PROLOGUE

Since the national adoption of the AMERICANS WITH DISABILITIES ACT of 1990 (ADA), the UNIVERSITY OF MARYLAND COLLEGE PARK (UMCP) community has been involved in modifying conditions which impair the access of less-mobile individuals to all facilities throughout the Campus. In the exterior environment this involves the installation of ramps and additional entrances to compensate for monumental and other stairs, construction of curb cuts at crosswalks, the erection of tactile and visual signage, and the creation of convenient designated parking space in surface parking lots and garages. UMCP has developed an access plan delineating accessible routes throughout the Campus that prevent back-tracking at obstacles, and is in the process of implementing that plan. All work is completed in accordance with Federal guidelines and code requirements, and all references in this section allude to the national documents.

ISSUES AND PROPOSALS

- Access to all exterior facilities should be provided so that equivalent experiences are afforded to temporarily and permanently less-mobile or physically-impaired members of the UMCP community as are provided to able-bodied persons. Never should the accessible experience be construed as second-rate.

- Integration, not segregation, should be a first priority, especially in new construction.

- Existing major, irremovable obstacles to access should be identified, routes avoiding the obstacle developed, and signage deployed at critical intersections that enable the user to choose an accessible path without back-tracking.

- As surface parking is relocated into garages, adequate accessible garage parking space should be provided to serve the regions and facilities where parking has been removed.

- The development of an accessible shuttle system that serves all Campus facilities should be integrated with garage locations. The shuttle should allow equal access to both impaired and able-bodied individuals. Routes from bus stops to accessible building entrances should be clearly conceived and delineated.

SUMMARY

UMCP shall provide equal access and experience to all its students, faculty, staff, and visitors and continue to implement the requirements of the ADA. Existing facilities that are not compliant shall be modified to afford accessibility. New facilities shall not be designed or constructed that preclude any individual from participating fully in Campus activities and facilities.
ART MEMORIALS GIFTS

PROLOGUE

Through the course of its history, the University of Maryland College Park (UMCP) has been the site of events of regional and national import. Professors and staff have made contributions to their fields of interest, and annual matriculation has graduated 145 classes. The Campus has numerous sites suitable for and craving works of public art commemorating these events and people.

ISSUES AND PROPOSALS

- **Campus-wide**: University gateways announce one’s entrance onto the Campus. Art objects, combined with landscape features, can punctuate major spaces and enhance the sense of movement and way-finding through the Campus, leading constituents and visitors to the entries of each district.

- **Districts**: UMCP is organized around major landscaped open spaces and corridors that interconnect the districts, or regions, of the Campus. Although part of the whole, the district should be discernable from its surroundings and adjacent districts. Gateways or portals, and the buildings which enclose the district, are locations in which art could serve to generate a sense of identity.

- **Departments**: Per the **YARDS and PLACES** section, every building should have the space immediately adjacent to it developed into yards, some of which are integrated into larger landscape areas. The Front Yard should become a public focus of the building / department and have artwork dedicated to the achievements and events occurring there. The Back or Court Yard is a more private area artwork should represent concepts inherent in the department’s field of study and stimulate students and faculty to consider issues broader in scope than individual interests.

- **Artistic Elements**: Artistic elements can provide **enticements which lead one into and through** a district or across the Campus. Art can obviate, through judicious siting, the need for repetitive signage. Signage can contribute to the overall appearance of UMCP through the use of consistent and harmonious graphics, size and placement, as discussed in the **SIGNAGE** section.

- **Memorials (to persons) and Monuments (of events)** can take various forms from theoretical or representational art (sculpture, painting, glass and tile work, etc.) to useful objects (clocks, chimes, sundials, kiosks). Logos and symbols of the University or department can be moulded into masonry or metal, carved into stone, or etched / stenciled onto glass.

- **The** attached diagrams indicate many Campus locations available for public art. A **Committee** should be established:
  - to evaluate and prioritize sites,
  - to consult with and assist departments in developing lists of people and events to commemorate and
  - to co-ordinate and supervise the selection of artists and
  - the execution of projects.

- **Maintenance** should be considered a task necessary to the selection and execution of art projects. Grants and other funding sources independent of State financial obligations should be obtained.

- **Events**, such as annual graduating-student competitions, faculty exhibitions, and topic-driven expositions, can serve as vehicles to generate projects or concepts for Campus artwork. Positive publicity arising from these presentations should be choreographed with other communications and marketing efforts.

- **Maintenance** should be considered in the planning and execution of memorial gifts: waterless fountains, overgrown arbors, untended gardens, or broken statuary exempt the ramifications of failure to consider long-term financial and practical issues.

Further information is included in each District discussion.

SUMMARY

Currently, UMCP benefits from large-scale art pieces, such as the O. U. K. Fountain on McKeldin Mall, the Founders’ Gate, and the Night and Day sculpture near the H. J. Patterson Building (figs. X through x). Smaller, but equally obvious, examples include the masonry plaza paving and wall decorations of the Nymburu Center, the Teotihuacan statues in McKeldin Mall).  The sculpture garden donated by the Class of 2001 and erected in front of the Stamp Student Union, and the Class of 1910 Gate.

Many prominent spaces are devoid of artwork (ie: plazas fronted by the Main Administration Building, Cole Student Activities Building, Byrd Stadium, Clarice Smith Performing Arts Center (CSPAC), Washington Quad, and Fraternity Row) are as more inconspicuous ones: most courtyard (CSPAC, CSIC, South Campus Commons, and the Agricultural Arena), departmental Front Yards (ie: those along the walkways bordering McKeldin Mall), and landscaped overlooks and nodes (adjacent to Morrill Hall or the brick-walled seating areas of the Baker and Pearson gardens on McKeldin Mall).  The sculpture garden adjacent to the Art and Sociology Building is barren most of the time.  Some people who have made major contributions to the development of the University have buildings named for them, but plaques touting their efforts are not provided; many others remain unmentioned.  Certainly, there are many opportunities for commemorative pieces, and equally many places to locate them, throughout the Campus.  The University could consider approaching successful alumni of the arts programs and other noted Maryland artists to commission pieces suitable for developing the whole Campus into a “garden of art” in a similar manner to the botanical garden approach chosen decades ago.
PROLOGUE

There are many examples throughout the Campus of built or planted devices which protect individuals, conceal obtrusive elements, or direct visual clues to the environment; these are classified under this topic Controls. Some accomplish their objectives in an elegant, aesthetic manner, others contribute to the visual pollution which plagues the Campus.

A variety of elements have been installed around campus that help to:

• GUIDE people: walks, landscaped borders, guard-rails, walls and fences, built and planted barriers
• IDENTIFY boundaries and edges: low walls, fences
• MANAGE traffic: curbs, bollards, posts and chains, parking gates, islands and parkways, fences and shrubbery.
• PROTECT pedestrians: painted cross-walks, guard-rails, posts and chains, landscaped parkways, screens, fences and walls
• TERMINATE or complete axes: built or planted visual or actual barriers

Ground level devices, such as walks, curbs, and planted borders, are covered in other articles; many landscape architectural elements are covered in the overall LANDSCAPE ARCHITECTURE article.

GOALS

• Identify conditions requiring controls
• Develop, provide and maintain materials and standards for elements or devices employed to control, guard and order the visual environment

COMMON ELEMENTS

Bollards
Waist-high temporary or permanently-installed posts of stone, concrete, metal or wood separated to permit passage of certain-sized elements while restricting passage of others; Campus uses include:

• Emergency – wooden square posts (scribed to break at a predetermined level to permit quick emergency vehicle passage)
• Service – removable steel posts locked to a metal base; maintenance and emergency personnel possess keys and retraction devices
• Parking – non-removable yellow-painted concrete-filled metal posts that prevent passage of vehicles or protect edifices or natural features from vehicles
•esthetic – white concrete or stone posts restrict vehicular access at landscaped public spaces.

Fences
Transparent, usually light-scale devices with closely-spaced or interlocked elements that protect lawn and planting beds, outline or delineate pedestrian zones, protect pedestrians or animals from hazardous conditions, or partially conceal equipment or spaces, including:

• Waist-high metal or wood posts and metal chains (3 feet height)
• Painted wooden posts and slats, as at barnyards (3-6 feet height)
• Cyclone metal fences (3-8 feet height), sometimes with woven slats
• Decorative wrought- or cast-iron fencing (3-8 feet height)

Guard-rails
Transparent, usually light-scale devices matching handrails or other building elements that protect pedestrians from abrupt changes of adjacent levels; may be combined with fences (usually 3-4 feet height)
CONTROLS: GUARDS, FENCES, AND SCREENS

Walls
Usually opaque heavy-scale devices matching masonry or concrete building materials that retain earth or act as fences or guards; may be combined with guard-rails (1-8 feet height)

Screens
Opaque light or heavy-scale built or planted devices that enclose or isolate equipment or parking from public view; may include fences, walls or shrubbery (3-8 feet height)

Gates
Opening, with or without a movable barrier, affording regulated passage through fences, guard-rails, walls, or screens; usually of wood or metal matching adjacent barrier material and height

Parking Gates
Mechanical devices to regulate access to parking areas or non-public roads

ISSUES
• Visual pollution: The saturation of varying types of bollards or fences within close proximity leads to confusion and visual pollution due to differences in materials, sizes, shapes, and colors. Railings with inconsistent material, size, or appearance in public spaces or adjacent to individual buildings detract from the aesthetic appreciation of the Campus.
• Protect constituents from unsafe conditions or direct them to appropriate and safe areas, entrances, or intersections
• Mechanical equipment and surface parking exposed to public view because of inadequate, inappropriate or undersized screening distract from the quality of the visual environment

PROPOSALS AND SOLUTIONS
• Develop appropriate material and finish standards for guard-rails to match building materials and elements
• Screen exposed equipment, service areas or surface parking from pedestrian circulation and major building entrances, Front, Back or Court yards, and prime interior spaces; screen service areas from adjacent roadways along Campus borders
• Replace cyclone fencing with cast- or wrought-iron decorative units
• Replace fencing surrounding equipment or parking with screening appropriate to area: plantings, if space permits, is the preferred method, followed by masonry walls
• Provide gates where required to restrict visual or physical access into fenced or screened areas; develop Campus gateways which define the University boundaries, and are welcoming yet provide necessary security and traffic control.

SUMMARY
The development of standards and the installation and maintenance of controls contributes to the safety and aesthetics of the Campus. In conjunction with the built and planted environment, graphics and way-finding devices, and streetscape improvements, controls assist students, faculty, staff, and visitors in discovering and negotiating the campus while concealing less-desirable functions and restricting dangerous interactions. As current elements deteriorate they should be replaced with site-appropriate items per these guidelines and the DESIGN CRITERIA / FACILITIES STANDARDS MANUAL.
PROLOGUE

Various transportation initiatives (size and quantity of sidewalks, bikeways, auto and shuttle routes) as well as ADA issues, facility use factors and proposals for Campus development depend on accurate data defining the density and flow of the various UMCP populations. Information is collected by departments (Student Life, employment, shuttle and WMATA ridership, parking pass applications) and is able to be collated and analyzed to clarify questions affecting the Campus.

ISSUES AND PROPOSALS

➢ According to current figures (2002-2003 Academic Year), approximately 35,000 students and 10,000 faculty and staff attend UMCP on the average academic year class-day. There are 8,000 beds in university facilities and 18,000 parking spaces; primarily in surface lots scattered throughout the Campus. Academic buildings are grouped into two major areas: McKeldin Mall (predominantly Arts and Letters) and the NORTH DISTRICT (Engineering and Science). Residences are grouped around Washington and Calvert Quads, atop North Hill, adjacent to Anne Arundel Hall west of McKeldin Library, and near Frat Row. Inter-collegiate athletics primarily occupy the natural bowl into which Byrd Stadium is situated, and are expanding into the area around the Comcast Center in the NORTH DISTRICT. Auxiliary functions are sprinkled around the Campus: administration at the eastern end of McKeldin Mall, recreation along Campus Creek and in the NORTH DISTRICT, dining on South and North hills, and Service in the EAST DISTRICT.

➢ Students tend to live in the City of College Park and adjacent towns (x%); faculty and staff in Montgomery (x%) and Prince George’s (x%) counties. Smaller quantities of students, faculty and staff live in Washington DC (x%), Virginia (X%) or adjacent Maryland counties (x%).

➢ According to the UM PARKING AND TRANSPORTATION SURVEY REPORT (UMPATSR) [prepared by Wilbur Smith Associates, San Francisco, CA, August, 2002] most students, faculty and staff arrive at UMCP by driving (87%: 78% use Single Occupant Vehicles – SOV’s); equal quantities travel by public transport and shuttles (3%), bicycle (3%) and walk (3%). 50% of auto users commute more than 20 minutes to campus, as well as nearly 100% of those using public transportation; 80% of pedestrians and bicyclists commute less than 20 minutes. SOV drivers overwhelmingly list schedule flexibility as the most important factor in their commute, followed by travel time, reliability issues and no routes near their homes. Most drivers traverse I-95 / Beltway, University Boulevard, New Hampshire Avenue and Baltimore Avenue, arriving by Founders’ Gate (38%), Campus Drive at Adelphi Road and University Boulevard (22%), Stadium and Paint Branch Drives (16% each), Knox Road (7%) and South Gate at College Avenue (1%). 82% of staff and 52% of faculty work a five-day week; two-thirds of these have consistent start / end work schedules. 86% of faculty and staff arrive by 9 am (37% between 8-9 am) and 83% leave between 4 and 8 pm (31% between 4-5 pm). The FACILITIES MASTER PLAN 2001-2020 (FMP) proposes the consolidation of surface parking lots into garages located on the perimeter of the Campus. Increased use of bicycles is encouraged; the major means of transportation throughout the
Density & Flow

Campus remains pedestrian.

Shuttles connect the Campus with Adelphi, Greenbelt, Hyattsville, New Carrollton, and Silver Spring, Maryland, UMCP-managed housing complexes, and the College Park Metro Station; busses also connect the University with outlying parking lots, and a circuit to distant campus housing operates during evening hours; all converge on a common transfer station on Campus Drive at the Stamp Student Union. The FMP proposes the creation of a figure-8 shuttle loop connecting academic, recreational and residential facilities; parking garages should be integrated into this loop.

Most students, and almost all faculty and staff, proceed to one building or complex on their daily journeys to Campus; exceptions include personnel in operations and maintenance positions, security and safety staff, and students with multi-major areas of study. Meals and breaks are taken at dining halls, the Stamp Union, the Dairy at Turner Hall, and in commercial areas on Baltimore Avenue / US Route 1 north and south of the Campus. Students, faculty and staff use recreational facilities: prime hours are early morning, lunch, and early evening. x% of students travel beyond a 5-minute walking distance (one-quarter mile / 1320 feet) to change classes.

Although classes occur weekdays from 8 am to 9:45 pm on a regular basis, schedules are heaviest around lunch; 11 am – 3 pm. Labs and studios predominately occur during the afternoon hours; evening classes usually occur once per week for 3 hour increments. There are two 500-seat auditoria, in the Biology-Psychology and Tydings buildings, used for classes.

Major sporting events bring 10,000–48,000 spectators to campus: Byrd Stadium for 7 autumn Saturday afternoons and Comcast Center for 15 winter evenings. Minor sporting events bring 50–5,000 spectators to renovated and proposed fields adjacent to Byrd Stadium and the North District. Concerts and arts performances are staged at the Comcast Center (18,000 capacity), Tawes Theatre (1,300) and the Clarice Smith Performing Arts Center (100—1,100). Student and professional recitals occur throughout the year, but are more frequent during the months prior to the end of each semester. Visitor parking is accommodated in neighboring garages and lots.

Commencement exercises bring family and friends of the graduates to campus: UMCP matriculates x students each January, and x in June, for a total of 5,300 undergraduate, 1,650 graduate and 430 doctoral degrees.

Summary

The density of the Campus population fluctuates seasonally (the Academic Year — September through June — is more crowded than winter and summer breaks) and daily (peak periods bracket lunch). Staff enter and leave in early morning and evening, causing congestion in surrounding communities. Through-trafﬁc also clogs campus roadways during rush hour periods. Students and faculty ﬁlter to and from UMCP throughout the day. Sports spectators inundate the northern districts on game days; arts performances attract fewer participants, but do so more frequently, especially during recitals near the completion of semesters. Resident students join commuters in departing the Campus for social activities on weekends, starting Friday evenings. Security, safety, and operations personnel maintain a small but watchful presence throughout the day and year.
PROLOGUE

The installation of site furnishings throughout the Campus contributes to the creation of a more humanistic environment. Formal and informal seating groups provide inviting and comfortable places which encourage social interaction among students, faculty, staff and visitors. As mentioned in the YARDS AND PLACES article, the Campus is deficient in these spaces; those that exist are poorly furnished.

PRINCIPLES / TERMS

Uniformity and Design
- Consistent and integrated design of exterior furnishings achieves visual harmony and cohesiveness for each district and the Campus.
- Districts could have furnishings which respond to design criteria particular to the area; e.g., Traditional motifs in the Historic Core while Contemporary designs adjoin the Architecture School and other modern buildings.
- Furnishings should not compete for attention with the natural setting.
- Use of UNIVERSITY OF MARYLAND COLLEGE PARK (UMCP) and department logos and symbols could adorn seat backs, table tops, bus shelters, etc.

Weather and Abuse
- Weather causes some materials to age more quickly than others; the utility or life of the furnishings should be based on long lasting materials.
- Some materials (e.g., glass, paint finishes) are more susceptible to abuse than others; location of site items should be considered in the selection process.
- Wood transmits heat less readily than metal; therefore, although a cast iron bench is more durable than a cedar one, the cedar is less likely to become as hot in the summer sun. Materials should be selected for seasonal comfort, harmony with the environment, and continuity with the locale as well as other criteria.

Maintenance
- Exterior furnishings should be simple, repairable, and require little maintenance. Consistency of design enables stockpiling of parts for repairs.

Multipurpose furniture
- Proliferation of the variety of street furnishings lends a cluttered appearance to the campus; combinations of items such as trash and cigarette receptacles, or drinking fountains, urban clocks and signage, or bus shelters, seating and signage can satisfy multiple requirements in an artistic and unified manner.

Mobility
- To deter vandalism and theft, a system of locking (secure them to the ground, for example) should be incorporated.
- In securable areas, furnishings, especially tables, chairs and benches, should be movable to allow reconfiguration per users’ needs.

Common Themes / Elements

Speciﬁc models and types of exterior furnishings are provided in the DESIGN CRITERIA / FACILITIES GUIDELINES MANUAL.

Seating
- Low-height walls with flat surfaces provide permanent seating and enclosure; amphitheatres with integral step-seating focus attention at a stage or gathering area.
- Benches can be ﬁxed or mobile, as required by the location; sleep-proof models are available.
- Chairs offer increased ﬂexibility of groupings and are recommended for informal gathering spaces.

- Tables should be provided to allow variety of interactions, as well as places for meeting and meals; they can be combined with chairs or have integral benches.

Cigarette urns
- Trash receptacles
- Combine with cigarette urns and locate strategically in plazas, along well-traveled walks, at bus transfer stops, and near eating areas.

Kiosks and Message boards
- Protected vertical surfaces for posting announcements should be located at gathering places and entries to the campus; combine with other signage.
- This function can be installed inside the primary entrance to buildings, where appropriate space is provided.

Bus shelters
- Transfer stops with potential long waiting periods should be provided with protected areas for waiting; the shelters should have seating and be equipped with trash / cigarette receptacles; each bus stop should be provided with a bench, trash / cigarette receptacles and identifying signage.

Bike racks
- Adequate quantities of bicycle racks should be placed where they will not obstruct pedestrian and vehicular trafﬁc and are convenient to secondary entrances.
- Bicycle racks should not be located at primary entrances; the custom of attaching bicycles to gates, trees, handrails and the like should be actively discouraged.
- Bicycle parking areas should be covered to protect bicyclists and bikes from elements, especially at long-term parking areas adjacent to parking garages and dormitories.
EXTERIOR FURNISHINGS

Drinking fountains.
- Water fountains should be located at major plazas, major bus transfer areas and building entrances; they may be installed at the interior building entrance where appropriate.

ISSUES AND PROPOSALS
- Co-ordinate the selection of site furnishings with the context, lighting, and signage; provide appropriate furnishings at Front, Back and Court yards
- Integrate furnishings that can be combined to serve multiple requirements
- Provide similar elements at repetitive locations; at bus stops, for example, similar furnishing enable visitors to recognize the function without signage
- Replace damaged or conflicting site furnishings as required to improve the quality of the space
- Provide these types of furnishings as indicated; provide appropriate quantities as determined by space and gathering requirements:

Service Yards / Secondary or Tertiary Entrance:
- Benches
- Chairs and tables
- Walls / planters
- Trash receptacles / urns
- Bike racks
- Building signage

Bus shelters (transfer stops):
- Shelter
- Benches (covered and exposed)
- Trash receptacles / urns
- Drinking fountain (@ major transfer points, only)
- Kiosk or message board

Bus stops:
- Benches
- Trash receptacles / urns
- Kiosk or message board

Major sidewalk / street intersections and Campus gateways:
- Benches
- Trash receptacles / urns
- Kiosk or message board
- Welcoming and directional signage

Scenic areas
- Benches
- Trash receptacles / urns
- Informational signage, where appropriate

SUMMARY
The design, installation, and maintenance of appropriate exterior site furnishings will contribute to the appearance and livability of the Campus. Comfortable, secure and attractive smaller-scaled spaces provide opportunities for a variety of social interactions among the members of the University community. Unity and harmony within the site elements contribute to a sense that the Campus is a special place; reduction of clutter allows the natural beauty to be appreciated. An adequate quantity of seating at pertinent locations communicates the concern of UMCP for its constituents.
PROLOGUE

Safety is a major concern on the UMCP Campus: proper and adequate lighting is one method of creating a secure environment for those who live and work on campus. Other security issues are addressed in the CONTROLS, SIGNAGE, TRANSPORTATION INITIATIVES, and YARDS articles. Recent construction projects have begun to install lighting fixtures that vary from the previously-approved ubiquitous Core-ten pole with square box downlighting.

The goals of lighting are:

- To improve safety through the creation of a uniform area of vision eliminating dangerous glare and dark areas.
- To improve the appearance of the Campus as a whole, and the districts as complements of the whole.
- To be energy efficient, inexpensive to operate and maintain, and minimize light pollution.
- To be adaptable to future campus developments and changing technologies, and responsive to input from campus users.

TYPES OF LIGHTING

Street: taller, located at optimum distances to provide a uniform safe driving condition; accurate color rendition not required
Pedestrian: mid-height, located to provide uniform illumination of paved walking surfaces, stairs, ramps, and adjacent landscaping; accurate color rendition preferred
Landscape: low-height, concealed sources to illuminate specimen plants, pathways or borders of spaces / plazas; accurate color rendition preferred
Plaza: combination of mid- and low-height fixtures to create well-lit ambient condition suitable for gatherings; accurate color rendition preferred
Building: concealed source fixtures to illuminate building features as part of nightly composition enhancing the UMCP image, accurate color rendition preferred

FAÇADE WASH: entire building face illuminated
FEATURE: highlight of doorway, porch, dome, steeple, or other prominent structure emphasizing particular quality of building, group of buildings or space
ELEMENT: adequate lighting of small structure (i.e. bus stop shelter or kiosk) for security or identification purposes
SIGNAGE: appropriate integral or accessory illumination to convey information

ISSUES AND PROPOSALS

SECURITY

Provide sufficient levels of illumination at building entrances, for signage, pedestrian, bicycle and auto routes, parking lots, bike racks, bus stops, and campus gateways so that pedestrians, bicyclists, and drivers can travel safely at night.

- Define minimum illumination requirements for each user-type and location, including quantity, quality and color of light, and schedule of operation.
- Identify problem areas and correct the deficiencies.
- Make better use of lighting already in place through improved maintenance and service.

APPEARANCE

Establish a hierarchical lighting system that provides unity and continuity to the Campus, enhances the character of each district, and reinforces the architecture and landscape.

- Identify various types of campus spaces (e.g., historic, celebrative, ceremonial, streetscape, parking, and walkways) and develop appropriate scale and styles / types of lighting elements.
- Co-ordinate lighting system with signage, graphics, controls, furnishings, and art to complement the aesthetic quality of the Campus.
- Stop the proliferation of the quantity and types of fixtures.

APPEARANCE

- Develop standards for the co-ordination of lighting mounted on buildings as decorative or functional features in keeping with overall Campus harmony.
- The recent Southwest District Open Space Study (2003) recommended that, as there are currently three different lighting fixture types in use throughout the District, the
LIGHTING

South Campus Commons type would be extended along the Pedestrian Boulevard from Calvert Hall to Preinkert Drive (at academic and residential buildings), the Van Munching Business School fixture would be employed in the Southwest Mall and the BSOS Quadrangle (at academic buildings), and the Campus-standard Core-ten fixture used at all other places. Additional types are not to be permitted. Standardization will assist in developing a “sense of place” and continuity throughout the district.

ECONOMY

Balance energy efficiency and cost issues with other goals

- Use the most cost effective method to provide adequate, good quality, color-appropriate, and aesthetic lighting for UMCP.
- Set up a computerized inventory system to track type, age, condition, and maintenance of all exterior fixtures.

MINIMIZING LIGHT POLLUTION

Minimize the nuisance effects of light pollution

- Develop uplighting and glare criteria and identify areas light pollution.
- Review existing lighting conditions and retrofit as appropriate.
- Ensure that new lighting is directed to minimize light pollution, through proper distribution and aiming.

LIGHTING LEVEL STANDARDS

Establish foot-candle lighting levels and uniformity ratios for various conditions on campus.

- Measure existing locations, compute and compare with desired levels established for an area and use; deficient or excessive levels result in low scores while levels that register within desired levels score high.
- Develop lighting levels for alternative routes of transport across the Campus; all pathways should be adequately lighted, but major pedestrian and shuttle routes should be emphasized to create corridors of increased safety.
- Efforts should be concentrated and prioritized to meet the needs of pedestrians and bicyclists.
- Apply guidelines to campus sites identified in previous studies as lighting problem areas, and recommend solutions to resolve the issues.

SUMMARY

In recent years, construction projects have been substituting individualized lighting systems for the campus standard core-ten post and square head fixtures adopted in the 1970’s; these extend to building-mounted lights as well as free-standing fixtures located adjacent to and away from the project. No two projects use the same fixture types, colors or materials, lighting levels are spotty, and glare / light pollution is rampant.

One approach is to revert to a University Standard for all fixtures, replacing non-conforming units as alterations are made to yards and places; another is to develop fixture types which pertain to each district, and gently inform the traveler of boundaries and location. In either case, criteria for uniform lighting levels and to minimize light pollution should be adopted and enforced, and corridors of safe pedestrian and bicycle use established.
University of Maryland has significantly grown in size and enrollment in the last several decades. As a result, the signage on campus has gradually accumulated. This produced a signage system which has grown without structure and does not project an image befitting the State’s flagship campus.

The challenge in improving current signage conditions lies in correcting two major problems: ineffective placement of signs, and the redundancy of information, also known as sign pollution. Due to the nature of unsuccessful signage, the solutions sought will only be found in comprehensive understanding of all signage issues.

**TERMS AND PRINCIPLES**

**Information Signage**

Generally speaking, Campus signage provides three categories of information: identification, direction and parking/ regulatory. These can be either temporary or permanent.

- **Identification** occurs on or around gateways, entrances and portico entablatures.
  - quadrangle and plaza gateways
  - building and space names or numbers
- **Directional** signs assist individuals in negotiating through the Campus and should direct visitors in a clear, concise manner.
  - handicapped-accessible entries
  - major buildings / spaces / events
- **Parking and regulatory** signs inform people what actions are permitted or prohibited.
  - parking lots / meters; major event parking
  - construction
  - security and safety for pedestrians, bicyclists, and auto drivers

**Types**

Several types of signs are appropriate for the UMCP campus. Unfortunately there are many variations of the three basic types and these variations often produce visually chaotic and disoriented character. The signs may be illuminated, but many are not.

- **Ground-mounted signs** include curb painting, crosswalks, and parking spot indicators (fig. X). These are unassuming and graphically passive but tend to require routine maintenance. The signs begin to develop an unsightly appearance when the paint begins to deteriorate, and they lose functional value when they become illegible.
- **Pylon signs** are short, stout posts which are intended to blend into the existing landscape (fig. X). This type of sign is visually unobtrusive yet prominent enough to be effective. Currently pylons are used to indicate the location of handicapped entrances into University buildings.
- **Post mounted signs** are by far the most prominent visually and in quantity (fig. X). The post mounted sign displays parking regulation, street names, identifies buildings and provides campus directions.

**Variables**

**Materials**

Currently, signage appears in each of these materials:
- acrylic / plastic
- metal
- paint (on a façade: eg. The Art Gallery sign on the Art/ Sociology Building)
- stone
- wood

**Wall and fascia-mounted signs** (fig. X)

These signs are characterized by either being installed integral to the building façade or simply applied; they can become an exaggerated part of the elevation or virtually fade into the overall composition. The most common and memorable forms are found on the entablatures of the porticoes of the Historic Core District. Haphazard placement of directional and regulatory signage on walls detracts from the building’s character and adds to the cluttered appearance of the Campus.

**Projecting signs** (fig. X)

Attached to light poles and exterior faces of buildings, projecting signs offer a unique opportunity and should be reserved for special events or to display iconic Campus images. Banners can be fabricated from a variety of materials.
SIGNAGE, GRAPHICS, AND WAY-FINDING

Visual
The layout of all signs on campus should be derived from a similar template. The template should be reserved for a border, encompassing space to be used for graphics. The template should be consistent throughout campus: use of the same type face conveys message clarity and understandability. The size of the characters is directly proportional to the distance from the typical viewer, and should be determined by type and location.

Verbal
Consistency of verbiage also contributes to the clarity of the message:
- **semantic**: does visual image clearly relate to meaning?
- **syntactic**: does the image fit into a larger system of symbols?
- **pragmatic**: is there a clear relationship between the user and the symbol?
- **aesthetic**: is the image easily viewed?

ISSUES AND PROPOSALS

The biggest problem with signage on campus today is the sheer number of signs (Fig. X). Over the years more and more signs accumulate and not enough are discarded. Without an official campus design standard, design decisions are made virtually independent of campus precedent. The result is a confusion of styles, sizes, and intentions until all displayed adjacent to one another. The solution is found in creating a standard design intention for all signs, whether they be identified, direction, or parking/regulatory.

An alternative to using different signs for several ideas is to create an adaptable, modular sign system. The system could be altered to fit the exiting geographic situation. Because the system is made of independent pieces, it is flexible and recyclable. If maintained correctly, the system will never be outdated. A sign kiosk could support numerous visual messages. The kiosk allows for a uniform, identifiable campus object to serve as an information beacon for visitors to campus. Within any given kiosk the signs can be placed in hierarchical order. The use of a bold weight for primary messages and medium weight for secondary messages allows for information to be distinguished quickly and efficiently.

To help the user find information efficiently signs should spatially order the information. This can be done by placing sign messages in order of proximity to the viewer, closest destinations listed first, followed by destinations in order of arrival.

A solution to the clutter of signs would be to replace and relocate existing signs, and remove duplication. This solution would also solve the problem of poorly sited signage. A systematic approach to signage location helps the viewer anticipate where signs will appear, and assists in resolving confusion in way-finding.

The issue of temporary signs can also be addressed by design standards (Fig. X). If the University endorsed events were required to develop official signs, all temporary signs would have to abide by campus signage standards. Original graphics could be proposed by the organization sponsoring the sign, but the overall design, typeface, size and colors should conform to UMCP standards.

A general rule for all campus signage is to remain helpful and courteous. Messages should be welcoming and cordial, inserting ‘please’ and ‘thank you for your co-operation’ where appropriate. This type of verbiage creates the tone of voice for the University.

COMMON THEMES

- With consistency of material, size, graphics, verbiage, and location, the viewer learns to anticipate where information will be transmitted; the quantity of signage can be reduced.
- All buildings should be provided with prominent signage listing the building’s name, number, and function (if it is not clearly and easily comprehended) at the primary entrance (Fig. X). This information should be repeated in a less prominent manner at major secondary entrances, and at loading docks / service areas. All building signs should be illuminated.
- Icons should be developed representing each department or school of UMCP, and can become distinctive architectural design elements, etched into glass, stone or metal, or silk-screened onto signs, banners and directories. Caution should be exercised not to overuse a particular icon.

University logos and departmental icons should be used as welcoming elements and to reinforce arrival: not merely arrival to campus, but to major buildings or spaces. Logos can become distinctive architectural design elements, etched into glass, stone or metal, or silk-screened onto signs, banners and directories. Caution should be exercised not to overuse a particular icon.

Currently University practice indicates parking spots in service areas with a 2’ x 2’ panel sign (Fig. X). While it is necessary to provide surface parking (well below the pedestrian eye level, or 4’ to top of sign), ground-mounted sign should be designed to indicate these spaces. Information is transmitted, and the sign does not disturb the campus aesthetic. Similar signage for ADA accessible spaces should also refrain from cluttering the environment.

New buildings can have an entablature to display the building name, or adopt other campus precedents. Individual character and personality for signage causes clutter and introduces a competition for attention that detracts from the communal nature of the Campus.

Through the application of design, coordination, and maintenance, signage can provide clear, concise, direct messages in an aesthetically pleasing manner. In fact, information that is presented in a regular, uniform manner is more helpful to acclimating new students and visitors than the proliferation and clutter currently displayed. UMCP should reconsider its signage and develop a policy to be implemented within the FACILITIES MASTER PLAN 2001-2020 schedule. Alternatives to signage should be explored: the placement of art and memorials, iconic building elements and the like can provide visual clues for way-finding that obviate the need for signs.
The FACILITIES MASTER PLAN 2001-2020 (FMP) indicates that UMCP is predominantly a pedestrian campus, supplemented by bicycles and Shuttle-UM; the vast majority of people traveling to and from the University arrive by automobile, others by public transportation, bicycle or on foot. Circulation throughout the Campus is discussed in two articles: one focusing on methods and requirements of transportation (TRANSPORTATION INFRASTRUCTURE article) and this one covering routes and construction.

**PROLOGUE**

The FACILITIES MASTER PLAN 2001-2020 (FMP) indicates that UMCP is predominantly a pedestrian campus, supplemented by bicycles and Shuttle-UM; the vast majority of people traveling to and from the University arrive by automobile, others by public transportation, bicycle or on foot. Circulation throughout the Campus is discussed in two articles: one focusing on methods and requirements of transportation (TRANSPORTATION INFRASTRUCTURE article) and this one covering routes and construction.

**GOALS**

- Develop a materials, cross-section and route guide for implementation in proposed walks, streets, and public spaces which complements existing conditions.

**TYPOLOGIES AND TERMS**

**STREETS**

- **Boundary** [ie: University Boulevard / Maryland Route 193, Mowatt Lane-Knox Road] (fig. X)
  - Major roads separate the physical Campus from the surrounding community; heavy through traffic, high speeds and congestion are common. Little interaction between campus and community buildings and spaces occurs. Gateway / entry conditions are not consistent; often these roads are treated as rear or secondary entrances and service areas face them.
- **Through** [ie: Campus, Paint Branch, Stadium drives; Baltimore Avenue / US Route 1] (fig. X)
  - These roads are used not only to get around but also to traverse the Campus by both the University and regional communities. The consequences are increased speed and vehicular traffic in the heart of the Campus. They are heavily-used and congested during class-

**WALKS**

- **Major** [ie: parallel walks along the sides of McKeldin Mall, corridor from Hornbake Plaza to Stadium Drive] (fig. X)
  - Directly link the community to services inside and beyond the Campus. Because of increased demand, these walks are wider and require reference information for way-finding.
- **Minor** [ie: corridor from Architecture School past Carroll Hall] (fig. X)
  - These are less wide and can be sinuous; these provide secondary and less-direct connections inside the Campus, often parallel to Major walks or streets.
- **Meandering Paths** [ie: along Paint Branch Creek, Vietnam War Veteran’s Memorial] (fig. X)
  - Off-the-beaten-path means of traversing the Campus or enjoying the more natural elements surrounding it; provide a relaxed walk supplemented by landscaping elements and site furnishings; primarily recreational. They may have either hard or soft surfaces, including stepping stones and gravel / sand pathways.

**ISSUES**

- Implementation of a hierarchical movement system within the Campus which would complement, connect and revitalize the existing urban fabric of both the Campus and the districts; incorporating previously constructed paths, streets, public spaces, landscape features, and the built environment.
- Integration of multi-modal methods of transportation: streets are not constructed solely for automobile use: encouraging bicycle and shuttle routes would help lessen congestion while providing greater and easier access for more individuals
- Maximize use of alternatives to single occupancy vehicles (SOV’s) driving to and on campus: central campus loop shuttle, development of the Route 1 corridor, improved integration with regional transit system
- New circulation patterns for shuttles, supplemented by the restriction of automobile traffic on campus, would afford new streetscape opportunities: design paths for vehicles in lieu of wide streets with differentiated materials and alternative curb-and-gutter systems (fig. X)
**STREETS AND WALKS**

- The improvement of traffic flow while employing traffic calming devices, minimizing conflicts, pedestrian-automobile, pedestrian-bicycle, bicycle-automobile, service, delivery, and emergency vehicles.
- Walks immediately adjacent to street should be replaced with walks with parkways.
- Separate pedestrian from vehicular traffic at service roads; develop screening for service roads and yards.
- Major Walks that cross districts deviate character, size and material along the way; consistency provides visual clues valuable for way-finding and orientation.

**PROPOSALS AND REMEDIES**

**General**
- Provide striped and signed bicycle lanes; these can be shared lanes with automobiles.
- A proposal to restrict automobile traffic on Campus by closing through streets to all but shuttle, delivery and emergency vehicles; and bicycles would shift this traffic to University Boulevard, Baltimore Avenue and Campus Drive-Mowatt Lane-Knox and Guilford roads. Access to parking garages located on the perimeter of the Campus and the few restricted surface parking lots remaining following consolidation into garages would be maintained from these boundary streets (fig. X). The character of center campus would become more calm and quiet, congestion would be reduced, and vibration issues (generated by heavy traffic) would be minimized.

**Boundary Streets**

These streets share two different faces: one that relates to the University and the other to the adjacent community; the Campus portion should define the University border, create a distinct edge, and present welcoming and informative access.

**University Boulevard / Maryland Route 193**
- Links Wheaton and Greenbelt, Maryland
- **Character:**
  - High-speed sinuous multi-lane divided through-street separating the West and NORTHEAST districts from the Golf Course and Metzerott Corridor
  - Lacks trees, parkways, and walks adjacent to Campus
- **Facilities:**
  - Academic and campus entrances, including: University of Maryland University College West Gate
- **Walks:** None
- **Issues and Proposals:**
  - Access to Campus by traffic signals due to volume of traffic, especially at sporting and entertainment events.
  - With the construction of the Arena Parking Garage and Terrapin Trail, the existing shoulder was conscripted for use as a narrow (8' wide) right turning lane into Terrapin Lane in lieu of adequately widening the road to provide an appropriate turn lane (fig. X). Emergency vehicle stopping area, pedestrian walkway space and a bicycle travel lane were eliminated. UMCP should encourage the Maryland State Highway Administration to correct this situation at the soonest opportunity, by returning the shoulder, widening the roadway into the median, and striping the pavement according to AASHTO and Maryland regulations, for this situation endangers both students and bicyclists daily traveling to the University.

**University Boulevard / Maryland Route 193**
- Walks should be installed with landscape barriers where possible; striped walk and bike lanes should be installed on roadway shoulders, per AASHTO and State of Maryland guidelines.

**Service areas should be screened along this University border**
- Develop gateways to and edges of the Campus as part of streetscape improvements.

**Knox Road - Mowatt Lane - Campus Drive**
- Links Baltimore Avenue / US Route 1 and Guilford Road to University Boulevard / Maryland Route 193 and Adeboji Road
- **Character:**
  - Tight moderate-speed sinuous multi-lane through-street
  - Lacks trees and parkways

**Parking, contrary to posted No Parking signage, is tolerated along the shoulders and in the median by both University and Maryland State Police officials during sporting events, especially in the Football Season. Pedestrians exit their vehicles and walk in the roadway due to the elimination of walkway space in the shoulders, creating a dangerous and inconvenient traffic situation, and risking death or injury. The University should develop an appropriate parking and shuttle strategy using nearby public parking facilities, and join with the State Police in banning this practice.**

**Restriction of vehicular traffic on-campus would increase the quantity of traffic skirting the University’s western border.**
• Guilford Run parallels Mowatt Lane and bisects Guilford Road; scrub plantings choke and obscure streambed, creating residual ditch appearance; unpleasant

Facilities:
• Academic and residential building entrances, including: Van Munching Hall
• South Campus Commons
• Proposed Mowatt Lane Parking Garage #5
• Religious community facility entrances (not University-owned or operated)

Walks: Limited parallel to street without parkway or not existing

Issues and Proposals:
➢ Alternate paving material should be provided at major pedestrian intersections and plazas, especially at Van Munching Hall
➢ Continuous walks should be installed with parkways along the University side of the road by UMCP and along the opposite side of the road by adjacent property owners
➢ Guilford Run rehabilitation should be undertaken to make an amenity of this resource
➢ Existing service areas fronting the southern boundary of the Campus should be screened or relocated; proposed buildings should not install service areas along this boundary
➢ Provide striped and signed bicycle lanes; these can be shared lanes with automobiles
➢ Develop gateways to the Campus as part of streetscape improvements

➢ FMP-proposed traffic circle will form major entrance to Campus at Mowatt Lane adjacent to Van Munching Hall and the Mowatt Lane Parking Garage # 5, connecting with Southwest Mall (fig. X)
➢ Proposed traffic circle at intersection of Mowatt Lane and Campus Drive will help alleviate congestion problems
➢ Traffic circle indicated in the FMP at Mowatt Lane and Guilford Road is eliminated due to the reorientation of Lehigh Road (fig. X)
➢ Restriction of vehicular traffic on campus would increase the quantity of through-traffic along this border; reconstruction of these roads should include traffic-calming devices while permitting free-flow of controlled-speed traffic

Paint Branch Parkway
Links Metzerott Road with Kennilworth Avenue, through Paint Branch Drive

Character:
• High-speed sinuous multi-lane divided through-street skirting the East District
• Lacks trees

Facilities:
• Service building parking; proposed residential and public building entrances, including: Proposed hotel and convention facility

Walks: Parallel to street without landscape barrier; inconsistent both sides of street

Issues and Proposals:
➢ Entrances to Campus should be accentuated
➢ Missing walks or walks immediately adjacent to street should be replaced with walks with parkways

➢ Provide striped and signed bicycle lanes to connect with College Park Trolley and Paint Branch trails; these can be shared lanes with automobiles
➢ Develop gateways to and edges of the Campus as part of streetscape improvements
➢ Closure of Paint Branch or Campus drives would channel the parkway’s heavy traffic onto Baltimore Avenue / US Route 1, adding to its congestion

Norwich Road
Links Princeton and Rhode Island avenues; City of College Park street

Character:
• Controlled-speed straight multi-lane-with-parking through-street
• Mature trees and parkways

Facilities:
• Residential building entrances, including: Leonardtown Community proposed residential-above-commercial buildings

Walks: Parallel to street with parkway

Issues and Proposals:
➢ Entrances to University properties should be accentuated and enhanced with gateways, pavement changes and appropriate planting materials
➢ Edge of FMP-proposed development of graduate residential and commercial properties surrounding park
➢ Restriction of traffic on campus would not have any effect on this road
STREETS AND WALKS

THROUGH STREETS

Campus Drive (east-west)
Links Baltimore Avenue / U.S. Route 1 (Founders’ Gate) to Adelphi Road and University Boulevard
Character:
• Controlled-speed hilly curvilinear two-lane road with series of public features and spaces along route: “M” traffic circle; Hornbake, Cole Student Activities Building (Cole SAB), and Tawes East plazas
• Encircles McKeldin Mall and structures on north and west
• Often tree-lined; planting appears residual rather than forming spaces or indicating direction or movement
Facilities:
• Academic, residential and public building entrances, including: Stamp Student Union and Nymburu Cultural Center
• Shuttle-UM transfer station
• Cole Student Activities Building
• Tawes Fine Arts Building
Walks: Broad and parallel to street, often with parkway
Issues and Proposals:
➢ Traffic calming encouraged to prevent deadly interactions with pedestrians
➢ Walks immediately adjacent to street are few and of limited length, but should be replaced with walks with parkways
➢ Alternate paving material at Founders’ Gate should be replicated at major pedestrian intersections, and at all gateways to Campus and districts
➢ Maintain clear vista from Stamp Union (crown of hill) eastwards along Campus Drive
➢ The Shuttle-UM transfer stop at Stamp Union should be reconfigured to permit easy flow of vehicles and safe access for travelers or should be relocated elsewhere on campus
➢ Eliminate streetside parallel parking; provide drop-off and bus stop areas only
➢ Restricted Traffic Alternate Proposal: if Campus Drive were to be restricted to shuttle and bicycle traffic and other roads remained open, congestion and pedestrian-auto interaction would be removed from the center of Campus; traffic would increase on Stadium and Field House drives as well as boundary roads

Stadium Drive (east-west)
Links Paint Branch Drive to University Boulevard / Maryland Route 190 (West Gate)
Character:
• Curvilinear two-lane road; pastoral when passing through the Historic Core District, and urban when separating the Northeast and Northwest districts
• Borders the Chapel Field, skirts the lower end of McKeldin Mall, the Engineering Intramural Fields, the “M” traffic circle, and culminates at the monumental Stairs of Comcast Center
• Controlled-speed hilly curvilinear two-lane through-street; lacks trees and parkways
• Biects Northeast and Northwest districts; formal entry to Campus at West Gate and traffic circle; grove of trees surrounding McNamee cemetery
• Overlooks ICA sports fields and Stadium Valley
Facilities:
• Academic, residential, and sports / recreational building entrances including:

Regents Drive (north-south)
Links Baltimore Avenue / US Route 1 (South Gate) to Comcast Center.
Character:
• Curvilinear two-lane road; pastoral when passing through the Historic Core District, and urban when separating the Northeast and Northwest districts
• Borders the Chapel Field, skirts the lower end of McKeldin Mall, the Engineering Intramural Fields, the “M” traffic circle, and culminates at the monumental stairs of Comcast Center

Alternate paving material should be provided at major pedestrian intersections and plazas, especially at Byrd Stadium and CSS Plaza
➢ Walks immediately adjacent to street should be replaced with walks with landscape barriers
➢ Restricted Traffic Alternate Proposal: restriction of vehicular traffic to shuttles and bicycles, between Paint Branch Drive and University Boulevard, would remove a major source of congestion from the Northeast and Northwest districts; traffic would be transferred to Campus and Field House drives if they were not restricted as well
- Tree-lined adjacent to Chapel Field; barren of trees at straight section between "M" circle and CAMPUS FARM
- Congested by vehicles and pedestrians north of "M" circle; unpleasant

Facilities:
- Academic, administration and residential building entrances, including:
  - Memorial Chapel
  - Main Administration Building
  - CAMPUS FARM
  - Comcast Center

Walks:
- Parallel street with parkway along Chapel Field and without parkway north of "M" traffic circle to CAMPUS FARM
- Narrow

Issues and Proposals:
- **Alternate paving material** (per Main Administration Building) should be provided at major pedestrian intersections and plazas, especially at Memorial Chapel and the "M" traffic circle
- **Walks immediately adjacent to street should be replaced with walks with landscape barriers**
- **Straighten roadway** with repositioning of CAMPUS FARM to provide direct Processional Route to Comcast Center
- **Restricted Traffic Alternate Proposal:** if Regents Drive is restricted to shuttles, bicycles and access to Regents Drive Parking Garage #x between "M" circle and Comcast Center, a major source of congestion from the northern districts would be removed; traffic would divert to Campus and Paint Branch Drives, if they were not restricted

Paint Branch Drive (north-south).
- Links Paint Branch Parkway at Baltimore Avenue / US Route 1 (Founders’ Gate) to University Boulevard / Maryland Route 193 and Metzerott Road

Character:
- High-speed sinuous multi-lane through-street bisecting the North and Northeast districts
- lacks trees and parkways; unpleasant pedestrian area
- has capability to become "Main Street" of Northeast District

Facilities:
- Academic and Sports / recreational building entrances, including:
  - JH Kim Chemical Engineering Building and plaza
  - Comcast Center and proposed sports fields

Walks:
- Parallel to street without parkway; too narrow for crowds of pedestrians at mid-day changes of classes

Issues and Proposals:
- **Alternate paving material** should be provided at major pedestrian intersections and plazas, especially at Kim Building
- **Walks immediately adjacent to street should be replaced with walks with landscape barriers**
- **Restricted Traffic Alternate Proposal:** restriction of vehicular traffic to shuttles and bicycles and access to proposed Parking Garage #x, between Campus Drive and University Boulevard, would remove a major source of congestion from the North and Northeast districts; traffic would divert to Campus, Regents and Stadium drives, if they were not restricted, and to

Baltimore Avenue / US Route 1 and University Boulevard / State Route 193

Baltimore Avenue / US Route 1 (north-south).
- Links two sections of City of College Park, connecting District of Columbia to Baltimore as part of major north-south transportation corridor

Character:
- High-speed, straight, multi-lane divided highway; limited intersections with traffic signals; separates East District from contiguous Campus
- Major landscaped entries to the Campus border the street:
  - Memorial Chapel Field
  - Engineering Intramural Fields
  - Fraternity Row

Facilities:
- Academic, public, and service building entrances, including:
  - Rossborough Inn
  - Ritchie Coliseum
  - Turner Hall
  - Steam Plant

Walks:
- Parallel to street, with parkway; walk-don’t walk signals at intersections

Issues and Proposals:
- **Traffic calming encouraged** to prevent deadly interactions with pedestrians
STREETS AND WALKS

- Alternate paving material should be provided at major pedestrian intersections and plazas, especially at Ritchie Coliseum and Founders’ and South Gates and North Gate Park.
- Provide striped and signed bicycle lanes as proposed by Maryland Route 1 Corridor Plan, and striped crosswalks at major intersections connecting to parallel bikeways along Paint Branch Creek and Rhode Island Avenue.
- Restriction of vehicular traffic on Campus would shift through traffic onto Baltimore Avenue, increasing its congestion.

Local Streets

**Lehigh Road (east-west)**
Links Baltimore Avenue / US Route 1 to Guilford Road / Mowatt Lane; closed to through-traffic as it passes Washington Quadrangle, but preserves passage for delivery and emergency vehicles; service lane connecting South Campus Dining Hall with Guilford Road / Mowatt Lane.

Character:
- Straight formerly two-lane through-street at southern edge of Historic Core District; closed to through-traffic.
- Mature trees and sinuous planting areas replace roadway at Allegany Hall; sidewalk-type paving present.

Facilities:
- Residential building entrances, including: Allegany, Charles and Washington halls, South Campus Commons Buildings 1 and 3.

Walks:
- Roadway is on sidewalk adjacent to Washington Quadrangle; no walks along western portion, no sidewalks, unpleasant back-of-house alley feel.

Issues and Proposals:
- Alternate paving material should be provided at major pedestrian intersections and plazas, especially at Morrill Quad gateway.
- Walks immediately adjacent to street or included in roadway should be replaced with walks with pathways.
- Provide striped and signed bicycle lanes; these could be shared lanes with automobiles.
- Restrict parking and service areas: plant and screen as indicated in LANDSCAPE ARCHITECTURE article and HISTORIC CORE DISTRICT section.
- Restriction of vehicular traffic on Campus would not affect this road, unless Regents Drive is closed over entire length.

**Chapel Drive (east-west loop)**
Loops from Regents Drive, connecting parking and service areas west of Memorial Chapel.

Character:
- Low-speed curving two-lane through-street connecting parking lots.
- Mature trees and walkways.

Facilities:
- Academic, public and residential building entrances, including: Memorial Chapel, Calvert, and Washington Quad entrances.
- Morrill Quad gateway, Talbot Hall, Shoemaker and Skinner building plazas.

Walks:
- Single-side of road parallel to street with pathway.

Issues and Proposals:
- Maintain existing character and materials.
- Restriction of vehicular traffic on Campus would not affect this road.

**Fraternity Drive (east-west loop)**
Loops from Baltimore Avenue / US Route 1 to serve Fraternities / Sororities.

Character:
- Mature trees and walkways.

Facilities:
- Residential (Fraternity / Sorority) entrances.

Walks: Single-side of road parallel to street with pathway.
Rossborough Lane (east-west)
Links Baltimore Avenue / US Route 1 to Rhode Island Avenue; partially parallels Paint Branch Parkway

Character:
- Low-speed straight / angled two-lane through-street
- Mature trees and parkways at western portion; single-side of street walk without parkways along eastern (newer) portion

Facilities:
- Recreational, residential and service building entrances

Walks: Single-side of road parallel to street without parkway at eastern portion; both sides of road parallel to street with parkway at western portion

Issues and Proposals:
- Rough condition of roadway surfaces, due to Steam Plant renovations
- F M P - p r o p o s e d reconfiguration of street
  within rebuilt EAST DISTRICT
  eliminates eastern portion of road; western portion re-aligned, but retains similar character to existing

Union Drive (east-west)
Links Campus Drive (at Cole Student Activities Building) with Valley Drive extension through Parking Lot 1 near Ludwig and Kehoe fields

Character:
- Controlled-speed short-length straight two-lane through-street
- Young trees and parkways along existing roadway
- Proposed axial connection between HJ Patterson and UMUC cupolas through WEST DISTRICT

Facilities:
- Academic and sports / recreational building entrances, including: Cole SAB and plaza

Walks: Parallel to street with parkway

Issues and Proposals:
- Alternate paving material should be provided at major pedestrian intersections and plazas, especially at Cole SAB
- Relocation of surface parking into garages provides impetus to redesign and construct West District: Union Drive would connect center of district with HISTORIC CORE
- Restriction of vehicular traffic: campus-wide to shuttles and bicycles would prevent a major source of congestion from developing; restriction of vehicular traffic on Union Drive would have little affect on other roads

President’s Drive (east-west)
Links Campus and Field House drives in loop configuration connecting with President’s Residence

Character:
- Controlled-speed curving two-lane through-street; limited access at President’s Residence grounds
- Lacks trees and parkways

Facilities:
- Academic, public, and sports / recreational building entrances, including: Byrd Stadium Cole SAB Stamp Student Union Biology / Psychology Building Plant Sciences Building

Walks: Parallel to street with parkway, or non-existent at President’s Residence

Issues and Proposals:
- Alternate paving material should be provided at major pedestrian intersections and plazas, especially at proposed Riggs Alumni Center
- Walks with parkways should be provided in public areas

Reconfigure roadway as part of President’s Residence and yard improvements; provide gateways and pavement changes to indicate private versus public sectors
- Restriction of vehicular traffic campus-wide to shuttles and bicycles and access to President’s Residence would prevent the development of a major source of congestion in the WEST DISTRICT; restriction of vehicular traffic on President’s Drive would have little affect on other roads, but should be maintained at President’s Residence.

Field House Drive (east-west)
Links Regents and Valley Drives

Character:
- Controlled-speed sinuous two-lane through-street splitting the NORTH EAST DISTRICT
- Lacks trees and parkways predominantly a service lane, less heavy through-traffic; unpleasant

Facilities:
- Academic, public, and sports / recreational building entrances, including: Byrd Stadium Cole SAB Stamp Student Union Biology / Psychology Building Plant Sciences Building

Walks: Parallel to street without parkway, discontinuous along Shipley Field and parking lots

Issues and Proposals:
- Alternate paving material should be provided at major pedestrian intersections and plazas, especially at Union Lane and the pedestrian corridor linking Hornbake Plaza with Stadium Drive
STREETS AND WALKS

- Provide continuous walkways along full length of roads.
- Walks immediately adjacent to street should be replaced with walks with landscape barriers.
- Restriction of vehicular traffic to delivery vehicles and bicycles would remove a minor source of congestion from the Northeast District; limited through-traffic would be transferred onto Campus and Stadium drives if they were not restricted as well, but major traffic on Field House Drive is for deliveries.

**Valley Drive (east-west)**

- Links Farm and Stadium drives along northern edge of Campus above Campus Creek Valley
- **Character:**
  - Low-speed curved two-lane street along ridge of North Hill bisected by CRC Plaza
  - Mature trees and parkways
- **Facilities:**
  - Academic, public, residential, and sports/recreational building entrances, including: Computer and Space Sciences Building, Cambridge, Eliott, and Denton communities, Health and Human Performance Building, Campus Recreation Center (CRC) and Plaza Center for Young Children
- **Walks:** Parallel to street with parkway

**Preinkert Drive (north-south)**

- Links Campus Drive with Mowatt Lane
- **Character:**
  - Controlled-speed straight two-lane through-street with proposed twin traffic circles
  - Mature trees and parkways
- **Facilities:**
  - Academic, residential, and sports/recreational building entrances, including: Preinkert Gymnasium, Carroll-Wicomico-Caroline Hall complex
- **Walks:** Parallel to street with parkway

**Terrapin Trail (east-west)**

- Links the Arena Parking Garage if x to University Boulevard / Maryland Route 193
- **Character:**
  - High-speed straight multi-lane limited-access street through woodlands
- **Facilities:**
  - Arena Garage
- **Walks:** None; no pedestrian access provided

Issues and Proposals:

- Walks should be installed, along with parkways, as pedestrians currently walk in roadway from University Boulevard.

- Walks should be screened from roadway.
- Provide a ramped bicycle connection to the service drive along Campus Creek and re-aligning the footbridge over the creek would permit direct access from North Hill to the Comcast Center.
- Restoration of shuttle traffic, as proposed in the FMP shuttle loop, would require reconfiguration of the CRC Plaza to accommodate both shuttles and pedestrians.
- Rerouting traffic to connections with Farm and Stadium drives would remove cul-de-sac traffic conditions on Valley Drive without creation of through-street traffic.

Issues and Proposals:

- Alternate paving material should be provided at major pedestrian intersections and plazas, especially at Cambridge Hall.
- Missing sidewalks or walks immediately adjacent to street should be replaced with walks with parkways.

- Connections with Stadium and Valley drives would complete the circulation loop of Valley Drive split by CRC Plaza (see: Valley Drive).
- Restriction of vehicular traffic to shuttles and would remove a minor source of congestion from the Northeast District; road is currently limited access due to local nature of street.
local streets: rossborough lane union drive
union drive: president's drive

STREETS AND WALKS

Issues and Proposals:
- Alternate paving material should be provided at traffic circles
- FMP-proposed traffic circles in the proposed BSOS quadrangle and in front of the proposed replacement of Preinkert Gymnasium
- Restricted Traffic Alternate Proposal: restriction of vehicular traffic on Preinkert Drive to shuttles, bicycles and delivery access would remove a major source of congestion from the SOUTHWEST DISTRICT without disturbing the rest of the Campus; traffic would remain on Campus Drive and Mowatt Lane

STREETS

Union and Library Lanes (north-south)
Links Campus and Field House drives adjacent to Stamp Student Union and proceeds to McKeldin Library north parking and service area

Character:
- Low-speed straight two-lane short-length steep connector-street
- Lacks trees and parkways

Facilities:
- Public and sports/recreational building entrances, including: Stamp Student Union, Cole Student Activities Building, Union Lane Parking Garage #1, McKeldin Library

Walks: Parallel to street without parkway

Issues and Proposals:
- Walks immediately adjacent to street should be replaced with walks with parkways
- Restriction of vehicular traffic on Union Lane to bicycles and access to Parking Garage #1 would have little effect on congestion in the NORTHWEST DISTRICT

PROPOSED EAST District Streets
(primarily north-south)

Link Norwalk Road and Baltimore Avenue through posed residential-commercial area

Character:
- Low-speed straight two-lane limited-length connector-street
- Proposed trees and parkways
- Proposed sidewalk width sufficient for cafes and dining terraces

Facilities:
- Commercial and residential building entrances, including: Proposed community centers, Proposed hotel/conference center

Walks: Parallel to street with parkway

Issues and Proposals:
-Walks should be constructed with parkways
- Proposed streets and walkways could be instrumental in developing the character of this District
- Restriction of vehicular traffic would have little effect on Campus or on congestion in the EAST DISTRICT

WALKS

Major
McKeldin Mall (east-west + north-south)
Links Main Administration Building with Tawes East Plaza and is part of the proposed North-South Procesessional Route

Character:
- Wide (10 feet), concrete paired parallel paths on both sides of lawn; stairs
- and ramps to change grades; masonry-walled and decked semi-circular plazas on regular spacing, often corresponding with building entrances
- Mature trees and plantings
- UVK fountain centered on eastern portion of Mall

Facilities:
- Academic and residential building entrances, including: Main Administration Building, McKeldin Library

Walks: Parallel, no streets through Mall

Issues and Proposals:
- ADA requirements necessitate ramps to accommodate persons who are not able to climb stairs, per ADA/ACCESSIBILITY article
- Enhance front yards of buildings and departments fronting on the Mall, per the YARDS AND PLAZAS article, without interfering with pedestrian cross-traffic
- Provide designated signed-and-marked bicycle lanes traversing both the length and width of the Mall to afford direct access, as part of the proposed bikeway system (fig. X)

Hornbake Plaza – Stadium Drive Connector (north-south)
Part of the North-South Procesessional Route, links HISTORIC CORE DISTRICT with North Hill communities

Character:
- Wide (10 feet) concrete path with stairs at northern (Stadium Drive) end
- Mature trees and lawn on each side

Facilities:
- None

Walks: Single lane; no street

Issues and Proposals:
STREETS AND WALKS

STREETS: Discuss with streets, above

Meandering (i.e.: Campus Creek)

Character:
- Narrow (6 feet wide) path through woodlands
- Mature trees and lawns / plantings each side

Facilities:
- Campus Creek
- Walks: path

Issues and Proposals:
- Create and enhance paths through adjacent natural areas, for recreation and meditation uses

Minor (i.e.: Calvert Quadrangle)

Character:
- Moderate (6-8 feet) concrete path between dormitories
- Mature trees and lawns / plantings each side

Facilities:
- Residential building entrances, including: Calvert Hall
- Walks: Perpendicular to building entrances

Issues and Proposals:
- Enhance front yards of buildings, per the YARDS AND PLAZAS article, without interfering with pedestrian cross-traffic

SUMMARY

The UMCP Campus is traversed with walks and streets of various sizes and capacities; some are congested, others are in rough shape, and a few serve the University and City communities well.

Segregation of pedestrian from vehicular traffic by the installation of parkways is encouraged: preventing students from darting across streets indiscriminately will make the roads safer for all. Proposals to close streets to vehicular through-traffic while maintaining them for bicycle, delivery and emergency purposes should be investigated by traffic engineers using current traffic modeling techniques prior to the decision-making process. Decreasing congestion and improving safety may be adequate reasons for road closings, but the effects to the campus and neighboring communities deserves careful study. Proposed streets should be designed with continuous sidewalks and parkways on each side of the roadway. All streets require improvements in landscaping and maintenance to enhance campus aesthetics.

- ADA requirements necessitate ramps to accommodate persons who are not able to climb stairs
- Provide designated signed-and-marked bicycle lanes to afford direct access, as part of the proposed bikeway system
- F M P - p r o p o s e d development of academic buildings along new street; provide walk with parkway
- Provide designated signed-and-marked bicycle lanes to afford direct access, as part of the proposed bikeway system
PROLOGUE

The University of Maryland College Park (UMCP) shares many conditions related to its urban/suburban setting, including traffic issues and circulation, with neighboring communities. Approximately 40,000 people engulf the small residential population daily, traveling primarily by automobile; others use public transportation (WMATA Metro and buses and Shuttle-UM), bicycle, or walk. The quantity of classes and the people attending them swell around lunch; morning and evening regional rush-hours add to the congestion. Campus roads connect with the adjacent community, and many University people traverse the campus taking the shortest route to their destinations. Circulation problems, congestion and concern for pedestrian, bicyclist, and auto-safety have led to these guidelines for traffic, circulation and parking. Discussion of physical street and walk conditions is covered in the Streets and Walks article, and the Design Standards.

GENERAL

The Campus is predominantly organized around the pedestrian; this condition is re-emphasized in the Facilities Master Plan 2001-2020. Nearly every building and most roadways are accessible to pedestrians through the use of sidewalks separated from vehicular traffic. Monumental stairs continue to negotiate grades, but they are regularly supplemented by ramps which meet ADA requirements (further information can be found in the ADA article).

ISSUES

The Campus possesses miles of improved surfaces dedicated to pedestrians and vehicles: paths, sidewalks, streets and roads, parking lots. The desire to provide a safe environment for all who use them governs these guidelines.

PROPOSALS / SOLUTIONS

- Develop streetscapes per Landscape Design principles as enumerated in the Streets and Walks article
- Provide clear sight lines at all street intersections

AUTOMOBILES AND PARKING

INTRODUCTION

UMCP began its service to Maryland as a residential campus: barracks provided housing for the student population until the fire of 1912 and were replaced by dormitories and fraternity/sorority houses. With the influx of students following WWII, the shortage of on-campus housing led to the modification of the University into a commuter-school. Land was plentiful, public transportation was limited, and the creation of parking lots was cheaper than building construction. The spread of suburban development, the construction of the Washington Metropolitan Beltway and growth of major roadways have led to major Campus automobile congestion, especially at morning and evening rush-hours and during mid-day.

GOALS

Traffic corridors surround the Campus, and include Baltimore Avenue / US Route 1 connecting the District of Columbia with the Beltway and Baltimore, University Boulevard / Maryland Route 193 connecting Greenbelt (East) with Kensington (West), Adelphi Road connecting Adelphi (New Hampshire Avenue) with Hyattsville (East-West Highway), and Mowatt Lane-Guilford Road-Knox Road connecting Adelphi Road with Baltimore Avenue in College Park. Routes through the Campus provide primarily two lane, low-speed access on primary (Campus, Paint Branch, Preinkert, Regents, and Stadium drives) and secondary roads (Farm, Fieldhouse, Presidents, Union, and Valley drives).

Traffic calming devices, such as narrow (11'-0" wide) traffic lanes, alternate paving materials and elevations at crosswalks (fig. x), limited high-speed conditions (straight "shot-gun" lanes without stop-signs or marked intersections), trees and streetscape improvements.

- Limit access to secondary streets, such as service roads and roads leading to dormitories.
- Limit curb cuts and driveways along heavily-used arteries
- Provide for emergency and delivery / service vehicular access
- Service and delivery access should be screened from primary building entrances, campus streets and pedestrian paths (fig. X)
TRANSPORTATION INITIATIVES: SHUTTLES

- Eliminate parallel surface parking on heavily-traveled routes (fig. X)
- Provide bus pull-off areas for discharge of passengers (fig. X)
- Provide alternate paving surface materials at gateways, plazas, crosswalks and similar locations to inform drivers of potential interactions with pedestrians (fig. X)
- Participate with the City or College Park and surrounding neighborhoods in developing a safe and efficient driving experience within and outside the campus
- Restrict automobile traffic to periphery access to parking garages, supplemented by the proposed intra-campus shuttle loop and increased bicycle routes and parking. Shuttles, deliveries, and emergency access would be available, but through-campus traffic would be limited or eliminated (except for special occasions, such as semester commencement and conclusion).

AUTOMOBILE PARKING

- Parking areas should be designed for durability and ease of maintenance
- Relocate surface parking lots into parking garages located at the periphery of the campus
- Surface parking lots that remain should have perimeter landscape screening to promote visual harmony, shade and erosion control. Interior landscaping and water retention / dispersal areas should be developed and maintained (fig. X)
- All parking structures should architecturally relate to the context of the district and should be integrated into the campus fabric (fig. X)
- Parking structures should provide a safe and secure atmosphere with adequate visibility, proper signage, access control, emergency call boxes, camera surveillance, and illumination
- The proposed intra-campus shuttle should serve all parking garages and surface lots

SHUTTLES

INTRODUCTION

The Shuttle-UM system was implemented in 1996, providing connections to the WMATA College Park, Greenbelt, New Carrollton, Prince George’s Plaza, and Silver Spring Metro Stations, various off-Campus housing complexes, and widely-separated Campus surface parking lots. Ridership approaches x people per day; routes run from 6:30 am to 11:00 pm (more limited schedule on weekends and evenings); an intra-campus circuit runs from 9:15 pm to 3:15 am, supplemented by a call-and-ride service, to provide safe evening transport. The current shuttle network does not provide adequate service for persons desiring or needing to travel within the Campus.

GOALS

- Maintain the existing system, with modifications of routes and schedules
- An internal campus loop shuttle for intra-campus travel is proposed, with connections to existing local shuttle and public transportation systems, parking areas and proposed garages. Each Campus building should be within a 3-minute walking distance to a designated bus stop (fig. X)
- Access for less-mobile constituents should be provided at all bus stops, per ADA article

ISSUES AND PROPOSALS

- Shuttle-UM vehicles and stops should be accessible to mobility-challenged persons
- The proposed intra-campus shuttle should serve all facilities, including parking garages and surface lots
- Shuttles should be fitted with bicycle-carrying devices, especially on routes extending beyond the Campus (fig. X)
- Major transportation hubs (connecting shuttles with bicycle and auto parking, or major pedestrian destinations) should have protected clientele waiting areas with benches and other devices indicated in the FURNISHINGS article (fig. X)
- Minor bus stops should be provided with benches, etc per the FURNISHINGS article, but do not require protection from the elements; shade should be provided for all bus stops (fig. X)

BICYCLES

INTRODUCTION

Bicycles represent a viable vehicular alternative to the automobile on campus. Besides contributing to the improvement of air quality and daily personal exercise requirements, bicycles need minimal parking space and turning radii. As the campus grows, and departments and facilities are further separated from residential areas and the Campus Core, bicycle travel, parking, and route planning becomes crucial.

GOALS

- Active endorsement and implementation of bicycle travel on campus
- Connect off-campus and on-campus destinations including University affiliates, WMATA facilities, and housing through designated bicycle routes (fig. X)
- Integrate the campus bicycle circulation network with the cities of College Park, Adelphi, Greenbelt, and Hyattsville, Maryland
- Prepare a long-range bicycle plan, including routes and adequate protected parking (fig. X)
- Incorporate bicycles into shuttle and bus transportation systems
- Develop and enforce University bicycle safety and operation regulations

DESIGN CRITERIA FOR BICYCLE ROADS / BIKEWAYS

- Redefine and improve existing paths and routes; develop designated and signed bicycle routes throughout the Campus; independent surfaces are preferred, but bikeways may share roadways and sidewalks (fig. X). Follow AASHTO and Maryland State Bicycle Guidelines.
Major Bike Paths [10-12 ft wide, two-way travel]
- Predominantly for bicycle travel, but able to accommodate both bicycles and pedestrians
- Speed limit for bicyclists
- Provision for walk-bike-only zones
- Clear signage and pavement markings
- Hard smooth surface
- Properly drained and sloped; easily maneuverable gradients

Minor Bike Paths [8-10 ft wide, two-way travel]
- Shared pathway able to accommodate both bicycles and pedestrians
- Speed limit for bicyclists
- Provision for walk-bike-only zones
- Clear signage and pavement markings
- Hard smooth surface
- Properly drained and sloped; easily maneuverable gradients

Bike Lanes Within Roadways (per AASHTO and State regulations)
- Partial-lane or full lane designated for bicycle use; share with other vehicles
- Clearly designated by striping, pavement markings, and signage
- Hard smooth surface
- Properly drained and sloped
- Careful location of drainage and manhole gratings to avoid accidents

Minimize pedestrian-bicyclist conflicts; provide bicycle-dominant signed and marked lanes where sharing sidewalks with pedestrians
Minimize obstructions in the path of movement, such as proper design of curb and gutters
Signage for bikeways to be clearly marked and co-ordinated with the adjacent community and Maryland transportation agencies’ guidelines
All bike routes should be illuminated adequately at night
If bicycle usage significantly increases, then separation of bicycles and pedestrians will become necessary (as at other universities); the bicycle route plan incorporates segregated lanes on sidewalks and full use of traffic lanes in roadways on campus; bicycle use should become regulated, as automobile use currently is; licensing and enforcement of safety regulations are part of this strategy

BICYCLE PARKING CRITERIA
- All departments, schools and facilities should be provided with clearly defined parking areas for bicycles near a secondary entrance; screen as required (fig. X)
- Casual securing of bicycles to plants, posts, handrails and similar inappropriate areas should be prohibited as adequate protected parking areas are provided (fig. X)
- Provide adequate illumination and visual access to ensure safety
- Bicycle parking areas should provide direct access to the major and minor bikeways; the route to these designated areas should not conflict with pedestrian traffic
- The quantity of parking should be determined by capacity of adjacent facilities and current usage
- Provide weather-protected parking at long-term bicycle storage areas, especially near dormitories and parking garages; natural shading devices like tree canopies or trellises should be employed at other locations (fig. X)
- Provide appropriate standard signage at all bicycle parking areas
- Bicycle parking areas should have racks, lockers and other security features (fig. X)

SUMMARY
Ease of movement throughout the Campus is hindered by cyclical vehicular congestion and conflicts among autos, bicyclists and pedestrians. Unsafe conditions unnecessarily risk health and property. Lack of facilities for alternative forms of transportation discourages their use while a variety of national, regional, and local subsidies and benefits encourage increased automobile access and subsequent traffic and parking issues. As UMCP expands to fulfill its mission, it cannot provide inexpensive, adequate, convenient parking to meet increasing student, faculty and staff demand.

An intra-campus accessible shuttle system co-ordinated with class schedules and other activities, and designated convenient, safe bikeways and facilities are two key methods for supplementing the pedestrian nature of UMCP. With these in place, auto parking can be effectively restricted to garages at the edges of the Campus adjacent to major roadways. Fewer cars in the Campus Core translates into less congestion throughout the day, and the ease of shuttle and bike access for all University constituents eliminates the need to shift parking locations to be near classes or facilities in distant buildings.
UTILITIES

fig. sw12a  prankert lawm
aesthetic guidelines for campus development
YARDS AND PLACES

PROLOGUE

The University of Maryland College Park (UMCP) campus is composed of a series of exterior spaces formed by the built and planted environment. Some of these spaces are formal in structure and use, others casual; few are interconnected or relate to the entire Campus. In addition to large prominent examples, such as McKeldin Mall or Chapel Field, more intimate spaces, such as Calvert Quadrangle or Woods Hall courtyard, suggest the kinds of places that should interact with each building and department.

TERMS

Place
A specific location or portion of space defined by built or plant materials; types are defined in Landscape Architecture article. Public or semi-public space is normally multi-functional and accessible to all and includes front yards and primary entries to facilities. Semi-private space is primarily accessible to building occupants for their use in the large and small rituals of daily life and includes backyards, courtyards and service areas

Plaza
A public open space, as defined in Landscape Architecture article. Plazas vary in size: smaller ones may be part of a yard (ie: proposed Kim Plaza) or larger ones may have two or more yards within them (Hornbake Plaza). Plazas are smaller than quadrangles, which in turn are smaller than malls

Setback
An imaginary extent-of-building line in relation to an implied or actual street edge

Yards
A proscribed exterior area adjacent to a structure with apparent or actual physical connection to the building, for use of occupants and visitors

Types
Front (fig. X)
• Public or semi-public zone adjacent to a major building entrance, suitable for major gatherings and events

Meadow: untrimmed or infrequently-cut areas of wild grasses and flowers; usually not occupied for activities, but rather available for viewing or to set scene (fig. X)

Back
• A semi-private zone adjacent to a minor building entrance, available for smaller, personal gatherings or more leisurely or informal events
• Should be separate from through-circulation routes
• Should provide sense of enclosure, safety, and privacy for occupants
• May provide space for short-term bicycle or auto parking, but this function should be screened from event spaces

Screen
Mid-height barriers, either constructed or natural, used to obstruct visual or physical passage (refer to Controls article)

May be separated from through-circulation routes
May have sense of enclosure, but should not be isolated from adjacent exterior public spaces
May provide drop-off area for visitors, but should not provide parking space

May not be occupied for activities, but rather available for viewing or to set scene (fig. X)

Beds and Shrubs: defined areas of low-height plantings; useful in creating sense of enclosure without totally screening or obscuring views (fig. X)

• Should be enclosed / screened from adjacent circulation and other uses
• Should be located away from primary entrances

Elements / Features of spaces

Paving (fig. X)
• Delineate circulation from public and private zones
• Enhances the character and tactile nature of an area
• Helps define layers of space in front and rear of buildings

Planting / Landscape
• Lawn: untrimmed grass areas suitable for low-level pedestrian or vehicular activities (fig. X)

Furnishings
• Seating enhances communal and fraternal aspects of campus life by providing for social interaction between students, faculty, staff, and visitors
• Furnishings should not obstruct clear and direct circulation to building entrances
• Clusters of formal group seating should be balanced with ample opportunities for informal / mobile sitting room (i.e. low walls, high planters, small benches, chairs, tables, etc.)
• Peripheral seating in public and semi-public spaces allows maximum area for circulation, gathering and lines of sight (fig. X)

Service
• A service entrance for deliveries, storage of protected or deleterious materials, and temporary maintenance vehicle parking
• Should be enclosed / screened from adjacent circulation and other uses
• Should be located away from primary entrances

References
• Furnishings should be able to be secured to prevent theft and mutilation (fig. X)
• Refer to Exterior Furnishings article and Design Criteria / Facilities Standards Manual for types and materials
Shaded Areas
- Provide refuge from oppressive sun or light rain by plantings or built structures
- Create sense of space by defining habitable areas
- Canopies of trees should be selected so that lines of sight are still afforded when the trees offer full cover

Entrances
Space adjacent to a building connecting exterior circulation and interior spaces
Better designs include porches and vestibules for weather protection and energy savings

Types
- Primary (fig. X)
  - The main visual (and often the most frequently used) entrance due to its function, context, and orientation
- Secondary (fig. X)
  - A visually or organizationally less-important entrance; use may be as, or more, frequently than a Primary Entrance, therefore protection from the elements, security, lighting, and access should be studied with great attention
- Tertiary (fig. X)
  - Less-frequently used access to building, primarily for service or emergency functions, such as loading docks or fire stair egress; security and lighting issues are important

ADA Accessible Entrances (fig. X)
- Should maintain the overall parti of building entry and facade
- Should provide equal entrance experiences into a building for less-mobile users and never provide an experience that could be construed as second rate
- Should be provided at all major points of entry: front, side and rear

Features
- In new construction, integration, not segregation of ramps and entry features should be a first priority
- Per ADAAG and Maryland regulations, as discussed in ADA / ACCESSIBILITY article

- Primary Entrance are provided for nearly all buildings; Front yards are neither developed to their potential nor integrated with their entrances
- Few Back- or Count- yards are developed throughout the Campus
- Secondary and Tertiary entrances are infrequently provided with weather protection and rarely are integrated into adjacent yards (figs. X, x)
YARDS AND PLACES

- Except for limited cold, damp stretches in January and February and hot, humid periods in July and August, UMCP enjoys seasonable conditions that favor outdoor living: intimately scaled spaces should be developed throughout the Campus in association with departments and as transitions in larger landscape areas.

ISSUES AND PROPOSALS

Disparity
- The UMCP Campus has a variety of Front Yard treatments, ranging from highly designed and defined spaces (plazas at the Main Administration Building or Campus Recreation Center [figs. X, x]) to absent conditions [Susquehanna Hall, AV Williams Building [figs. X, x]]. Most buildings have an area at the primary entrance which could be improved.
- Very few buildings have adequately developed Backyards or Courts to serve their occupants’ needs; most of these are combined with parking lots or Service yards.
- Some buildings have individual Service Yards, others share adjacent facilities; some Service Yards are located adjacent to primary entrances (fig. X); parking for autos and bicycles is scattered haphazardly throughout the Campus, contributing to the visual pollution of the environment (fig. X).

Exposure
- Most Service Yards are fully exposed to adjacent circulation, or front and backyard areas; screening and redevelopment of individual areas into common service yards would improve the perception of the Campus (fig. X).
- HVAC equipment is often not contained within the Service Yard or its enclosures; worst case scenarios include the location of this equipment immediately adjacent to primary or secondary entrances (fig. X).

Proposals
- The system of open spaces (including yards, plazas and quadrangles) should be preserved, reinforced, and extended. These spaces perform a vital role creating public and personal meeting areas as well as linking buildings, departments, and larger landscaped spaces (fig. X).
- Setback requirements have been developed for each district and assist in creating a co-ordinated relationship of building to street and landscape areas; proposed buildings and additions should respect the setback lines as well as visual and axial corridors.
- Develop consistent Front Yard treatments throughout each District: each department is equally important as another, so they should be treated alike, but not identically; remove deleterious objects, such as mechanical equipment, bicycle racks, and the like from locations adjacent to Primary Entrances.
- Develop Back- or Court-yard treatments for each facility: local climatic conditions favor use of exterior space by the building occupants throughout the academic year and the Summer Session, therefore each should have an area developed for the members of the department; separate from service functions and independent of adjacent facilities.
- Develop shared Service Yards where applicable, and screen undesirable features from general circulation and adjacent non-service entrances; relocate HVAC equipment to appropriate locations within the Service Yard enclosures when they are due for replacement; create loading, delivery and storage areas that are contained and compact.
- Relocate auto parking to parking structures as they are erected and convert parking areas into protected bicycle parking or landscape for public use, as directed in the district discussions.
- Provide and maintain Front and Backyard furnishings as directed in the Exterior Furnishings article of these Aesthetic Design Guidelines.
- On new buildings, develop readily accessible (both visually and physically) Primary Entrances using design elements appropriate to the district’s character; protection from the elements and energy efficiency should be incorporated to the greatest extent possible; Primary Entrances should respond to axial and other contextual conditions and should be fully integrated into the Front Yard concepts developed for the site (fig. X).
- Secondary Entrances and loading / delivery entry areas should be provided with weather protection that afford comfort and ease to occupants and visitors alike.

SUMMARY

The development of front, back, and service yards and their integration with adjacent entrances and larger landscape spaces will add a variety of intimate, personal spaces to the Campus and enrich the generous landscape typologies previously cultivated. Screening of objectionable views and features will help eliminate visual pollution and enhance the overall perception of UMCP as a garden oasis in the midst of a blighted urban condition.