book  
October 2023

# About **KINSALE CENTER**

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

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

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

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

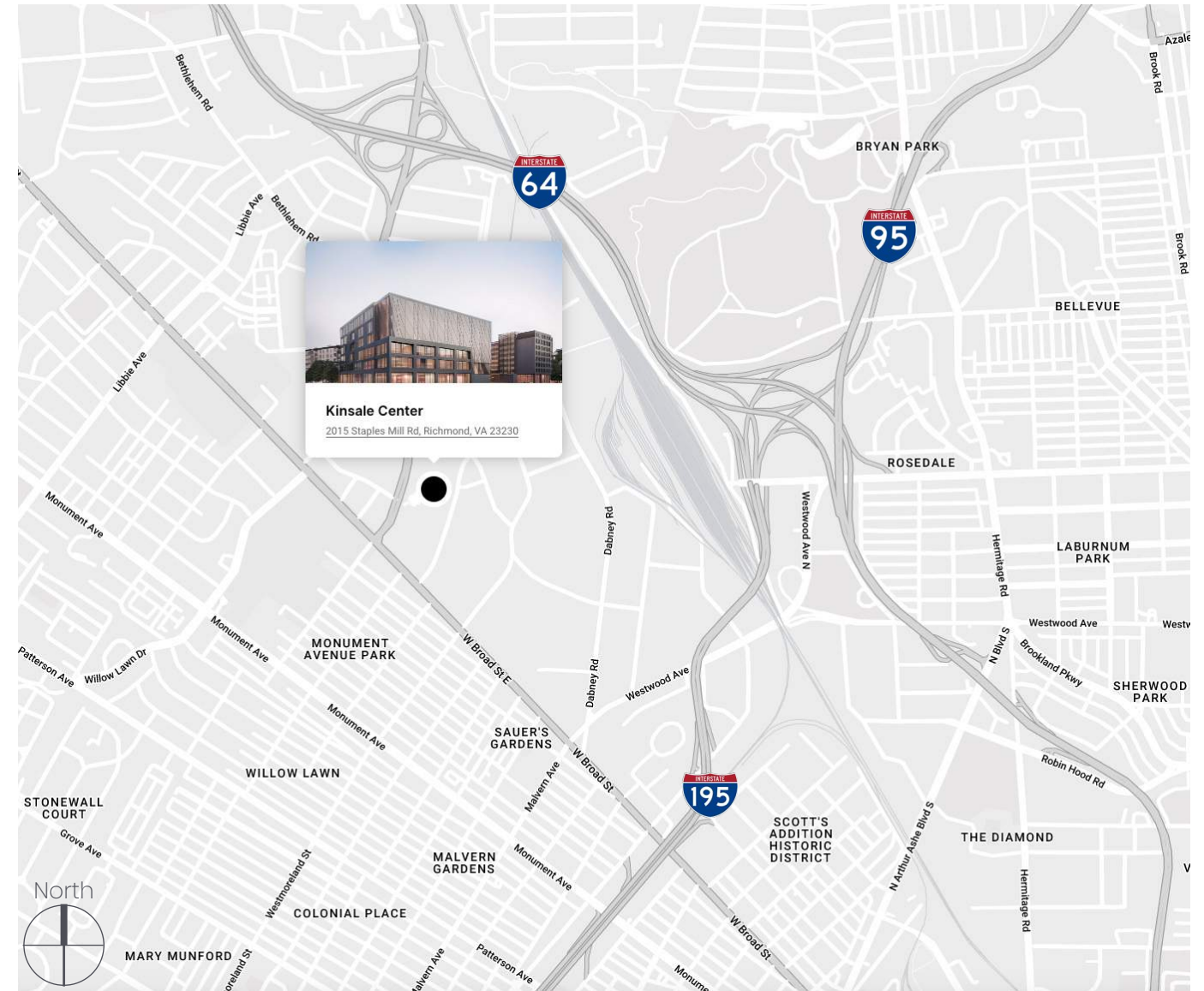
Kinsale Center will offer a diverse range of housing options that ensure that our new urban seeking dwellers can find their ideal living space.

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

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

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

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





## TABLE OF CONTENTS

Existing Conditions

Illustrative Master Plan

Massing and Setbacks

The Pedestrian Experience

- Streetscapes

- Street Sections

- Street Trees

Landscape

- Park Spaces

- Civic Areas

- Lighting

- Outdoor Furnishings

- Public Art

Architectural Character

## PROJECT TEAM

Owner: Kinsale Capital Group, Inc

Developer: Marchetti Properties

Land Use Attorney: Roth Jackson Gibbons Condlin, PLC

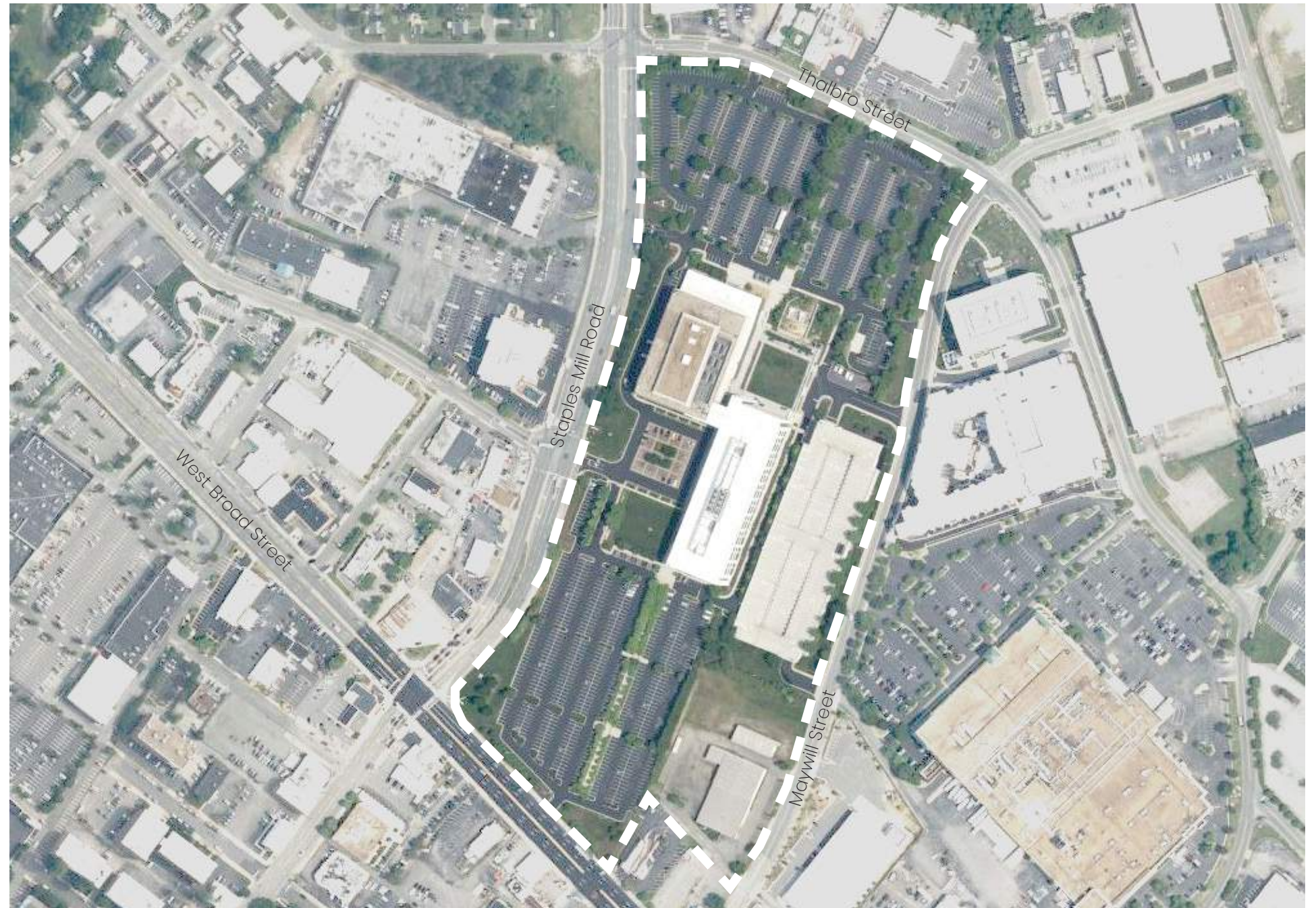
Design Architect: Baskervill

Civil Engineer: Kimley Horn

## EXISTING CONDITIONS

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

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



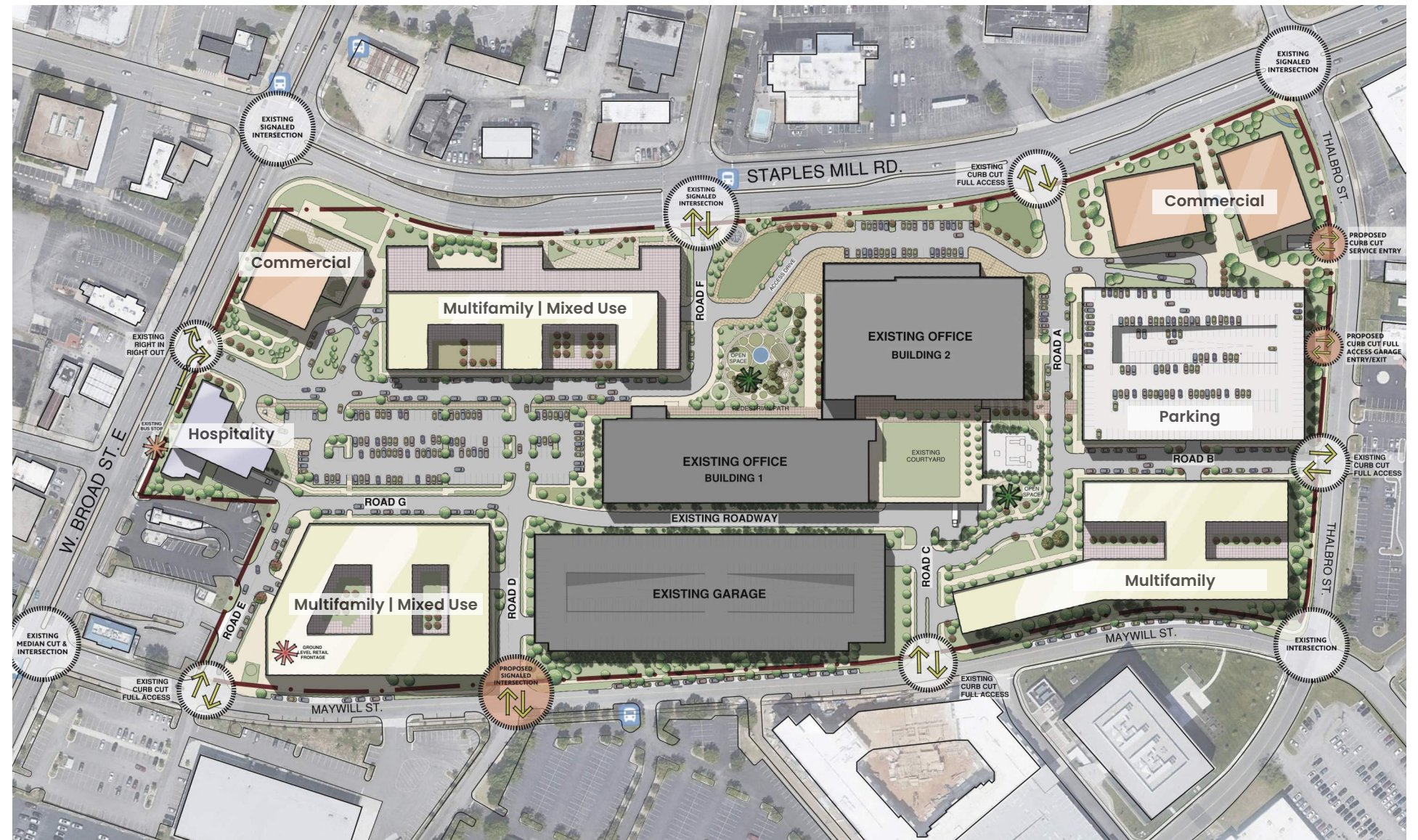
view looking north from West Broad and Maywill Streets



view looking north from Staples Mill Road West Broad Street



view looking south from Staples Mill Road and Thalbro Street





PHASE 2 PARKING SUMMARY

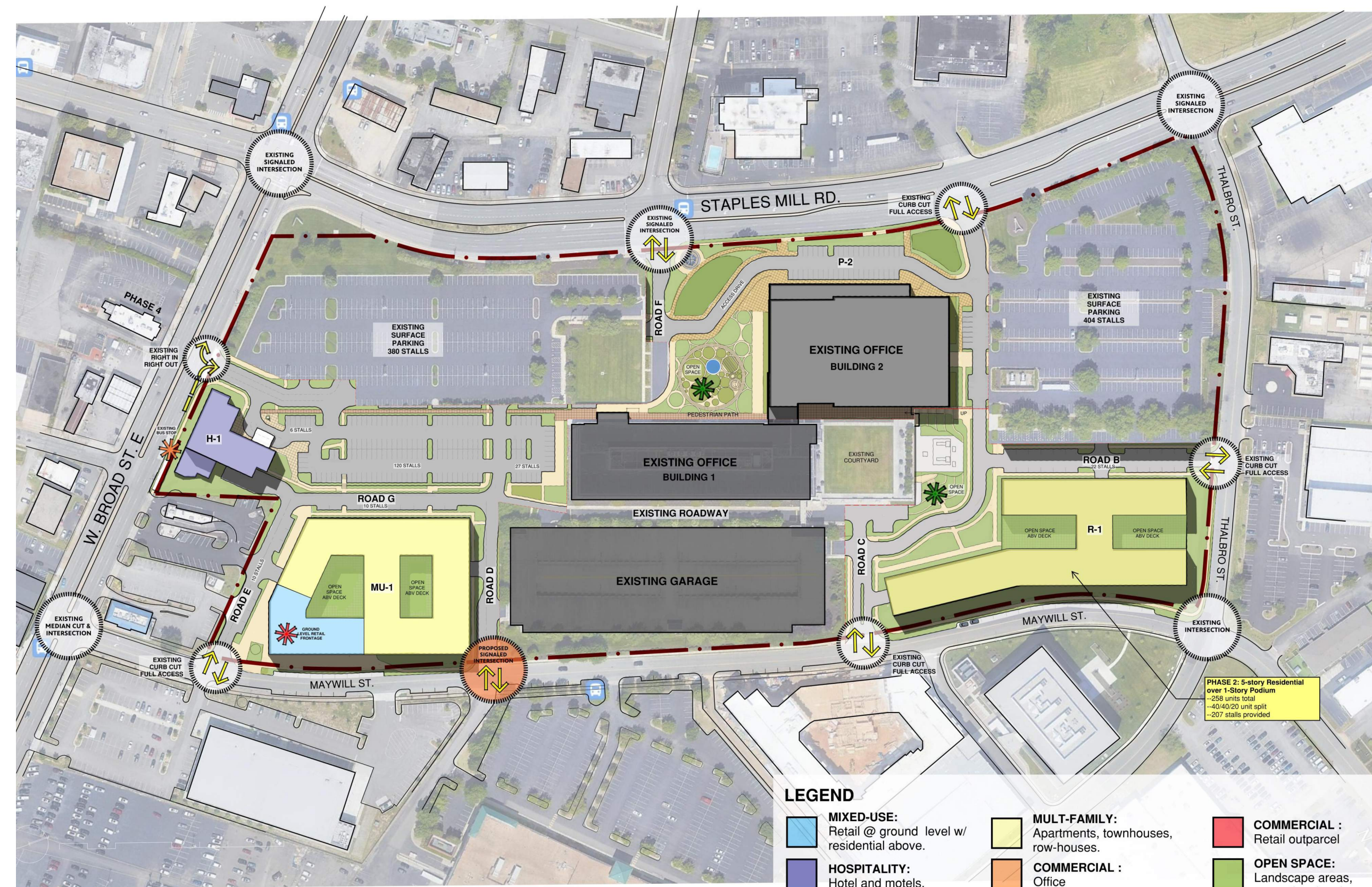
PARKING SUPPLY	
EXISTING STALLS ON SITE	1355
STALLS REMOVED IN PHASE 1	299
STALLS REMOVED IN PHASE 2	272
<b>REMAINING STALLS ON SITE</b>	<b>784</b>
NEW ON-STREET PARKING STALLS	42
NEW SURFACE PARKING STALLS (P-1)	41
NEW HOTEL (H-1) SURFACE PARKING STALLS	153
NEW MIXED USE (MU-1) STRUCTURED PARKING STALLS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

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

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

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

**SURPLUS/DEFICIT** 28



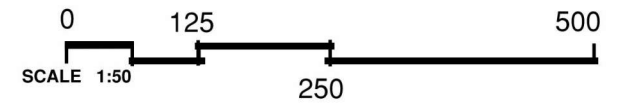
PHASE 2: 5-story Residential over 1-Story Podium  
 --258 units total  
 --40/40/20 unit split  
 --207 stalls provided

**LEGEND**

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

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

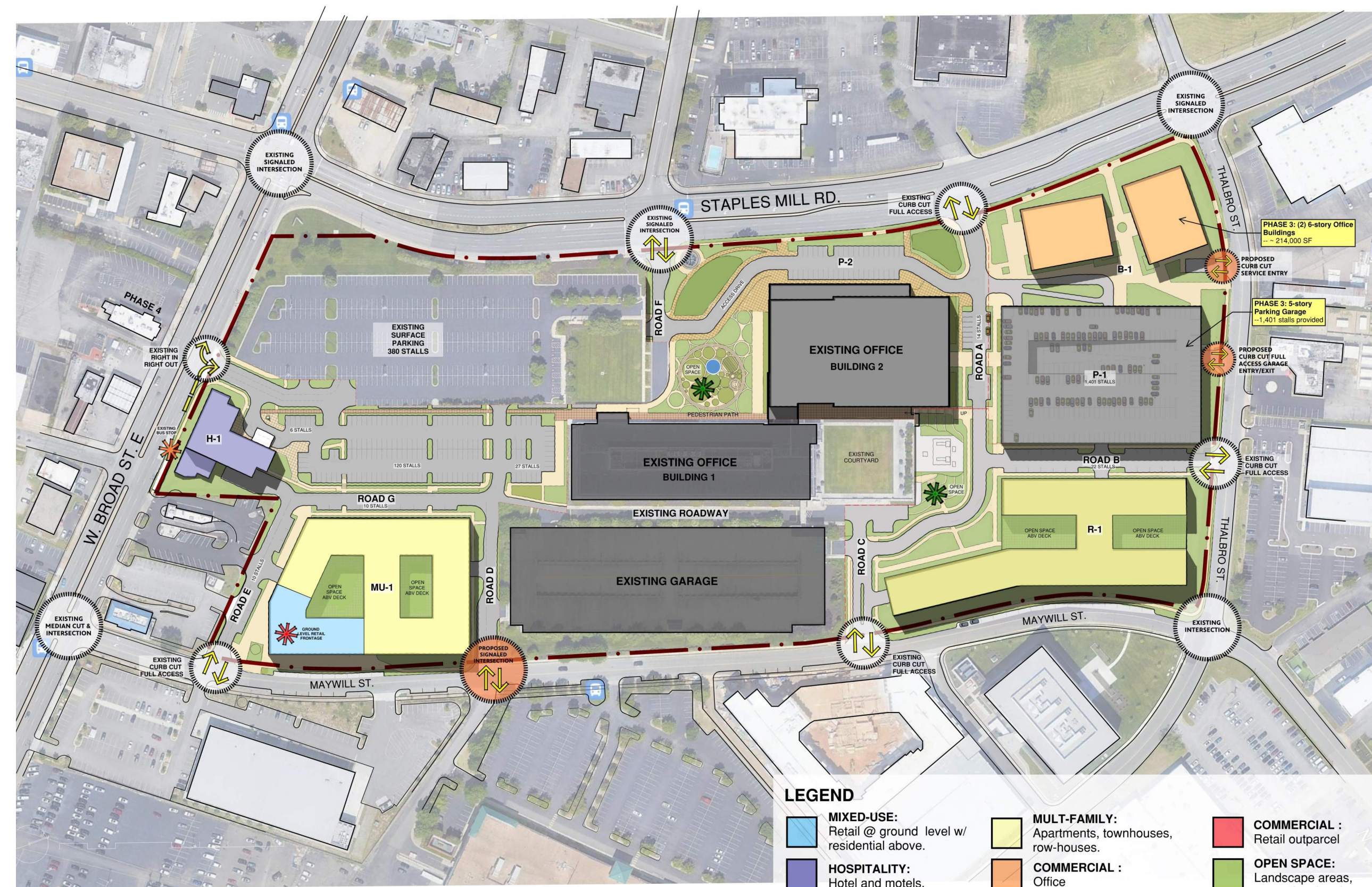
SP= spaces  
 PRK = parking  
 DU = dwelling unit(s)  
 LVL(S) = level or levels



PHASE 3 PARKING SUMMARY

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

PARKING DEMAND	
<b>EXISTING PARKING DEMAND</b>	
EXISTING OFFICE BUILDING 1	384
EXISTING OFFICE BUILDING 2	625
<b>TOTAL STALLS</b>	<b>1009</b>
<b>PROPOSED PARKING DEMAND</b>	
PHASE 1 (RESIDENTIAL, RETAIL, & HOTEL)	589
PHASE 2 (RESIDENTIAL)	389
PHASE 3 (OFFICE)	536
<b>TOTAL SPACES</b>	<b>1514</b>
<b>TOTAL EXISTING PARKING DEMAND</b>	<b>1009</b>
<b>TOTAL PROPOSED PARKING DEMAND</b>	<b>1514</b>
<b>TOTAL SPACES NEEDED ON SITE</b>	<b>2523</b>
<b>SURPLUS/DEFICIT</b>	<b>190</b>



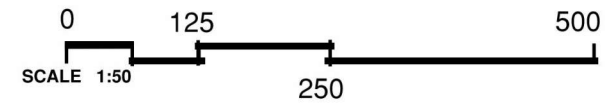
LEGEND

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

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

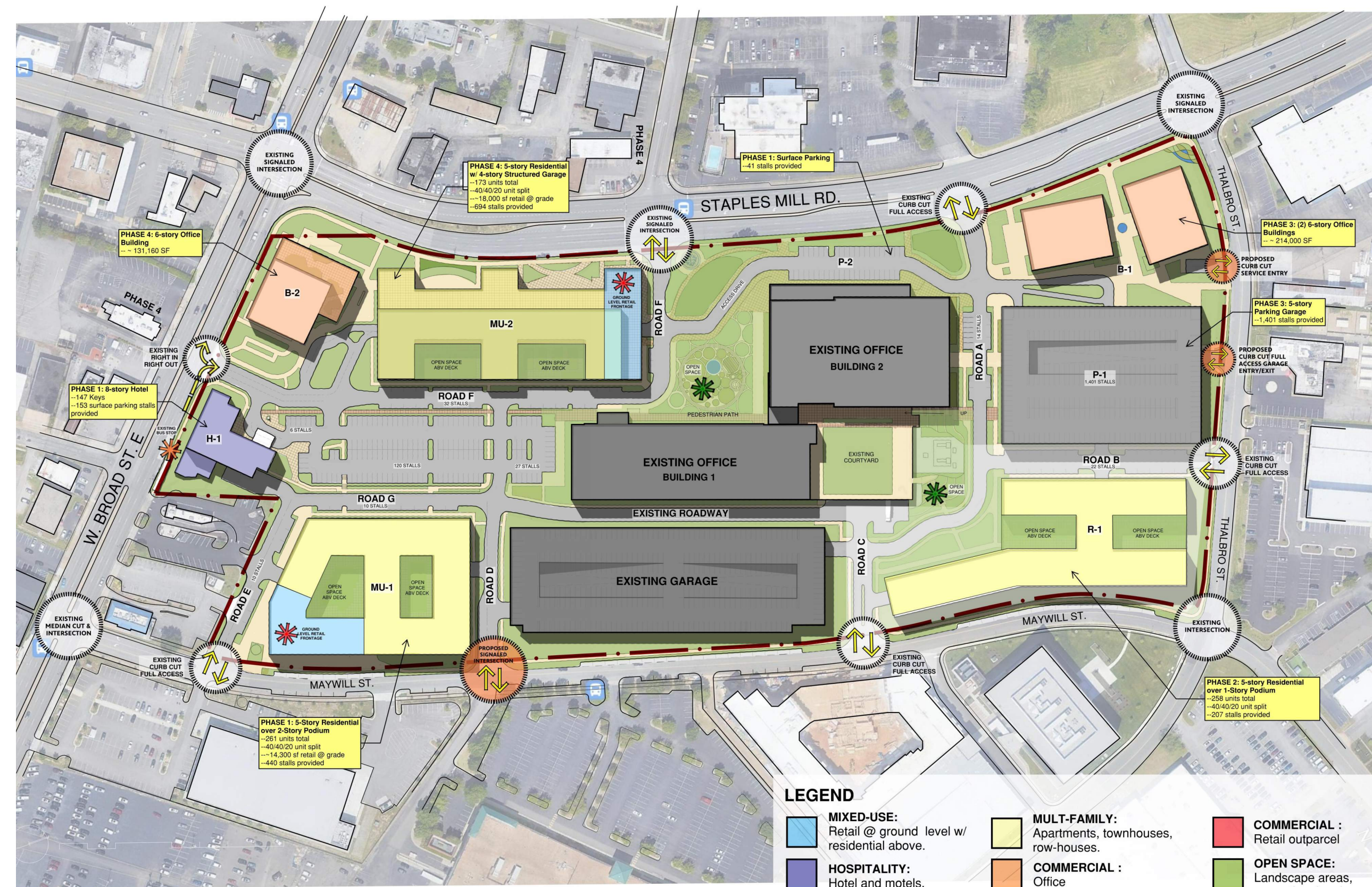
SP= spaces  
 PRK = parking

DU = dwelling unit(s)  
 LVL(S) = level or levels

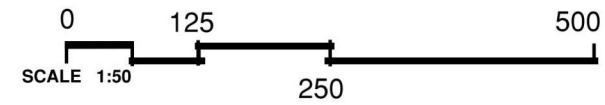




PHASE 4 PARKING SUMMARY



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



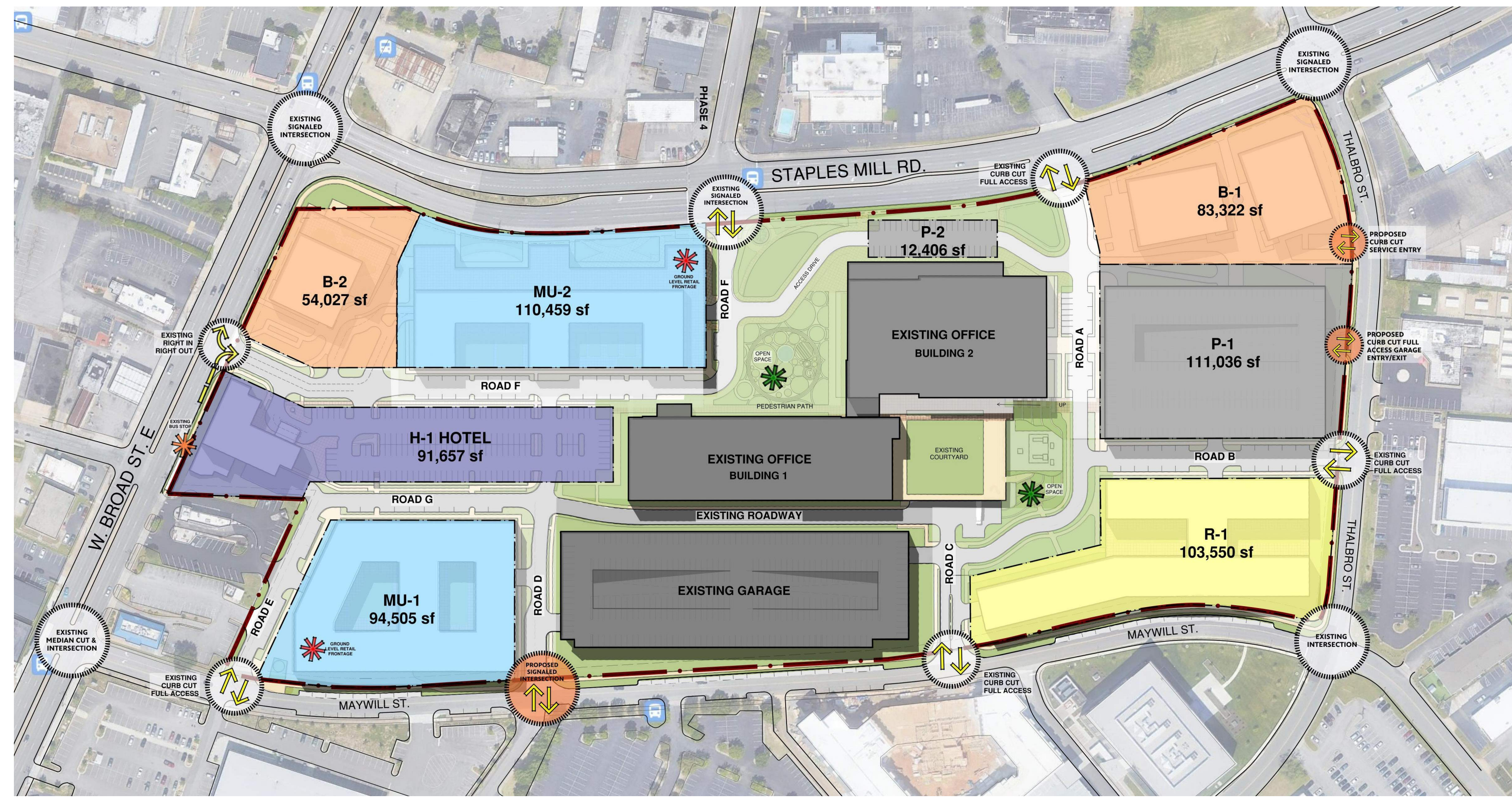
LEGEND

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

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

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





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

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

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



## MASSING AND SETBACKS

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

Notes:

1. Lots containing existing buildings shall be exempt from compliance with the above requirements, until such a time that the existing building is demolished and the lot is redeveloped for a different use.

2. Yard Setback requirements shall be measured from the building lot line at the edge of the sidewalk.

3. Exceptions to the yard setback may be allowed where design considerations provide for unique, urban style features, such as sidewalk cafes, building entrances, plazas and similar desirable design features. The intent is to create a unique urban landscape and not to restrict design creativity.

4. Exceptions of other standards may be permitted where design considerations call for unique development standards and encourage creativity.



## THE PEDESTRIAN EXPERIENCE

Streetscapes



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

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

The Kinsale Center site will utilize streetscapes and plazas to enhance pedestrian movement. Outdoor plazas may be located to highlight a main entrance to a major building or to provide a series of outdoor spaces to accommodate pedestrians. Elements such as decorative paving, lighting, and additional street furniture, public art, or accent landscaping may be employed in such a way as to not restrict or interfere with clear movement on the sidewalk.

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

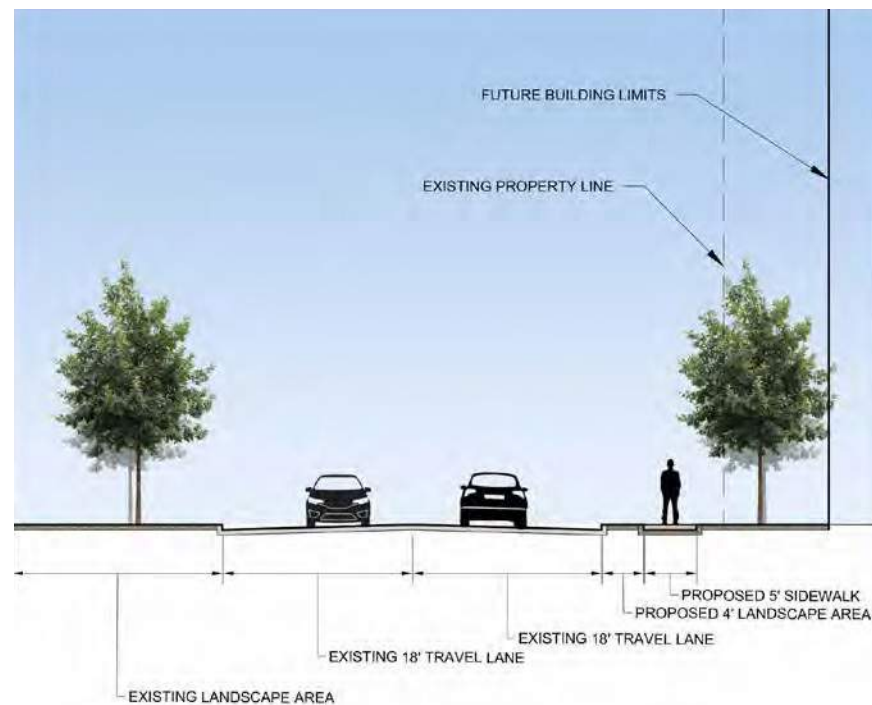


## THE PEDESTRIAN EXPERIENCE

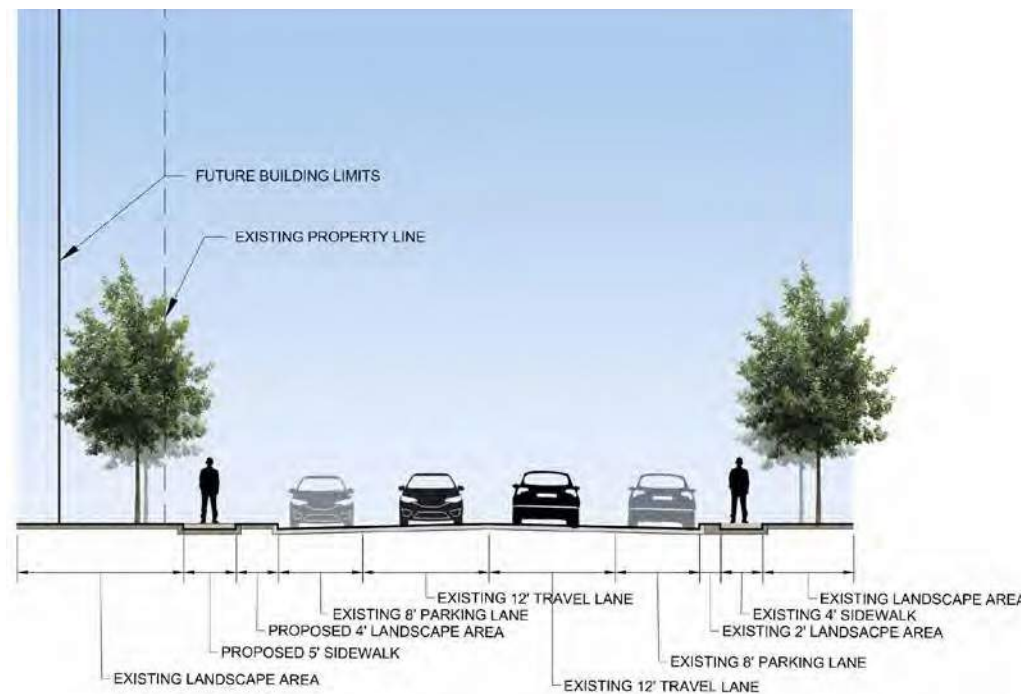
Street Sections

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

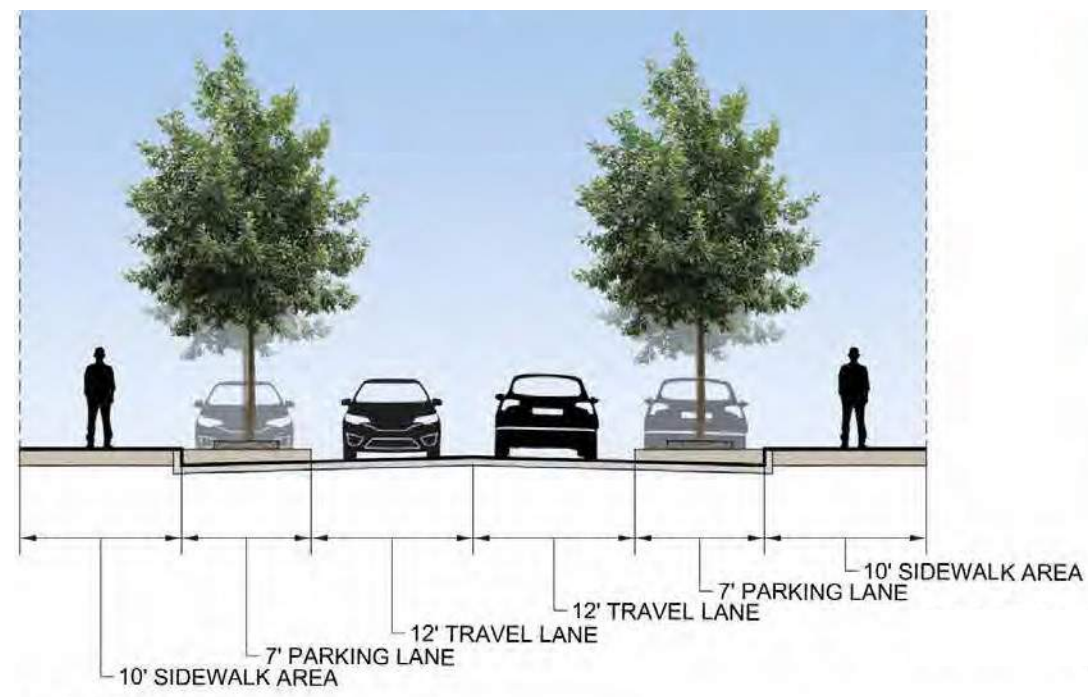
Thalbro Street  
not to scale



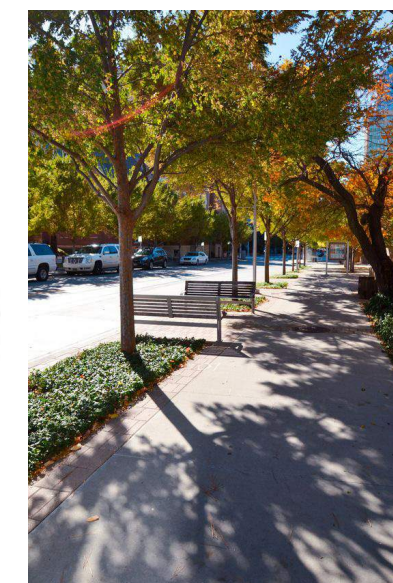
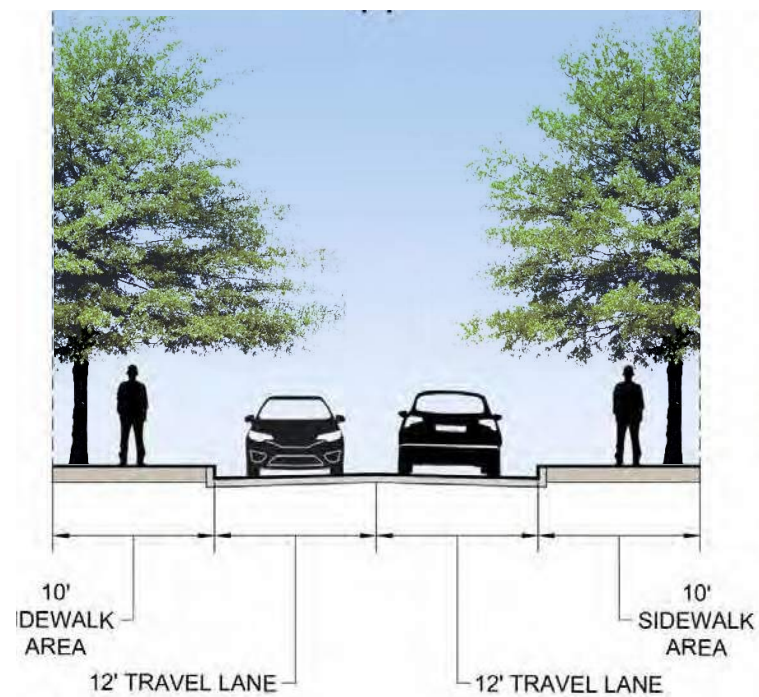
Maywill Street  
not to scale



Typical Interior Street with Parking  
not to scale



Typical Interior Street w/o Parking  
not to scale





## THE PEDESTRIAN EXPERIENCE

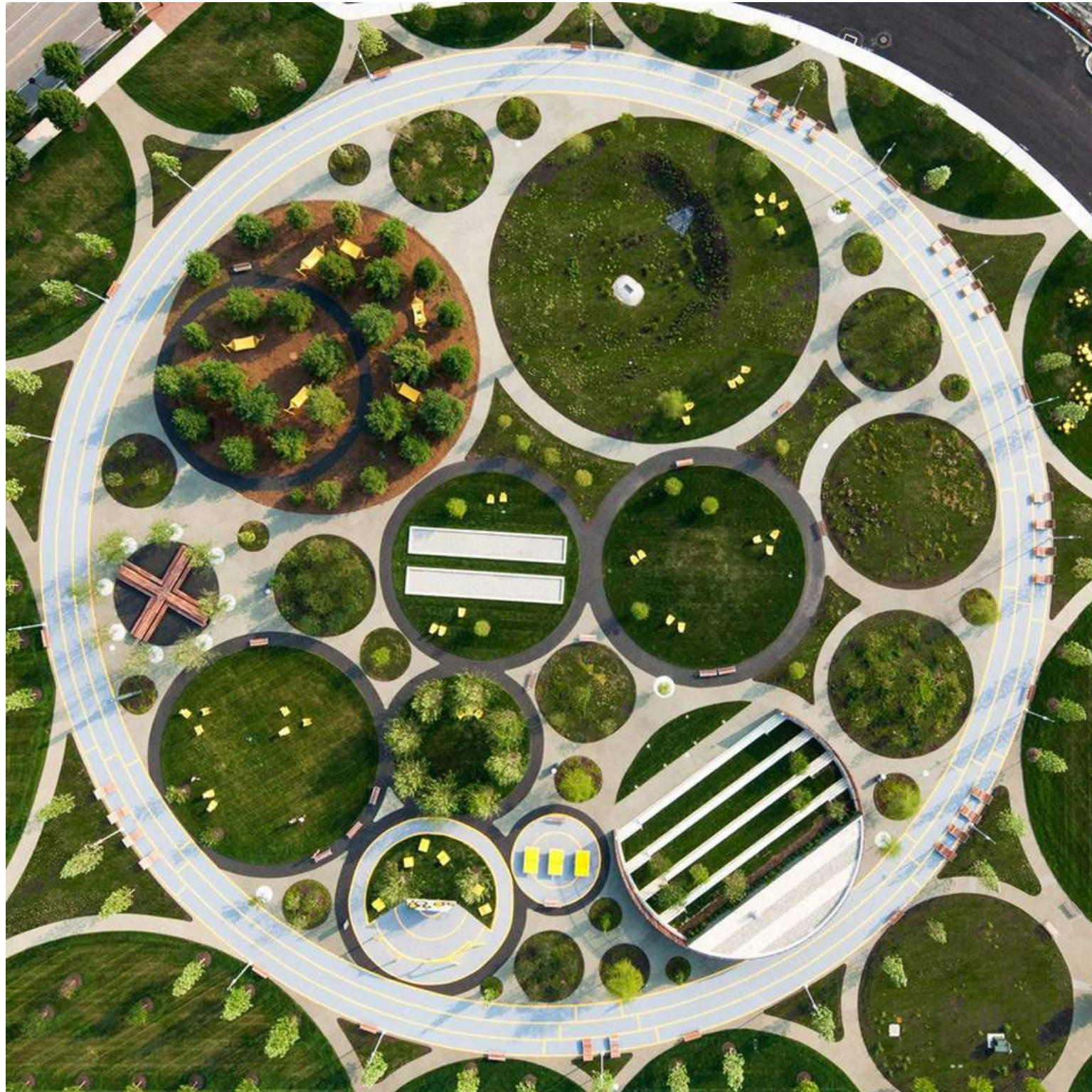
### Street Trees

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

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

## LANDSCAPE

Park Spaces

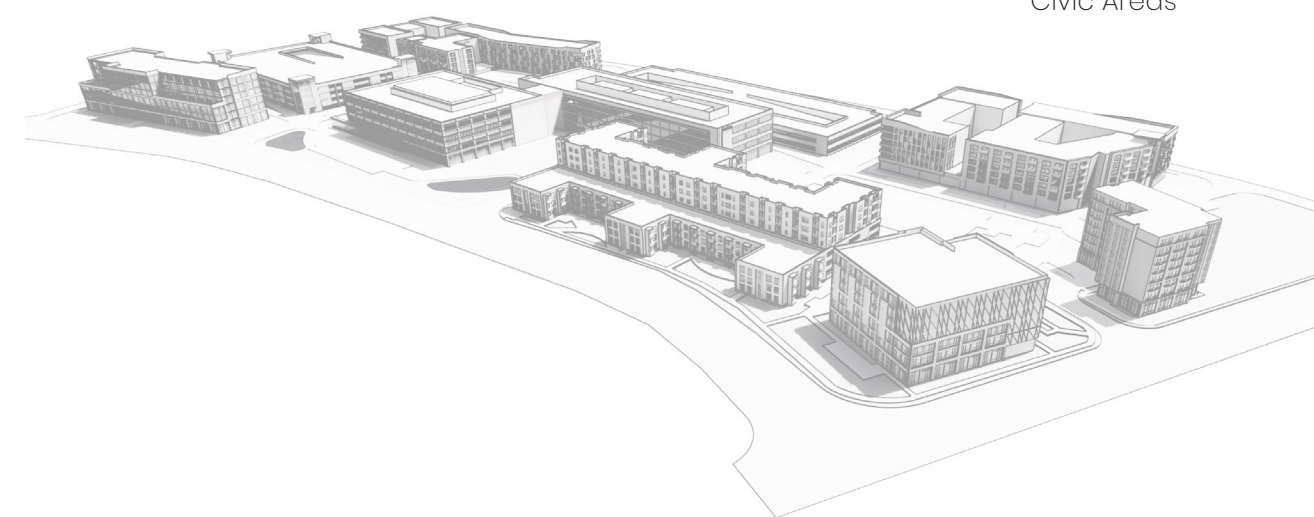


Pockets of greenery serve as essential respites. Thoughtful planning will incorporate elements like lush vegetation, comfortable seating, and versatile amenities to encourage gatherings, relaxation, and outdoor activities. The careful selection of plant species, layout, and aesthetic details will ensure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



## LANDSCAPE

### Civic Areas



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

**LANDSCAPE**  
Civic Areas



# LANDSCAPE

Civic Areas



# LANDSCAPE

Civic Areas



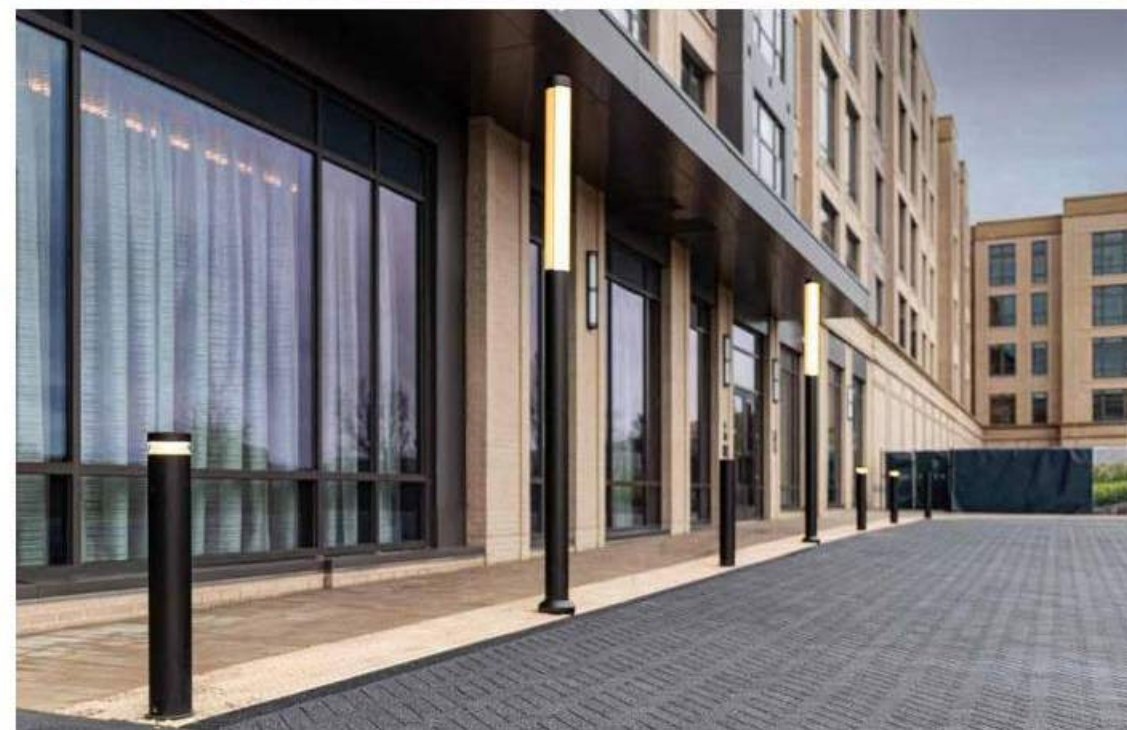
## LANDSCAPE

Lighting & Utility Services



### Lighting

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



### Utility Services

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

LANDSCAPE  
Lighting



## LANDSCAPE

### Outdoor Furnishings



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

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



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

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





**THE PEDESTRIAN EXPERIENCE**

Outdoor Furnishings





## THE PEDESTRIAN EXPERIENCE

Public Art



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

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

## ARCHITECTURAL CHARACTER



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

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

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

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





## ARCHITECTURAL CHARACTER

Commercial Building

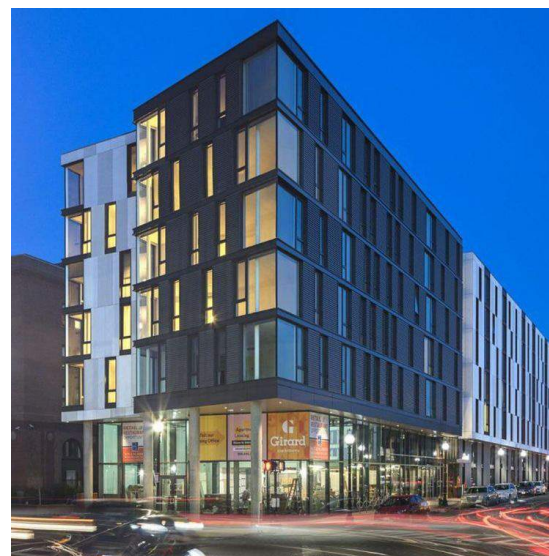
A structure strategically positioned and architecturally tailored to support both commercial and office purposes across all its floors, complete with parking facilities offered through a neighboring parking garage, an interconnected parking deck, or conveniently situated surface parking areas.



## ARCHITECTURAL CHARACTER

Mixed-Use Building:

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



## ARCHITECTURAL CHARACTER

### Multi-Family Building

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



## ARCHITECTURAL CHARACTER

### Parking Garage

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

