

PORTFOLIO

PLANNING & URBAN DESIGN



Design
Collective

Design
Collective

40

YEARS CREATING MEMORABLE AND
AWARD-WINNING PLACES



350+
DESIGN AWARDS



85+
EMPLOYEES



36 LEED CERTIFIED
PROJECTS



REGISTERED IN
28 STATES



100+
PROJECTS IN
MARYLAND



100%
EMPLOYEE OWNED





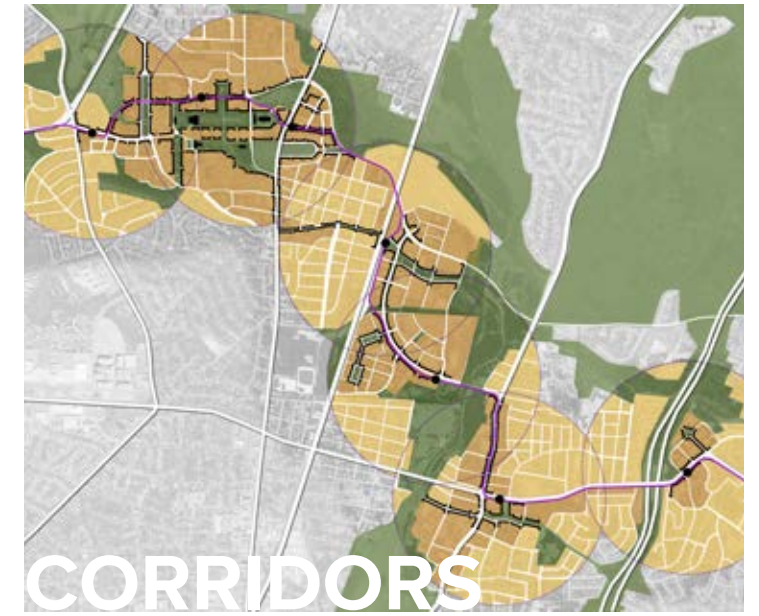
DOWNTOWNS



NEIGHBORHOODS



TOD



CORRIDORS



CAMPUS



MIXED-USE



WATERFRONT



STATION AREAS



ADAPTIVE REUSE



URBAN INFILL



REVITALIZATION



TND

PRIVATE SECTOR CLIENTS



PUBLIC SECTOR & INSTITUTIONAL CLIENTS

the
Neighborhood
DesignCenter



HOWARD
UNIVERSITY

USF UNIVERSITY OF
SOUTH FLORIDA.



THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING
COMMISSION



WILMAPCO



TOWN of CARY
NORTH CAROLINA

MULTI-DISCIPLINARY



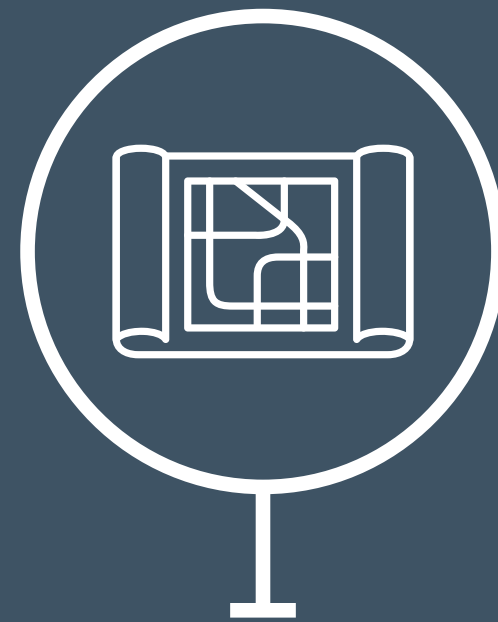
ARCHITECTURE



**INTERIOR
DESIGN**



**LANDSCAPE
ARCHITECTURE**



**PLANNING &
URBAN DESIGN**



**SIGNAGE &
GRAPHIC DESIGN**

PLANNING & URBAN DESIGN OVERVIEW



\$1 Billion
Built Work



100+
Charrettes
& Public Workshops



30+
Downtown,
Neighborhood,
& Corridor Plans



25+
Awards
Including CNU,
ULI, APA

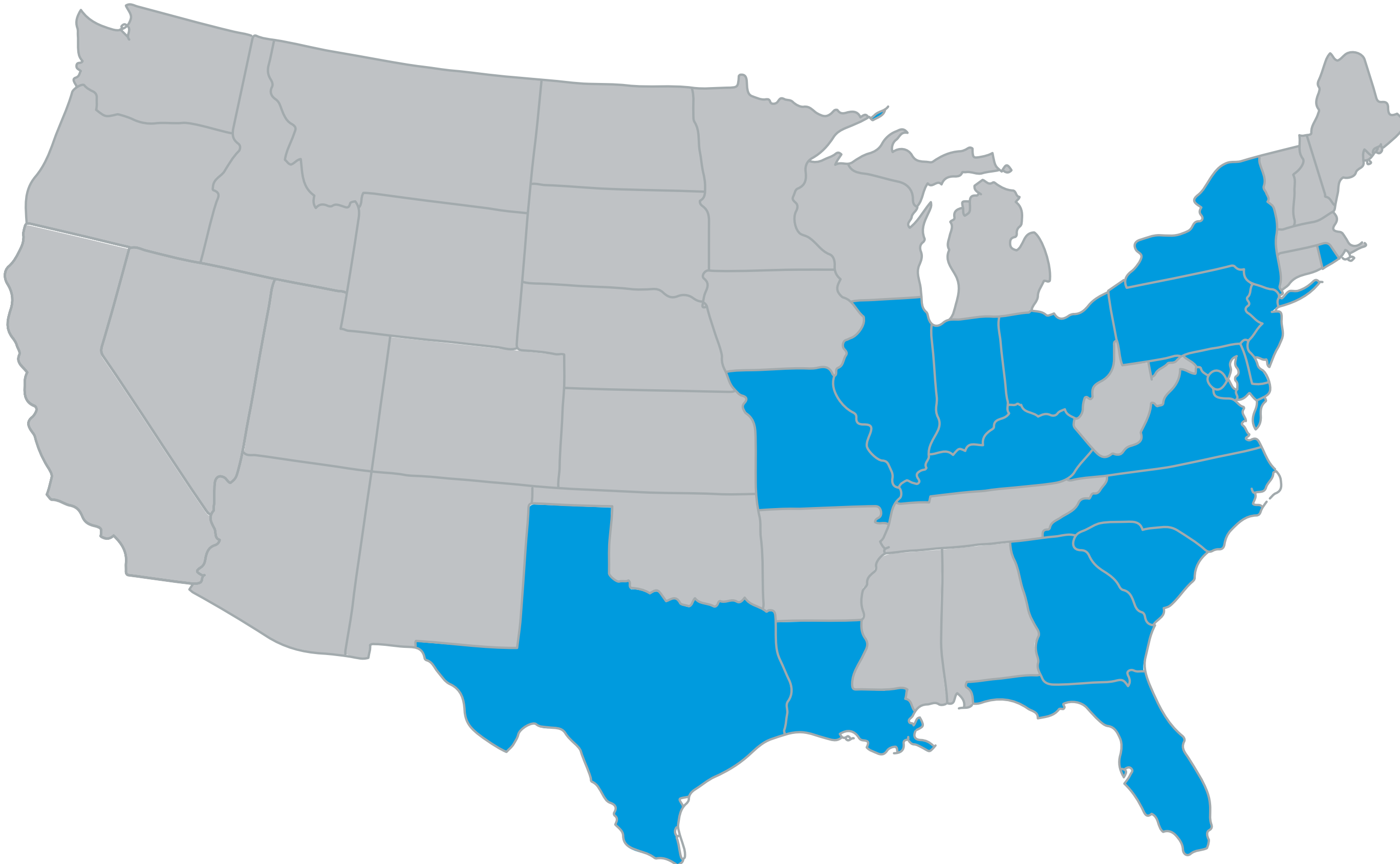


20+
Public/Private
Partnership Plans



25+
Station Area Plans
& TOD's

URBAN DESIGN & PLANNING GEOGRAPHIC REACH



**DOWNTOWNS AND
MIXED-USE DISTRICTS**



DOWNTOWN COLUMBIA MASTER PLAN & CHARRETTE

HOWARD COUNTY DEPARTMENT OF PLANNING
COLUMBIA, MARYLAND



CONGRESS OF NEW
URBANISM CHARTER
AWARD WINNER



The Town Center for Columbia, one of the country's first planned communities of the 1960's, was envisioned as a vibrant, mixed-use, urban environment that would provide jobs, retail, and other destination uses for the 14,000-acre town. Today, Columbia's Town Center is a mostly auto-oriented destination, which includes a hugely successful and economically viable 1.4 million SF regional mall, office buildings, restaurants, and a beautifully landscaped waterfront park, amphitheater and promenade.

Design Collective led a week-long design charrette in an effort to establish a new 30-year vision for the Town Center. Over 1,000 residents participated. The comprehensive plan illustrates how the 500-acre Town Center could be transformed into a walkable, urban environment.

Mall parking lots become pedestrian-scaled blocks with housing and office above shops, obsolete buildings are demolished, a new corporate boulevard aligns the north side of Symphony Woods, two transit stations are included to accommodate future rail and/or Metro service, and Little Patuxent Parkway is transformed into a four-lane street with on-street parking, shops, cafes, housing and office buildings facing the street. The plan includes the extension of nearby neighborhood streets to better link the neighborhoods to the Town Center. New greens, squares, and plazas are located at key intersections. Terminated vistas and other important sites are reserved for civic and cultural buildings. The plan also recommends demolishing the mall to complete the urban fabric of streets and blocks, transforming the Town Center into a walkable downtown.

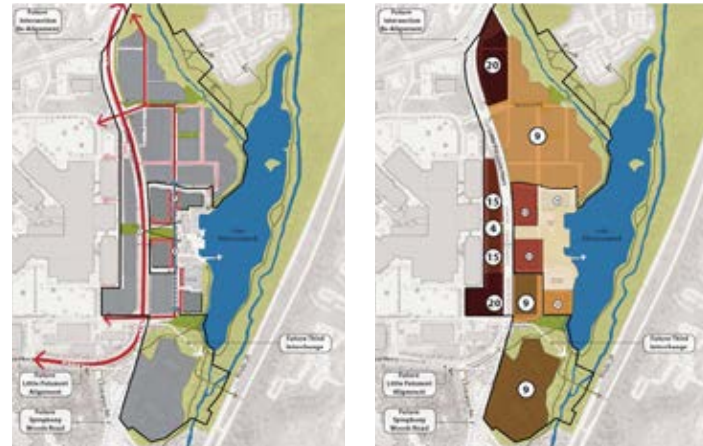


LAKEFRONT DISTRICT

THE HOWARD HUGHES CORPORATION
COLUMBIA, MARYLAND



The Lakefront is the heart, one of 5 neighborhoods (districts) defined as part of the Master Plan for Downtown Columbia. Historically, the Lakefront has served as the urban center for Columbia, a 1960's master planned community for a population of 100,000. The Lakefront today is defined in part by a large lakefront open space that includes a small informal amphitheater and events space, an iconic fountain, a wide pedestrian promenade overlooking Lake Kittamaquidi, and several office buildings with ground-floor restaurants and retail that wrap the open space. The Downtown Columbia Master Plan calls for the transformation of the Lakefront into a more attractive, dense, mixed-use district, including adaptive reuse, selective demolition and new construction, and open space enhancement.



Design Collective was engaged by the Howard Hughes Corporation to prepare a master plan for the Lakefront Neighborhood (including the Core and surrounding area) in accordance with the approved Plan and Guidelines for Downtown Columbia and with focus on health/wellness/fitness as the defining focus of the district. The master plan envisions a compact, walkable mixed-use district with a range of building types, heights, and uses that wrap the edges of, and provide spatial definition to, the neighborhood's enhanced and transformed lakefront open space. The Lakefront Core

will serve as the center and a place that will support a variety of planned and spontaneous community-oriented events for all of Columbia. The plan includes a neighborhood concept plan, design guidelines, an infrastructure and amenity space implementation plan, and a quantified development program for housing, retail, office, parking, and open space. The Lakefront Neighborhood Master Plan establishes guidelines for block sizes and patterns, building heights, Complete Streets, open space placement and organization, a shared-use path, placement of ground-floor retail, and public art.



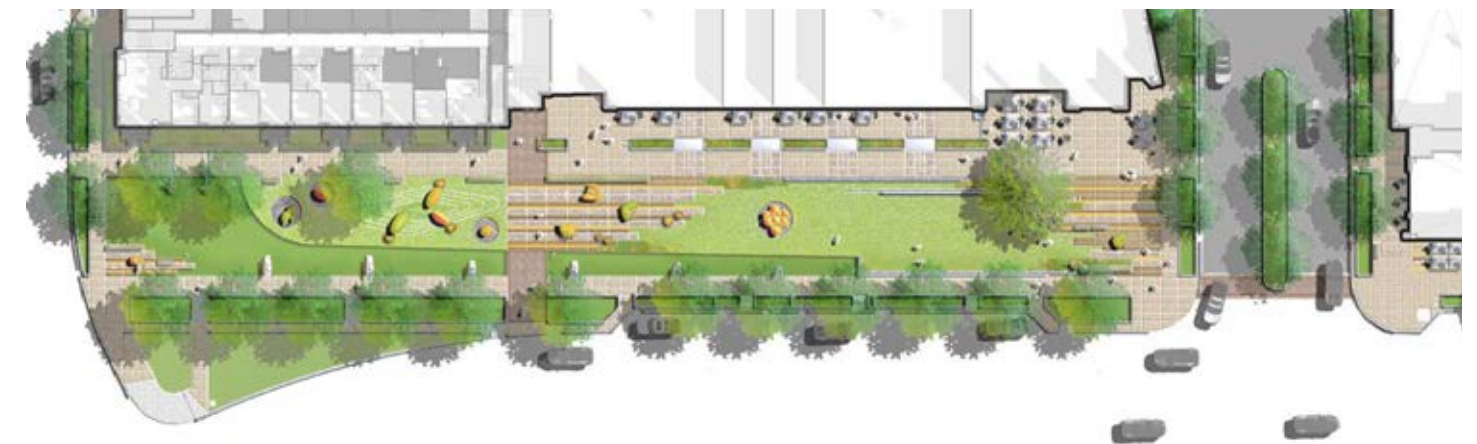
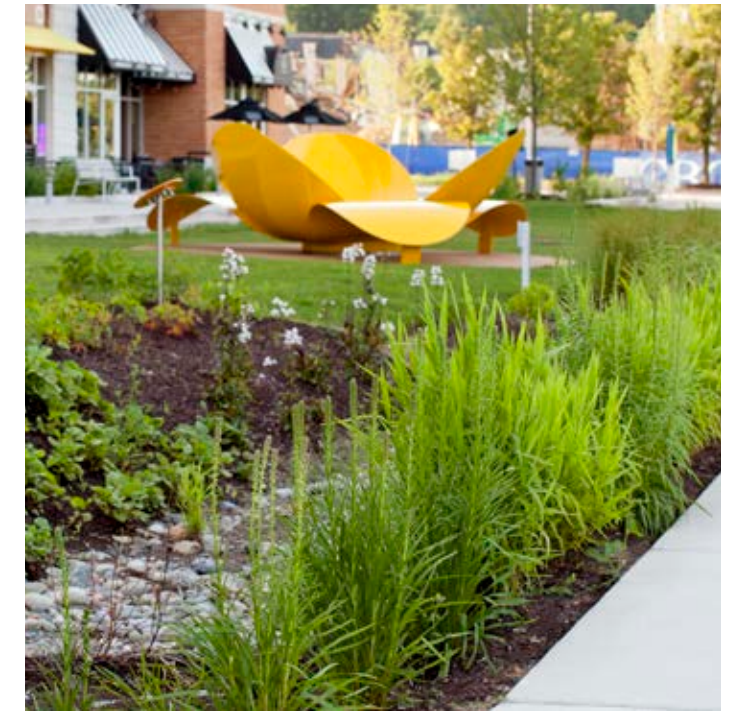
WARFIELD DISTRICT

KETTLER/THE HOWARD HUGHES CORPORATION
COLUMBIA, MARYLAND



Following the 2005 Columbia Town Center Charrette and the 2010 adoption of the Downtown Columbia Plan, Design Collective prepared multiple neighborhood-specific master plans and design guidelines for Downtown Columbia's continuing revitalization and transformation. The Warfield Neighborhood was the first area of Downtown Columbia for which Design Collective prepared a detailed master plan and a full set of neighborhood-specific design guidelines including urban design, architecture, streetscape, open space, signage, and sustainability criteria.

These efforts have led to the construction of several large, mixed-use buildings in Warfield, designed by Design Collective, including the Metropolitan Downtown Columbia, a 375-unit six-story apartment building with amenity space, structured parking, and 14,000 SF of ground-level shops and restaurants fronting a public promenade. Additionally, TEN.M and m.flat are two newly constructed mixed-use, five- / six-story buildings featuring a total of 437 residential units, additional retail and amenity space, and structured parking. All buildings are designed to achieve LEED Silver certification with the U.S. Green Building Council and, together, complete the first 3 new urban blocks with innovative, integrated stormwater facilities and streetscapes that accommodate pedestrians, cyclists, transit riders, as well as motorists.



MERRIWEATHER DISTRICT

THE HOWARD HUGHES CORPORATION
COLUMBIA, MARYLAND

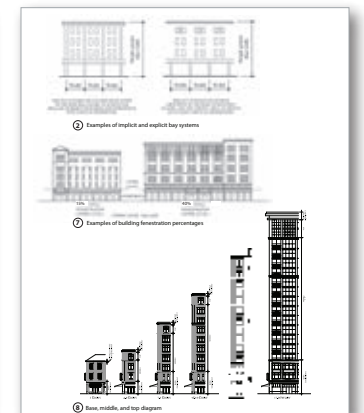
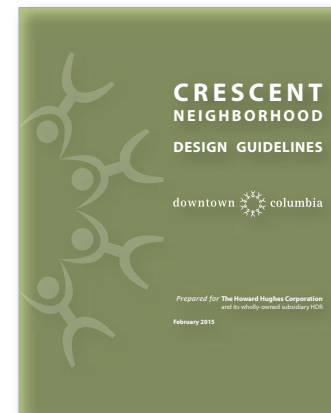


CONGRESS OF NEW
URBANISM CHARTER
AWARD WINNER



Following the 2005 Columbia Town Center Charrette and the 2010 adoption of the Downtown Columbia Plan, Design Collective prepared multiple neighborhood-specific master plans and design guidelines for Downtown Columbia's continuing revitalization and transformation. The Crescent Neighborhood (now referred to as the Merriweather District) was one area of Downtown Columbia for which Design Collective prepared a detailed master plan and a full set of neighborhood-specific design guidelines including urban design, architecture, streetscape, open space, signage, and sustainability criteria.

The vision for the Merriweather District was to create mixed-use development areas surrounding Merriweather Post Pavilion and Symphony Woods while retaining and enhancing the natural areas in between which contain protected streams and wetlands. Connections are made between the Merriweather District's development areas as well as to other destinations throughout Columbia with multi-modal Complete Streets, shared-use paths, and trails. The focus of this mixed-use district is entertainment and technology.



PORT ROYAL MASTER PLAN

TOWN OF PORT ROYAL

PORT ROYAL, SOUTH CAROLINA



The Port of Port Royal Master Plan was designed following the principles of Traditional Neighborhood development (TND) and New Urbanism. Adherence to these principles will help form a sustainable, livable, and seamless extension of the town to its waterfront. The Master Plan is distinguished by its respect for the existing community and town character, a network of streets that provides open vistas and pedestrian connections to the water, appropriate mixing of uses and building types to enhance the economic viability of existing businesses, and a variety of meaningful open spaces, squares, greens, parks, and trails. The Town Center includes a town square; a place where the town may hold events, festivals, and markets. The master plan ensures a place where Port Royal citizens, neighbors, visitors, and merchants, young and old, rich and poor can live and work along this important waterfront.

Design Collective facilitated a week-long public charrette, resulting in unanimous public support for the redevelopment of the Port of Port Royal, a 40-acre brownfield, state-owned parcel stretching 1.5 miles along the waterfront. Through a series of community visioning sessions, residents described a development strategy for mixed-use, retail, a new hotel, and housing, while reintroducing and ensuring public access to the entire shoreline. The plan and form-based code, which includes a waterfront promenade and a series of parks, greens, squares

and plazas available for public use and recreation, included important economic and environmental analysis, identifying approximately 500 new jobs for the town and \$1.5 million in net new annual revenue.

Charrette participants included town residents, business owners, members of the Town Council, the Mayor, local developers, nearby land owners and others interested in contributing to the redevelopment vision. The form-based codes identify architectural design standards and locations for new parking.



DOWNTOWN PROVIDENCE MASTER PLAN

CITY OF PROVIDENCE - DEPARTMENT OF PLANNING & DEVELOPMENT
PROVIDENCE, RHODE ISLAND



As part of Providence's 2020 Plan, Design Collective facilitated a charrette to prepare a master plan for downtown , including Capital Center, Downcity, Jewelry District, and Old Harbor. The 1-week charrette included input from developers, property owners, local businesses, residents, public and elected officials (the Mayor), non profits and neighborhood groups, and numerous other stakeholders.

The week was organized so that a single day focused on each of the 4 districts, 1 day on building heights/FAR/density, and 1 day to wrap-up and present. Among numerous recommendations were strategies for adaptive use, infill development, a downtown-wide shared parking strategy, and provisions for a future streetcar. Most significantly was the overwhelming support to demolish and relocate the I-195 bridge, and reconnect Old Harbor to the rest of downtown.



YBOR CITY MASTER PLAN

MILHAUS PROPERTIES
TAMPA, FLORIDA



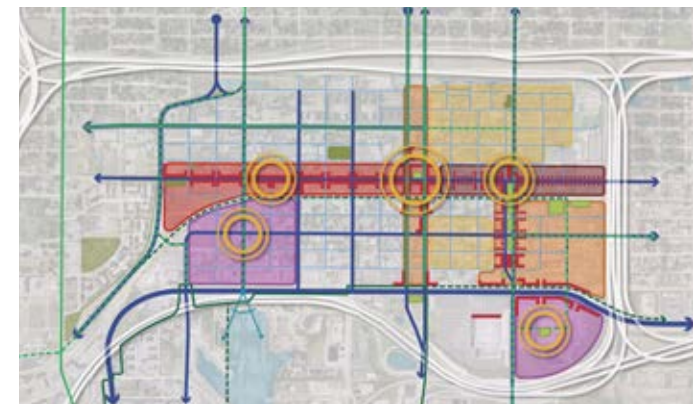
Located approximately one mile northeast of Downtown Tampa, Ybor City is a nationally-registered historic district distinguished by a unique blend of Cuban, Italian, and Spanish cultures. The community offers a diverse mix of commercial retail and civic amenities that target and attract tourism. With a growing population, the Ybor is in need of a wider range of housing options, parks and open spaces, and neighborhood-serving retail.

In collaboration with developers and local business owners, Design Collective established a comprehensive master plan that outlines framework improvements and redevelopment strategies. Recommendations included:

- » • *Redevelopment and reuse of underutilized industrial properties in an effort to provide a wide range of residential, retail, and office options;*
- » • *Creating infill development strategies and streetscape improvement concepts for major commercial corridors;*
- » • *Establishing pedestrian and bike facilities and*

connections to parks and points of interest via streets and abandoned rail easements; and

- » • *Identifying key character areas to ensure future redevelopment respects the architectural heritage of the place.*



STATE CENTER METRO STATION AREA PLAN AND TOD

MDOT & EKISTICS, LLC
BALTIMORE, MARYLAND



CONGRESS OF NEW
URBANISM CHARTER
AWARD WINNER



State Center is an obsolete, 28-acre government office complex developed in the 1960's as part of an urban renewal plan that includes a Metro Station, a Light Rail Station, a Central Utility Plant, and 1.5M SF of aging state office buildings. The CNU-award winning master plan recommends complete transformation into a vibrant, mixed-use, higher density district that includes demolition, new construction and adaptive reuse, smaller pedestrian-scaled blocks, a central square, and a retail core that links the two transit stations. The master plan and accompanying Design Guidelines, including a Community Benefits Agreement (Implementation Plan), calls for 6.5M square feet of mixed use. The plan received unanimous city, Planning Commission, UDARP, and community approval as a result of an intense, community-driven public planning process. The master plan's Sustainability Action Plan calls for LEED Silver buildings, high performance building systems, a district-wide green infrastructure plan, and "green & healthy" guidelines for future residents and commercial and retail tenants.

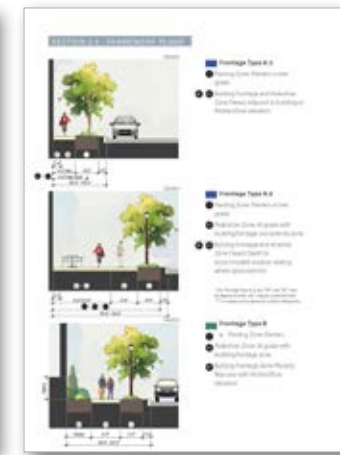


TOWSON ROW

CAVES VALLEY PARTNERS
TOWSON, MARYLAND



Design Collective has been working with Caves Valley Partners on the redevelopment of a five-acre site in downtown Towson known as Towson Row. The privately funded \$300 million project will include more than a million square feet of mixed-use space including 200,000 square feet of office space, 100,000 square feet of retail space including a Whole Foods grocer, high-rise residential development with 350 apartment and condominium units, a 200-room hotel, 300 student housing units and a 1,000-space parking garage.



NORTH END MASTER PLAN

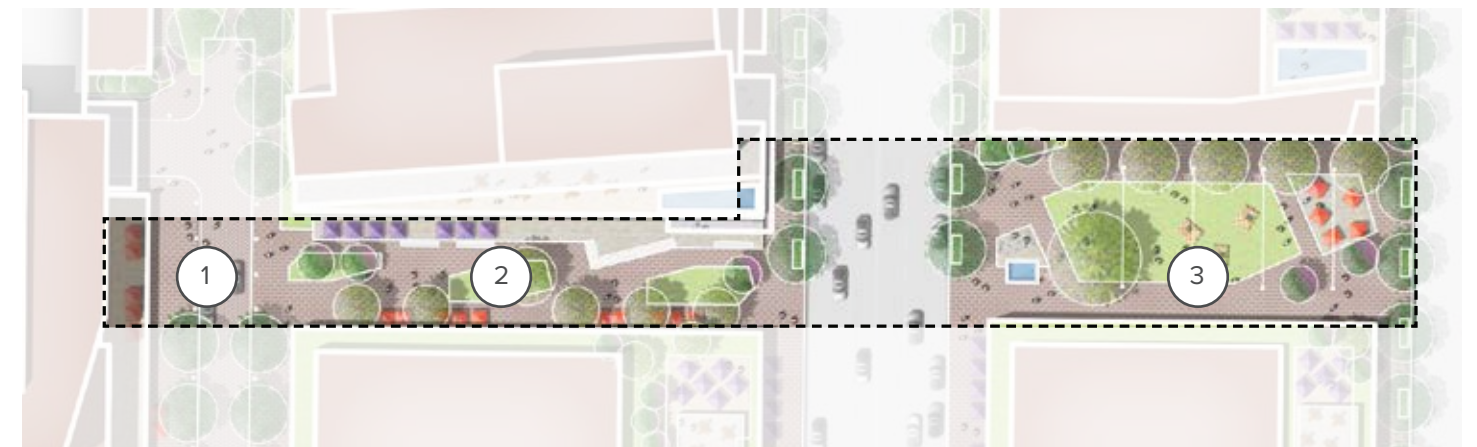
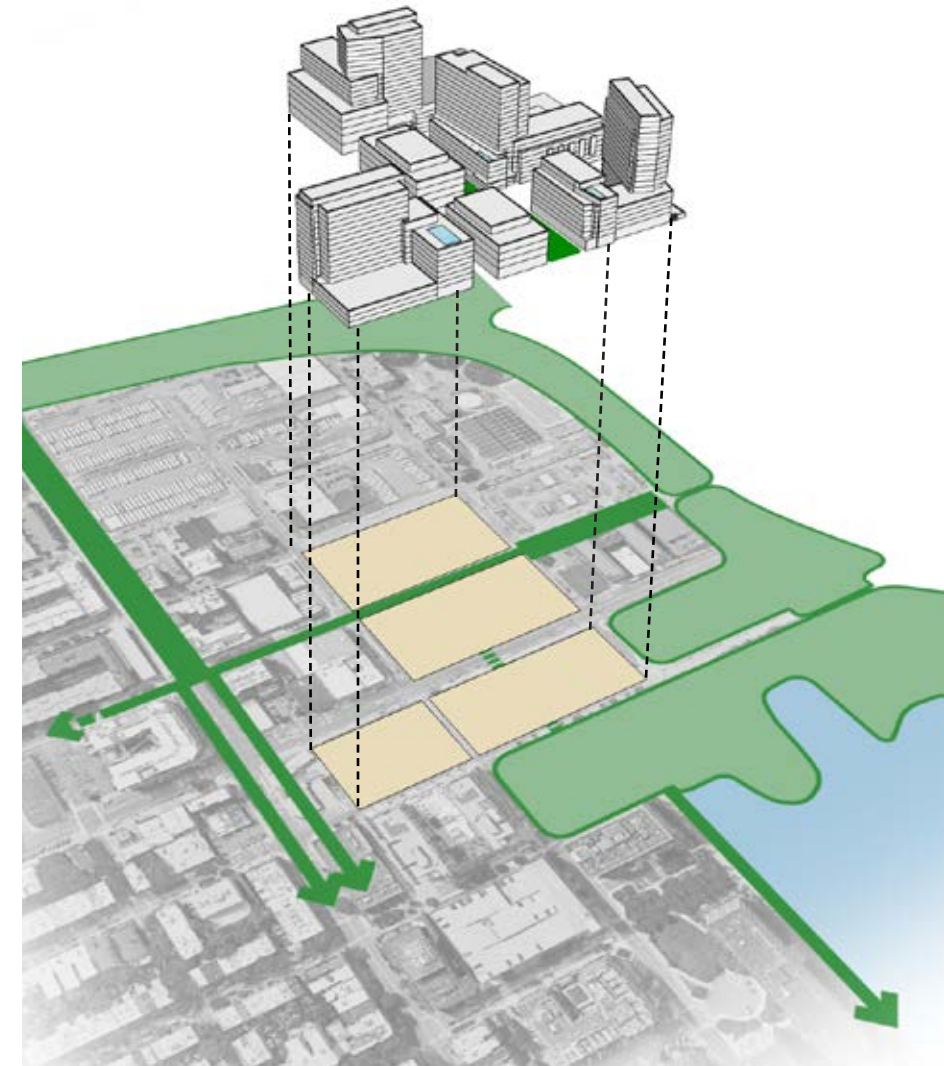
ROCKEFELLER GROUP
HOBOKEN, NEW JERSEY



Design Collective was engaged by the Rockefeller Group to prepare a master plan for 5 blocks along the Hudson River in the North End of the City of Hoboken, New Jersey. Looking beyond the 5 blocks, the master plan suggests: 1) a new light rail station at Clinton and 17th Street; 2) extension of the 14th Street under-bridge park and greenway promenade that will connect through the site to the riverfront; 3) conversion of Clinton Street into a shared-use street and mews; and, 4) a new park and mews between the riverfront and Clinton Street to accommodate events, markets, retail, and pedestrian-level views to the riverfront.

The master plan includes 6 towers varying in height from 8 to 20-stories, stepping back from the riverfront to create a varied skyline, and to maximize views of Manhattan. The plan includes: 1) 455 units of market-rate condominiums in 2 separate, phased towers; 2) 185 units of extended-stay,

furnished residential units in a single tower; 3) 73,000 SF of street level retail and restaurants; 4) 123,000 SF of office/commercial/shared-office space; and, 5) a destination rooftop restaurant with commanding views of the New York skyline. The process included coordination with the City and the City's consultant, as part of the North District Redevelopment Plan.



CARILLON (CAP CENTER REDEVELOPMENT)

RETAIL PROPERTIES OF AMERICA
UPPER MARLBORO, MARYLAND



Credit: Arqu300; Courtesy of RPAI



Credit: Arqu300; Courtesy of RPAI

Retail Properties of America (RPAI) engaged Design Collective in the master planning and revitalization of the Boulevard at the Capital Centre, a declining open-air shopping center. The project is located in Largo, Maryland adjacent to a Metro station and a new regional hospital (currently under construction). Served by two light rail lines, the Blue and Silver lines running east from Washington, D.C., the redevelopment will transform the existing one-story, surface-parked lifestyle/big box retail center into an eight-block, mixed-use, multi-story Transit-Oriented Development (TOD) with structured parking and a network of open spaces and amenities.

Prior to working with RPAI, Design Collective was engaged by MNCPPC in 2010 to facilitate a public process, produce a Sector Plan, and write development standards, to establish the Largo Sector Plan vision and ensure the quality of the redevelopment.

LONG REACH VILLAGE CENTER

ORCHARD DEVELOPMENT
COLUMBIA, MARYLAND



Long Reach Village Center is located in Columbia, Maryland, halfway between Baltimore City and Washington, D.C. Consisting of approximately 10 acres, the site was developed in the late 1970s as a village center and hub for local residents, offering a grocery store, shops, restaurants, and civic uses. With the growth of newer commercial centers nearby, a majority of the Long Reach Village Center experienced disinvestment and high vacancy rates, incentivizing the opportunity for Howard County to designate 19+ acres as an Urban Renewal Area.

In collaboration with Orchard Development, Design Collective created a master plan and set of design guidelines for mixed-use redevelopment with a wide range of multi-generational residential (both for-sale and rental), office, retail, and civic uses. In the proposed plan, at the heart of the site, is a large neighborhood square that will be a defining element of the development. It will serve as a primary amenity featuring an open lawn, seating, shade trees, and flexible space to facilitate a range of passive and active recreation and community events.

The overall site design will include walkable streets, a variety of open spaces, interconnected blocks, and high-quality architecture that will create an easily-accessible and desirable community to live, work, and enjoy.



In addition to revitalizing the center, sustainable design practices will play an integral role in making Long Reach Village Center a unique and innovative place to live, work, and visit. Energy infrastructure plans anticipate the opportunity to achieve both “net-positive” energy and a LEED Platinum rating. Vertical farming strategies and a state of the art food/tech incubation space will also be integrated into the development. The vertical garden will not only provide opportunities to grow food that will serve the local community year-round, but will offer a functional space to highlight the importance of sustainable farming, local food sources, and providing fresh, nutritious produce.



TRANSIT-ORIENTED DEVELOPMENT



MTA TRANSIT-ORIENTED DEVELOPMENT - STATION AREA STUDIES

MARYLAND TRANSIT ADMINISTRATION

MARYLAND - TIMONIUM / REISTERSTOWN / MUIRKIRK / METRO GROVE



MTA is implementing a strategy for guiding and supporting development at and around transit stations. The strategy is a three pronged approach that includes (1) assessing and prioritizing stations suitable for development/ redevelopment; (2) guiding the form of development at and around stations; and (3) monitoring the impacts of development on the transit system.

MTA engaged Design Collective to study 4 station areas with varying primary transit modes. The station areas, located in various jurisdictions, range from suburban low-density development to urban high-density development. The purpose of the Station Area Plans is to assist the MDOT-MTA as follows.

- » Develop underutilized (largely surface parking lots) stations for mixed use, higher density development.
- » Aid in the development or redevelopment of transit stations and facilities to encourage and promote economic development in and around transit stations.
- » Respond to local jurisdictions efforts to support development and redevelopment around transit stations by providing adequate transit service (type, frequency and duration of transit service), and adequate transit facilities (accessible, modern, convenient).



MONOCACY STATION AREA TOD PLAN

MARYLAND TRANSIT ADMINISTRATION (MTA)
FREDERICK, MARYLAND



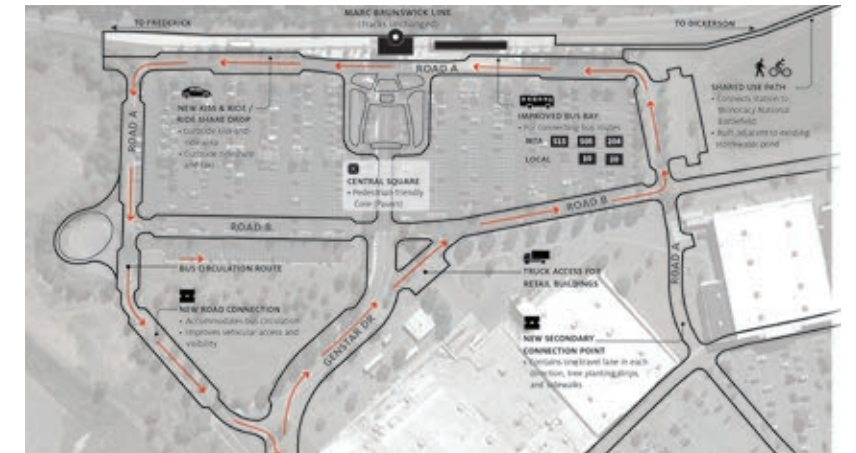
MTA is implementing a strategy for guiding and supporting development at and around its transit stations. The strategy is a three-pronged approach that includes: 1) assessing and prioritizing stations suitable for TOD development/redevelopment; 2) guiding the form of development at and around stations; and 3) monitoring the impacts of development on the transit system.

As part of this strategy, MTA engaged Design Collective to study the Monocacy MARC Station Area to guide the planning and design process for development and public infrastructure in the station area. The station area was studied to create a plan that addresses the future street network and connectivity, land use mix, desired connections, program and massing, and a long-term vision.

Located approximately 3 miles south of Downtown Frederick, Maryland with easy access to I-70 and within a designated Opportunity Zone, the Monocacy MARC Station Area has the potential to foster vibrant mixed-use development that facilitates walking and the use of public transit.

In addition to fostering mixed-used development around the Monocacy Station, MDOT MTA envisions incorporating amenities including a central square to serve as a focal point for both the station and any new development and a shared-use path (SUP) to connect the station to Monocacy National Battlefield and Visitor's Center.

The overarching vision is to improve connections to the station, to encourage mixed-use development within walking distance of the station, and for the station area to become a multi-modal, live-work-learn-play destination.



ODENTON STATION AREA PLAN

MARYLAND TRANSIT ADMINISTRATION (MTA)
ODENTON, MARYLAND



MTA is implementing a strategy for guiding and supporting development at and around its transit stations. The strategy is a three-pronged approach that includes: 1) assessing and prioritizing stations suitable for TOD development/redevelopment; 2) guiding the form of development at and around stations; and 3) monitoring the impacts of development on the transit system.

As part of this strategy, MTA engaged Design Collective to study the Odenton MARC Station Area to guide the planning and design process for development and public infrastructure in the station area. The station area was studied to create a plan that addresses the future street network and connectivity, land use mix, desired connections, program and massing, and a long-term vision.

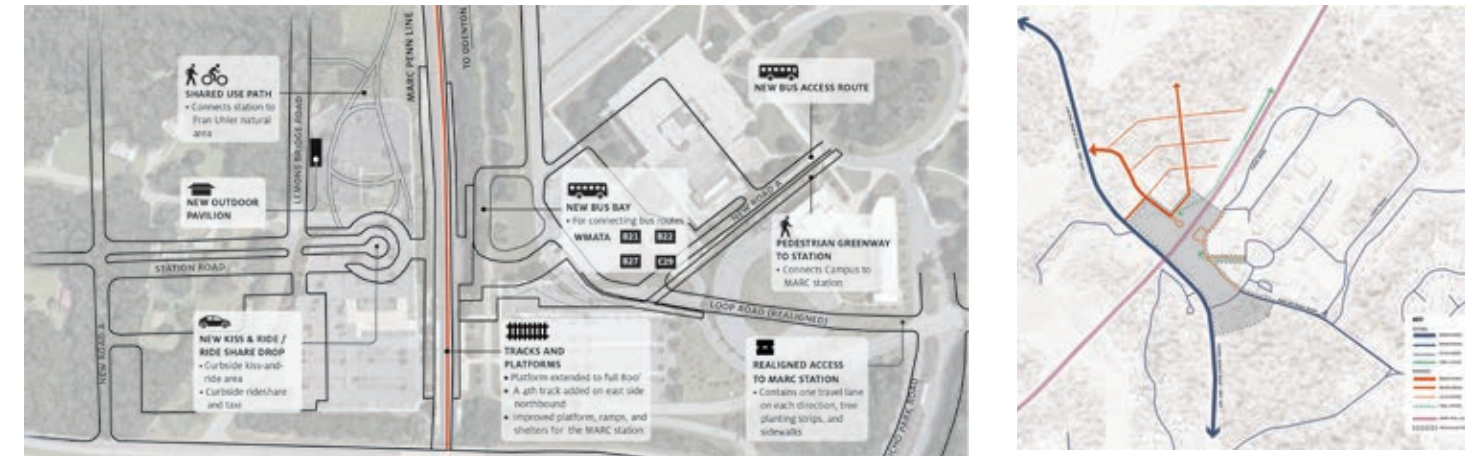
Located centrally between Baltimore, Annapolis, and Washington, D.C., with easy access to Patuxent Freeway (MD 32), the highest ridership on the Penn Line, and approximately 4 miles southeast of Fort Meade, Maryland, the Odenton MARC Station Area has the potential to foster additional mixed-use development that facilitates walking and the use of public transit.

The overarching vision is to improve connections to the station, to encourage mixed-use development within walking distance of the station, and for the station area to become a multi-modal, live-work-learn-play destination.



BOWIE STATE STATION AREA PLAN (BOWIE STATE UNIVERSITY)

MARYLAND TRANSIT ADMINISTRATION (MTA)
BOWIE, MARYLAND



MTA is implementing a strategy for guiding and supporting development at and around its transit stations. The strategy is a three-pronged approach that includes: 1) assessing and prioritizing stations suitable for TOD development/redevelopment; 2) guiding the form of development at and around stations; and 3) monitoring the impacts of development on the transit system.

As part of this strategy, MTA engaged Design Collective to study the Bowie State MARC Station Area to guide the planning and design process for development and public infrastructure in the station area. The station area was studied to create a plan that addresses the future street network and connectivity, land use mix, desired connections, program and massing, and a long-term vision.

In addition to fostering mixed-used development around the Bowie State Station, MDOT MTA envisions incorporating several improvements to the station facility itself, including a potential added northbound track; expanded platforms

extending approximately 800 feet along the rail line; accompanying new shelters, stairs, and ramps; a new bus loop; and kiss-n-ride drop-off areas. Existing surface parking lots would be replaced with shared parking garages incorporated into new, mixed-use buildings. Along with the new development, open space amenities including plazas, greens, and shared-use paths (SUP) will be incorporated to serve transit riders as well as new residents, workers, visitors, and students.

The development of the Bowie State Station Area represents an opportunity to transform large surface parking lots and an auto-centric environment into a dynamic, sustainable, campus edge mixed-use development adjacent to rail transit. The overarching vision is to improve connections to the station, to encourage mixed-use development within walking distance of the station, and for the station area to become a multi-modal, live-work-learn-play destination.



PURPLE LINE STATION AREA PLANS

M-NCPPC

PRINCE GEORGES COUNTY, MARYLAND



The Purple Line Corridor Access Study is a comprehensive transit oriented development plan for the future Purple Line light rail line station areas. The study focuses on five planned station areas along the Purple Line throughout Prince George's County, including UMD-West Campus, College Park-UMD, M-Square (River Road), Riverdale, and Beacon Heights (Riverdale Road).

Each station area was studied to create a plan that addresses future land use, TOD opportunities and constraints, economic feasibility and fiscal impact of any development, planning and policy options to attract development, infrastructure and services needs assessment, initial concepts for station area development, opportunities for community revitalization and reinvestment and implementation strategies for the plan.

Through extensive community engagement the team has suggested a plan that will help Prince George's County create transit-oriented, pedestrian-friendly mixed-use developments at the five targeted Purple Line stations.



TRANSIT DISTRICT DEVELOPMENT PLAN

M-NCPPC
COLLEGE PARK, MARYLAND



MNCPPC engaged Design Collective to plan 300 acres of land in the historic towns of College Park and Riverdale Park, Maryland. The study area is home to the College Park/University of Maryland Metro Green Line station, a MARC station, and contains 2 of the 22 proposed new Purple Line Light Rail Stations. The College Park-Riverdale Park Transit District Development Plan included a 9-month public planning process, resulting in support for rezoning for denser, mixed-use, transit-oriented development. Participants evaluated several land use scenarios, 3-D models, traffic impacts, and multi-modal transportation investments, together with urban, architecture, and streetscape design objectives. The master plan, Sector Plan, and rezoning were approved by County Council.

The master plan prescribes policy recommendations to maximize transit ridership, minimize traffic impacts, advance economic and neighborhood goals, preserve the Anacostia River corridor, link to the existing Anacostia Tributary Trail network, support infrastructure investments, and advance Complete Streets strategies and road diets.



LAUREL PARK STATION AREA PLAN

STRONACH GROUP
LAUREL, MARYLAND



In collaboration with the Stronach Group, Design Collective was hired to develop a mixed-use, transit-oriented master plan for Laurel Park Station adjacent to Laurel Park Racetrack. The proposed concept includes over 63-acres directly adjacent to the Laurel Park MARC Station and proposes 1,000 residential units, 127,000 square feet of retail space, and 650,000 square feet of commercial/office space. At the heart of the master plan is Station Square, a primary retail address and transit hub that is heavily programmed to support a wide-range of amenities and activities that appeal to a broad range of residents, employees, and visitors. The open space network of 22+ acres boasts numerous parks and recreational amenities that include pedestrian paths, biking trails, and kayaking amenities along the Patuxent River. Phase 1 of Laurel Park Station will feature 220 condominiums and two-over-two townhomes, a community garden, and sport park. The first units are expected to be built in Spring of 2020.



ADAPTIVE REUSE



DOWNTOWN FREDERICK & CARROL CREEK MASTER PLAN

CITY OF FREDERICK OFFICE OF ECONOMIC DEVELOPMENT
FREDERICK, MARYLAND



GREAT AMERICAN
MAIN STREET AWARD
WINNER



Downtown Frederick, MD suffered from intense flooding until a \$60 million infrastructure investment was completed in 1993. Additionally, the city acquired more than 28 acres of private property as part of the East Street extension. As a result, the downtown was left with large swaths of underutilized industrial properties and unsightly infrastructure.

Through a week long public planning and design charrette, Design Collective prepared a redevelopment strategy for the study area including urban design, land use, design guidelines, transportation, connectivity, open space, and infrastructure improvements. The charrette included participation from historic preservation advocates, developers, property owners, the City's economic development agency, residents, and small business owners. The proposed redevelopment strategy received virtually unanimous approval from charrette participants.

The master plan outlined disposition strategies for the sale and development of city-owned land, recommended construction of public parking structures, required a balance of historic preservation and adaptive use with new infill construction, and recommended an "industrial-mill" architectural and urban design aesthetic for new development.



Credit: karlconnollyphotography

Credit: karlconnollyphotography

Credit: karlconnollyphotography

Credit: karlconnollyphotography

CANAL DISTRICT MASTER PLAN

SIBLEY & KING MILLS

CROSS STREET PARTNERS
CAPE AUGUSTA, GEORGIA

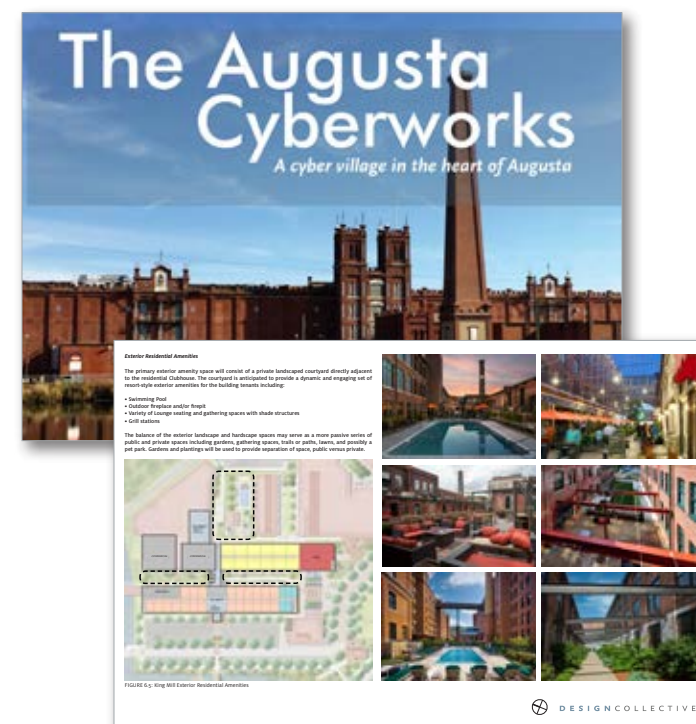


In collaboration with Cape Augusta and Cross Street Partners, Design Collective led the master planning effort, adaptive reuse strategy, and residential feasibility studies to transform a portion of the Augusta Canal and two historic textile mills into a vibrant, mixed-use, innovation district. The waterfront redevelopment site, located west of downtown Augusta, Georgia, encompasses the historic Sibley and King Mills and is located within close proximity to downtown, the historic Harrisburg-West End neighborhoods, and a wide-range of active, outdoor activities. The site is sensitively positioned between successful institutions and historically disinvested communities, offering the opportunity to bring together disconnected social groups to spark authentic community connections.

The master plan suggests adaptive reuse of the Sibley and King Mills to support 1.5 M SF of office, incubator, cyber security, technology, maker space, hotel, residential, retail, restaurants, a brewery, and data center. The master plan suggests streetscape improvements for Broad Street, greenway and trails enhancements along the canal, new parks and open spaces to support events and recreation,

and infill development within the neighborhoods to create a thriving community.

Phase I includes 250 rental apartment units as part of the adaptive reuse of Sibley Mill, funded in part with LIHTC. The concept plan has been approved by HUD and is currently working towards LIHTC application. Phase II is anticipated to include LIHTC artist housing, a hotel, incubator and expanded cyber security space.



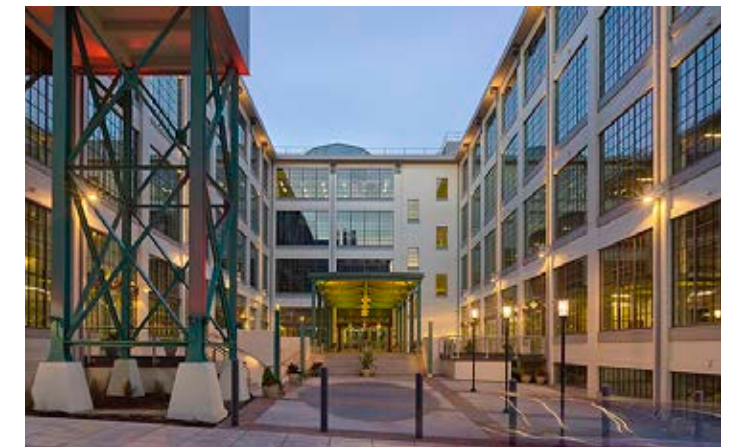
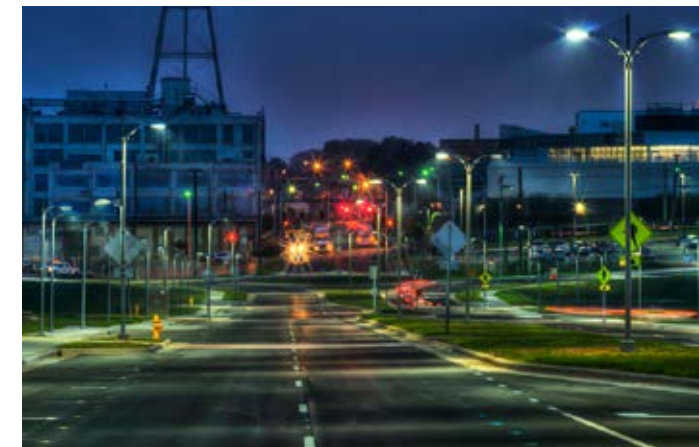
WAKE FOREST UNIVERSITY INNOVATION QUARTERS

STRUEVER BROTHERS ECCLES AND ROUSE WEXFORD SCIENCE & TECHNOLOGY
WINSTON-SALEM, NORTH CAROLINA



Innovation Quarters, once a 12-block abandoned tobacco warehouse district in downtown Winston-Salem, NC has been transformed into a vibrant, mixed-use, Bio-Medical research park for Wake Forest University. The centerpiece of the master plan is Bailey Park, a new signature public park and amphitheater which now supports concerts, events, and spontaneous civic activity for residents and workers in the downtown, and within the region. An abandoned rail corridor is planned to be converted into a multi-use, shared use path, linking downtown to nearby neighborhoods, parks, and cultural destinations.

The master planning effort, led by Design Collective, began with Struever Brothers Eccles and Rouse in 2008, culminating in the current plan with Wexford Science and Technology. The re-purposed tobacco warehouses comprise 1.5 million square feet of inspirational office, laboratory and educational space with nearly 3000 employees and 2000 students. Today's signature users include a 180,000 SF Regenerative Medicine Building, a 250,000 SF building for INMAR headquarters, a Wet Lab LaunchPad, and numerous successful incubator businesses that have generated over 1000 new research jobs.



NEIGHBORHOOD REVITALIZATION



CENTRAL WEST BALTIMORE

THE COMMUNITY BUILDERS / CITY OF BALTIMORE
BALTIMORE, MARYLAND



Central West Baltimore is comprised of several historically African American and low income rowhouse neighborhoods; at one time a vibrant community and the home of Congressman Elijah Cummings, the late Thurgood Marshall, and many other notable African Americans. In recent years, however, the approximate 120 acre study area has experienced significant disinvestment and, as a result, increased crime, loss of retail and services, vacant and boarded housing, and a growing lack of access to employment, health care, educational, and social needs.

Design Collective, together with the Community Builders and the City of Baltimore, prepared a master plan to help guide new investment, improved housing, infrastructure improvements, and other area medical, educational, and social enhancements that will reverse these undesirable trends. The master plan, together with important policy, capital investment commitments, and partnerships with local health, educational, and social services businesses, was a key component of the City's Choice Neighborhood

Implementation Grant application. Master plan recommendations included the revitalization of Pennsylvania Avenue as the area's historic retail/shopping "main street," acquisition and demolition of boarded and vacant housing, parks and recreation improvements, redevelopment of properties along Eutaw Place, and renovation of Eutaw Marshburn Elementary School.

In the Fall of 2015, the City of Baltimore and the Community Builders were awarded a state grant to help fund the first phase of the project, Marshall Gardens. Design Collective prepared the master plan and schematic design for an infill development consisting of 63 townhouses and 27 multi-family units. The phase one master plan targets several vacant and unkempt parcels in the historic row home neighborhoods of Druid Heights and Upton. Architectural design solutions build upon the vernacular aesthetic and character of these neighborhoods.



4 NEIGHBORHOOD REVITALIZATION PLAN

HOUSING AUTHORITY OF BALTIMORE CITY
BALTIMORE, MARYLAND



In September of 2019, the consultant team led by Design Collective, Inc. (DCI) was engaged by the Housing Authority of Baltimore City (HABC) and the City of Baltimore Department of Planning to develop a Neighborhood Revitalization Plan for the neighborhoods of Broening Manor, Graceland Park, Medford, and O'Donnell Heights. Over the years, these neighborhoods have been plagued by disinvestment, creating unhealthy and unsafe living conditions.

In an effort to stabilize and provide opportunity for growth and future investment, the consultant team identified neighborhood concerns and opportunities, outlined a wide-range of phased recommendations for reinvestment, and created a shared vision in collaboration with the community. An extensive public process engaging residents, community organizations, area businesses and institutions, and other key stakeholders ensured that the Neighborhood Revitalization Plan recommendations address community concerns and ideas, foster an inclusive and transparent planning process, identify key opportunities and priority areas, and build momentum to move the plan towards implementation.



Strategies for implementation were organized in an Action Matrix identifying short and long-term goals and key public and private partnerships for leveraging desired opportunities. These initiatives responded to important themes for the four neighborhoods related to ensuring greater safety, attracting and stabilizing housing options, improving the built environment, providing access to transit, promoting health and wellness, integrating education and employment opportunities, and building a stronger and more resilient community.



COLUMBUS CENTRAL NEIGHBORHOOD PLAN

CITY OF COLUMBUS
COLUMBUS, INDIANA

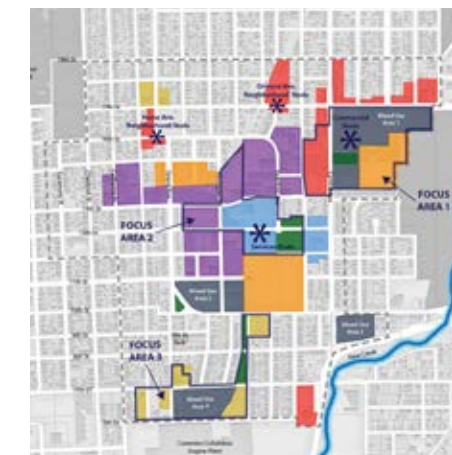


The City of Columbus, Indiana identified the Columbus Central Neighborhood in need of reinvestment and revitalization as the area transitions from an industrial neighborhood to a growing community seeking a mix of housing. In response, the city requested the Columbus-Bartholomew County Planning Department to conduct a vision plan to outline and guide land use and transportation improvements.

Located northeast of downtown Columbus, the Central Neighborhood historically consisted of a variety of single-family residences that were located within close proximity to light manufacturing and heavy industrial businesses. In recent years, the neighborhood has been characterized by an aging housing supply and primarily low to moderate income households. As a result, many of the single-family

residences have been converted to multi-family rentals. The area has also been challenged by incompatible land uses and a lack of access to neighborhood conveniences. The community, however, is well positioned for growth with its direct adjacency to downtown, walkable and bikeable blocks, accessible parks, and various infill opportunities.

The Columbus Central Neighborhood Plan addresses the transformation potential for the study area and creates a shared vision through extensive stakeholder involvement and community input. The plan includes a set of Urban Design Principles, Framework Plans, and Detailed Site Plans.



EAST LIBERTY NEIGHBORHOOD REVITALIZATION PLAN

EAST LIBERTY DEVELOPMENT, INC. (ELDI)
PITTSBURGH, PENNSYLVANIA



Prior to the revitalization plan, East Liberty included several high-rise public housing buildings, vast areas of surface parking, underutilized and vacant structures along Penn Avenue (the area's mainstreet), and a four-lane, one-way road, Penn Circle, that isolated the public housing and downtown from adjacent neighborhoods.

The neighborhood revitalization plan includes an 80-acre, 50-block area in East Liberty and was prepared during and directly following a series of design workshops with area residents, stakeholders, and city officials. The plan call for the demolition of non-contributing structures, contextual infill development, and reconstruction of Penn Circle back to its historic neighborhood-oriented scale, with on-street parking, building frontage, and two-way traffic, as a way to rebuild the neighborhood into a more pedestrian-oriented community. The plan includes a mix of housing, all of unique and contextual East Liberty architecture.

Higher density mixed-use buildings, including retail with apartments above and much needed neighborhood services, are proposed in the downtown area while a transition to lower density, residential buildings are proposed closer to the existing neighborhoods surrounding the downtown.

To date East Liberty has made great strides in implementing the master plan, with several new mixed-use residential developments, new retail including Target and Whole Foods, as well as the Phase I reconstruction of Penn Circle.



BROAD CREEK MASTER PLAN

THE COMMUNITY BUILDERS/THE NORFOLK REDEVELOPMENT & HOUSING AUTHORITY
NORFOLK, VIRGINIA



Design Collective was engaged by the Community Builders, together with the Norfolk Redevelopment & Housing Authority, to prepare a master plan for the redevelopment of Moton Circle, a former public housing site. As part of the planning and community outreach process, the master plan considered the broader context of Broadcreek, including the East Princess Anne corridor, the new Kroc Center, redevelopment and/or renovation of key school sites, and connections to nearby neighborhoods, Broad Creek Park, Ballentine Blvd, and Virginia Beach Blvd. Key neighborhood-wide plan recommendations included a new mixed-use village center, transformation of Princess Anne into a Complete Street, a greater mix of housing types, and improved street, pedestrian and bicycle connectivity.

The master plan for the Moton Circle site suggests a residential component with a mix of new public housing, affordable rental housing, and market rate rental and for sale single-family homes, to create a truly integrated and mixed-income neighborhood. The planning process included several community workshops, and input from key city, elected, and area stakeholders. In addition to the master plan for Moton Circle, Design Collective also provided architectural schematic design, unit designs, rendered elevations of housing options, illustrative plans and landscape design.



TRADITIONAL NEIGHBORHOODS



ROUZAN

JTS REALTY SERVICES LLC
BATON ROUGE, LOUISIANA



Rouzan was envisioned with a unique character in mind following the principles of Traditional Neighborhood Development. The Village Center lies at the heart of Rouzan. Set on 26 acres of the 120-acre community, the Village Center contains a mix of uses including retail, office, a hotel, a public library, a non-denominational church and a variety of residential types.

Library Square is the central, formal open space shaded by large trees and surrounded by two- and three-story buildings with shops and restaurants on the ground floor. Arcades and trees shade the streets, providing a pleasant environment for strolling out of the afternoon heat. Cobble courtyards with fountains welcome neighbors and guests to come together, dine, and discuss the day. A waterfront promenade provides an area to gather, reflect, and relax.

Rouzan's architecture emulates the vernacular and responds to its southern Louisiana environment. This authentic regionalism is reflected in the Cajun and French Colonial architecture.



GREENLEIGH AT CROSSROADS

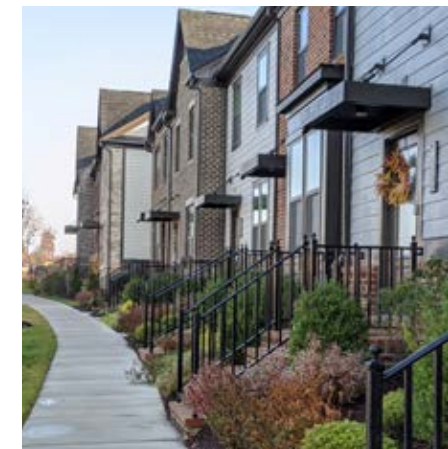
ST. JOHN PROPERTIES
WHITE MARSH, MARYLAND



Baltimore Crossroads is a 1,000 acre masterplanned, mixed-use community located 3 miles east of I-95 on White Marsh Boulevard/MD Route 43 in the White Marsh area of Baltimore County.

Comprising 200 acres of Baltimore Crossroads, Greenleigh is planned to include approximately 1,700 residential units, 500,000 square feet of office space, and 100,000 square feet of retail. The residential units proposed include a mix of single-family attached (townhouses), single-family detached, apartments, and/or condominium units.

The residential neighborhoods comprising Greenleigh are envisioned to emulate the design principles of Traditional Neighborhood Development (TND) which include short, walkable blocks; a connected street grid designed for all users, including pedestrians, cyclists, and motorists; a network of open spaces including plazas, squares, greens, parks, and trails to provide a variety of recreational opportunities; and a variety and mix of residential types close to neighborhood-serving retail and employment options. TND communities are structured with one or more neighborhoods sized to a five-minute walk or roughly a quarter mile from center to edge.

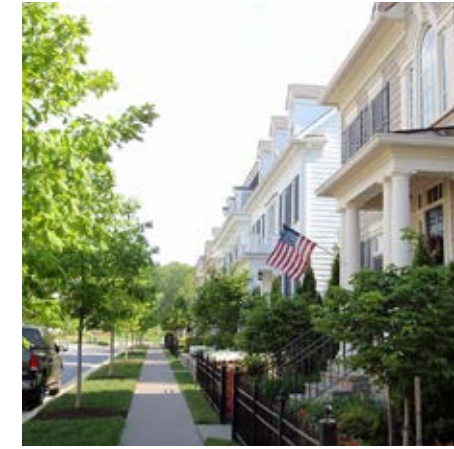


MAPLE LAWN MASTER PLAN

GREENEBAUM ENTERPRISES
FULTON, MARYLAND



Maple Lawn is a 600-acre mixed-use community planned as a Traditional Neighborhood Development (TND), the first of its kind in Howard County, Maryland. Now over 90% complete, the plan includes a Business District and 4 distinct, walkable neighborhoods with 1,340 residential units - Midtown, Hillside, Garden, and Westside. Each neighborhood contains a range of residential types; a central neighborhood green; pedestrian-oriented tree-lined streets; alleys providing rear access to garages; and several additional small greens and parks that link to a regional greenway and trail system. The mixed-use Midtown neighborhood, at the core of the community, contains the Community Center building, pool, play field, sport courts, retail, restaurants, and professional office buildings along a main street. The Business District contains 1.2 million square feet of commercial space in 10 buildings, ranging from three- to eight-stories with ground-floor retail and restaurants along Maple Lawn Boulevard, the community's primary, pedestrian-oriented thoroughfare.



CORRIDOR REDEVELOPMENT



ROUTE 9 CORRIDOR MASTER PLAN

WILMINGTON AREA PLANNING COUNCIL
NEW CASTLE COUNTY, DELAWARE



THE ROUTE 9 CORRIDOR
Land Use and Transportation Plan

CENTER 2: ROGERS ROAD

Center 2 is situated at the intersection of Rogers Road and Route 9 just south of Interstate 495. In this area, a mix of smaller commercial and industrial properties line the western edge of Route 9. On the east side, a mix of single-family detached and attached homes are directly adjacent to the corridor and surrounded by large industrial properties. The Hawthorn Park neighborhood and Rose Hill Gardens community are two neighborhood pockets currently affected by the location of residential development adjacent to the corridor. Hawthorn Park is unfortunately situated between I-495 and Pyles Road, a major truck route to the west of Wilmington and a major industrial area. A majority of the commercial and industrial properties along the stretch of Route 9 are underutilized, poorly maintained, and incompatible with the neighborhood fabric that exists around it. Center 2 has the potential to be a neighborhood center that reinforces the identity of the Route 9 Corridor and could benefit from strategic investment.

The vision for Center 2 incorporates a mix of smaller, neighborhood-serving commercial, office, and institutional benefits along Route 9. Existing industrial uses will need to be phased out through rezoning strategies, eliminating the opportunity for future industrial development. In the short term, both the County and Steering Committee are in support of a relocation strategy for the residents of Hawthorn Park neighborhood. Rezoning for this neighborhood should prohibit future residential or industrial development, but allow for cooperative, multi-modal or multi-use developments that are appropriate adjacent to the industrial and truck traffic along Pyles Road. Such of these recommendations will allow for a more vibrant, mixed-use center with a wide-range of amenities that can better serve the surrounding neighborhoods, create stronger connections to and across Route 9, and establish a minor gateway that begins to identify the corridor for the traveling west on Rogers Road.

SCENARIO 1 - North of Terminal Avenue Looking South (Preferred)

SCENARIO 2 - North of Terminal Avenue Looking South

SCENARIO 3 - North of Terminal Avenue Looking South

KEY FEATURES

- Separated bike lanes
- Wider sidewalks at existing obstructions
- New raised level sidewalk on east side of Route 9
- Street and pedestrian lighting
- Street and pedestrian lighting to reduce driver water impacts
- Street tree planting + screening
- Street side bus shelter with lighting
- 1-footboard and 1-southbound board lane
- Center turn lane provides space to negotiate a corner driver vehicle
- Designated bus and boulevard parking available

Design Collective was engaged by Wilmington Area Planning Council (WILMAPCO) to conduct a 20-year Master Plan for a three-mile stretch of the Route 9 Corridor near Wilmington, Delaware. Stretching largely between I-495 and I-295, this portion of Route 9 was identified as an area challenged by a lack of investment, underutilized land, incompatible uses, and auto-oriented development with limited facilities for pedestrians and cyclists. Design Collective, in collaboration with RCLCO (Market Analysis) and Toole Design Group (Transportation and Traffic Analysis), led an inclusive and interactive public process that focused on developing reinvestment and corridor revitalization recommendations.

The Route 9 Corridor Master Plan memorialized a common, consensus-driven vision for the Route 9 Corridor and recommendations, identifying a set of strategies that will guide multi-modal facility improvements focused on pedestrian- and bicycle-friendly streets and paths, help improve residents' health and access to open space, as well as encourage new, mixed-use infill development to revitalize the corridor.



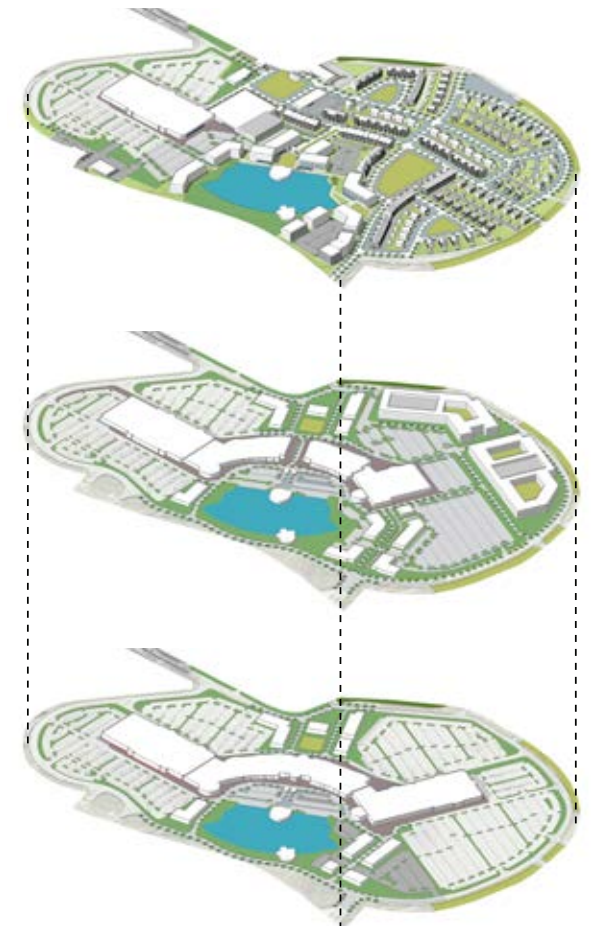
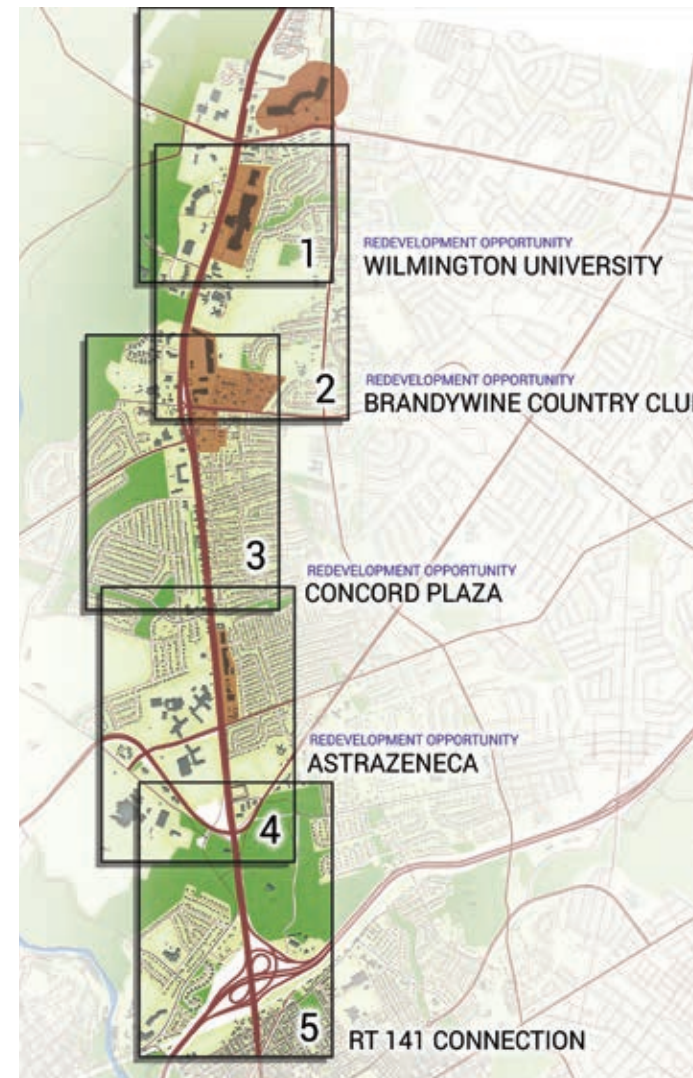
CONCORD PIKE CORRIDOR PLAN

WILMINGTON AREA PLANNING COUNCIL
NEW CASTLE COUNTY, DELAWARE



Design Collective is currently preparing a master plan for the Concord Pike (US 202) corridor which stretches from Wilmington, Delaware to the Pennsylvania state line. The objective of the corridor plan is to follow up on the results of the US 202 Market Assessment which advocated undertaking a corridor plan to recommend physical improvements and governmental policies regarding transportation and land use. The corridor plan will outline policies, land use and zoning changes, design guidelines, infrastructure investments, and implementation strategies that will guide transformation of the corridor into a high-quality and attractive multi-modal corridor with provisions for future mixed-use land development and a focus on walkability, bikeability, and placemaking.

The Master Plan will address near-term and long-term solutions and policies with an emphasis on strengthening alternative travel modes and options, travel demand management, integration of coordinated multi-modal transportation and land-use planning, and promoting more sustainable patterns of development, while maintaining and enhancing existing neighborhood vitality. Several public workshops, stakeholder interviews, and agency meetings have already begun the process of stakeholder feedback and consensus building as a key element of the plan.



CLARKSVILLE STREETScape PLAN & DESIGN GUIDELINES

HOWARD COUNTY-DEPARTMENT OF PLANNING & ZONING
CLARKSVILLE, MARYLAND



In 2013, Design Collective was engaged by Howard County to develop a detailed streetscape plan and design guidelines for a 1.7 mile section of Clarksville Pike/Route 108 that extends from Guilford Road to Trotter Road. Historically, this portion of Clarksville Pike was and continues to function as the area's main commercial street. As development increased, the corridor became more heavily traveled and

is now defined by the State Highway Administration as a major arterial road, supporting regional, often auto-oriented commercial uses. Focused on vehicles and providing limited capacity for pedestrians and cyclists, this north-south spine acts as a barrier between the land uses to either side. With the potential for economic growth and the desire for a more cohesive environment, Design Collective has been asked to lead the planning and design effort to create a more welcoming, multi-modal streetscape.

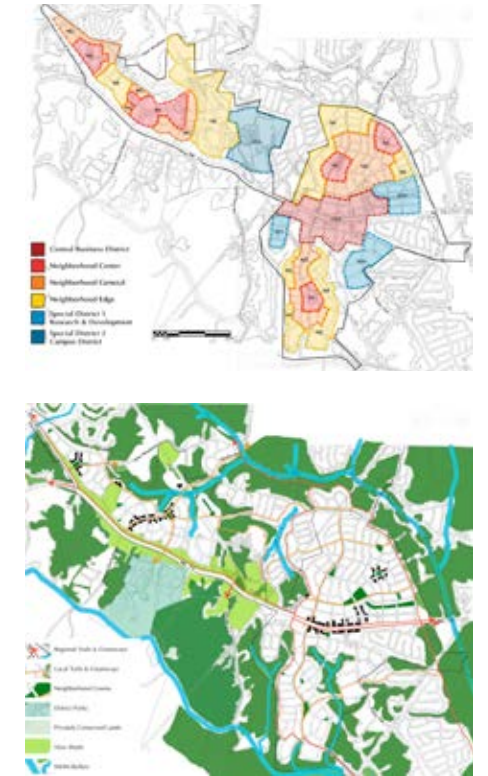
Through an extensive public process with Howard County representatives, stakeholders, and the broader community, Design Collective established a set of design principles to guide the planning and design of streetscape improvements.

Through these efforts, Clarksville Pike will evolve into a vibrant main street that incorporates unique design aesthetics, sustainable practices, and innovative improvements that will tie the corridor together and make it accessible and functional for all users.



DAVIDSON NC73 CORRIDOR PLAN

TOWN OF DAVIDSON AND HUNTERSVILLE
DAVIDSON & HUNTERSVILLE, NORTH CAROLINA



Design Collective was retained to facilitate a week-long charrette and develop a land use and economic development plan for the town of Davidson located in North Carolina. Davidson is an award-winning, smart-growth community with a desire to increase office and light industrial tax revenues, maintain viewsheds, while developing walkable, livable and sustainable mixed-use neighborhoods. Charrette participants expressed concern about dwindling greenfields, suburban sprawl, the desire for compact development, connectivity, traffic and phasing - common themes that contributed to the master plan for the 1600-acre study area.

Design Collective developed a plan, that when implemented, will provide the town with a network of streets and a variety of street types, a series of distinct walkable neighborhoods, a range of building types and uses, a variety of open spaces, a green network of pedestrian pathways, and a range of housing types. It is estimated that 2.6 million SF of commercial space will be developed and 3,770 new jobs created. The plan is phased to allow for planned and flexible improvements over five- and 10-year periods with full build-out expected in 30 years.



COMMERCIAL CORRIDOR REVITALIZATION

BALTIMORE COUNTY DEPARTMENT OF PLANNING
PERRY HALL, MARYLAND

Approach
PLANNING PRINCIPLES

2. Provide a mix of uses and a range of...

Approach
COMPONENTS OF COMMERCIAL CORRIDOR REVITALIZATION

5. Connectivity
 - Create a new street

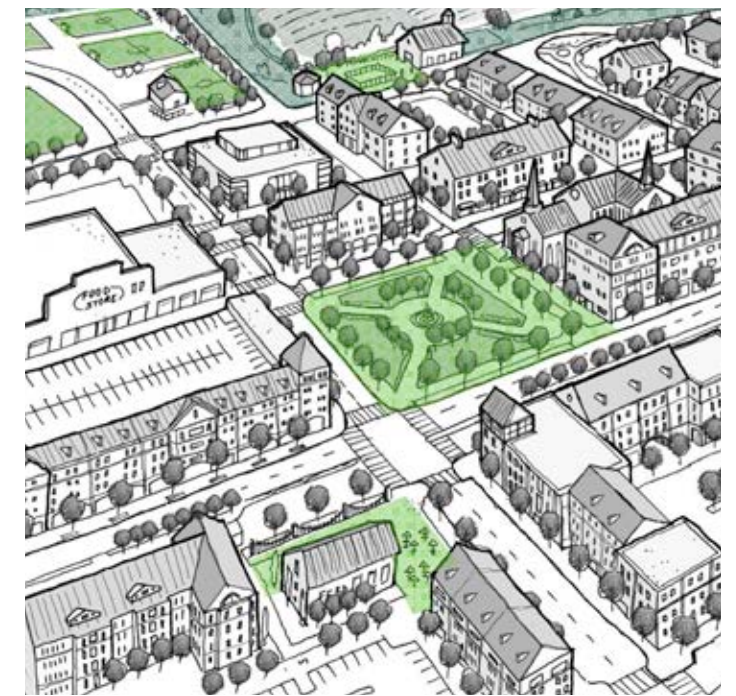
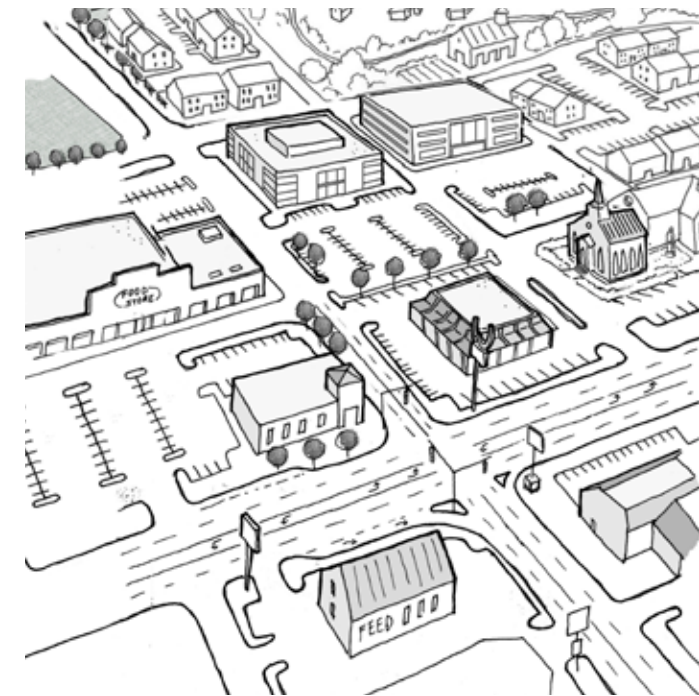
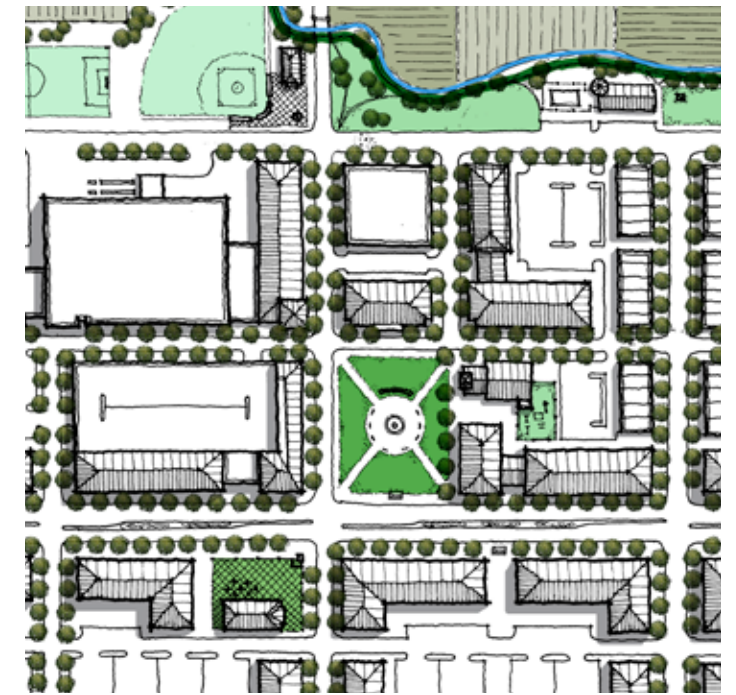
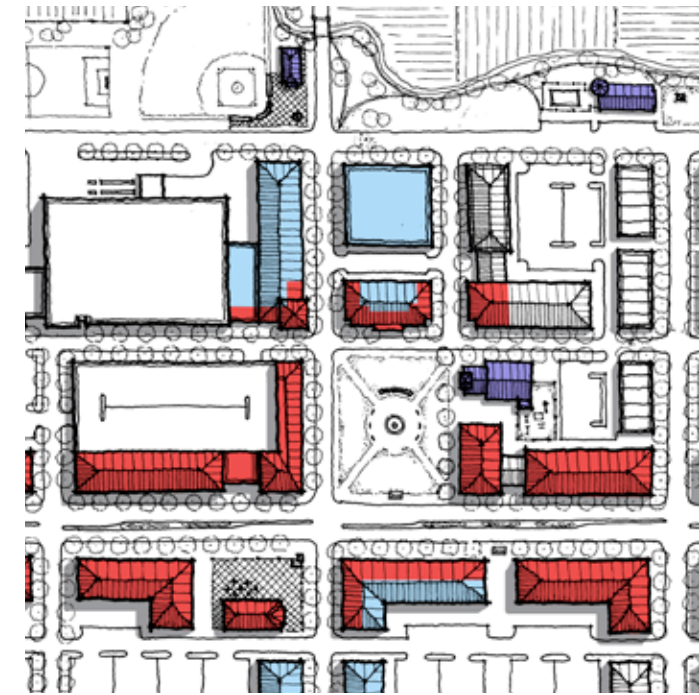
Equally Spaced Intersection

If we could start over... We would be here... A different future...

Past Present Future

Baltimore County, Maryland's 2040 comprehensive plan anticipates 57,000 new residents and 44,000 new jobs. The plan anticipates the need for upwards of 15,000 acres to accommodate the expected growth. Since this would require revisiting the county's urban-rural boundary, extensive rezoning, and extension of water and sewer, there was a need to explore more creative and sustainable ways to grow.

Through creation of a public awareness campaign, aided by research and a mobile presentation prepared by Design Collective, the county has built support for intensifying development along and retrofitting its existing commercial corridors. The policy presentation outlines both county-wide and community benefits, steps and strategies for redevelopment, necessary design standards, and policy recommendations needed for support and implementation.



CAMPUS PLANNING



FACILITIES MASTER PLAN

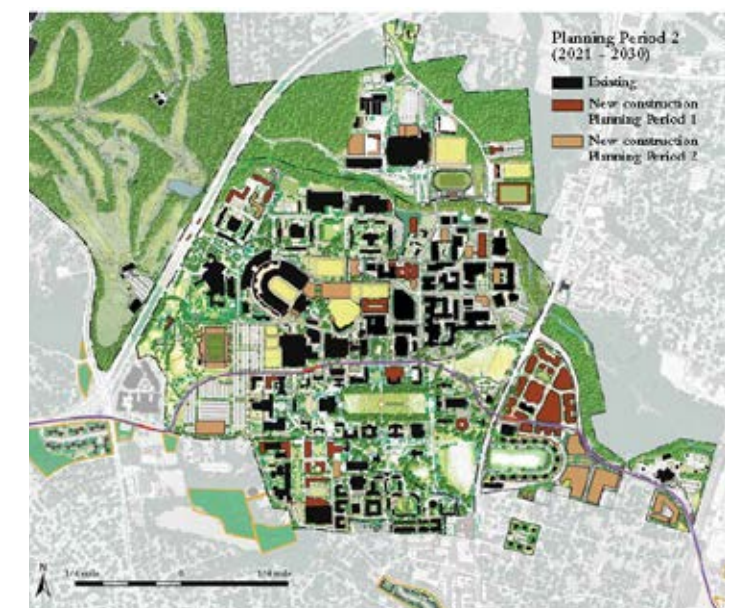
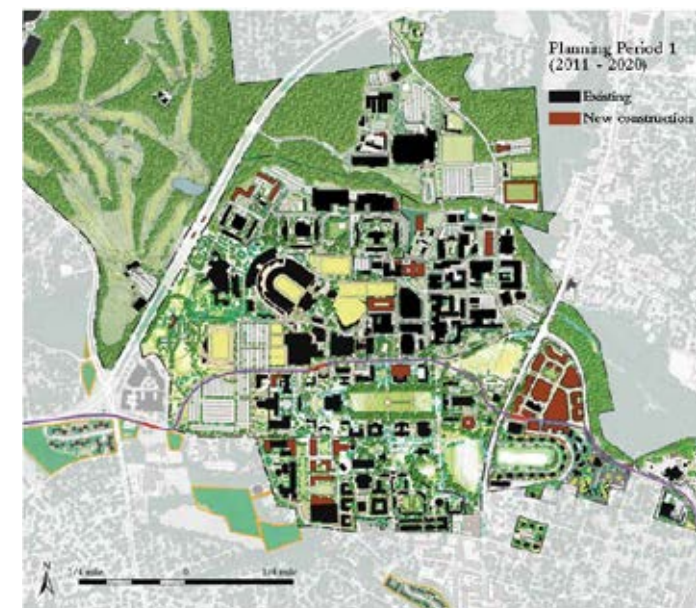
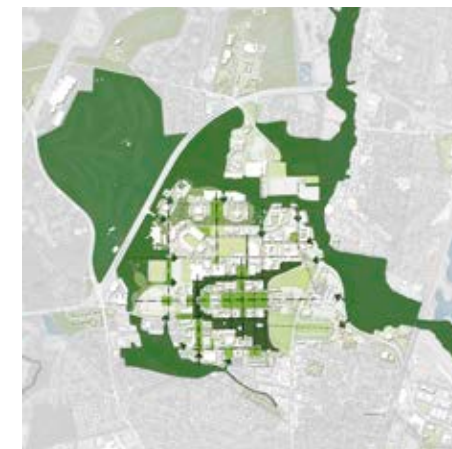
UNIVERSITY OF MARYLAND
COLLEGE PARK, MARYLAND



Working with internationally-renowned landscape architect, Oehme Van Sweden, Design Collective assisted the university in the preparation of the 2030 Facilities Master Plan (FMP) Update for the 1250-acre campus. The plan will guide growth and development on the campus for the next 20 years, with a particular focus on the natural and built landscape and on creating a more sustainable transportation system. Components of the master plan included addressing and defining campus districts, future land use, building placement, circulation patterns, transportation systems, sustainability, infrastructure and utilities, open space, campus recreation services, intercollegiate athletics, in addition to landscape, arboretum and botanical garden considerations

The master plan took shape with an intensive public process included collaboration with a number of key university

stakeholders. Following an intense series of collaborative design workshops, studies and surveys with multiple reviews by the campus community, the City of College Park, the University of Maryland Board of Regents, and the University's FMP Steering Committee, our team produced a plan that successfully integrated the design studies and guidelines into a new reference document for use over the next 20 years. The master plan update included space planning needs, student housing needs, capital projects and cost estimates as part of the projected implementation plan. The University called the 2011-2015 plan, "A blueprint for a campus that is livable and special, park-like in its setting with a distinct sense of place."



STUDENT HOUSING MASTER PLAN

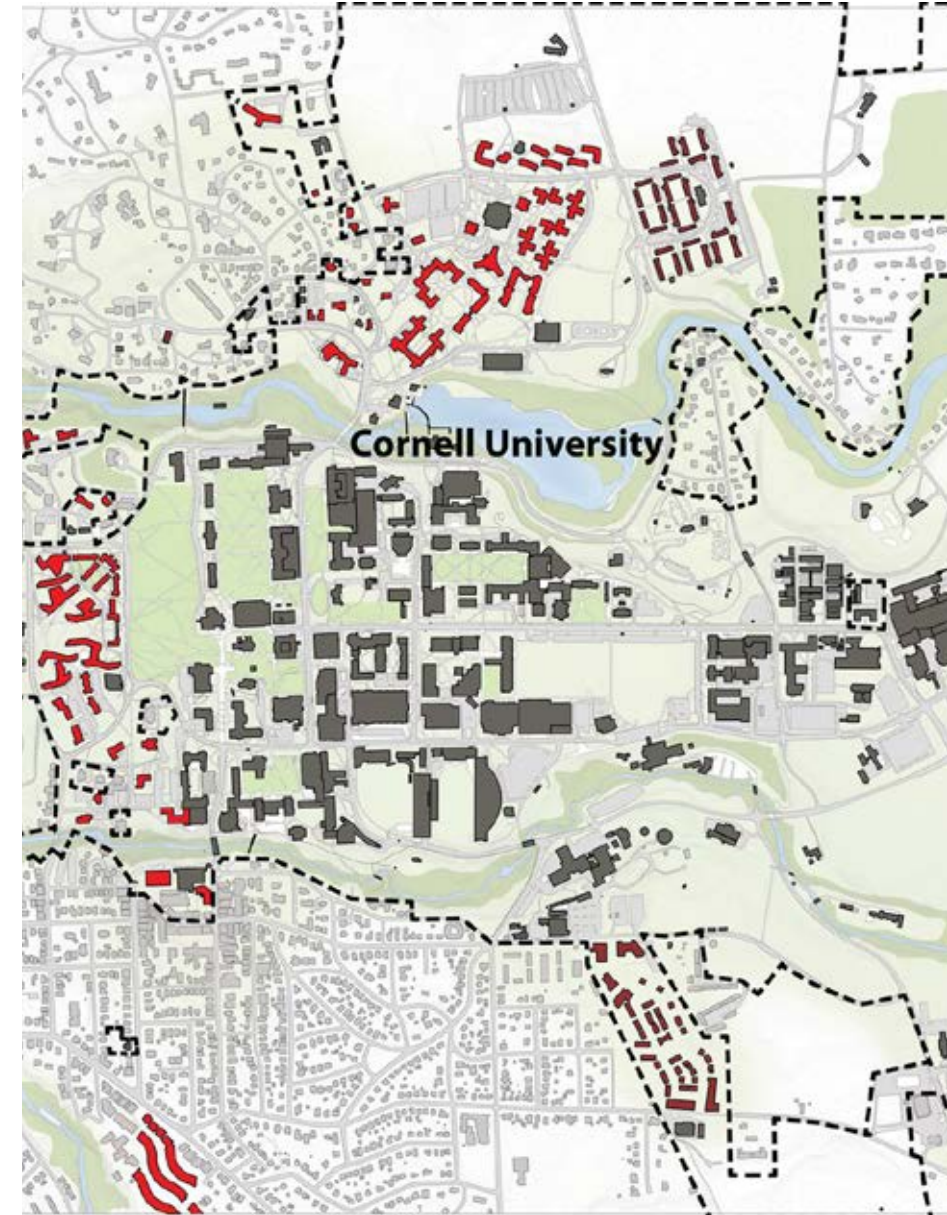
CORNELL UNIVERSITY
ITHACA, NEW YORK



Design Collective and U3 Advisors completed a 30-year Housing Master Plan in 2016. Student housing demand by class, type, and location was quantified through surveys, focus group meetings, and workshops. Town of Ithaca goals included improving the quality of off-campus housing, identifying optimal locations for housing, and providing affordable housing. The nine-month planning process engaged multiple stakeholders, students, faculty, staff, administrators, and officials from the City and Town of Ithaca and Tompkins County.

Cornell University currently houses less than half of its undergraduates and ten percent of its graduate and professional students on campus; more than fifty percent of students live off campus. Additionally, there are housing configurations that do not necessarily accommodate desired academic, developmental, social, and programmatic student needs. As a consequence, many students live off-campus in Collegetown and Ithaca, resulting in high rents, safety concerns because of dilapidated and sometimes unsafe living conditions, town-gown issues, transportation challenges, and quality-of-life concerns for students.

The Student Housing Master Plan suggests 1,650 – 2150 new beds, both on campus and off campus, to include a variety of housing types specifically designed to meet particular class needs. The master plan, upon full build out, will enable 100% of first-years to live on campus, 100% of sophomores to live in on-campus residence halls or off-campus Cornell-sponsored co-ops and Greek housing, and for approximately 50% of upper class students to live on campus. North campus is planned to move away from a “first-year experience only” to be a more integrated, village-like experience that will include retail, restaurants, services, new dining, a new health and wellness center, and classroom and amenity spaces within the residence halls. Off campus housing is targeted largely for upper class, graduate, and professional students in community-oriented apartment-style housing in Collegetown and Ithaca.



ANALYSIS

- Current structure retained, with a 2% annual increase
- Financial analysis based on budgeted beds, on a semester basis
- Book & Dickeyson existing room type breakdowns retained following renovation
- Assumes all Housing Master Plan projects are debt-financed
- \$200M in debt available to SCL starting FY19, 4% fixed interest, 30 year term
- No foreseeable additional funding
- Student housing: \$125,000/bed (hard costs)
- Clery: \$400/SF (hard)
- RPCC dorm: \$400/SF (hard)
- Book & Dickeyson programmatic upgrade: \$25/SF (hard)
- For all projects:
 - Soft costs = 25% of hard costs
 - Construction escalation = 3.5% annually, using 2016 as base year
- New construction (housing, strong) = 2 years for each building
- Renovation/deferred maintenance = 1 year for each building
- Amounts recorded per IPP Oct 15 report, plus 25% soft costs

PRIORITIES TO BE ADDRESSED

Improve presence & future placement of low-rises and high-rises?

(Estimated hard costs)

UNIVERSITY OF SOUTH FLORIDA STUDENT HOUSING VILLAGE

UNIVERSITY OF SOUTH FLORIDA
TAMPA, FLORIDA



The USF Village features housing for undergraduate students plus a new dining facility, retail, health and wellness facilities, and an outdoor pool, built in two phases. The first phase began in the Spring of 2015 with the demolition of four existing residential buildings and adjacent support buildings and facilities. The new construction in Phase I was completed on time for August 2017 occupancy and included three new residential buildings totaling 1,390 beds, plus dining and wellness facilities. Phase II included the demolition of the remaining residential and support facilities and the construction of the final two residential buildings, to bring an additional 781 beds online for August 2018 occupancy. The project is currently targeting LEED Silver.

The design of the Village integrates a wide range of campus uses to create an optimal living and learning environment

that will enhance the student life experience. The strength of Design Collective's Master Plan lies within the relationships of the buildings and open spaces. The design establishes formal and informal, public and private spaces to foster social interaction and a dynamic setting. Major dining, wellness, retail and residential amenity uses are organized around prominent open spaces to create a vibrant, community core. The amenity space and flex classrooms within the live-learn communities also strategically line and open onto these open spaces that include the Village Terrace, Flex Lawn, Overlook, and Promenade. The synergy between these uses and open spaces creates the opportunity to weave USF's academic, residence life, and community goals into a cohesive student-centered environment, creating a unique sense of place that strengthens the greater campus and surrounding community.



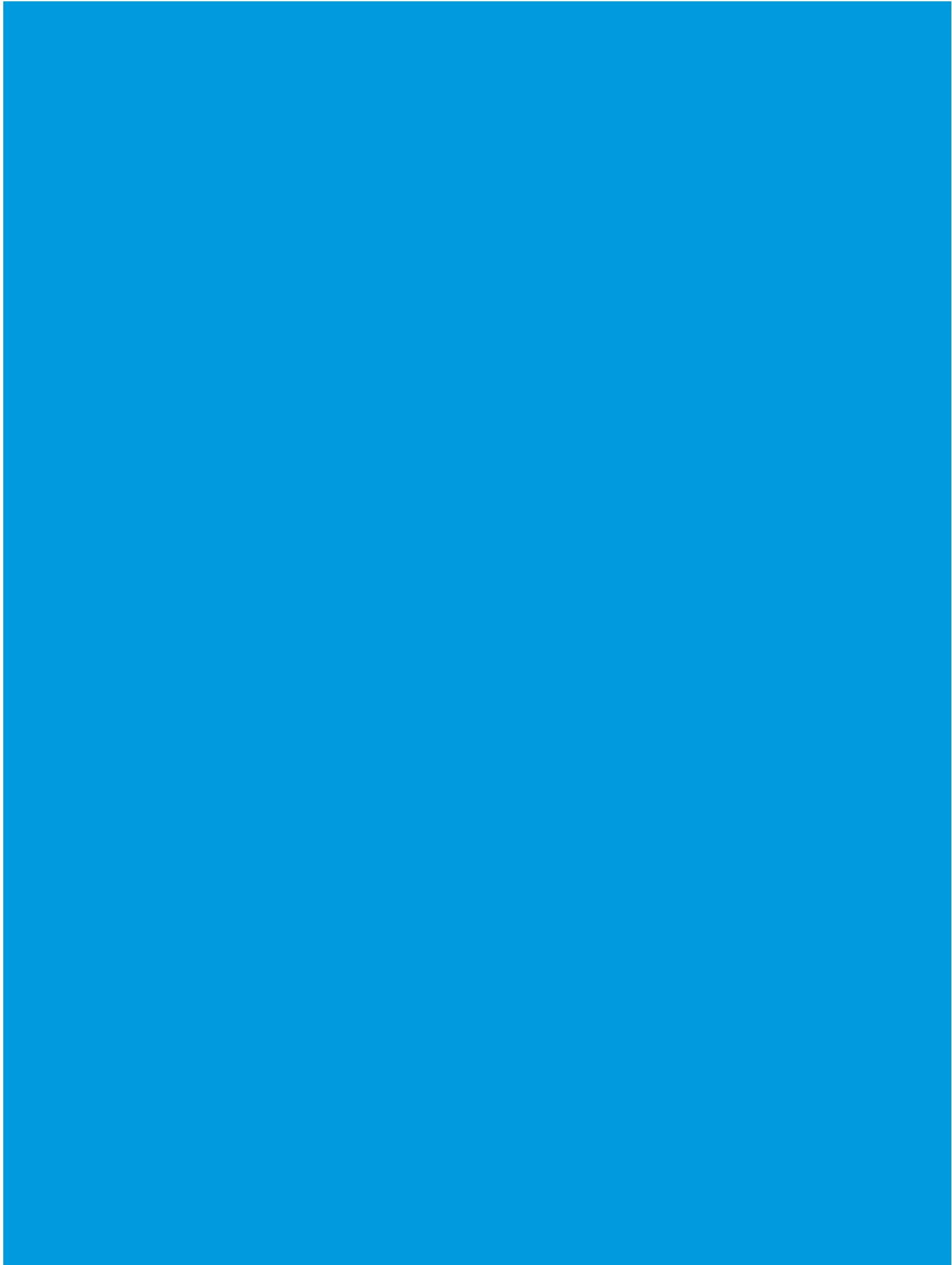
UNIVERSITY OF SOUTH CAROLINA CAMPUS VILLAGE MASTER PLAN

CAPSTONE DEVELOPMENT PARTNERS
COLUMBIA, SOUTH CAROLINA



In collaboration with Capstone Development Partners LLC, Design Collective was hired to create the Campus Village Master Plan Proposal focused on the redevelopment of the south district of the University of South Carolina's campus. The Campus Village Master Plan combined over 3,500 student housing units with a mix of retail, dining, restaurants, and recreational facilities to create a high quality, comprehensive campus experience. The proposal incorporated an extensive open space network that was a model for sustainable landscapes and contributed to the academic mission of the University. As a teaching tool and community resource, the proposed landscape promoted a healthy, safe, and walkable environment for students and visitors. The architecture became a vital extension of the landscape and was designed to be contextually and historically sensitive through character, scale and massing. All elements of the master plan promoted a dynamic learning environment that inspired innovation, creativity, and collaboration and reflected the values and overarching mission of the University of South Carolina.





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