

REYNOLDS CROSSING

Pattern Book

The logo for Baskervill, featuring the word "Baskervill" in a bold, white, sans-serif font. The letter "B" is stylized with a square frame around its top and bottom bars. The logo is positioned at the bottom center of the image, overlaid on a lush garden area with purple flowers and green foliage.

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PROJECT TEAM

Owner: 6605 Broad, LLC c/o Reynolds Development

Land Use Attorney: Roth Jackson Gibbons Condlin, PLC

Design Architect: Baskervill

Civil Engineer: Timmons

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01 INTRODUCTION

PROJECT OVERVIEW

Welcome to Reynolds Crossing, a dynamic mixed-use development located in western Henrico County, Virginia. With its ideal location, nestled between the main thoroughfares of Broad Street and I-64, Reynolds Crossing will quickly connect its residents to the heart of Richmond City. Strategically located along an existing bus line, the development will expand access to Greater Richmond's vast resources for residents and visitors alike.

Reynolds Crossing is envisioned as an enhanced development that integrates itself within the existing context of retail, hospitality, and office spaces, while adding additional office and retail square footage alongside civic green spaces and plazas, thoughtfully embedded within residential and multifamily units. The neighborhood will be stitched together through a series of protected bike lanes, expansive sidewalks, open plazas, and alleys with an emphasis on the pedestrian experience. Reynolds Crossing will provide its residents and visitors with a more walkable neighborhood that encourages multi-modal transportation.

Reynolds Crossing will be designed with resiliency, with thoughtful design strategies that consider today's needs with an eye toward the future. Rezoning the existing property for Urban Mixed-Use will allow for a diverse range of present and future uses, while the establishment of a street grid

pattern, imbues the development's DNA for compact and efficient growth over time. With this framework, Reynolds Crossing will be adaptable to inevitable consumer-led demands and requirements.

Reynolds Crossing will be layered with flexible interstitial spaces, crucial elements that create a neighborhood identity and a more soulful experience. Providing moments to gather and socialize, these areas will not only connect the neighborhood through infrastructure, but connect people on a human scale. Celebrating these in between spaces, like string-lit alleyways between buildings, creates opportunities for common areas to hold social gatherings or provide intimate seating for a local coffee shop. Designing these spaces with the flexibility to become purely pedestrian for community events like street festivals keeps the future in mind without sacrificing the functionality of today. Orienting a cluster of townhouses around a shared courtyard will create opportunity for neighbors to gather and culture to flourish. It's these flexible interstitial spaces that will make this mixed-use neighborhood vibrant, creating a *sense of place* that links visitors and residents.

The community will feature modern façades with an emphasis on people first outdoor spaces. Dedicated bike paths, green spaces, and welcoming landscaping and streetscapes nod to Henrico County's commitment to a greener and more active future. Vernacular materials,

such as Richmond brick, will be incorporated into the architecture and streetscapes, weaving historical context into the extant discourse. A multiplicity of housing types, such as townhomes, multifamily and denser compact housing will offer a diversity of a lifestyles attracting a multitude of residents seeking an exciting new urban lifestyle.

The neighborhood will feature expansive yards, communal parks, quiet courtyards, and shared green spaces that encourage residents and visitors to connect with Richmond's temperate climate, while the compact site plan creates a walkable route to existing recreation trails and access to the site's existing environmental features and retail amenities. Providing these links to the environment are integral to creating healthy and beautiful neighborhoods.

Reynolds Crossing will be an innovative new mixed-use community with a multitude of living styles woven into a tapestry of different building types. Local specialty shops, eateries, restaurants, and offices sit harmoniously between residential and multifamily buildings. The following pages offer a detailed guide for how Reynolds Crossing seeks to achieve this vision for a desirable and thriving mixed-use development.



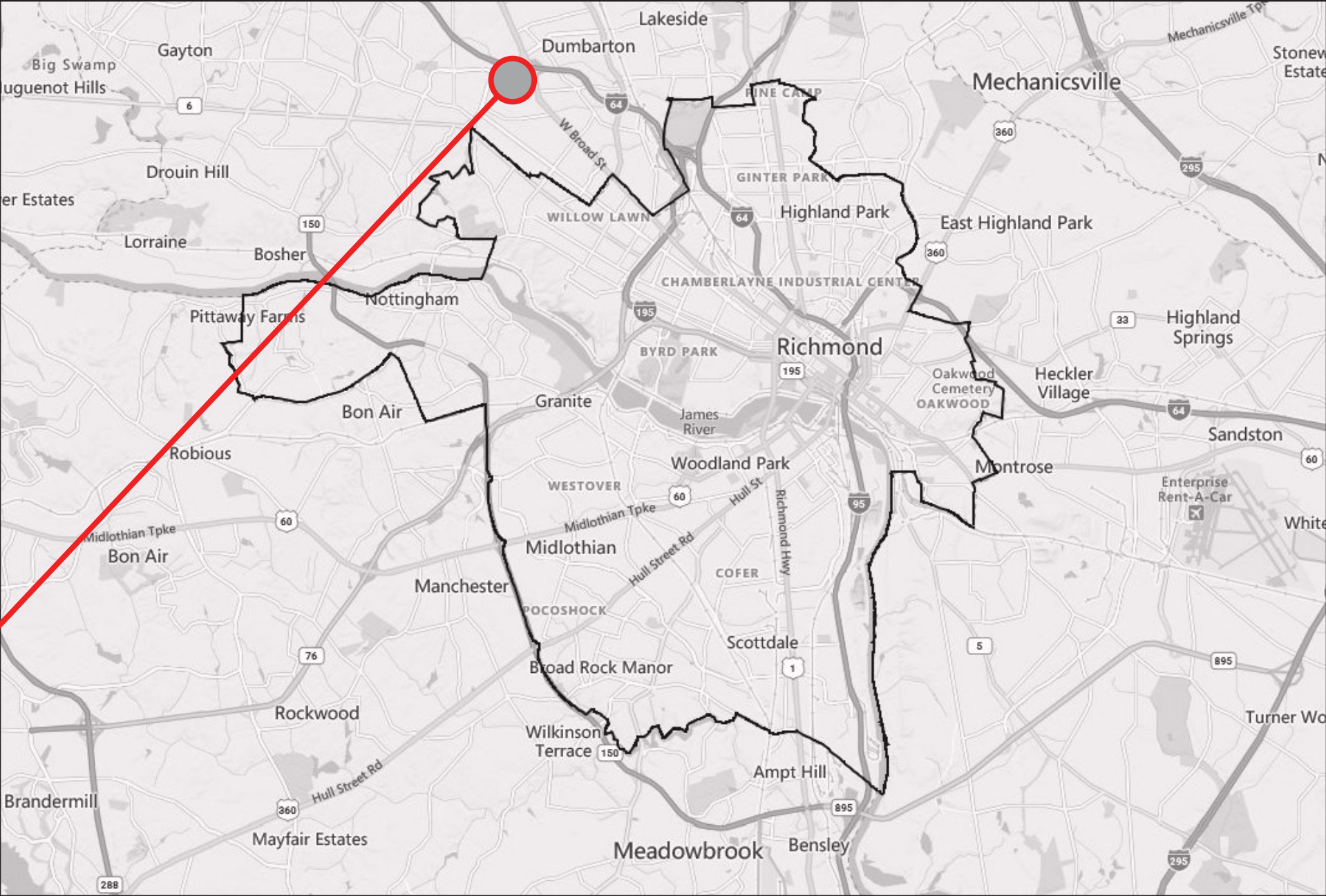
Conceptual Rendering | Baskervill

SITE LOCATION

The proposed **Urban Mixed Used (UMU) Planned Development** District encompasses approximately 37 acres in Reynolds Crossing, Henrico County. This mixed-use development is bordered by Interstate 64 to the North, Forest Avenue to the South and West Broad Street to the East. The area is directly adjacent to existing office and retail uses to the West, and an existing corporate campus and public school to the South. The project is located within the Tuckahoe District.

The gradual phased redevelopment of the Reynolds Crossing site aims to transform it into a top-notch, pedestrian-friendly, mixed-use community. The first phase calls for establishment of new multifamily structures and, as time progresses, evolution into a dynamic mixed-use setting for residents, employers, employees, and visitors to enjoy.

The design strategies presented in this pattern book are intended to foster a diverse and vibrant urban atmosphere. They encourage the thoughtful design of streets, streetscapes, buildings, landscaping, and signage, all contributing to the creation of an engaging urban community.



02 EXISTING CONDITIONS

THE SITE TODAY

Reynolds Crossing is currently a low-density private office complex in Henrico County's western region. The proposed UMU parcel is currently zoned for commercial and industrial. Reynolds Crossing development is largely surface parking lots with a mixture of office and retail buildings and Richmond's only full-service Westin Hotel and conference center.

The site features a variety of canopy trees to the south along Forest Avenue, and a perimeter of mature growth that blocks views to adjacent Broad Street and I-64. To the North is a large bio retention pond, bordered by a recreational path. The pond is abundant with plant life and designed to filter surface runoff. Located in the northeast section is a ravine. While the ravine is not currently designated as conservation, development plans intend to preserve this natural environmental feature.

Through the process of upzoning, or improving the current land use, Reynolds Crossing seeks to enhance the development, bringing increased density, as well as constructing much needed housing for the greater Richmond region. The development seeks to continue and improve Henrico County's commitment to a greener future with numerous parks and plazas, and a pedestrian focused design.



Current Zoning



Looking West on Forest Avenue



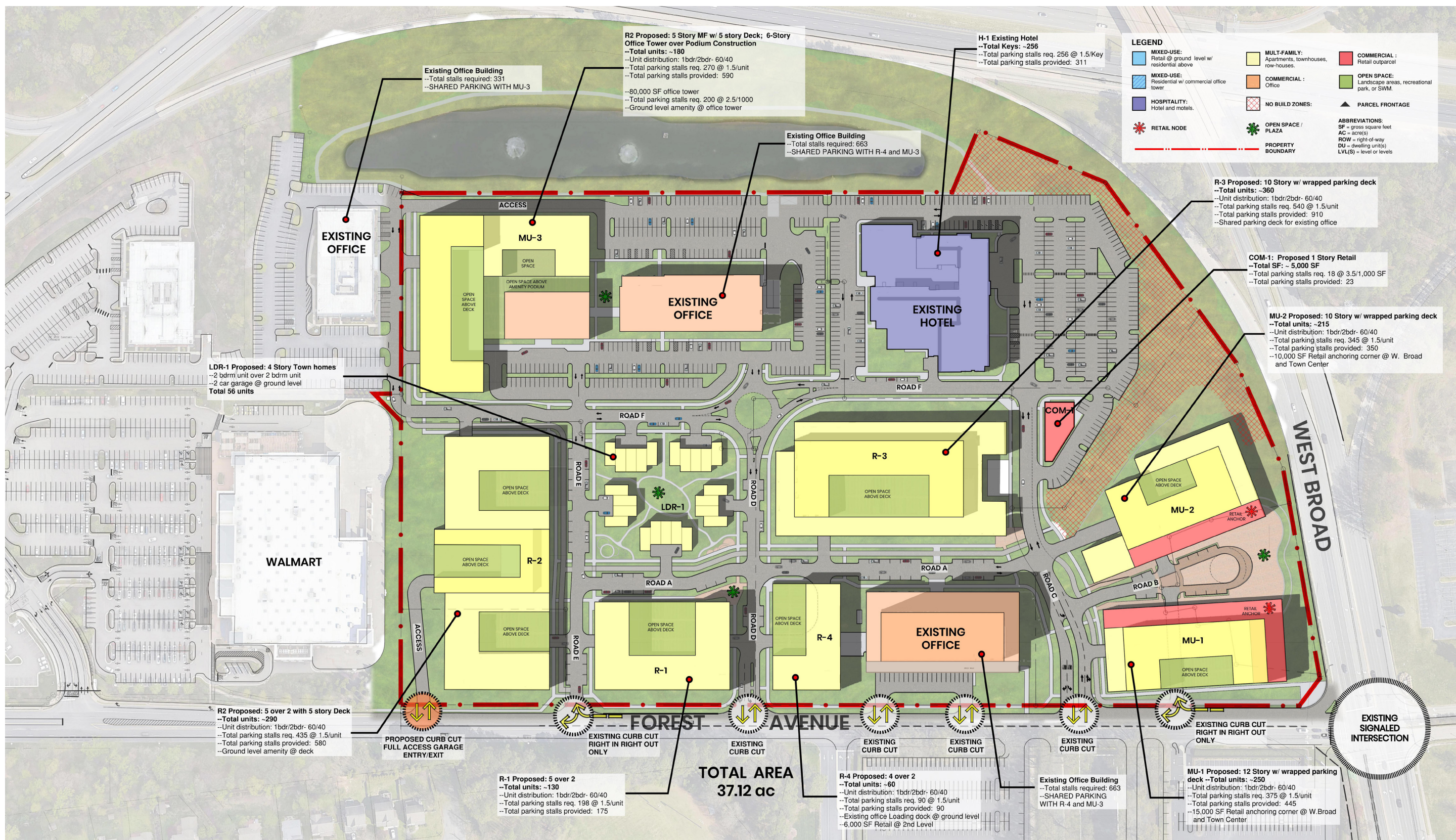
Existing Bioretention Pond in the North

03 MASTER PLANNING

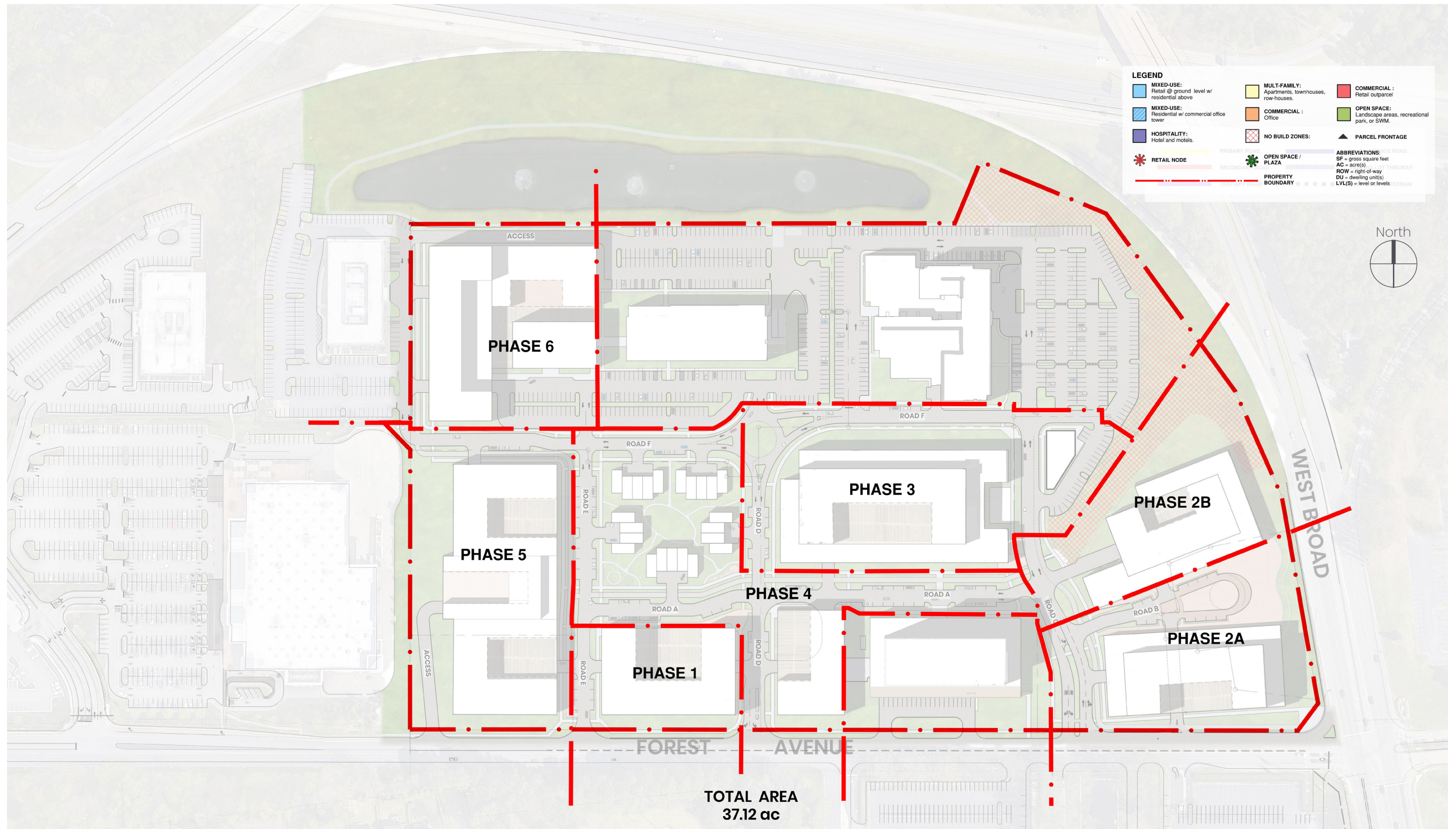
CONCEPTUAL LAND USE MASTER PLAN



CONCEPTUAL BUILD-OUT PLAN



CONCEPTUAL PHASING PLAN



CONCEPTUAL FULL BUILD-OUT YIELD ANALYSIS

LAND-USE TYPE & ID	LEVELS	AREA (SF)	AREA (AC)	RESIDENTIAL					RETAIL					OFFICE					HOSPITALITY					
				DU/AC	DWELL UNITS	BUILDING AREA (SF)	PRK UNIT	SPACE/UNIT	PRK REQ	DENSITY (SF/AC)	AREA (SF)	PRK UNIT	SPACE/UNIT	PRK REQ	DENSITY (SF/AC)	AREA (SF)	PRK UNIT	SPACE/UNIT	PRK REQ	DENSITY (KEYS/AC)	KEYS	AREA (SF)	PRK UNIT	SPACE/UNIT
MIXED-USE																								
MU-1	12	65,340	1.50	167	250	192,699	1/2 BD	1.50	375	10,000	15,000	3.5	1000	53										
MU-2	10	121,532	2.79	77	215	169,500	1/2 BD	1.50	323	3,943	11,000	3.5	1000	39										
MU-3	8	130,244	2.99	60	180	138,647	1/2 BD	1.50	270						33,445	100,000	2.5	1000	250					
Sub-total		317,117	7.28		645	500,846			968		26,000			91		100,000								
RESIDENTIAL																								
R-1	7	45,302	1.04	125	130	99,576	1/2 BD	1.50	195															
R-2	8	142,441	3.27	89	290	226,992	1/2 BD	1.50	435															
R-3	7	120,661	2.77	130	360	280,036	1/2 BD	1.50	540															
R-4	7	28,314	0.65	100	65	47,947	1/2 BD	1.50	98															
LDR-1	4	63,162	1.45	39	56	82,800	2 BD	1.00	56															
Sub-total		399,881	9.18		901	737,351			1,324															
RETAIL																								
COM-1	1	83,321	0.54							9,259	5,000	3.5	1000	18										
Sub-total		83,321	0.54							9,259	5,000			18										
COMMERCIAL - OFFICE																								
B-1	6	161,608	3.71												205,000	2.5	1000	513						
B-2	7	76,666	1.76												200,000	2.5	1000	500						
Sub-total		238,273	5.47												405,000			1,013						
HOSPITALITY																								
HI	7	252,212	5.79															44	256	43,585	100	Key	256	
Sub-total		252,212	5.79																	43,585			256	
TOTAL		1,207,483	27.72																					
				55.8	1,546	1,238,197			2,291		31,000			109		505,000			1,263		43,585		256	

PARKING TOTALS						REQ. W/ 30% SHARED PARKING DEDUCTION	SURPLUS/ (DEFICIT) W/ SHARED PARKING
LAND-USE TYPE & ID	PARKING REQUIRED	CO-LOCATION	PARKING LEVELS	PARKING PROVIDED	SURPLUS/ (DEFICIT)	REQ. W/ 30% SHARED PARKING DEDUCTION	SURPLUS/ (DEFICIT) W/ SHARED PARKING
MIXED-USE							
MU-1	428		5	445	18		
MU-2	361		5	389	28		
MU-3	520		5	588	68		
Sub-total	1,309			1,422	114		114
RESIDENTIAL							
R-1	195	on-street	2	172	(23)		
R-2	435		5	579	144	305	274
R-3	540		5	911	371	324	587
R-4	98	on street	2	75	(23)		
LDR-1	56		1	56	-	--	
Sub-total	1,324			1,793	470		861
RETAIL							
COM-1	18		1	24	7		
Sub-total	18			24	7		7
COMMERCIAL - OFFICE							
B-1	513	MU-3	1	252	(261)	513	(261)
B-2	500	R-3			(500)	500	(500)
Sub-total	1,013			252	(761)		(761)
HOSPITALITY							
HI	256		1	311	55		
Sub-total	256			311	55		55
TOTAL	3,918			3,802	(116)		276

1,817,782 TOTAL BUILDING AREA (SF) INCLUDES RESIDENTIAL,RETAIL, OFFICE AND HOTEL BLDG AREAS
 3,918 NUMBER OF REQUIRED PARKING STALLS (ALL STRUCTURED & SURFACE PARKING)

The area and intensity standards set out in the Zoning Ordinance for the UMU-PD district will also be met by Reynolds Crossing as follows:

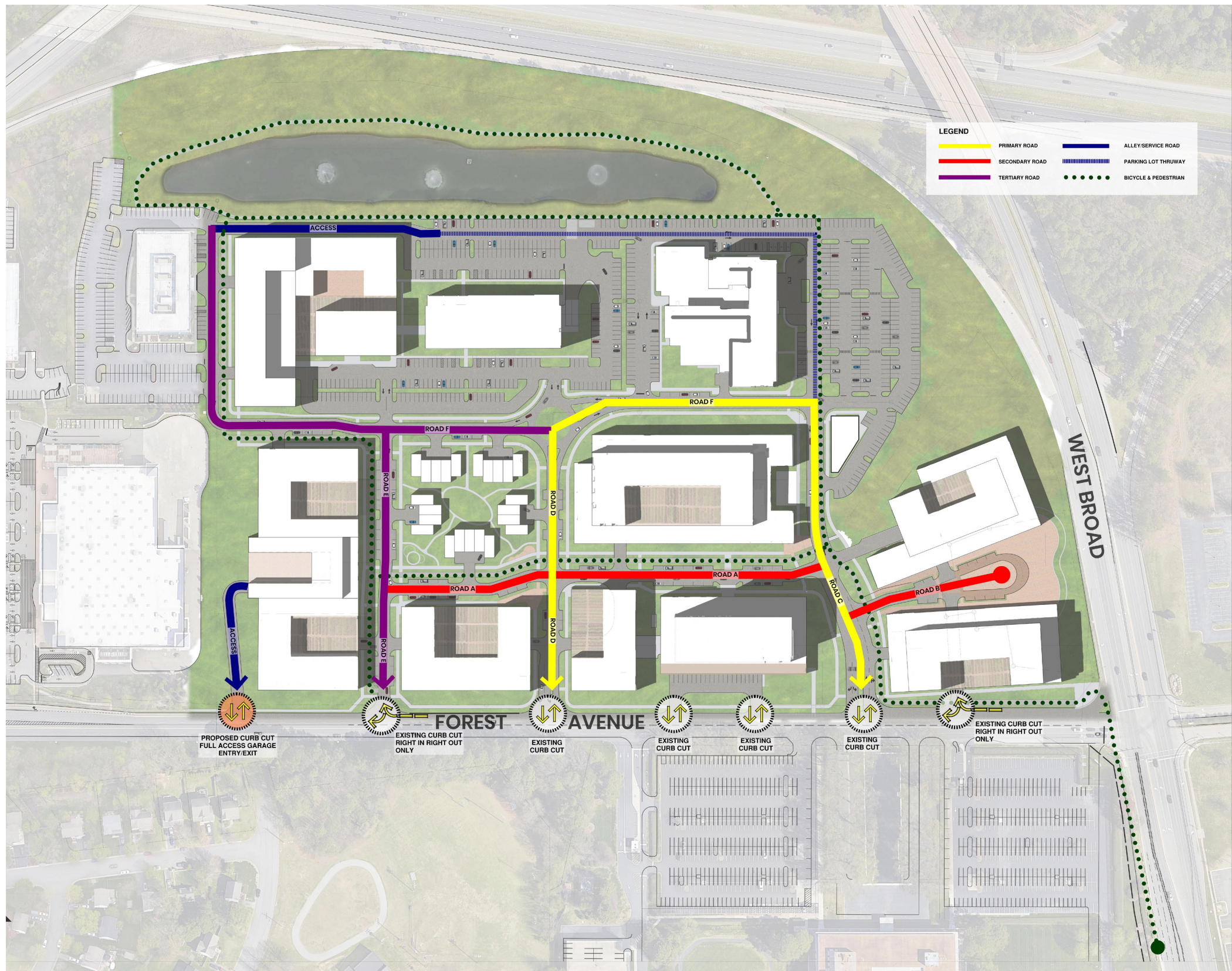
1. A minimum of twenty (20) acres for the district. Reynolds Crossing is 37.12 acres.
2. Residential density between 10 and 60 dwelling units/acre. Reynolds Crossing is proposing a overall density of up to 60 dwelling units /acre, meeting density requirements, subject to PUP approval.
3. Residential uses are to represent between 50% - 75% of the development. Reynolds Crossing is proposing residential uses representing 65% - 75% of the total square footage of the development meeting the Zoning Ordinance Parameters.
4. Non-Residential uses are to be between 10% - 35%. Reynolds Crossing is proposing up to 32%, landing within the Zoning Ordinance Parameters.
5. Reynolds Crossing will provide a minimum 15% open space split between programmed open space outside of the parcels and usable open space within the parcels.
6. Reynolds Crossing will provide several residential options such as multi-family dwellings with one and two bedrooms, upper story dwelling over commercial/retail and townhomes.



CONVERSION CHART

DEVELOPMENT TYPE		TOTAL LOT AREA BY USE (KSF)	TOTAL/KSF (ESTIMATE)	# OF STALLS	UNIT	CONVERT UP TO (MAX)	CONVERSION PER 1,000 SF OF LOT AREA									
							MIXED USE		MULTI FAMILY		TOWNHOMES (2 OVER 2)		COMMERCIAL / OFFICE		HOSPITALITY	
							UNIT	# OF STALLS	UNIT	# OF STALLS	UNIT	# OF STALLS	UNIT	# OF STALLS	UNIT	# OF STALLS
MIXED USE	Mixed Use	317	1,224	4	SF	20%	1,224	4	1,224	4			1,224	4	1,224	4.00
	Multi Family Residential		2		DU	20%			2				2		2	
	Retail		80		SF	--										
	Office		320		SF	100%										
RESIDENTIAL	Multi Family	337	3	4.50	DU	20%	3	4.50	3	4.50	3	4.50	3	4.50	3	4.50
	Townhomes (2 over 2)	63	1	1	DU	100%	1	1	1	1	1	1				
COMMERCIAL / OFFICE		238	1,700	4.25	SF	50%	1,700	4.25	1,700	4.25			1,700	4.25	1,700	4.25
HOSPITALITY		252	1	1	KEYS	50%							1	1.00	1	1

ROADWAY DIAGRAMS



Collectively, these newly created streets will form an interwoven roadway network in the form of a “grid” running parallel and perpendicular to Forest Avenue.

The built-out roadway network, in conjunction with the existing surrounding streets, will create a hierarchy of street types based on capacity and speed, they will work together to form the connection to the residential domain areas and commercial services designated within the property boundary.

The “grid” roadway network provides alternative routes for higher traffic volumes to flow in a multitude of directions to/from on-property destinations and parking areas. While the roadway serves to distribute vehicular traffic, it will in addition gather the population along its network and provide the connective tissue for inhabitants, workers, and visitors alike, providing streetscape area development with pedestrian hardscape and integrated bicycle lanes. The street layout and the building architecture will work together to form a cohesive whole developing it as a spatial amenity for the public and residents.

When a proposed roadway terminates at architectural elements, it should be treated to enhance the overall community’s character and foster an iconic architectural image for the community.

BUILDING PLACEMENT STRATEGY

LAND USE	LOT AREA (MIN/MAX SF)	LOT WIDTH (MIN/MAX FT.)	FRONTAGE PERCENTAGE (MIN/MAX)	BUILD - TO ¹ ZONE (MIN/MAX FT.)	YARDS	
					SIDE (MIN/MAX FT.)	REAR (MIN/MAX FT.)
MIXED USE (COMMERCIAL OFFICE, & RETAIL W/ RESIDENTIAL)	no min. / no max	100 / 500	80% / 100%	Primary; 0' to 15' Secondary; 0' to 25' Tertiary Street; 10' to 150' Alley; 40' min.	0 / 25'	40
MIXED USE (COMMERCIAL RETAIL W/ RESIDENTIAL)	no min. / no max	100 / 500	80% / 100%	Primary; 0' to 15' Secondary; 0' to 15' Tertiary Street; 0' to 20' Alley; none	0 / 25'	45 / 60
COMMERCIAL OFFICE	no min. / no max	100 / 500	75% / 100%	Primary; 20' to 55' Secondary; 10' to 15' Tertiary Street; 0' to 120' Alley; none	50' min.	0
HOSPITALITY	no min. / no max	100 / 500	80% / 100%	Primary; 0' to 15' Secondary; 0' to 25' Tertiary Street; 0' to 15' Alley; none	20' min.	0
RESIDENTIAL HIGH DENSITY	no min. / no max	100 / 500	80% / 100%	Primary; 0' to 10' Secondary; 0' to 10' Tertiary Street; 0' to 20' Alley; none	0 / 10'	0' / 65'
RESIDENTIAL LOW DENSITY	no min. / no max	no min. / 300	30% / 100%	18' min.	0	0
COMMERCIAL RETAIL	no min. / no max	100 / 300	70% / 100%	0' to 15'	0	0
PARKING LOT + PARKING DECKS	no min. / no max	100 / 500	--	0' to 25'	10 min.	10 min.

1. Frontage standard on Forest Avenue shall be maximum zero feet.

2 A minimum a 10' buffer shall be provided for Parcels abutting or overlapping a no build zone.

2. Lots containing existing buildings will be exempt from compliance with the above requirements, until such a time that the existing building is demolished and the lot is redeveloped.

3. Yard setback requirements shall be measured from the lot line at the edge of the sidewalk.

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

5. The architecture review committee reserves the right to waive any of the requirements contained in this table in the event of hardship or the opportunity to create a unique urban design.

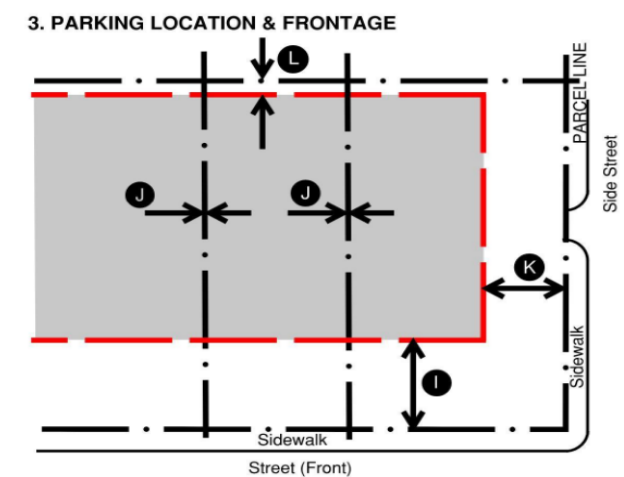
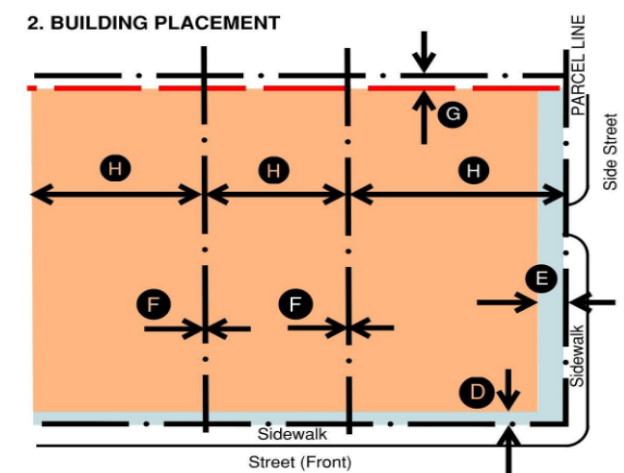
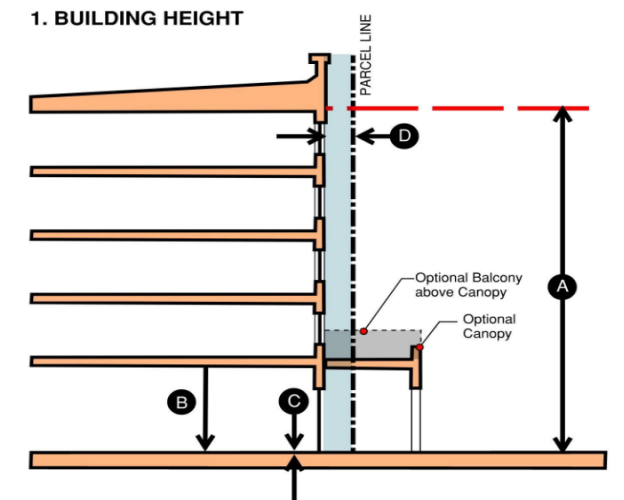
MASSING AND SETBACKS

FRONTAGE STANDARDS

		Mixed-use (Commercial Office & Retail, w/ Residential)	Mixed-use (Commercial Retail, w/ Residential)	Residential (High Density)	Residential (Low Density)	Commercial Office	Commercial Retail	Hospitality
Building Heights								
A	Primary Street Building Height	¹ 110' max.	^{1,2,3} 150' max.	^{1,2,3} 125 max.	^{1,2} 50' max.	^{1,2} 120' max.	^{1,2} 25' max.	^{1,2} 120' max.
A	Secondary Street Building Height	¹ 110' max.	^{1,2,3} 150' max.	^{1,2,3} 125' max.	^{1,2} 50' max.	^{1,2} 120' max.	^{1,2} 25' max.	^{1,2} 120' max.
A	Tertiary Street Building Height	¹ 110' max.	^{1,2,3} 90' max.	^{1,2,3} 90' max.	^{1,2} 50' max.	^{1,2} 120' max.	^{1,2} 25' max.	^{1,2} 120' max.
B	First Floor Height (floor to floor)	^{1,2,3} 13' min.	^{1,2,3} 13' min.	^{1,2,3} 0' min.	^{1,2} 0' min.	^{1,2} 13' min.	^{1,2} 13' min.	^{1,2} 13' min.
C	Ground Finished Floor above sidewalk or finished grade	¹ Commercial : 0" Residential.: 2' min.	Commercial : 0" Residential: 2' min.	2' min.	2' min.	0"	0"	0"
Building Placement								
D	Primary Street Build-to Zone	0' min. to 15' max.	0' min. to 15' max.	0' min. to 10' max.	18' min.	20' min. to 55' max.	0' min. to 15' max.	0' min. to 0' max.
E	Secondary Street Build-to Zone	0' min. to 25' max.	0' min. to 15' max.	0' min. to 10' max.	0' min. to 0' max.	10' min. to 15' max.	0' min. to 15' max.	0' min. to 0' max.
F	Interior Side Yard Setback	0' min. to 25' max.	0' min. to 25' max.	0' min. to 10' max.	0' min.	50' min.	0' min.	0' min.
	Tertiary Street Build-to Zone	10' min. to 150' max.	0' min. to 20' max.	0' min. to 20' max.	0' min. to 0' max.	0' min. to 120' max.	0' min. to 0' max.	0' min. to 0' max.
G	Alley or Rear Setback	40' min.	45' min. to 60' max.	0' min. to 65' max.	0' min.	0' min.	0' min.	0' min.
	Parcel Coverage	90% max.	90% max.	90% max.	70% max.	90% max.	80% max.	80% max.
Frontage Built-out								
H	Building Front	80% min.	80% min.	80% min.	60% min.	75% min.	75% min.	80% min.
	Building Side (street)	40% min.	40% min.	30% min.	30% min.	30% min.	30% min.	30% min.
	Building Rear (street)	30% min.	30% min.	30% min.	0% min.	0% min.	0% min.	0% min.
Parking Location								
I	Front Setback	⁴ 10' min.	⁴ 10' min.	⁴ 5' min.	⁴ 10' min.	⁴ 10' min.	⁴ 10' min.	⁴ 10' min.
J	Interior Side Yard Setback	⁴ 0' min.	⁴ 0' min.	⁴ 5' min.	⁴ 5' min.	⁴ 5' min.	⁴ 5' min.	⁴ 5' min.
K	Street Side Yard Setback	⁴ 10' min.	⁴ 10' min.	⁴ 5' min.	⁴ 5' min.	⁴ 5' min.	⁴ 5' min.	⁴ 5' min.
L	Rear Setback (lot)	⁴ 5' min.	⁴ 5' min.	⁴ 10' min.	⁴ 10' min.	⁴ 10' min.	⁴ 10' min.	⁴ 10' min.
	Rear Setback (alley)	⁴ 0' min.	⁴ 0' min.	⁴ 0' min.	⁴ 0' min.	⁴ 0' min.	⁴ 0' min.	⁴ 10' min.
	Rear Setback (Street)	⁴ 30' min.	⁴ 30' min.	⁴ 0' min.	⁴ 0' min.	⁴ 0' min.	⁴ 0' min.	⁴ 10' min.

NOTES:

1. Allowable building height determined based on street designation where the front of building is located.
2. Towers, cupolas and other rooftop features with a footprint smaller than 15' x 15' may extend up to 20' above the designated height limit.
3. Maximum allowable height with 35' horizontal bldg, setback at level 5.
4. Reference parking section for requirements.

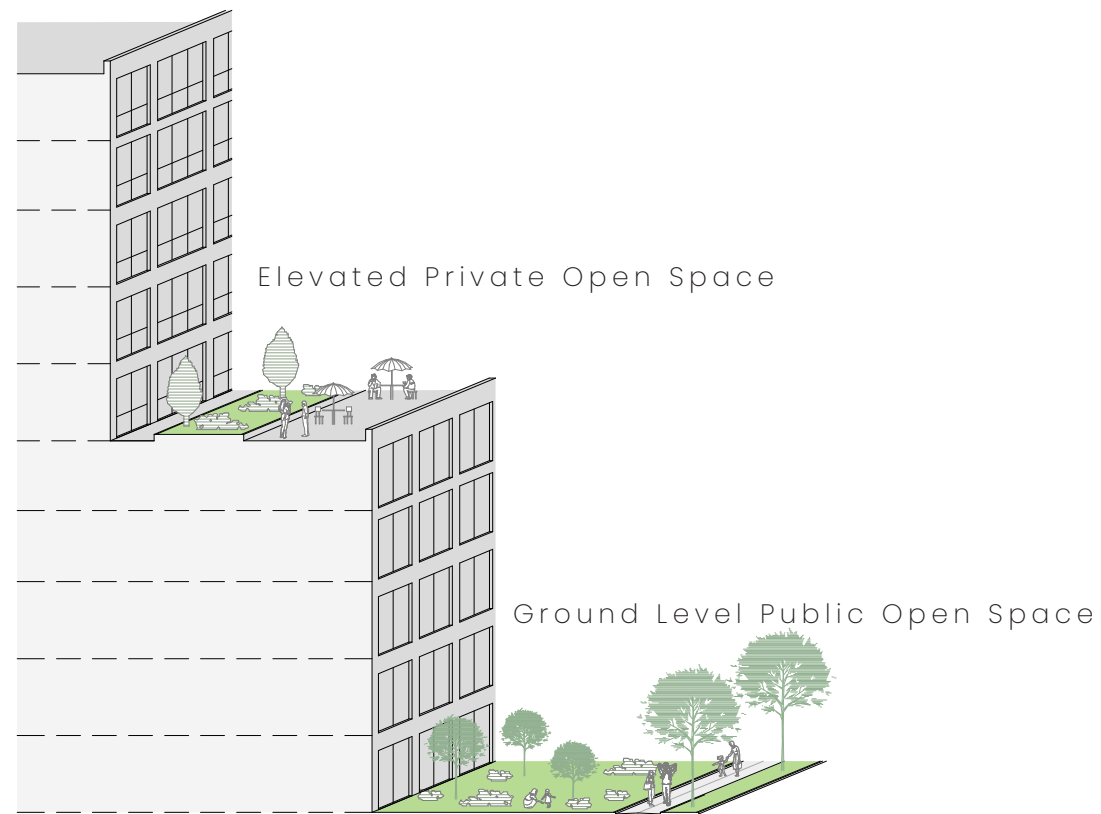


CONCEPTUAL LANDSCAPE AND AREA DEVELOPMENT PLAN

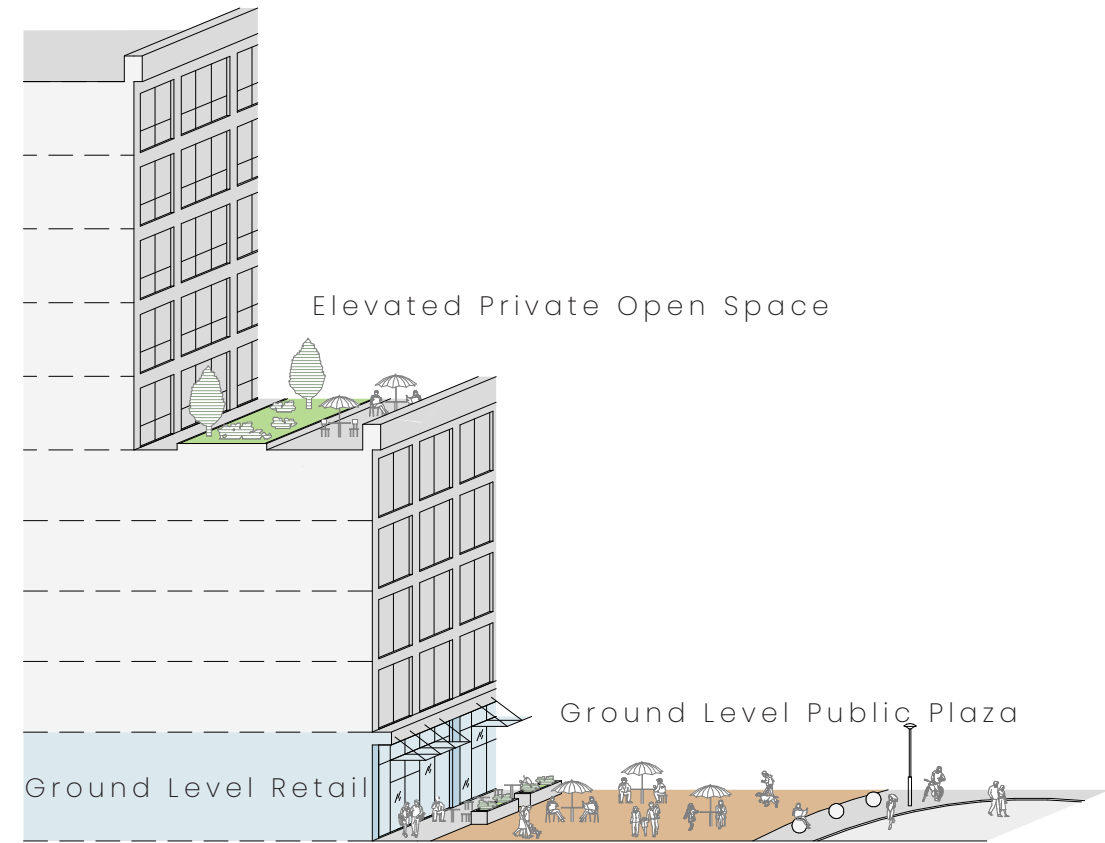
- ① Main Street Greenway
- ② Town Center Plaza
- ③ Forest Buffer
- ④ Recreation Trail
- ⑤ Pond
- ⑥ Occupiable Roof Terrace
- ⑦ Vegetated Roof
- ⑧ The Grove
- ⑨ Pocket Park
- ⑩ Pocket Plaza
- ⑪ Shade on Forest Avenue



MULTIPLE LEVELS OF OPEN SPACE DIAGRAMS



**MULTI-FAMILY OPEN SPACE DIAGRAM
(R-3 FOR REFERENCE)**



**MIXED-USE OPEN SPACE DIAGRAM
(MU-2 FOR REFERENCE)**



**RESIDENTIAL OPEN SPACE DIAGRAM
(LDR-1 FOR REFERENCE)**



**MULTI-FAMILY OPEN SPACE DIAGRAM
(R-2 FOR REFERENCE)**



Conceptual Rendering | Baskervill

URBAN DESIGN STRATEGY

The central theme for Reynolds Crossing is human scaled design. This will be achieved by implementing walkable blocks and streets. Housing will be available at a variety of scales such as townhomes and apartments all in close proximity to retail and other amenities. Accessible public spaces such as the proposed Town Center and pocket parks will be located throughout the site, providing a range of experiences for users. There will be a focus on access to existing public transportation to expand the reach of those services offered in the Greater Richmond Region.

Reynolds Crossing will be designed for the present and the future. The gridded street system will make the

neighborhood walkable and navigable. Most importantly, this system is also very adaptable for future changes in land use. By setting up the neighborhood this way, the project is innately pedestrian focused and resilient to future change.

Buildings will be set back from the street with a focus on the pedestrian perspective. Sidewalks will be generous, bike lanes will be protected, and buffers between these paths of travel will be landscaped. Trees will line the streets, providing shade for pedestrians walking below. And rooftops will be accessible for residents, reinforcing a commitment to connecting residents and visitors with nature.



Conceptual Rendering | Baskervill

04 STREETSAPES

STRATEGIES



Brookfield Campus | Richmond VA | Baskervill



The streetscape will be the connective tissue of Reynolds Crossing, and careful consideration will be taken in their design. The streetscape will feature a grid plan. The orthogonal geometry of the grid will be not only satisfying and beautiful, but will encourage movement and facilitate wayfinding by establishing orientation. Anchoring the main Town Center to the East without a through street will reinforce the idea that the Town Center is a place to gather and prioritize a pedestrian centric experience. Providing the Town Center with a roundabout will add flexibility for a variety of programmatic uses such as a food truck night or a monthly artisan's market.

Dedicated and protected bike paths will be provided along Main Street in the central East/West direction. These paths will also be provided along the East and West perimeters in the North/South direction. Dedicated bike paths will create safer sidewalks, improve traffic flow, as well as bolster Henrico County's commitment to a greener and more active future.

Extensive sidewalks will connect residents and visitors along the main thoroughfares as well as the fringes of the neighborhood to create a truly pedestrian experience. The interstitial spaces will be accented with landscaping brick pavers in between buildings and at prominent corners. These spaces will become a hub for residents and visitors to gather.

Landscaping will be a part of the streetscape tapping in to their functional and aesthetic purposes. In time, trees will create canopies over Main Street, providing a human experience rooted in nature. Landscape buffers will be provided between sidewalks, bike lanes, and roads creating a deeper sense of safety and beautifying the neighborhood for the long term. These landscape buffers will also enhance the pedestrian experience, encouraging users to quite literally slow down and smell the flowers.



Garnizon | Gdansk Poland | Marcin Woyciechowski

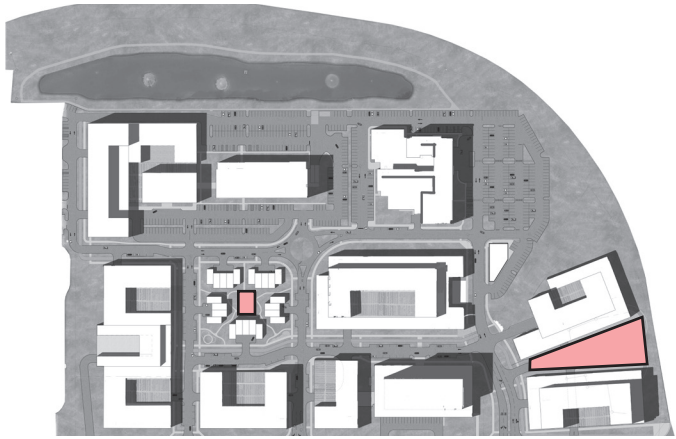


Hudson Square | New York | M+LA



TOWN CENTER

The Town Center will be the pulse of the neighborhood. Strategically located off the primary thoroughfare of Main Street – and without a through street – the Town Center becomes an adaptable arcade. In closing off vehicle access to the roundabout, the Town Center transforms into a pedestrian centric plaza with ample space for street festivals and community events. Maintaining vehicle access as an option allows for a more versatile use of the plaza, and expanding options for its use to include events like food truck nights and farmer’s markets.



The central courtyard located behind the townhomes will create a private space for residents to connect with each other and nature. Landscaping will be lush and create a sense of pride. Offering a communal courtyard for the townhomes adds a variety of privacy levels that are important for residents and creates a beautiful space to disconnect from urban life.

Lake Nona | Orlando FL | Design 3 International



Garnizon | Gdansk Poland



Bigyard Apartments | Berlin Germany



Halsted Square | Vienna VA | SK+I Architecture





Avenues Mermoz et Pinel | Lyon France | Gautier+Conquet Architects

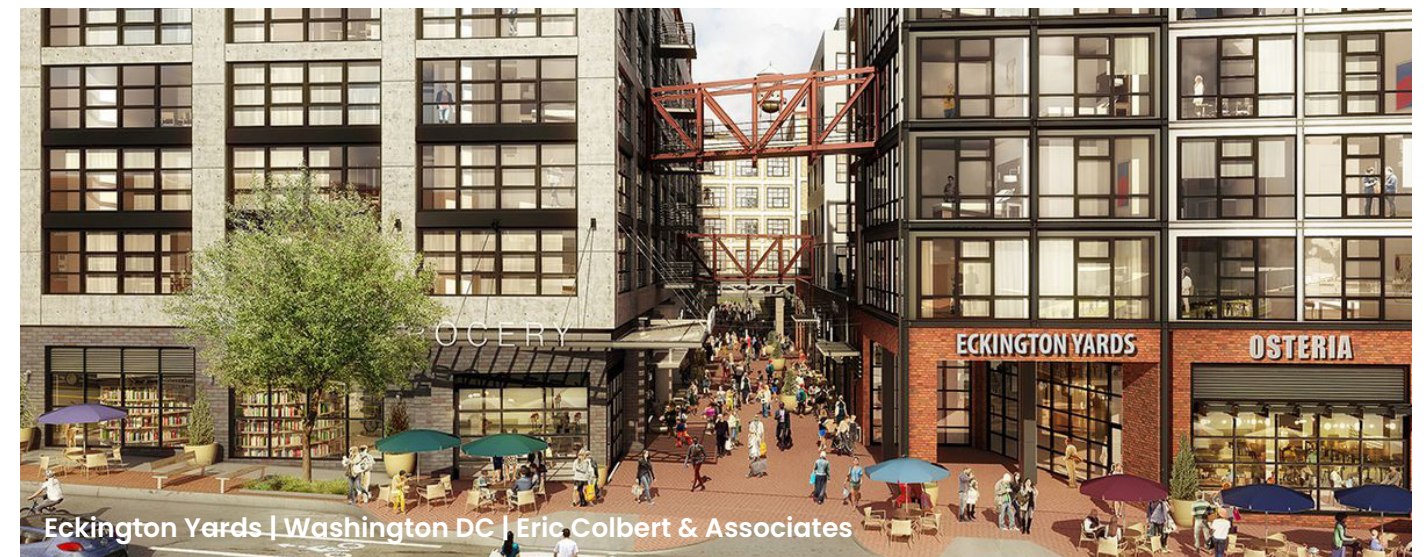


Bryant Street NE | Washington DC | OCULUS

STREETS & PLAZAS



17th Street Market | Richmond VA | Baskervill



Eckington Yards | Washington DC | Eric Colbert & Associates

PEDESTRIAN WAYS

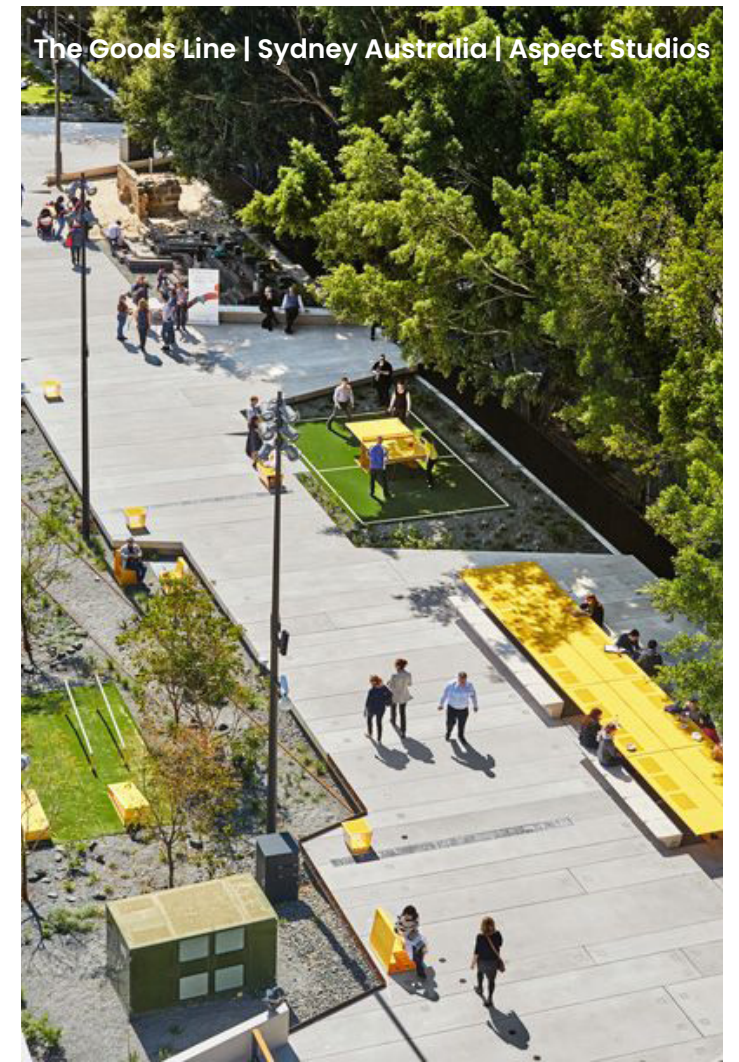


Edlington Yards | Washington DC | Eric Colbert

Xuhui Runway Park | Shanghai China | Sasaki



Loop NYC | New York | EDG



The Goods Line | Sydney Australia | Aspect Studios



7th Ave Cycle Track | Seattle WA



Greengate Retail | Richmond VA | Baskervill



16th Street Mall | Denver CO | OLIN

PARKING AMENITIES



Parking garage screening



EV charging stations



Bike racks



Covered bike racks



Covered parking with solar panels



Tree Wells | Landscape Lighting | Accent Pavers

STREETSCAPE MATERIAL



Designated Bike Lanes | Alternate materials to differentiate from road and sidewalk



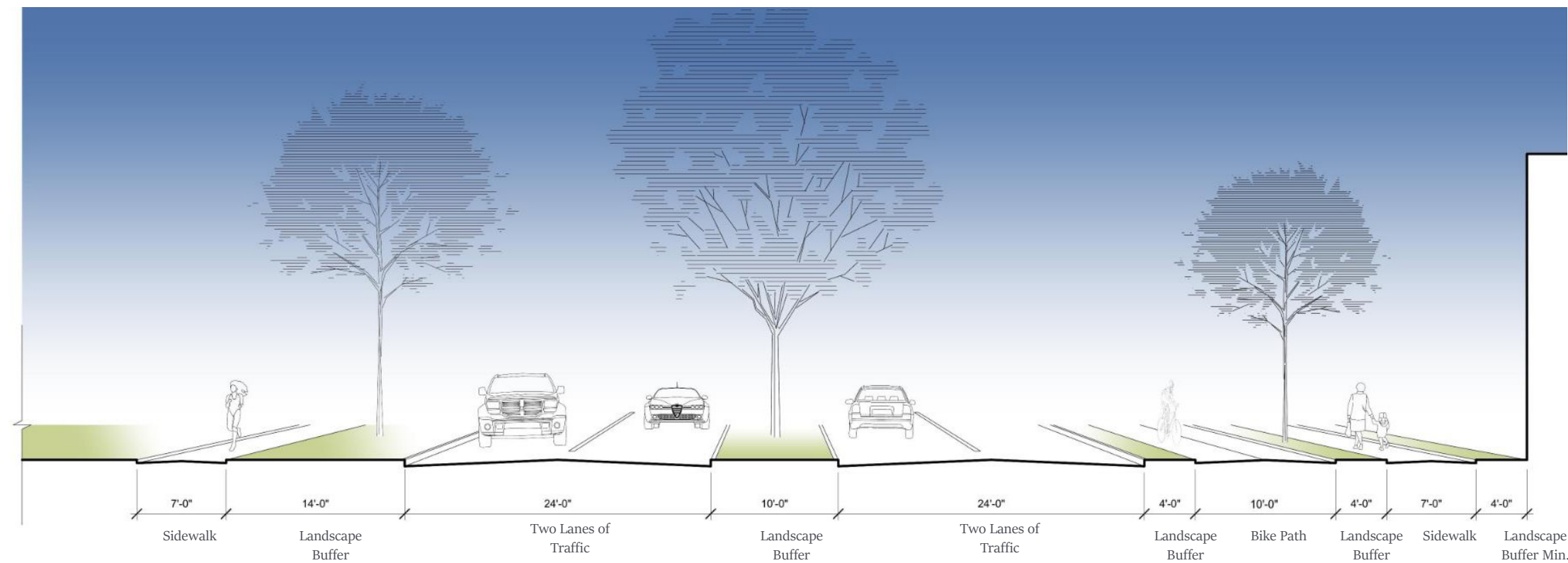
17th Street Market | Richmond VA | Baskervill | Vernacular materials, brick and cobblestone



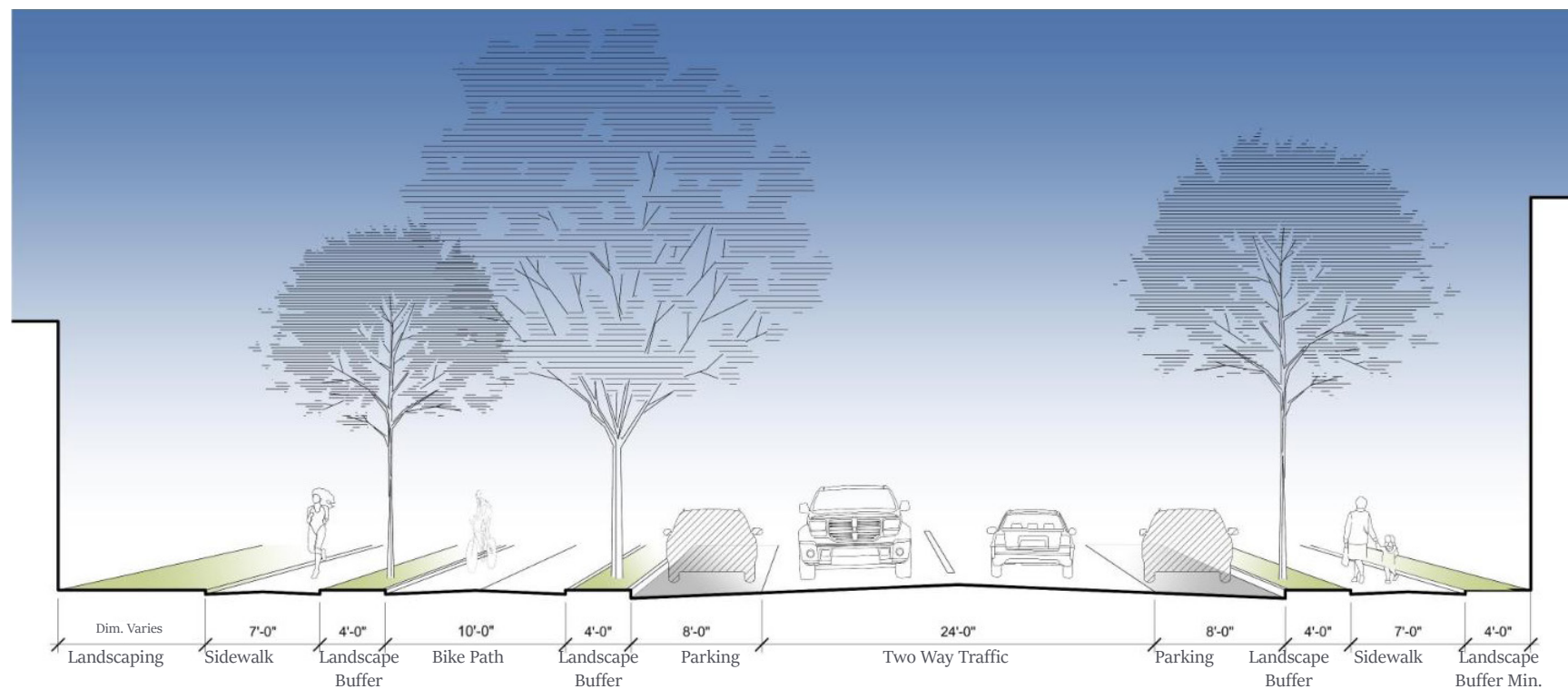
Superblock of Sant Antoni | Murals in plaza

STREET SECTIONS

The street sections on the following pages illustrate the typical roadway strategies. Reynolds Crossing will prioritize pedestrian and bicycle travel with dedicated lanes separated by landscaping. Landscaping buffers between traffic will enhance the safety of the pedestrian and cyclist experiences, demonstrate commitment to a greener future by encouraging alternative modes of transportation, and create a more beautiful streetscape.



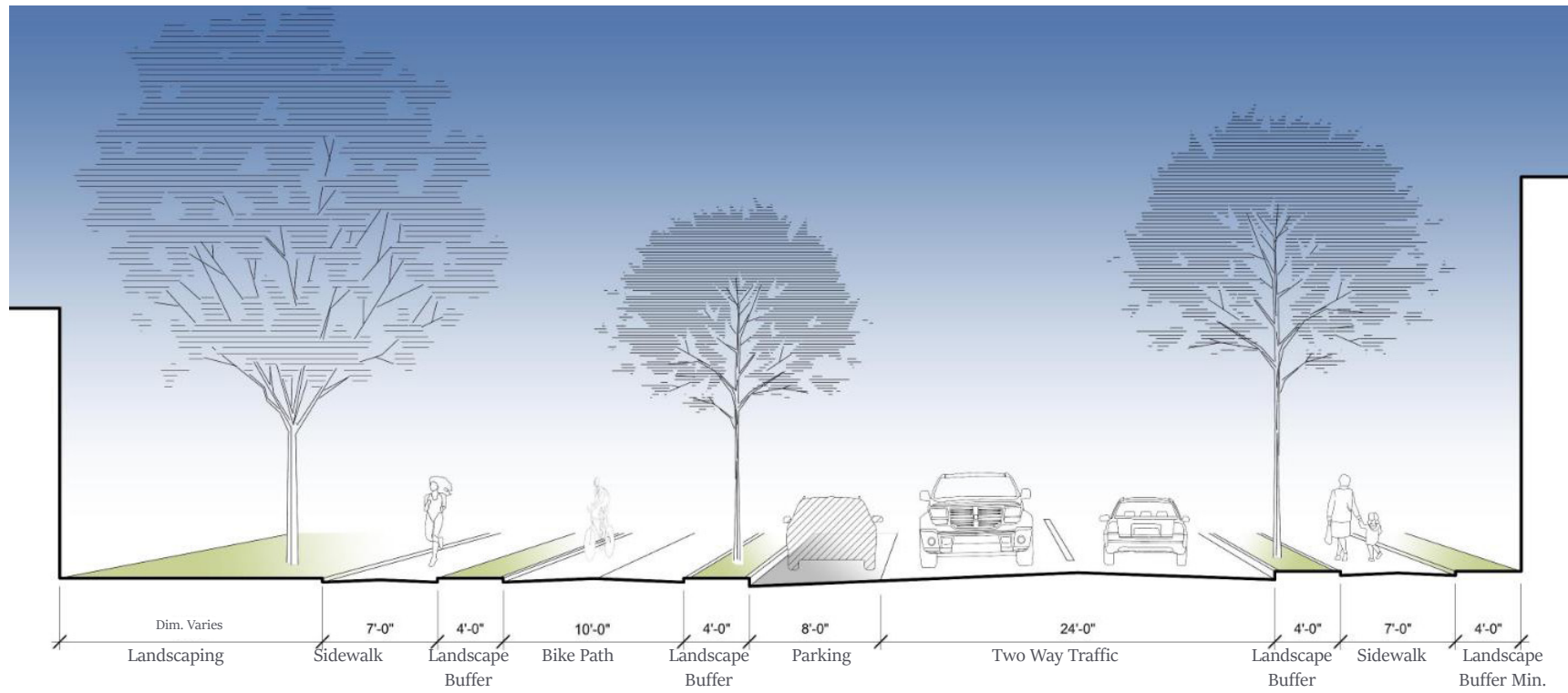
TYPICAL SECTION THROUGH PRIMARY STREET



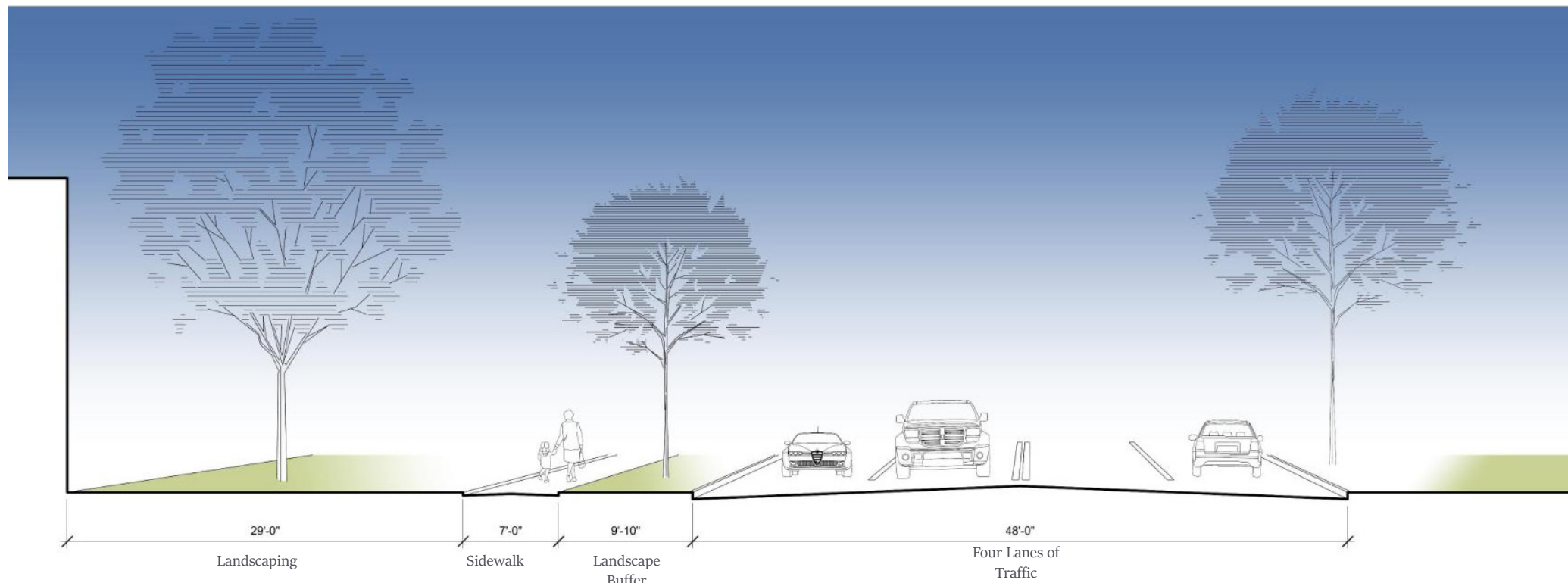
TYPICAL SECTION THROUGH SECONDARY STREET (double loaded parking)



Tree Lined Avenue in Tokyo Japan



TYPICAL SECTION THROUGH TERTIARY STREET (single loaded parking)



TYPICAL SECTION THROUGH FOREST AVE (existing)

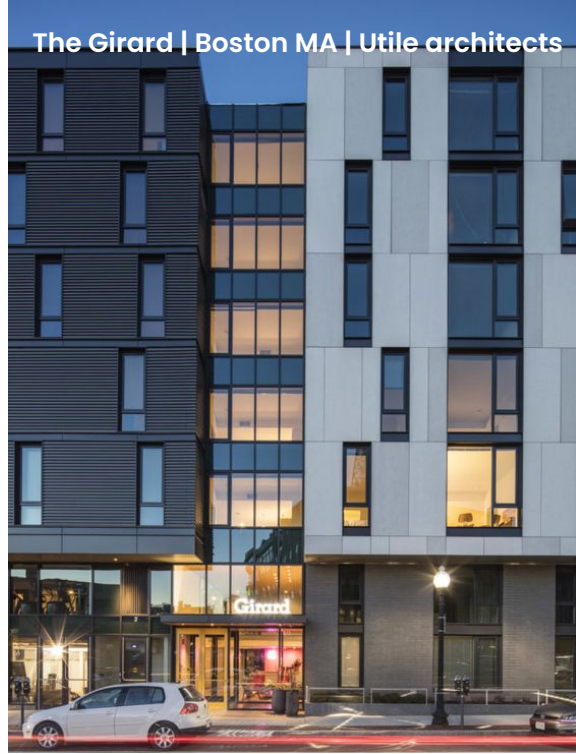
Stratosphere | London UK |
Allies and Morrison



1111 E Pike | Seattle WA | Olson Kundig



The Girard | Boston MA | Utile architects



05 ARCHITECTURE

ARCHITECTURAL CHARACTER

Reynolds Crossing’s architectural language serves as the primary theme of the development, shaping not only the physical environment but also the social and cultural fabric of the community. Reynolds Crossing will be home to a number of new buildings with a variety of uses. By prioritizing functionality, aesthetics, and sustainability, the goal is to create a vibrant, inclusive, and enduring urban landscape that enriches the lives of all who call it home.

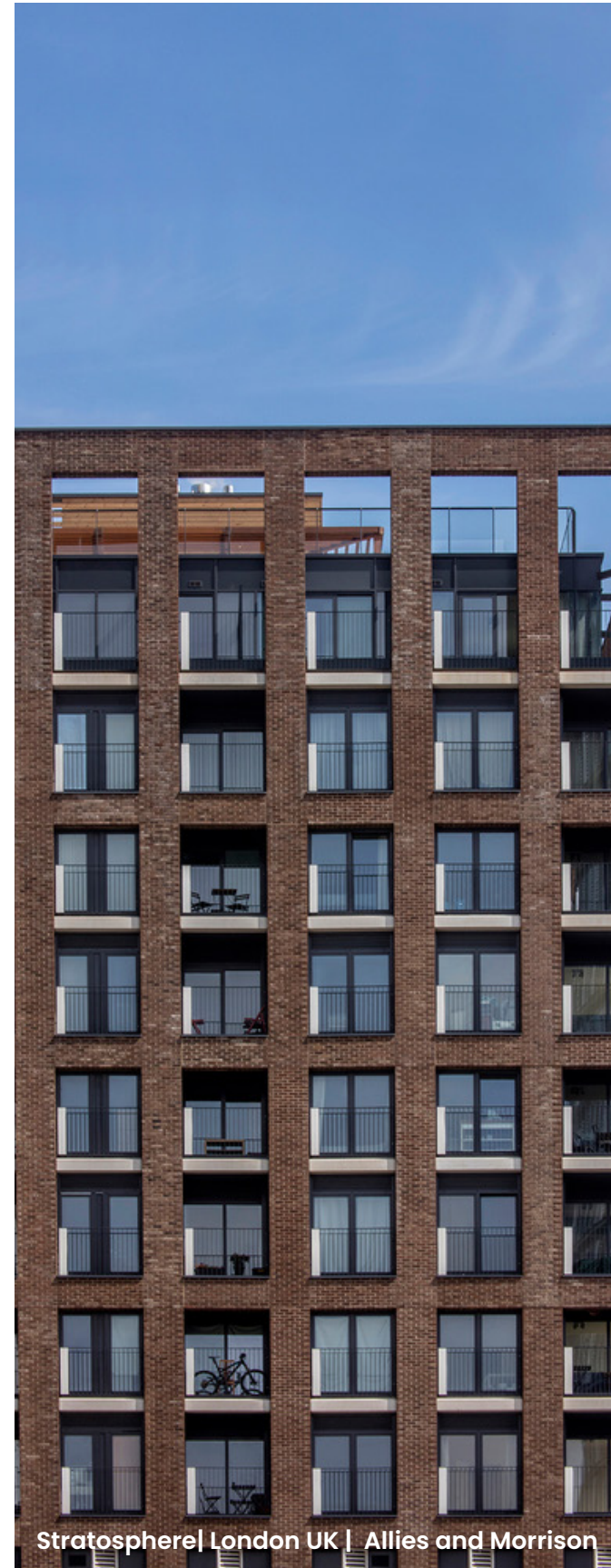
The underlying architectural theme across the development will be the grid. The grid goes beyond serving as an organizing tool of the master plan, and becomes a driving design principle in the façade. Grids, can be rigid, as seen in the conceptual design for the mixed-use buildings, but also offer design flexibility if used dynamically, as shown in the multifamily architecture. The grid serves as a unifying element – flexible in concept, allowing for variety in design possibilities and playfulness in its execution, while unifying the architectural vernacular across multiple typologies and styles.



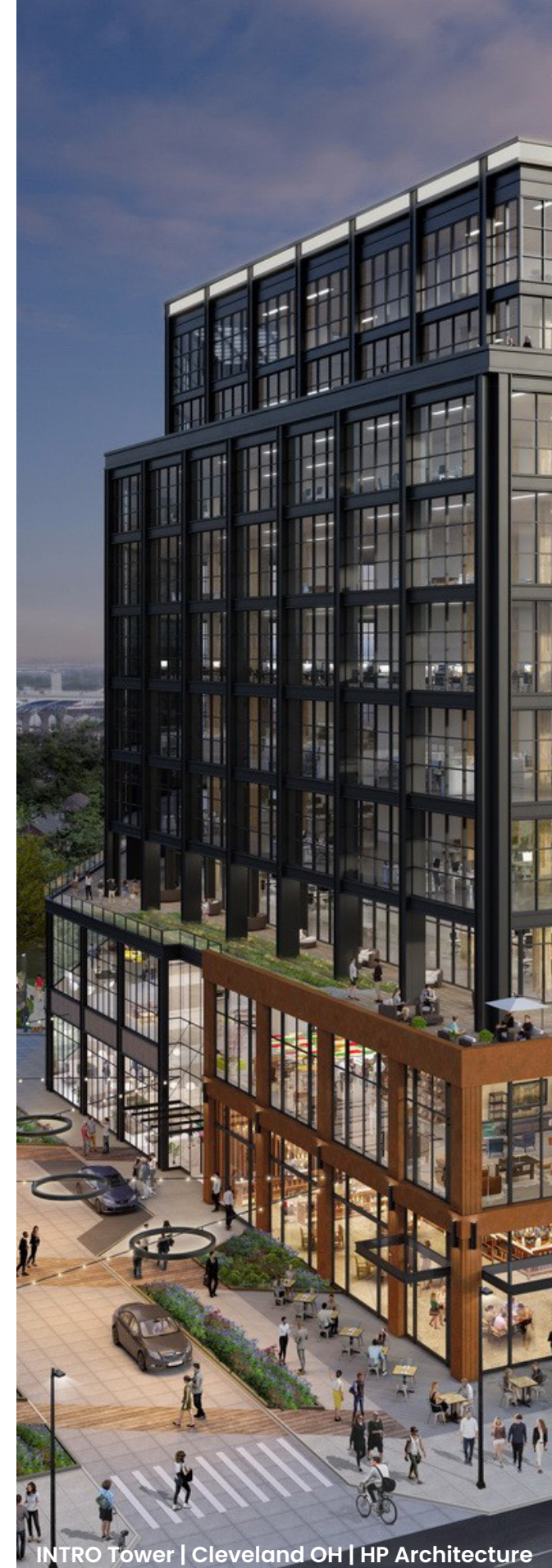
Conceptual Rendering | Baskervill



Diamond District | Richmond VA | Baskervill

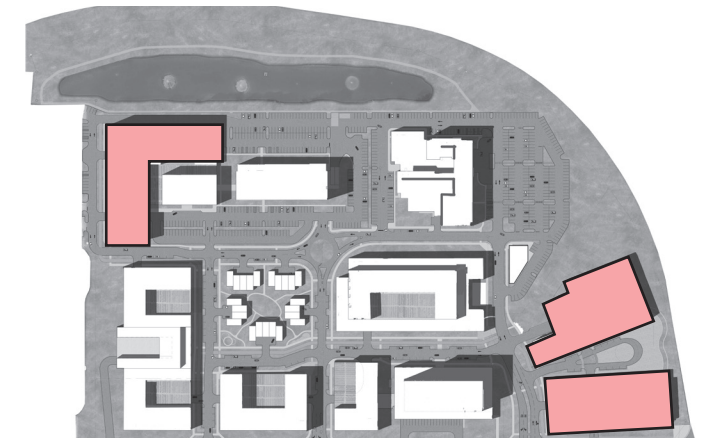


Stratosphere | London UK | Allies and Morrison



INTRO Tower | Cleveland OH | HP Architecture

MIXED-USE BUILDINGS



Central to the architectural design of mixed-use buildings is the layered integration of different functions, each serving its own purpose while contributing to the overall synergy of the development.

At street level, retail spaces will be strategically positioned to engage with pedestrians, enhancing the vitality of the surrounding streetscape and fostering a sense of community. Storefronts will be expansive and inviting, encouraging window shopping, and offering invitations to passers-by.

Above the retail podium, residential units will rise to accommodate a diverse range of urban dwellers. The architectural design of these units prioritizes efficient use of space, natural light, and privacy. Amenities will include communal outdoor areas, green spaces, and shared recreational facilities. Flexibility is key, with adaptable floor plans that offer a range of lifestyles and demographics, from young professionals to families to empty nesters.

Mixed-use buildings provide the connection between disparate uses, like residential and retail, creating something dynamic and vibrant. By integrating mixed-use buildings within the existing office complex, Reynolds Crossing will improve and enhance the development.

MULTIFAMILY BUILDINGS



Eckington Yard | Washington DC | KTG Architecture



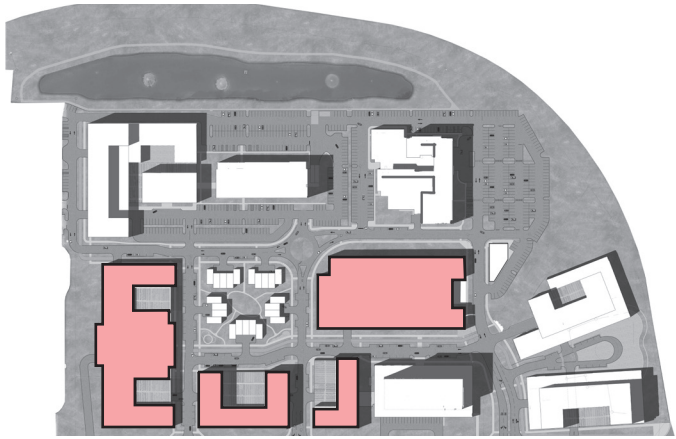
1111 E Pike | Seattle WA | Olson Kundig



Brookland Press | Washington DC | GTM Architects



Girard | Boston MA | Utile



The multifamily buildings within Reynolds Crossing will be primarily podium-style developments with parking below and residential units above. The architecture aims to create exciting and socially inclusive environments. By integrating parking within residential, and activating upper levels with amenities and open spaces, these buildings will contribute to the vitality and livability of the overall development.

Residential floors will be organized around central courtyards creating opportunities for community interaction and outdoor recreation. These courtyard levels are designed to be activated with amenities such as landscaped patios and seating, playgrounds, and gathering spaces. Architectural features such as balconies, terraces, and expansive glass further enhance the livability of these spaces, providing residents with opportunities to connect with nature and socialize with their neighbors.

Architecturally, the multifamily buildings will create a sense of place within the development, with distinctive façades, materials, and massing that contribute to the character of the neighborhood. Façade treatments include a mix of materials including brick, stone, glass, and metal, with variations in color, texture, and scale to create visual interest and rhythm. Architectural details such as recessed balconies, articulated façades, and landscaped setbacks further enhance the buildings’ aesthetic appeal while also providing functional benefits such as shading and privacy.



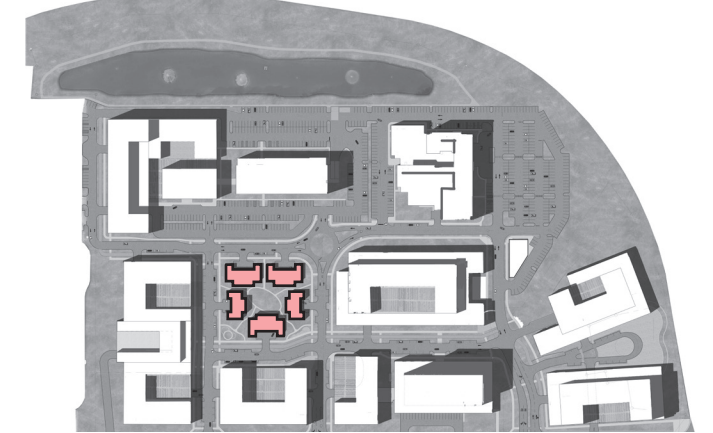


TitletownHomes | Green Bay WI | KTG Architecture + Planning

The architecture of the residential buildings is characterized by an emphasis on scale, individuality, and community. Through thoughtful design, attention to detail, and the integration of private courtyards and characteristic gables, the townhomes offer residents the best of both worlds: the charm and character of traditional residential architecture, combined with the convenience and connectivity of urban living.

These buildings will typically be smaller in scale, with narrow frontages and only a few stories to maximize land use. By clustering multiple homes together in close proximity, the development promotes social interaction among residents. Shared amenities such as communal greenspaces further enhance this sense of community.

RESIDENTIAL BUILDINGS



Spur21 | Roanoke VA | Baskervill



South Calgary Townhomes | Calgary AB | RNDSQR



Eckington Yards | Washington DC | Eric Colbert & Associates

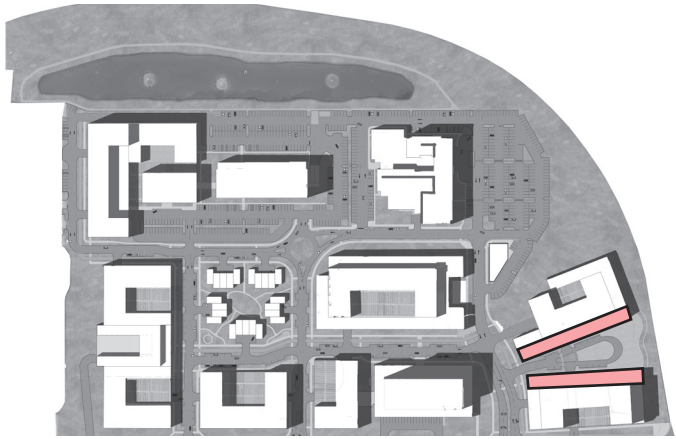


19th & Mercer | Seattle WA | Weinstein A+U

Retail spaces in Reynolds Crossing will be located at the grade level of mixed-use buildings. By prioritizing street front presence, accessibility, and pedestrian-oriented design principles, these spaces will contribute to the creation of vibrant, inclusive, and economically thriving communities where people can live, work, and play.

Façades are designed to engage with passers-by, with large windows, clear entrances, and eye-catching signage that draw attention and invite exploration. Architectural features such as awnings, canopies, and outdoor seating areas will further activate the street front, creating opportunities for social interaction and enhancing the overall vitality of the urban environment.

RETAIL SPACES



In addition to their architectural design, retail spaces at grade level often incorporate outdoor amenities and landscaping features that further enhance their appeal and functionality.



Greengate Retail | Richmond VA | Baskervill

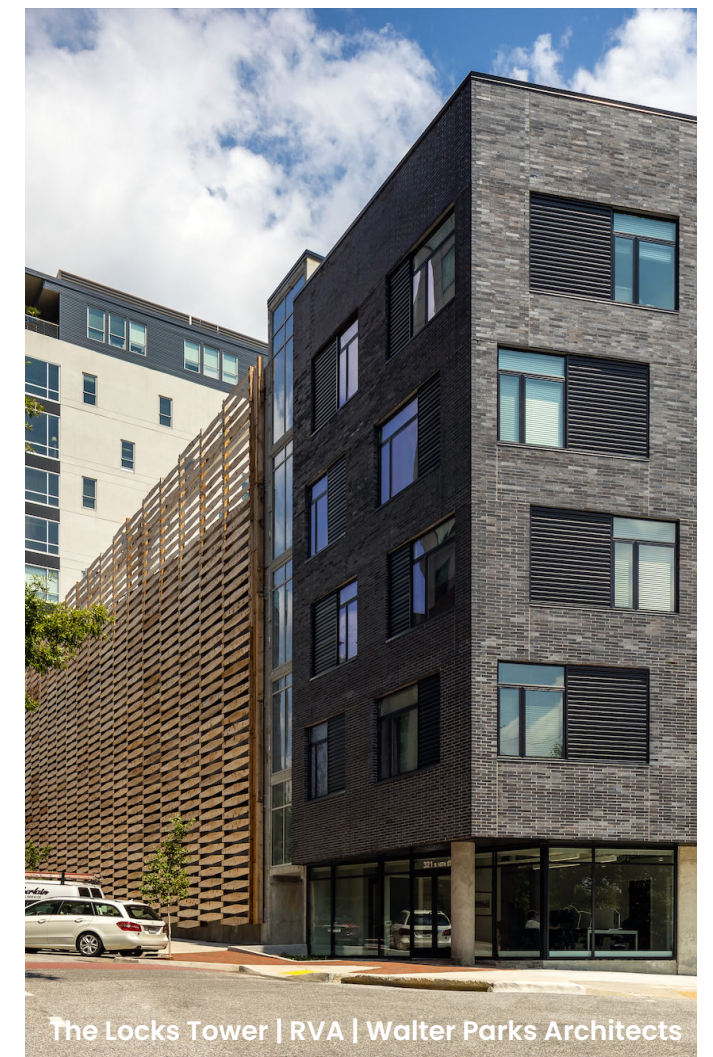
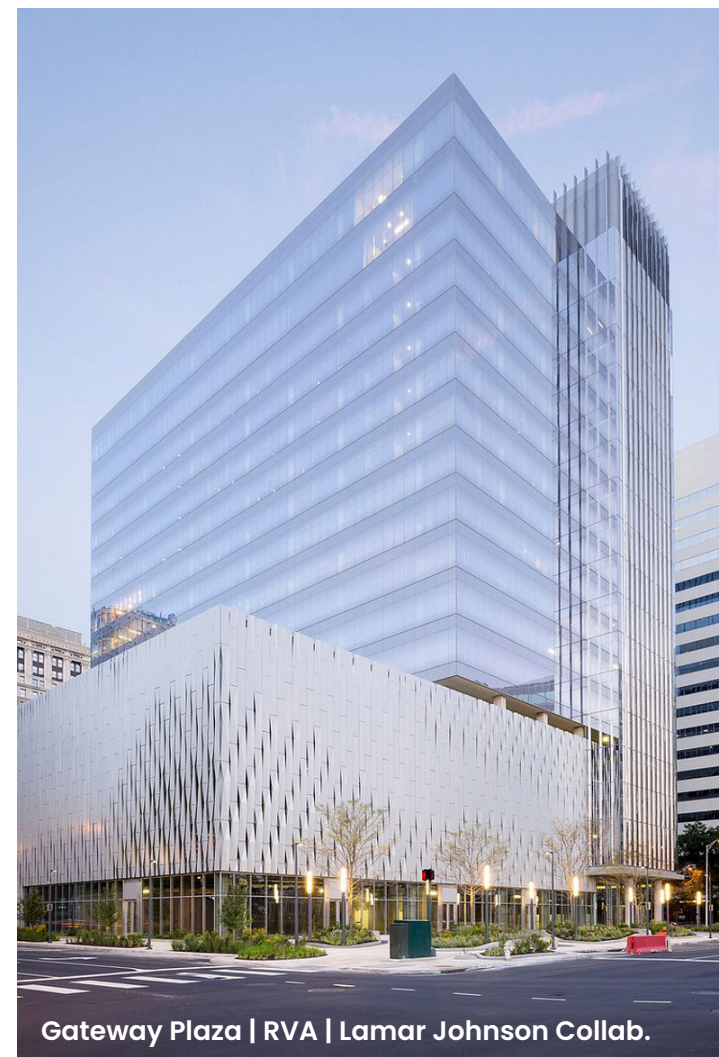


The Gentry | Washington DC | R2L:Architects



PARKING GARAGES

With a variety of different functions, the development will need to address the relatively high demand for parking infrastructure. Parking spaces will be located inside garages within the podium structure of the multi-family and mixed-use buildings. Parking will be carefully integrated into the buildings' overall design, often concealed behind façades or within the building footprint to minimize their visual impact on the surrounding streetscape. The use of setbacks, landscaping, and screening will be employed to soften the transition between the parking levels and the residential units above.



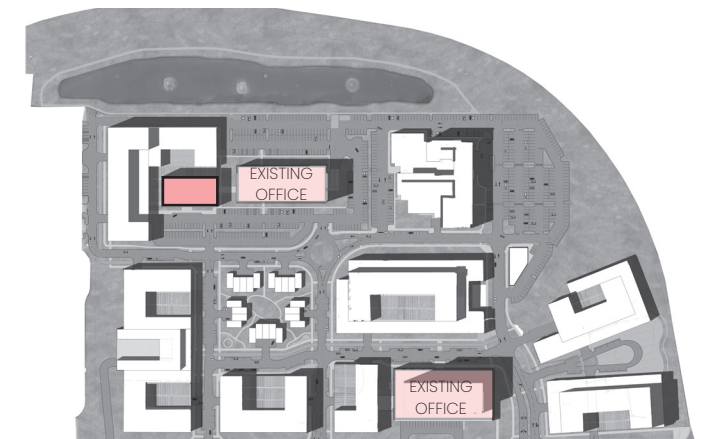


Kinsale Insurance | Richmond VA | Baskervill

The architecture of office spaces within Reynolds Crossing embodies a blend of innovation, functionality, and aesthetic appeal, intended to cater to the diverse needs of modern businesses while enhancing the overall urban fabric of the development itself.

In the new building located in the northwest part of the development, the office architecture is characterized by sleek, contemporary design. The building's façade will feature clean lines, modern materials, and expansive glazing that maximize natural light and provide panoramic views of the surrounding landscape. Sustainable design principles will be integrated throughout, with energy-efficient building systems, green roofs, and ample outdoor spaces that promote employee wellbeing and engagement with the surrounding. The architectural

OFFICE SPACES



character of the new buildings intends to speak to the language of the existing office buildings, to create a cohesive community. Additionally, the potential for smaller pockets of commercial and office uses within primarily residential buildings, allows for considered market-driven growth over time.



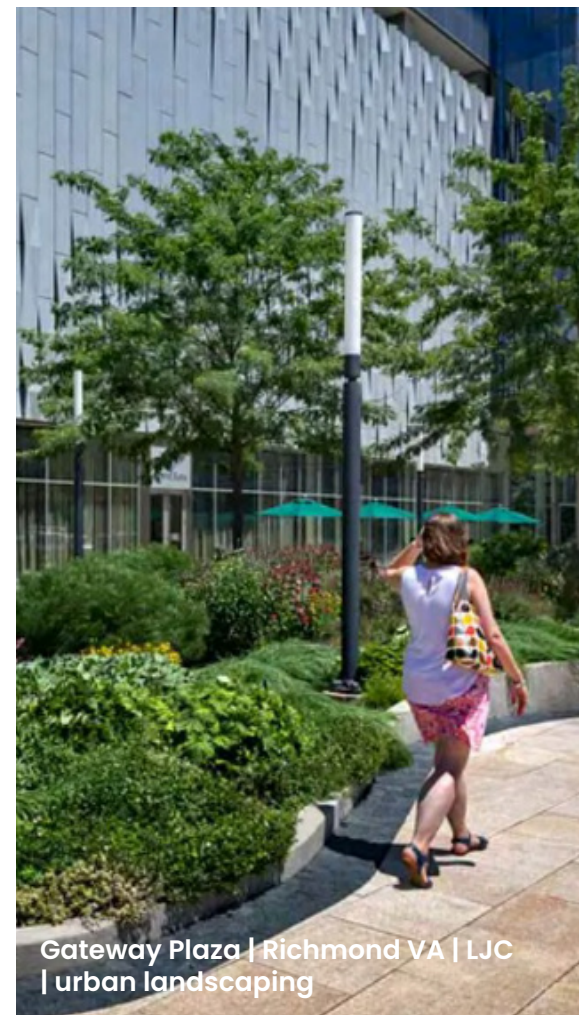
CoStar Campus | Richmond VA | Pickard Chilton



Fabrikstrasse 10 | Switzerland Basel | Yoshio Taniguchi



BIGyard | Berlin Germany | Zanderroth Architekten | direct garden access



Gateway Plaza | Richmond VA | LJC | urban landscaping

06 LANDSCAPE

STRATEGIES

Landscaping for Reynolds Crossing will prioritize native plantings and harmonious placement, all while satisfying the County’s zoning requirements. Streetscape sections, shown previously, include street tree verges and landscape buffers at interface edges between pedestrians and vehicles. This feature is included both adjacent to sidewalks and dedicated bike lanes, so that there is both an attractive and safe separation of pedestrians from vehicular traffic. Central medians with green spaces will be employed where roads have multiple lane connections to Forest Avenue, as well as within traffic calming features and parking areas on the site. The plan also intends to continue the shade tree canopy along Forest Avenue by either retaining existing trees or planting for future canopy coverage. The site already features a vegetated berm as a buffer along portions of the East and North adjacent to Broad Street and I-64, with a landscaped bioretention pond. Future development intends to maintain and improve access to the trail around the pond as a recreational feature by connecting it through the site and to Forest Avenue with new bike lane routes.

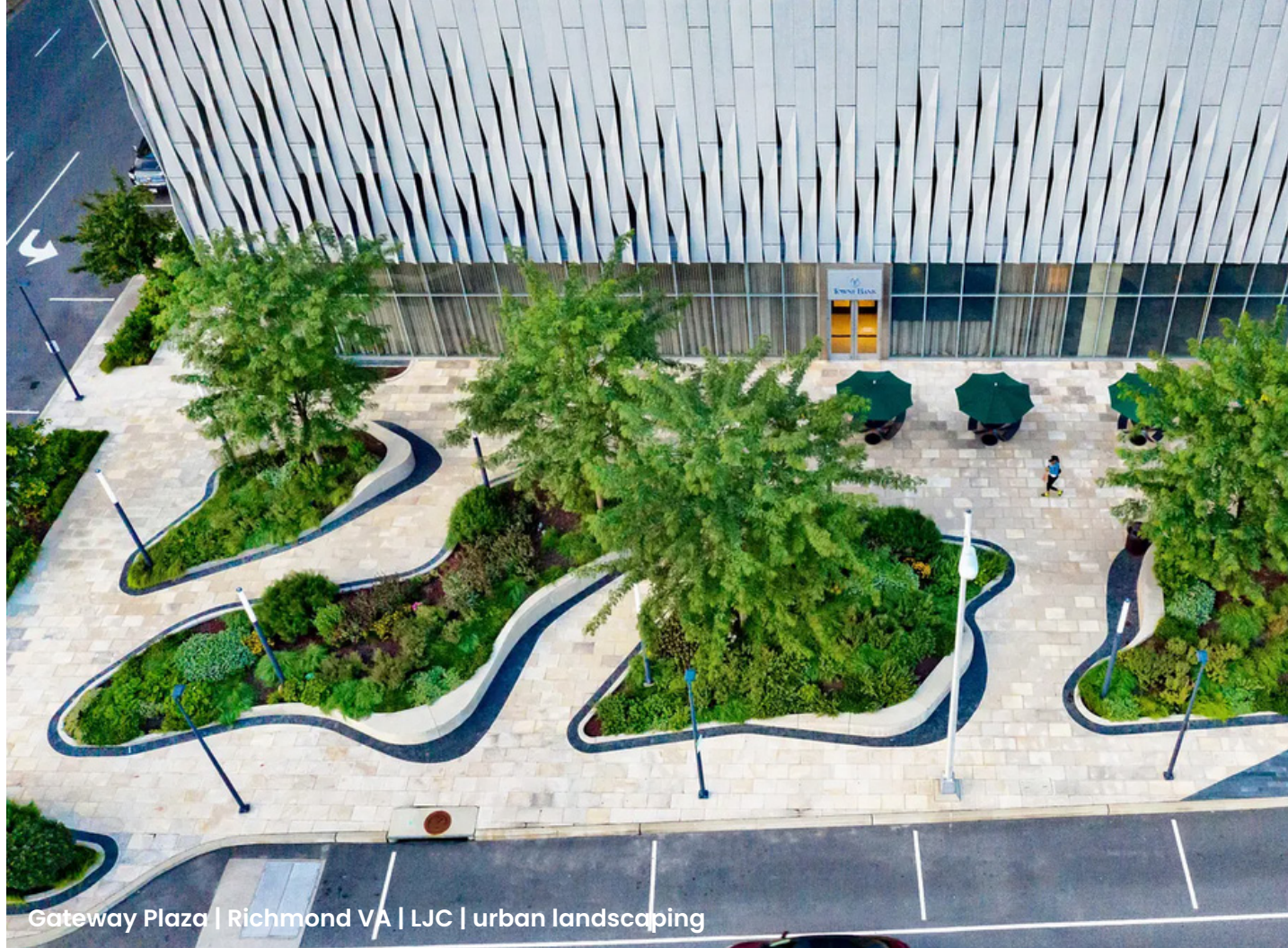
Open green space is an important feature even within the more urban setting of a UMU, and as indicated in the previous massing and set-back section, development intends to follow a pattern which allows for occupiable green space both at grade and within the section of each building. Portions of the master plan are intended to accommodate use of green roofs at these setbacks and upper podium levels to provide for “urban yards” on residential use floors above street level.

In an urban setting, pockets of green space serve as an essential respite for residents and other users. Thoughtful planning will incorporate elements like overhead shade tree canopy, and low-level plantings

to soften edges and foundations while maintaining safe sitelines. Additional plaza, park, and town center areas will offer comfortable seating, flexible uses and amenities, and plantings to encourage gatherings, relaxation, and outdoor activities. Strategies will also aim to include water quality features and low impact landscaping.

Outdoor civic areas, including town centers and plazas, are important to the vitality of a mixed-use development. These will be located throughout the site to provide areas for building activities to spill out into the landscape. These spaces will include durable hardscaping and street furniture which should complement and coordinate with adjoining architecture and provide for flexibility of uses in these spaces. Planters are encouraged near storefronts and the perimeter of outdoor dining areas. The design calls for public art to be incorporated as an integral part of the landscape, while also providing a playful spot for contemplation and delight.

The ideal urban experience is one where people can effortlessly navigate a streetscape that is designed for pedestrians with their needs and well-being in mind. This includes 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.



Gateway Plaza | Richmond VA | LJC | urban landscaping



Passeig de Sant Joan | Barcelona Spain | Lola Domenech | pedestrian-oriented landscape



Queens Plaza | New York | Margie Ruddick Landscape | green bicycle lane



CityCenterDC | Washington DC | Foster + Partners | public plaza



Hudson Square | New York | MNL A | green boulevard



City View Marketplace | Richmond VA | 3North | Landscaped courtyards

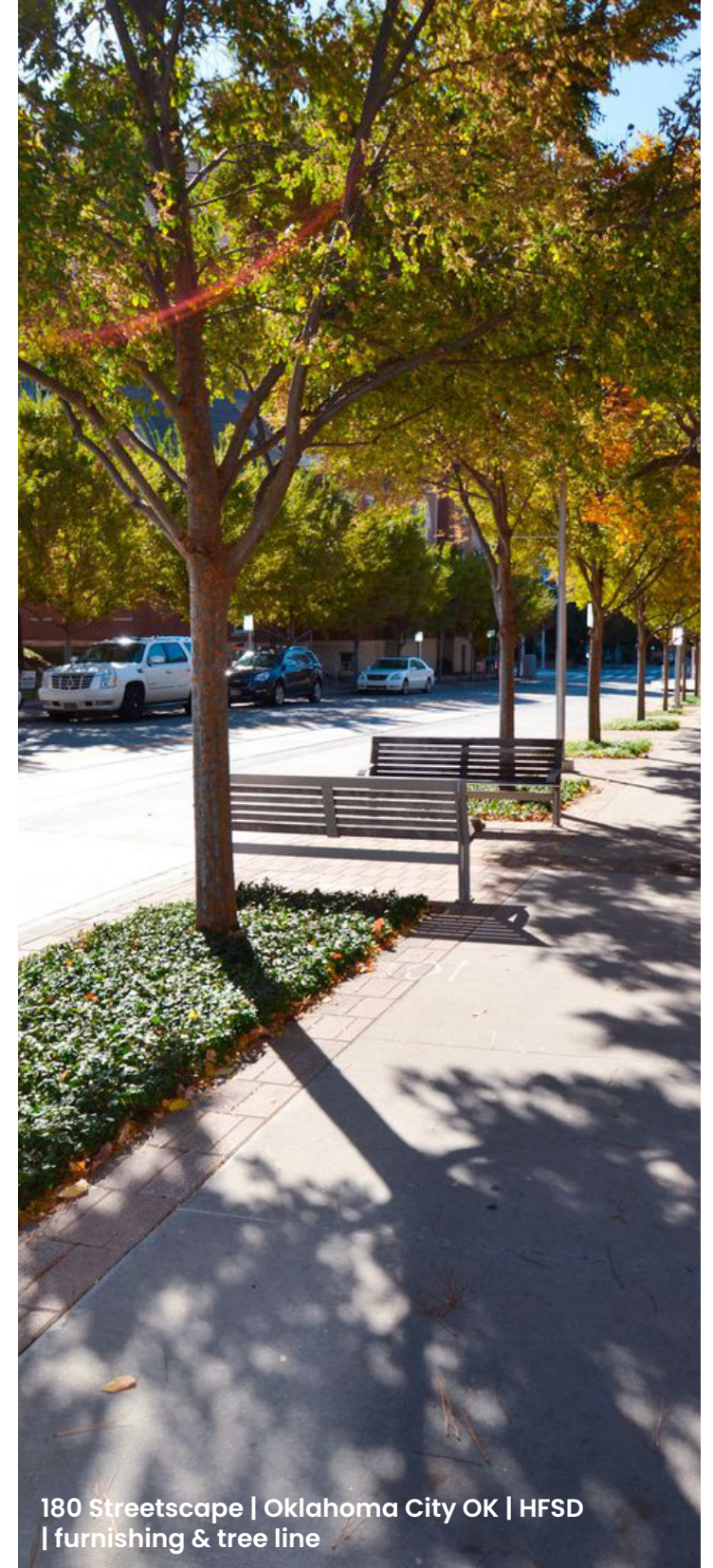


Smith Cardiovascular Research Bld | San Francisco CA | Andrea Cochran | landscaped entrance



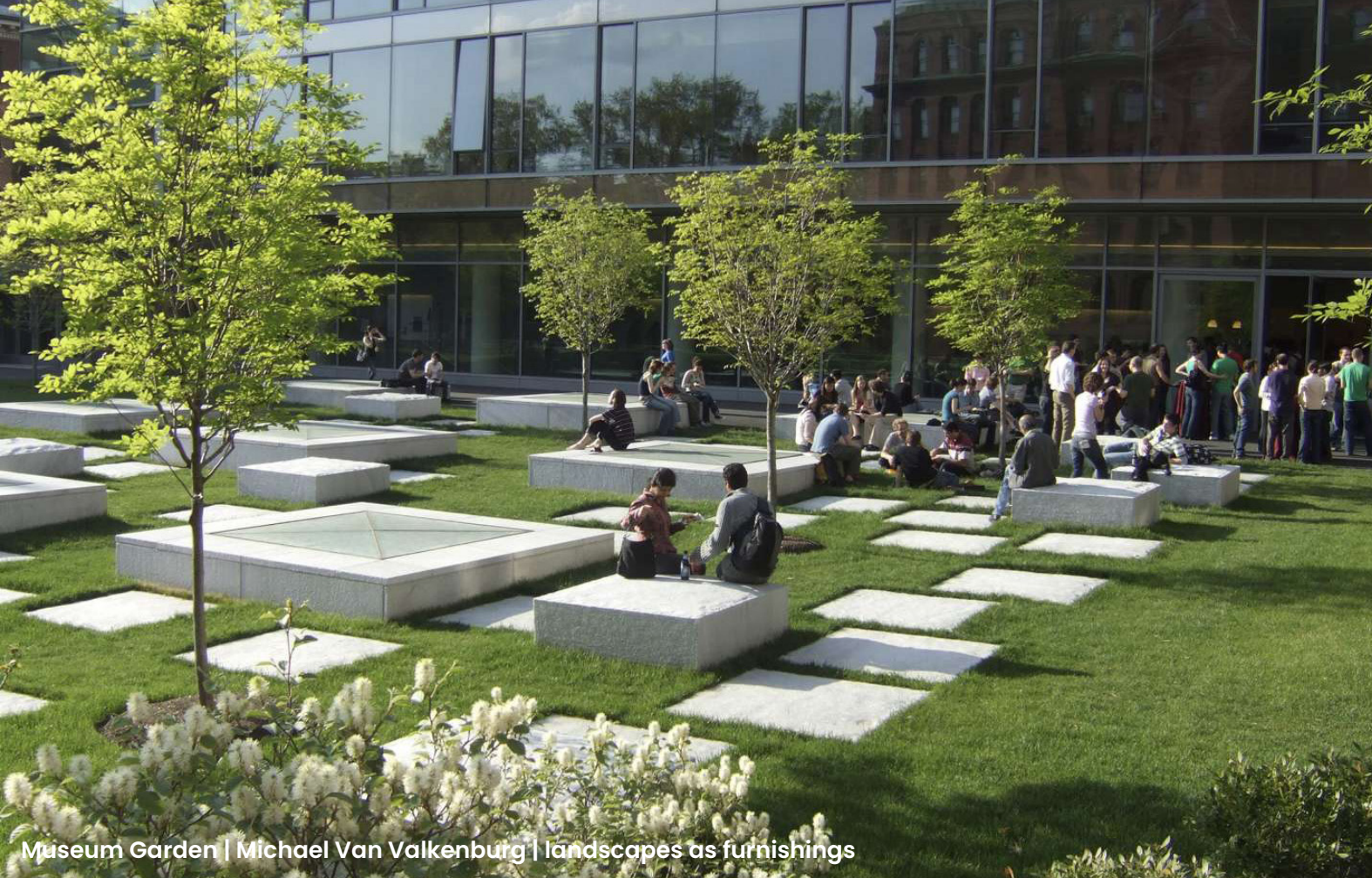
City View Marketplace | Richmond VA | 3North | grade-level planting

TREES & PLANTING



180 Streetscape | Oklahoma City OK | HFSD | furnishing & tree line

OUTDOOR FURNISHINGS



Museum Garden | Michael Van Valkenburg | landscapes as furnishings



Play-Za | SCAPE | East Harlem NY | neighborhood pocket park



Greengate | Henrico VA | Baskervill | cafe seating with landscape buffer



Eckington Yard | DC | KTG | activated alleys



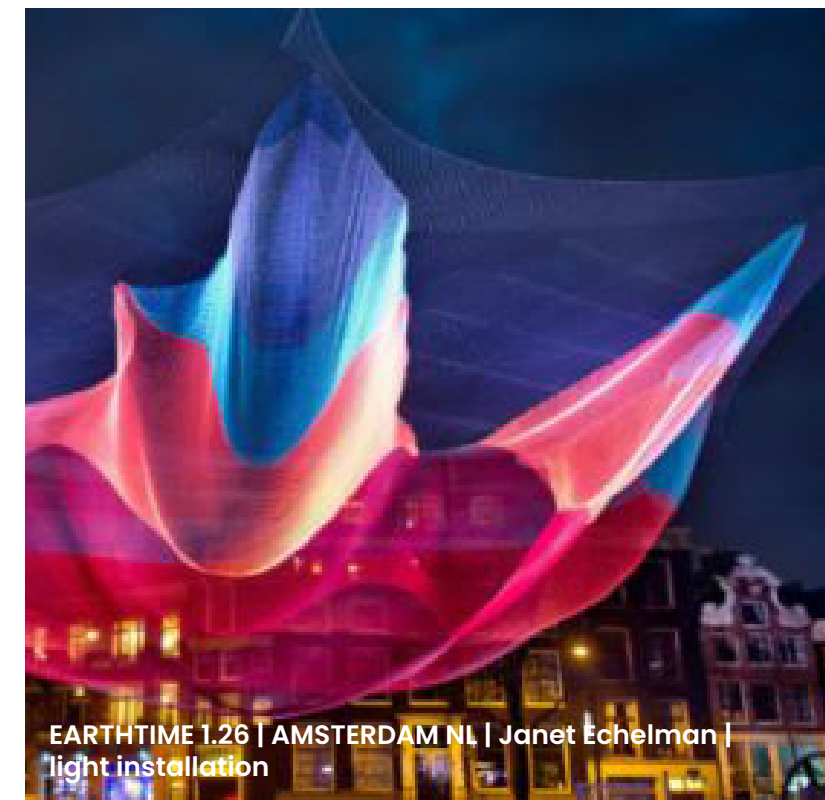
Noreiga Street | San Francisco | parklet design



Float | James Bullough | Richmond VA | building murals



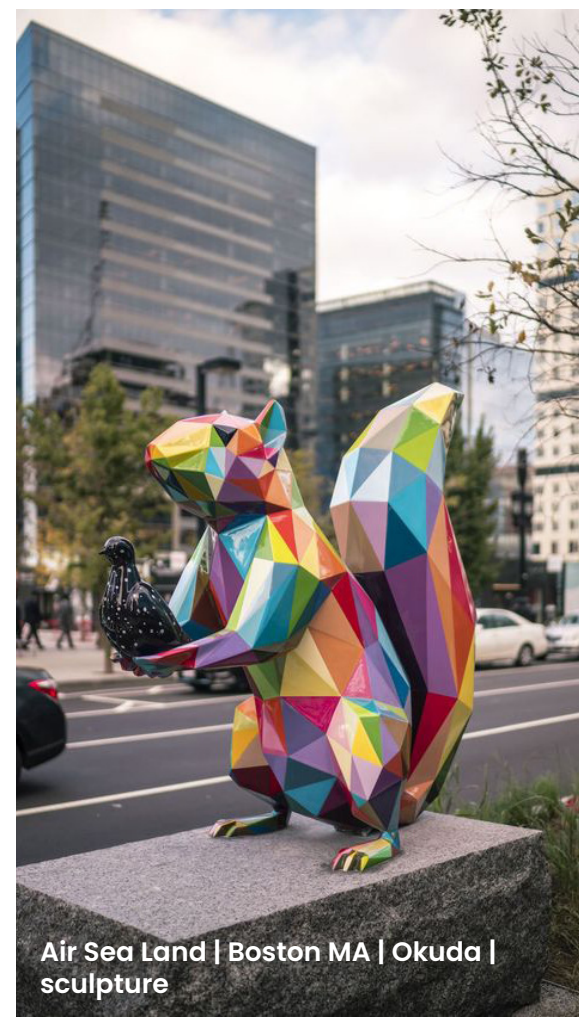
UCLA Irvine | Ehrlich Yanai Rhee Chaney Architects | functional art



EARTHTIME 1.26 | AMSTERDAM NL | Janet Echelman | light installation



Interactive Sculpture | Yuri Suzuki | Atlanta GA | sculpture



Air Sea Land | Boston MA | Okuda | sculpture



Glowing Cadence | Jacob Stanley | Tyler Potterfield Bridge RVA | light installation

UTILITIES

Lighting

Within the Reynolds Crossing development, street lighting strategies will aim to minimize the use of energy, reduce glare, and minimize light pollution across site boundaries. Intended to enhance safety across the site, lighting also enhances the character of the properties by accentuating the architecture and reinforcing the program of each distinct space. Outdoor lighting will be designed at a pedestrian scale to supply adequate illumination for both pedestrian use of the sidewalk, plazas, landscaped areas, and streets, in addition to vehicular use of the streets, with a total preferred height (pole and light fixture) of 20'-0" at major intersections and 15'-0" at other locations. Building-mounted decorative fixtures will be designed and selected to harmonize with the architectural character of individual buildings while complimenting the site lighting that is consistent throughout the development. In exterior plazas and along pedestrian pathways the use of low-level, downlighting integrated into plaza walls, stair sidewalls and/or risers will be considered. The lighting levels provided should illuminate changes in elevation such as steps, ramps, and steep embankments.

Utility Services

Utility services should be located under the sidewalk adjoining the curb wherever practical. In situations where this is not practical, utilities should at least be concealed within the architectural design or screened with an enclosure or by landscaping that is compatible with the character of the surrounding architecture. 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 power distribution shall be underground. Additionally, all utility lines, particularly lateral sanitary sewer lines, should be designed so they will not interfere with tree well locations.



Suspended Street Lighting



Ground Directed LED Street Lighting



Exterior Stair Tread Lighting



Promenade Pole Lighting



Suspended Street Lighting

07 WAYFINDING

SITE SIGNAGE



Landmark Signage

The wayfinding signage within Reynolds Crossing combines bold, modern, and playful design elements that are seamlessly integrated into the architecture, creating both functional and aesthetically pleasing elements throughout the site.

Building signage serves as an integral part of the architectural expression, with sleek and contemporary designs. Landmark signage adds a sculptural element to the landscape, serving as both visual anchors and points of reference to help orient visitors within the site. Wayfinding signage is also integrated into posts and lamps along pedestrian walkways and public spaces.

The street grid layout of the development further enhances wayfinding and orienteering, with intuitive pedestrian circulation and easy access to surrounding amenities and attractions. This layout promotes pedestrian activity, fosters social interaction, and creates a sense of connectivity and cohesion within the community.



Guide Post



Lamp Post Signage



Sign Post

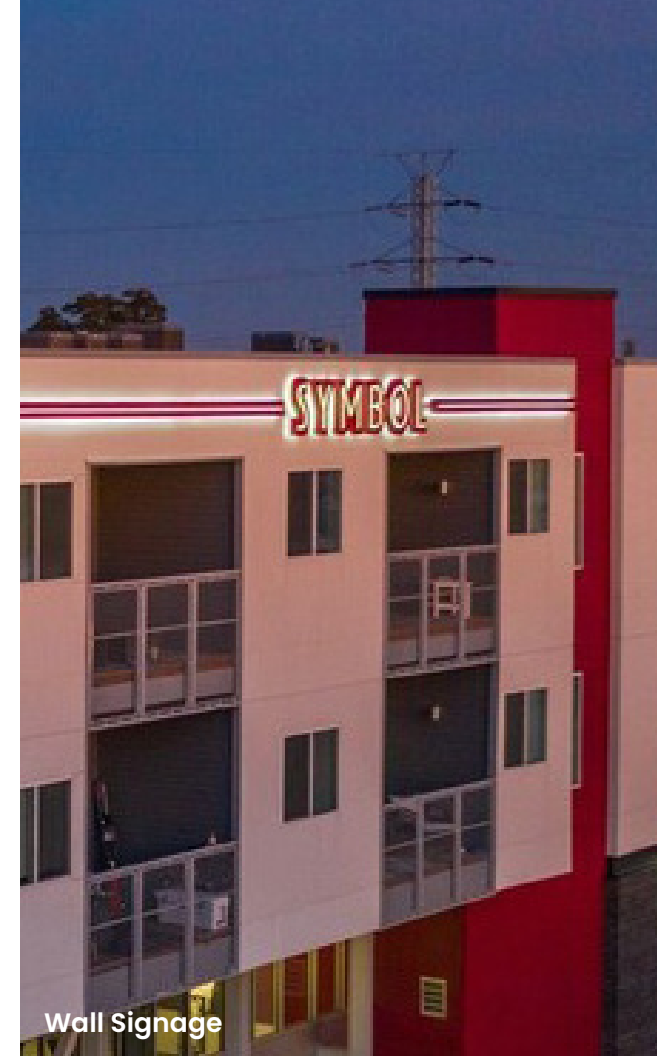


Landmark Signage

BUILDING SIGNAGE



Cast In Place Signage



Wall Signage



Entrance Signage



Wall Engraved Signage



Entrance Signage



Painted Mural Signage



Thank You for Visiting

REYNOLDS CROSSING

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