

Category	Item #	Requirement	Requested	Staff's Comments
Streets and Frontage/Blocks	1	The street network shall define blocks of up to 500 linear feet on each side. Each side of a block shall not be more than 500 linear feet from right-of-way to right-of-way (p. 208).	The length of Parcel 2 on Belcrest Road (measured from the northern right of way line of Road A to the center line of the private road which provides access at the north end of the parcel) is 567 feet.	Staff does not anticipate the issues that typically accompany large block lengths as the block will have 3 separate buildings fronting Belcrest as opposed to having a singular mass encompass the entire frontage. Residents will have direct access to units from both Belcrest Road and Public Road A. See Exhibit 14.
Streets and Frontage/Frontage Zones	2	Along Adelphi Road, the Tree and Furnishing Zone required is 7 feet and the Sidewalk Clear Zone is 8 feet (p. 211).	Along Adelphi Road, 16% of the frontage shall have a Tree and Furnishing Zone of 6 feet and a Sidewalk Clear Zone of 5 feet.	Currently, sections of the sidewalk along Adelphi are four feet in width and lack ADA compliance. As part of their BPIS improvements, the applicant has proposed to improve the sidewalk along Adelphi Road to 5' in width. After completion, the sidewalk along the entire frontage of Adelphi Road from Toledo Road to Belcrest Road will be five feet wide. This modification will ensure consistency throughout the streetscape along Adelphi.

Streets and Frontage/Build-to Lines and Zones/Building Entrance	3	Primary Entrances shall be located at the front façade of the building. If the building fronts on both A and B Streets, Pedestrian Street, or Promenade, its primary entry shall be located on the A Street (p. 210).	Parcel 2 fronts on both an A Street (Belcrest Road) and a B Street (proposed Public Road A/extension of Toledo Terrace). The applicant requests that the buildings proposed to be built along Public Road A, front on Public Road A.	Staff does not find this amendment to the standards necessary because these specific units do not front on both A and B streets. Units that are proposed along Belcrest Road front Belcrest Road. The units proposed along Public Road A front Public Road A and do not have direct frontage along an A Street (Public Road A is to the south and the private roadway is to the north). These units do not have frontage along an A Street, making it impossible for their building fronts to be located on an A Street.
Streets and Frontage/Build-to Lines and Zones	4	Along the east side of Belcrest Road, the minimum build-to line is 20' and the maximum build-to line is 25'. Along Toledo Road, the minimum build-to line is 20' and the maximum build-to line is 25' (p. 211)	123 feet of frontage along the southwest corner of the building on Parcel 1 be 0' to 1'3" further back than the 25' maximum build-to line (Parcel 1).	Staff does not anticipate any major issues related to this request as the deviation is minimal.
	5		At the corner of Belcrest Road and Toledo Road, a 10' by 13' notch in the building puts it behind the build-to-line (Parcel 1).	This deviation is minimal and will add architectural variation on the site. This item is circled in red on Exhibit 15.
	6		Along Toledo Road, a 25' wide area is proposed to be setback behind the build-to-line between 6" and 24" (Parcel 1).	Staff believes this length of frontage behind the build-to line will be spaced out along the frontage, as opposed to in a singular stretch. Staff is amendable to this modification as the setback areas are spaced out and will add architectural variation to the building.

	7	All existing B streets shall have a minimum build-to line of 15' and a maximum build-to line of 20' (p. 211).	Building D on Public Road A is proposed to be set back 11.6 feet from the curb, 3.4 feet closer to the road than the minimum build-to-line. Building L on Public Road A is proposed to be built 9 feet further from the road than the maximum build to line (Parcel 2).	Staff does not take issue with the setback for Building D, as the deviation is minimal. Staff does not take issue with the setback for Building L, due to its proximity to the multifamily building on Parcel 5. If the building were to be moved closer to the road, it would be in conflict with this building. Also, its setback allows for consistent building placement with Building M. This request can be seen at the top of Exhibit 15.
Site Elements/Walls, Fences, and Gates	8	Except where expressly permitted by this TDDP, all other walls, fences, and gates abutting pedestrian or vehicular rights-of-way in the Neighborhood Core or located anywhere in the Downtown Core are prohibited (p. 248).	The applicant is proposing a 36-inch high decorative fence along the Belcrest Road frontage. The applicant is also proposing to construct a 30-foot long by 3.5 foot tall entry feature wall as a development identification sign at the southwest corner of Parcel 2 where proposed Public Road A enters the property. The name of the development will be displayed in backlit metal letters. In addition, an entry feature monument sign is proposed for Parcel 3, abutting Adelphi Road.	City Staff does not take issue with the fences and entry feature monuments proposed. Ideally, the applicant would take the design of the monument signs as an opportunity to integrate public art elements into the development, including mosaic, mural, or sculptural elements.
Parking and Loading/Surface Parking	9	Off-street surface parking is prohibited except where at least one of the listed conditions in the TDDP applies (p. 260). New surface parking lots are not permitted (p. 271).	An amendment is required to allow for the proposed visitor spaces on Parcel 3 because they do not front a public street and are screened from the street by the proposed buildings.	Overall, the Dewey Development is reducing the number of surface parking spaces from over 1,000 to less than 40. Staff believes the number of surface parking/visitor parking space proposed is acceptable.

Parking and Loading/Loading	10	Off-street loading spaces may only be located in the rear of buildings (p.263).	Parking and loading areas mirror those present on Parcel 5. Off-street loading will be accessed along new road B.	Parcel 1 is surrounded on all four sides by existing or proposed public roadways. In this instance, it makes sense for loading should be present along a "B" street (Public Road B) as opposed to an "A" street (Toledo Road, Belcrest Road)
Fenestration	11	Façades at the ground level facing A Streets, Pedestrian, Promenade, or fronting an open space shall be visually permeable (clear glass windows, doors, etc.); at a minimum, 50 percent of the ground floor façade shall consist of transparent materials (glass).	Parcel 1: Providing 37% glazing along Belcrest Road and 43% glazing along Toledo Road; Parcel 2: Providing 30% glazing on front facade facing Belcrest Road	To maintain the privacy of residents, City Staff is amenable to the applicant's request for a reduction in the required percentage of transparent materials on the ground floor of buildings on Parcels 1 and 2.
Downtown Core Standards	12	Building Placement, Build-to Line Defined by a Building, Front (Primary Street) shall have a minimum of 80% on A Streets, Pedestrian Streets, or Promenades (p. 269).	Buildings on Parcel 2 only occupy 67% of the A Street Frontage as opposed to the required 80%.	The required percentage of the BTL defined by a building is high (80%) because buildings in downtown areas typically frame the streetscape making pedestrian convenience is a priority. Staff is amenable to the applicant's request for reduced frontage at the BTL as it is more consistent with future nearby infrastructure (specifically the Landy Development to the west). A visualization of how BTL defined by a building is calculated can be seen in Exhibit 16.
Neighborhood Edge Standards	13	Building Placement, Build-to Line Defined by a Building, Front shall have a minimum of 80% on street (p. 269).	Buildings on Parcel 3 only occupy 61% of the street frontage as opposed to the required 80%	Staff is amenable to this modification as the reduced frontage is more consistent with the existing neighborhood, specifically those homes east of the property (University Park homes).