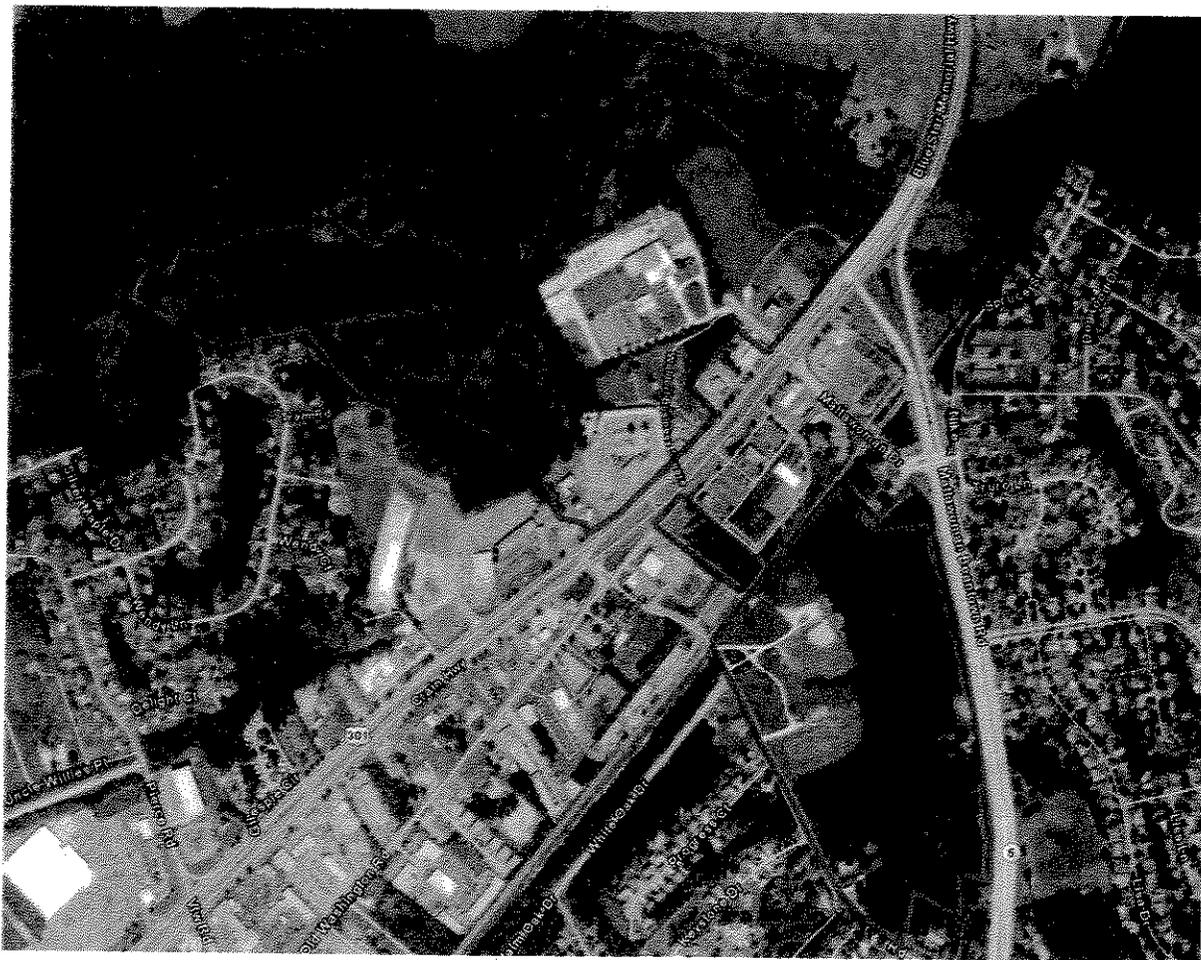


WALDORF CROSSING DESIGN GUIDELINES & STANDARDS

August 2012



APPLICANT'S EXHIBIT

5 DOCKET # 1325

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SECTION I – INTRODUCTION & COMMUNITY DESIGN

1. Introduction

1.1. Purpose

The purpose of this document is to set site specific standards, regarding the design of sites, building exteriors, outdoor spaces and signs within the Waldorf Crossing Transit Oriented Development, which is referred herein as the WCTOD, the Site or the Property. This Design Code shall be utilized by the Master Developer, by other developers and builders, and by the County as the overall guiding document in the design of architecture, site layout, community amenities, and landscaping in the WCTOD. This document provides guidance to WCTOD developers and their designers in preparing submittals to the County for their approval. This is the document that shall be used by County staff in conducting the County's Site Design and Architectural Review (SDAR), of WCTOD development applications.

Further the intent of these standards is to:

- Aid in the realization of a distinct, attractive, and walkable development that is a functional transit oriented mixed-use village that serves as a County gateway, and is a place to live, shop, work, and play.
- Ensure that development follows the goals and design principles of the County's TOD zone as well as their approvals for the Waldorf Crossing Master Plan and General Development Plan.
- Ensure that the design of the Waldorf Crossing Transit Oriented Development (WCTOD) complies with the Master Developer's Community Vision as described herein by directing design activities during initial development and construction and regulating changes after initial construction. The Master Developer is Waldorf Restaurant, Inc.
- Ensure that incremental development is orderly, coordinated and consistently of high quality.
- Enhance and preserve property values and quality of life within Waldorf Crossing.
- Communicate the Waldorf Crossing goals, vision and standards to the public, public agencies, builders and community occupants.

This document is referred to herein as the Standards. All Waldorf Crossing builders, their designers and their sales brokers should be fully familiar with these standards before beginning design. All prospective property purchasers and tenants should be familiar with the requirements and prohibitions placed upon the land before they purchase or lease within Waldorf Crossing Transit Oriented Development which is referred herein as the WCTOD, the Site or the Property.

1.2. Document Authority & Application

Per Article VII 297-107 of the County Zoning Code, in force at the time of the 2009 approval of the WCTOD Master Plan, this design code, prepared by the Master Developer, supplements and modifies the minimum standards required in conventional subdivisions. This document, and any addendums or supplements to it sets standards that meet or exceed the relevant sections of the County wide design standards titled the A.S.D.G.S. as approved in 2005 and supplements the other applicable regulations of County, state, and federal entities within jurisdiction over the WCTOD site.

This document establishes for the WCTOD site an overall development design concept and controls; standards for; streets, blocks and lot layouts; streetscape design building and lot design, landscape design for public and private spaces as well as architectural design. These Standards apply to all land within the WCTOD and to all development in this land area. For ease of reference this code includes diagrams and charts that are a part of the WCTOD General Development Plan (GDP), In the event of a conflict the approved General Development Plan shall take precedence.

As required by the TOD zoning ordinance and Section 9 of the County design code, the Master Developer shall create a site specific design review board. This review board will be known as the Waldorf Crossing Planning and Design Review Board (WCPDRB). Its composition and activities shall be governed by the WCTOD property covenants. The covenants will charge the WCPDRB with reviewing and approving all exterior design and land uses built in the WCTOD prior to their submittal to the County for its review and approval. This private design review and approval function does not replace the County's Design review obligations nor is it the County's task to ensure that is internal review has occurred. Uses pre-approved by the WCPDRB will conform to the County's list of Permissible Uses in TOD's.

This document both establishes design requirements and provides guidance. The distinctions between these are indicated by use of the terms shall, should and may, which are defined as follows:

- **Shall is Mandatory:** Compliance is required unless strong justification is presented for alternative designs to the WCPDRB. Justification should include physical site constraints that prevent compliance; alternative design solutions also meet the Design Principals and intent of the standard to the greatest extent possible.
- **Should is recommended:** the greatest numbers of standards fall into this category. Development proposals should comply with these standards. A property owner or developer may propose alternative design solutions that provide the same or a better result than would be achieved through strict adherence to the standard. Alternative designs must indicate why full compliance is not practical, feasible or desirable and how the design better accomplishes the goals and intent of the guidelines.

- **May is Optional:** Optional guidelines suggest enhancements that applicants may wish to consider or to have been given permission to do.

1.3. Document Approval, Revisions & Updates

The first edition of these Standards shall be approved as part of the County's approval of the Waldorf Crossing general development plan (GDP) per the County's 1999 TOD zoning ordinance in Chapter 297 section 111. Three future addendums to this Design Code are planned and shall be provided at the time of the appropriate individual Site Development Plan applications to provide added standards regarding a distinctive WCTOD identity achieved through site/architectural themes or elements, multi-family design and town house design. Thereafter/in addition the Master Developer may elect to make changes, additions and, supplements to the approved editions/supplements and submit them for County staff approval from time to time with subsequent County site plans, subdivision applications or as a separate request for revision approval.

1.4. Relationship to Other Regulations & County Guidelines

This is the document that shall be used by County staff in conducting the County's Site Design and Architectural Review (SDAR), of WCTOD development applications. This document sets standards that meet or exceed the relevant sections of the County wide design standards titled the A.S.D.G.S. as approved in 2005 and it supplements the other applicable regulations of County, state, and federal entities with jurisdiction over the WCTOD site. It responds to requirements and commitments made in the 2009 County Conditions of Approval for the WCTOD General Development plan (see Appendix A).

Compliance with these Standards and approvals do not relieve applicants from the need to seek other approvals and comply with applicable governmental regulations. It is the applicant's responsibility to ensure that they comply with County, State and Federal standards and that they obtain and maintain all necessary permits prior to commencing construction and at all times thereafter.

1.5. Document Limitations

This document is based on general assumptions and conditions of the current real estate market, local regulations and the site at the time of its approval. Reasonable application of these Standards may require adaptations to meet particular conditions or changes over time. The sketches and drawings of this document are intended to convey design intent and to govern and guide the development of detailed design solutions. They are neither exact nor are they final drawings, nor are they exhaustive in detail.

1.6. Provisions for Waivers to Design Standards

Consistent with Section 1.3.4 of the County's County wide design code the (ASDGS), the County SDAR is empowered to exempt or waive specific standards of this document when they find that the alternatives solutions proposed meet the County's the Intent on this document as stated in Section I.1.

As one of the County's stated purposes for Planned Development Zones is a more flexible approach to development, such waivers may be justified for issues such as design merit or unique circumstances and alternative approaches that are consistent with the intent. They shall be approved upon a determination that the design proposal meets or exceeds the TOD Zone purpose and this document's intent while departing from one or more specific design standards herein.

2. Design Review and Approval Scope and Process

Individual building architecture, facade color palettes and material samples and landscaping plans shall be submitted for Charles County Site Design & Architectural Review (SDAR) and approval prior to building permit submission / issuance in accordance the submittal requirements stated in Section 2 the Charles County Architectural and Site Design Guidelines and Standards (ASDGS). These submittal requirements, along with submittal forms and fees, are posted on the County web site. County staff shall review for conformance with the approved Waldorf Crossing Design Guidelines and Standards, and the Charles County Zoning Ordinance. SDAR shall review and approve each 'Product' type within each 'District' (A, B, & C). This includes the Residential Units (Apartments, Condominiums, Townhouses, Affordable Units), Commercial (Retail / Non-Retail), and Institutional / Civic product types". Builders should refer to the WCTOD covenants for the requirements and processes of the internal WCPDRB design review.

SECTION II: COMMUNITY DESIGN INTENT & REQUIREMENTS

This section will guide the Master Developer and their various builders in designing the WCTOD and the county in reviewing their applications for SDAR approval. The WCPDRB will also evaluate and review all builder development applications in the context of these statements, plan and charts.

1. Waldorf Crossing Community Design Principals

The following Community Design Principals have been compiled from several sources which include: Community Vision and Principles defined by the Master Developer. The goals and principals of the County's 1999 TOD Zoning ordinance that was in force at the time of the WCTOD Master Plan approval; the 2009 County Conditions of Approval for the TOD zoning approval; and a series of location specific physical design concepts that create a Framework for the WCTOD design.

1.1. County TOD Zoning Ordinance Goals and Principals

The purpose and intent of the TOD zone is to support existing or future public transit and other transportation systems and to permit a more flexible approach to comprehensively planned, integrated high-density transit-oriented development along major transportation arteries where transit opportunities exist and in the vicinity of existing or planned transit stops. Other design oriented principals from the TOD ordinance are as follows:

- Offers opportunities for a wider range of related residential, commercial, employment, institutional and recreational uses and integration of these

residential, commercial, industrial, recreation and/or institutional uses into a community designed around a transit-oriented theme.

- Encourages the reduction of trips and travel time between home and the workplace by developing a community that is transit-supportive and pedestrian friendly.
- Ensures that the development is architecturally integrated by requiring an internal policy mechanism, such as a design code or an architectural review board and
- Permits a more flexible approach to development and implementation of County plans and policies in a manner and to a degree more closely compatible with said County plans and policies than is possible under base zones.
- Provides for the expansion or relocation of existing County businesses and to enhance the County's tourism industry.
- Requires the orderly, staged construction of large-scale, comprehensively planned, multi-use centers at locations consistent with the Comprehensive Plan
- Ensures internal compatibility of residential and nonresidential uses by providing a suitable residential environment that is enhanced by the commercial, recreational, employment and institutional amenities within the multi-use project.
- Foster prosperous and viable communities, both commercial and residential uses that are of an enhanced design and structural quality which will result in property values that will be sustained over time.

1.2. County Conditions of WCTOD Approval Relating to Land Use and Design

As part of the County's approval of the Step 1 Master Plan for the WCTOD, the County Commission imposed numerous Conditions of Approval. These are included in Appendix A. A number of the conditions pertain specifically to this document and served as a basis of its development.

1.3. Master Developer's Community Vision and Design Principals

1.3.1. Development Vision

Waldorf Crossing will be a quality transit oriented mixed-use village with a strong sense of place. It will support transit elements of value to the village and the entire County, and will create a large Mattawoman natural area as a community asset. It will serve as a County gateway, and a place to live, shop, work and play in a walkable setting.

1.3.2. Transit Supportive Design

Waldorf Crossing will be transit supportive. Its walkable pattern of development will create a comfortable pedestrian environment for users of bus services and future transit service. On-site pedestrian routes and area reservations for a Rte. 301 Pedestrian Overpass, to be built by others, will allow WCTOD residents and workers on both side of Rte. 301 to access the

planned transit station that is planned for a central location relative to the TOD site. All WCTOD development will be within a half mile (2640') of this station.

1.3.3. Walkable Mixed-use Community Design

Waldorf Crossing will be a community in which it is an attractive choice for people to walk between work, shopping, home, transit, entertainment & recreation and other nearby daily destinations. The character and pattern of Waldorf Crossing's development and circulation networks will provide safe, direct and attractive pedestrian routes. An intermingled mix of land uses and a compact pattern of development will help to keep door to door trip distances short. Horizontal mixing of uses among building clusters is anticipated. Horizontal mixing of uses within buildings is encouraged but not required. Vertical mixed buildings are also encouraged but not required.

1.3.4. Integrated One-Site Design Approach

As this is one large multi-use project, Waldorf Crossing will integrate and connect its various land uses together rather than segregating and buffering them from each other. Individual lot designs will reflect this approach. Integration will be achieved through architectural continuity, site design and flexible building use and shared community amenities. Internal compatibility will be assured through these design standards such that residential and nonresidential uses provide a quality mixed use environment.

Further as one site, this development may be designed with shared infrastructure, amenities and mitigations. Selected design elements and obligations such as SWM, open space, forest conservation, recreational requirements, shared signs, alleys and parking and others, will be designed, located and provided for the overall site irrespective of individual lot lines and lot land uses. The Master Developer will determine and coordinate this activity; locate the elements and assign a share of these to individual lots and builders as they deem appropriate and as is consistent with County Codes. Binding agreements for cross easements, maintenance responsibilities and other arrangements for these elements will be established if and as needed at the time of the applicable site plan approvals.

1.3.5. Sustainable Green Community Design

As a TOD Waldorf Crossing will be a green community. Its development will reduce the environmental impacts of growth on the land and air by creating a compact development in a walkable transit supportive setting. Among other elements the WCTOD covenants will encourage energy efficient buildings, potable water conservation, and the reuse of rain water. They also discourage irrigation with potable water. These standards will promote the use of various concrete based materials to reduce the use of petroleum based asphalt products. The Master Developer and their builder partners may elect to seek

LEED certifications for individual buildings, clusters and overall sites for overall community NHBA certifications.

1.3.6. Low Impact Community Design (ESD to the MEP)

Waldorf Crossing will incorporate Low Impact Design (LID) principals as required by current County Code. The State and County SWM codes require that Environmental Site Design be done to the Maximum Extent Possible (ESD to the MEP. It seeks to integrate the required SWM facilities into a wide array of site, architectural and landscape elements so as to reduce the land areas needed for this function and create an attractive compact community. SWM facilities will, where practical, serve dual uses and be attractively designed integrated elements in the open spaces, landscapes, and parking areas of Waldorf Crossing.

1.3.7. Gateway & Place Making

Waldorf Crossing will be designed to create a memorable gateway to the County and to Waldorf as one means to help attract businesses, residents and tourists from around the region to Waldorf and the County as a whole. Certain locations and elements in the site will be designed to include this function in their design. Preliminary designations for these are shown on the Design Control Plan F.

1.3.8. Integrated Affordable Workforce Housing

The Master Developers of Waldorf Crossing have committed to providing quality workforce housing in the WCTOD. At least 10% of the residences will be built at Waldorf and these may be targeted for workforce buyers and/or renters. The Waldorf Crossing design standards are intended to help manage the cost of creating these units while ensuring quality and diminishing any visible differences between workforce and market rate units. Workforce housing will accommodate those households whose incomes do not exceed 80% of the median County income as defined annually by HUD.

1.3.9. Creative Use of Superior Materials

Waldorf Crossing will seek to demonstrate the economic, environmental and aesthetic benefits of concrete as a site and building construction material in keeping with both the property owner's core business and their belief that this material should be more widely used in sustainable community designs and as a means to reduce the reliance on petroleum based asphalt products that can leach into the watershed.

1.3.10. Waldorf Crossing Identity

Waldorf Crossing will have a distinctive identity within the area. This identity will be creating and preserving by means of the following: a Master site signage system, site boundary marker elements and coordinated design of streetscapes and buildings. Information regarding selected design themes shall be provided as a part of the first architectural design review in various areas of

the TOD. If needed additional standards that are pertinent to the County design review process and derived from this distinctive identity, once it is selected, shall be provided to the County as a part of any supplemental design standards prepared by the Master Developer at the time of site plan submittals.

1.4. Project Description

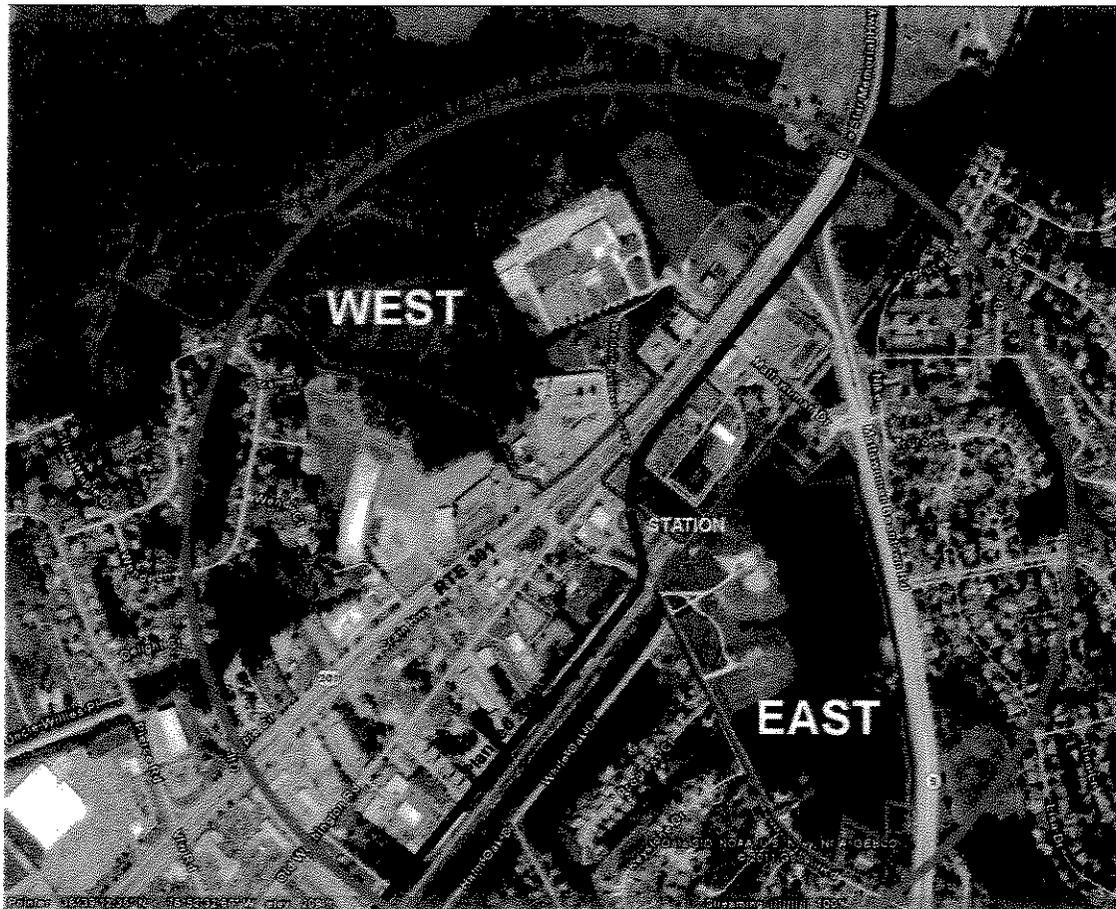
1.4.1 Site Location & Access

The Waldorf Crossing property is located at the northern end of Waldorf on the Charles County boundary with Prince George's County. The WCTOD sits at the intersection of State Route 301, Route 5-Bypass and the future Western Parkway. This busy intersection is a major gateway to the County. These heavily traveled roads also serve as the County's primary commuter bus routes into metropolitan Washington DC. The site contains two major sub-areas which are separated by the wide Route 301 right of way, several out-parcels along Rte 301 and the existing CSX rail line. The sub-areas are labeled and referred to herein as the West, East areas. In addition there is a small parcel in the center that is part of the Eastern Sub-area but separated from it by the existing CSX rail line.

The site includes a number of existing uses including an office building, a restaurant and motel complex, and an ice cream plant. Land around the site includes a wide range of existing highway commercial and residual uses as well as vacant parcels.

A future transit corridor is envisioned by the State and County to occur along the western side of the existing CSX line.

A transit station is planned next to the central parcel of the TOD per the 2010 Preferred Alignment Plans of the Southern Maryland Transit Corridor Preservation Study. The proposed commuter rail station, or Transit Hub, will provide enhanced transit services and a future multi-modal transportation focal point for Waldorf Crossing and the surrounding communities.



1.4.2. Site Area

The WCTOD site includes approximately 141 acres.

1.4.3. Land Uses

The site will be developed as a master planned transit oriented community with integrated live, work and play functions in a walkable environment. As the area's roads and transit provide excellent access and visibility, the WCTOD is planned as a regional business destination. A mix of commercial businesses is anticipated. Building types and land uses will include a mix of the following uses and amenities, as consistent with the County's list of Permissible Uses in TOD's, and as follows:

- **Employment/Office:** both multi-story and one story office buildings and are envisioned. Some mixed/flexible use business space may be provided as well.
- **Hospitality & Entertainment Amenities:** The Master Developer will seek to serve area visitors and resident needs in the WCTOD by working

to attract a hotel, restaurants and pubs, other entertainment businesses and/or activities.

- **Retail:** Both larger scaled community oriented goods and services and neighborhood oriented uses are envisioned. A grocery component is a Master Developer goal for the TOD.
- **Residential:** A mix of for-sale or rental units in various configurations such as garden apartments, low to midrise multifamily apartments or condominium buildings, town houses, and or stacked town homes are envisioned. High rise units are permitted with a special exception.
- **Recreation, Public Activity, Open Space and Civic Amenities:** A site wide network of elements will be provided. They will be designed to suit the needs of anticipated residents, workers and the community with both active and passive areas. A system of sidewalks, paths and trails will connect the amenities. A hiker biker trail segment of the County's regional Mattawoman trail system site will be one community recreational element.

1.4.4. Village Concept

Waldorf Crossing's two sub-areas are envisioned as two distinct walkable villages which are referred to as the East and West villages. These villages are joined together via various existing and future pedestrian and vehicular connections. The interconnected circulation pattern is organized to connect with, and converge on the centrally located transit station so that future WCTOD residents, workers and shoppers have an easy walk or bike ride to and from transit services. The site's various commercial, office, retail, residential, and recreational uses will be clustered to create an attractive and active streetscape character. An East West hiker biker spine is planned that will utilize the future pedestrian bridge overpass to safely link villages on both sides of the highway to transit.

It is anticipated that both villages will be started in the first phase of the WCTOD development. Both will include a mix of commercial, employment, residential uses and recreational amenities. Each village will include ample, attractive and safe walks and streetscapes. Each will have both passive and active usable open spaces, as well as natural open spaces. A series of public activity spaces and outdoor recreational amenities will be incorporated to provide active and passive recreation for a range of users.

1.4.4.1. West Village The northern village parcel is approximately 88 acres. It is bisected by the planned Western Parkway. It includes a gateway landmark and identifiable entrance treatments for the County and WCTOD at the intersection of Western Parkway and Rte. 301, approximately 26 +/- acres of wetlands and forested floodplains. A segment of the County's planned Mattawoman hiker biker trail with a public trail head will follow the Parkway

alignment. A second hiker biker path will connect this regional trail to the site for the future pedestrian bridge over Rte 301 and to a parking area for West Village park and ride activities.

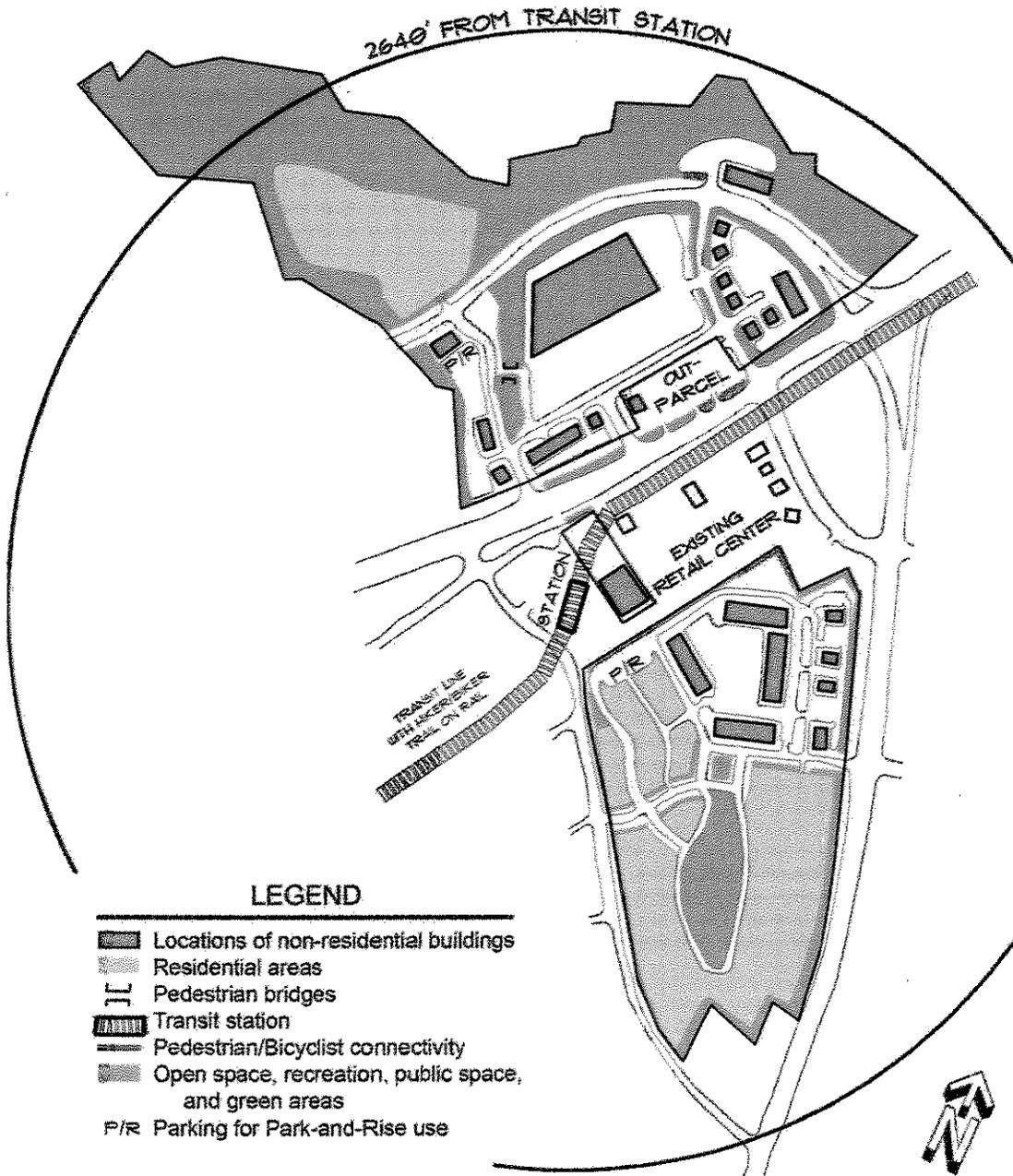
1.4.4.2. East Village - The East village parcel is approximately 53 acres. It includes land on both sides of the CSX railroad tracks and shares road frontage with two residential areas. Its key features include a large preserved wooded wetland green space and a civic open space element in the form of a village square. A hiker biker trail along Substation Road will tie to the hike biker path planned in the Transit corridor. This links to the eastern end of the Rte 301 Pedestrian overpass in the center parcel.

The Central Parcel has been assigned to the later stage of development so its development might be better coordinated with the final designs of the adjacent planned transit station and transit line as it crosses this parcel. Per the GDP, land in this parcel will be reserved for the eastern end of the Rte 301 pedestrian overpass and for the transit line Right of Way. Per the Conditions of Master Plan Approval: if the applicant elects to build a parking structure that includes the agreed upon parking spaces for parking ride purposes, it will be located in this parcel.

1.4.5. General Location of Non -residential Buildings

The following exhibit from the GDP generally locates the envisioned non-residential buildings using the approved amount of WCTOD commercial development as required. It also illustrates the WCTOD conceptual TOD development pattern.

NON-RESIDENTIAL BUILDING LOCATIONS CONCEPT

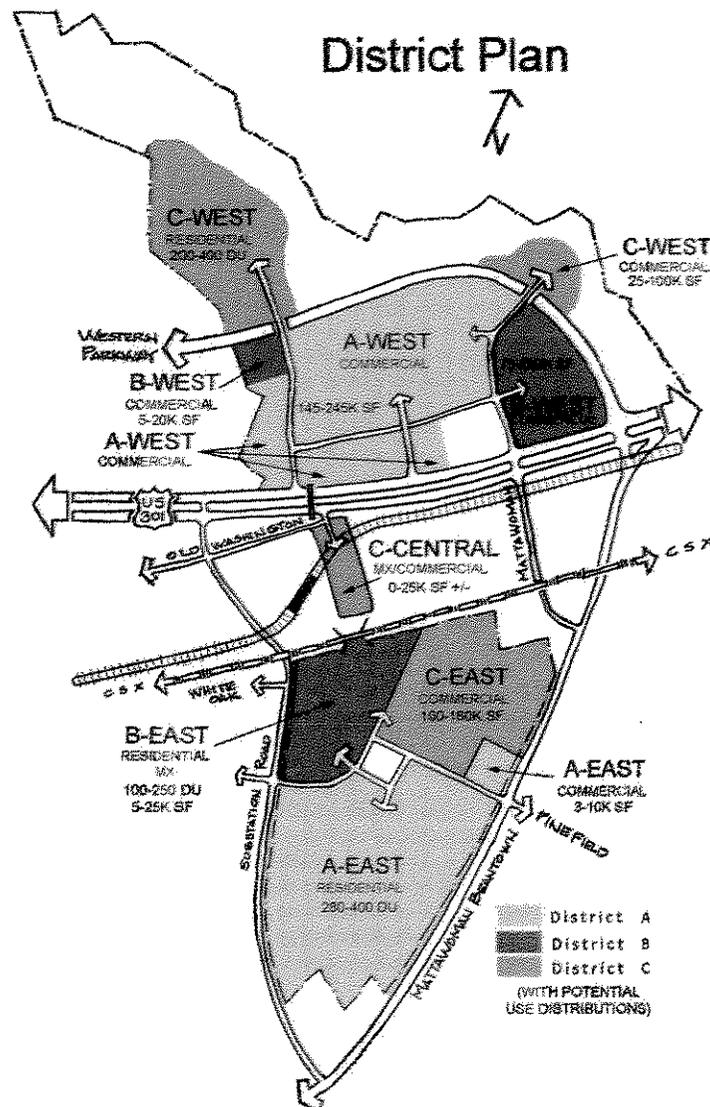


2. Overall GDP Master Plan & Design Framework

This section reprints exhibits from the GDP ease of reference and provides added guidance to the Builders of the various sections of the WCTOD.

District Plan

As stipulated by the County Conditions of Approval, the WCTOD will be developed as a series of Districts. These are generally delineated in the following District Plan and their uses are defined in the development program chart. General locations of uses within the pods/land bays are noted on the exhibit. Development phasing will move from district to district with each district's assigned minimum program being substantially completed as defined on the chart's footnotes unless otherwise approved by County Staff as provided for in the Conditions of Approval.



2.2 Master Development Program & Phasing Chart

The approved development program for the overall site and for each district is as defined in the following chart. As noted, each district shall include at least two land use types. As site plans are developed and submitted for County approval, the Master Developer will prepare and provide an updated Project Takedown Chart. The chart will track progress toward build-out and define the amount and type of development rights, open space and recreational amenities assigned to each lot in the WCTOD. Only the Master Developer may prepare or update the Takedown chart.

2.2.1. Product Type Definitions

For purposes of tracking the approved WCTOD development amounts and ratios, the various land use permitted in a TOD per Article IV Permissible Uses, will be re-categorized and assigned into the required broad Product Types referred to in the TOD zone. Buildings, lots or lot areas may be defined and assigned to a Product Type by the Master Developer as part of their Takedown Chart in order to track the required Product type percentages. Permissible uses will be generally divided into three Product Types per the TOD Zone as follows:

A. Commercial: All commercial uses will be divided into two groups:

A.1 Retail: Buildings and spaces designed to house entities engaged in the sale of goods, commodities and/or services and offering no professional or technical skill. The retail portions of mixed use retail/residential buildings/ commercial apartments will be counted in this Category.

A.2 Non-retail /Employment: Buildings and spaces designed to house all other permitted commercial uses. This includes those that house or employ workers with professional or technical skills such as various professional offices, architectural & engineering services, medical and health care services, financial institutions, high tech businesses, manufacturers, hotels, and other entertainment activities. The non-residential portions of both mixed use retail/ office buildings and mixed use employment/residential buildings will be counted in this Category.

B. Residential: The WCTOD residential category may include for-sale or rental units in various configurations such as garden apartments, low to midrise multifamily apartments or condominium buildings, town houses, and or stacked town homes. High-rise units are permitted with a special exception. Indoor recreation and community gathering spaces in MF complexes may be counted as residential, recreational civic or other uses. Commercial Apartments above or behind a non-residential use and units in mixed use buildings are considered Mixed Use buildings per the TOD ordinance and their units shall not be counted as a part of the permitted residential unit totals for the WCTOD unless the applicant elects to do so.

WALDORF CROSSING DEVELOPMENT PROGRAM & PHASING CHART

GROSS TRACT AREA	WALDORF CROSSING TOD 141 acres +/-		DISTRICT A		DISTRICT B		DISTRICT C	
	Max	Min	Max	Min	Max	Min	Max	Min
PRODUCT TYPES								
Residential Units	798		400	200	250	100	400	200
Apartments & Condominiums			400	200			400	200
Townhouses					250	100		
Affordable Units (any type)		10%						
Commercial (SF)	453,000		250,000	150,000	225,000	80,000	180,000	120,000
Retail (SF)	226,500		220,000	150,000	50,000	0	50,000	0
Non-Retail (SF)	226,500		125,000	0	200,000	80,000	200,000	80,000
Institutional/Civic (SF)	10%	5%	5,000	0	10,000	3,000	15,000	3,000

Notes:

- 1) The areas listed for the districts do not include road areas (public or private)
- 2) Districts shall generally be developed in sequence and development may proceed on a subsequent district only after eighty-five (85) percent of the minimum thresholds of the uses approved in the first district have secured a Development Services Permit(s) and construction has commenced. If the minimum thresholds are not met at the time the applicant desires to begin construction on a subsequent district, approval by staff is required prior to the commencement of construction on the subsequent district. The process of entitlement for subsequent districts, including but not limited to Preliminary Plan of Subdivision, Record Plat, and Site Plan may proceed and not be delayed by this condition.
- 3) Approval by staff is required prior to commencement of construction in a subsequent district if the above defined 85% threshold has not been met. Staff may approve minor adjustments to the approved district delineations to allow minor location changes for the approved district development program.
- 4) Further intensification above the 85% may occur in any district that has already begun. For example - should the commuter parking spaces be relocated, added development may be placed in that area.
- 5) The number of districts as established by this GDP is three (3). A GDP amendment is required to change the number of districts.
- 6) In order to preserve locational flexibility, programmatic ranges are set for each district and a maximum programmatic number is set for the overall site. District programs shall be monitored via a takedown chart prepared by the master developer at each development approval state to ensure that the overall development totals are not exceeded.
- 7) District placement, and therefore phasing, of any open space, civic uses, and affordable units will be determined at Site Plan approval.
- 8) Institutional/Civil land use requirements may be met by either interior building space or land area.
- 9) See section 2.2.1 of the Waldorf Crossing Design Guidelines & Standards for a description of the land use product types.
- 10) Building use designations shall be established at the time of building permit approval for purposes of program reviews.
- 11) The Development Program shall include the pre-existing office building in District B - west located at the intersection of Mattawoman Drive and Route 301.
- 12) The applicant will work with those property owners of parcels abutting the central parcel who wish to coordinate redevelopment plans around the light rail station.

- C. **Civic:** These uses may include public, semi-public and privately owned uses related to community interaction and activities and/or civic duties or public services. Both indoor and outdoor areas and uses may be counted. For example, it might include, but is not limited to, hospitals, medical centers, community centers, schools, day care centers, churches, meeting halls, transit stations, areas used of park and ride activities, publicly accessible parks and event areas. A list of uses that may be counted as a civic use is being prepared by the County.

2.3 The Open/Activity Space & Recreational Amenity Program Chart

As a supplement to the Master Development Program chart, the program for recreational amenities for the overall site and for individual districts shall be approved by WCPDRB and the County staff. The following chart summarizes the current County requirements and represents a guideline for WCTOD recreational amenity programming.

Community open spaces, “public activity” areas and recreation amenities shall be integrated into Waldorf Crossing’s residential and non-residential neighborhoods in the form of connected greenways, parks and plazas of various sizes. Provision of these elements may be accomplished wholly within one lot, shared by several lots in one village, or even shared by the entire community as determined by the Master Developer and approved by the County at time of Site Plan approval. Design standards for these are in section 2 -3.2.

Preliminary WCTOD Master Plan Program for Outdoor Recreation

Minimum Required Outdoor Recreational Program		Preliminary Master Plan Program for Outdoor Recreation			
Guidelines Per County zoning Article XIV-3	Min supply rate	Approximate Program by District			Total
Facilities (1)(3)(4)	Req # for 798 units	A	B	C	Notes
	31	12	8	11	
Picnic shelters or gazebos (2)	1 per 50 units	6	6	6	some may be combined into fewer larger pavilions
Tot lots or similar age appropriate amenity mix	1 per 100 units	8	3	2	3 program mix to be determined at site plan
Fitness trail or volleyball court	1 per 250	3	2	1	loop fitness trail & courts
Tennis or basketball or multipurpose field	1 per 500	2	1	1	program mix to be determined at site plan
One of the following: paved bike trail swimming pool soccer, football or baseball field boat ramp	1 per 500	2			1 Maitawoman trail in C & trail head area in A 1 possible pools at MF club houses
Minimum SF land area for recreation per subdivision regs	48,480				
60 sf per unit	47,880				as determined at site plan
plus 200 sf per phase with residential element	600	200	200	200	min. area added per phase

- 1) Per code, other facilities that are commensurate in scale may be combined or substituted
Example: the paved hiker biker trail in District D is a significant facility.
- 2) Minimum size 100 square feet - combined credit will be granted for larger structures for private community gathering spaces such as group picnic pavilions
- 3) Consideration will be given for the size and length of the element in awarding points

2.4 Enhanced WCTOD Buffer Yard Chart

In order to achieve a high quality integrated mixed-use TOD development, with adequate transitions to off site areas and a high quality image along public roads, the WCTOD shall utilize strategically chosen and coordinated buffer yard designs that screen where needed, permit good business visibility and permit compact design in order to promote pedestrian connectivity. Within the WCTOD, integrated design solutions will minimize the need for buffers. Standards specific to this site and to certain locations in the site shall be as defined on the following chart, and shown on the Design Control Plan E. These standards are derived from the applicable County wide buffer requirements as noted in Section 5.9.

WCTOD BUFFER YARD REQUIREMENTS

BUFFERS FOR ROAD & RR ROW							
Rd Cl. Rd Name	Location by District	TOD Land use/edge condition	Buffer Type			Buffer Width Range per Co.	Prop. Min. Setback in WCTOD (4)
			Req. (1)	Proposed	Design Options (2)		
Arterial							
By-pass Rte 5	A	Residential backing to Highway	none	Type D	landscaping	50'	
		Residential fronting to Highway	none	Type C	landscaping	25'	
		Recreational uses or open space	none	none req.		0'	
Route 301	B	Commercial uses fronting the highway	none	Type C	landscaping	25'	
	all					35'	
Parkway (Western)							
	A	All uses	none	Type C	landscaping	15'	
		Retail backing to parkway	none	Type C	6' Masonry wall with planting	15'	
Urban Collector							
Mattawoman Dr.	A	Parking lots, drives & service areas	none	Type C	landscaping	25'	
	C	parking lots, drives & service areas	none	Type C	landscaping	25'	
Substation Rd.	A and B	Res or Com bld. frontage at street edge	none	no buffer		0'	
		Residential backing to street	none	Type C	landscaping	40'	
	B	Commercial backing to street	none	Type C	landscaping	40'	
Pinefield Extended (interior to TOD)	A	parking lots, drives & service areas	none	Type C	landscaping	40'	
		Residential bld. frontage at street	none	no buffer		0'	
	B	Residential backing to street	none	Type C	landscaping	15'	
		Commercial bld at street edge street	none	no buffer		0'	
		Commercial backing to street	none	Type C	landscaping	15'	
RR CSX line per subdivision code							
		Commercial front or back		Type A		10'	
		Residential (if approved by WCPDRB)		Type A		20'	
ZONING BUFFERS AT TOD PERIMETER							
Zone	Classification	Buffer Type			Design Options		
RH	High Density Residential	Type C				10 to 30'	
		Residential along TOD property line	no buffer			10 to 30' or none (2)	
		MF along TOD prop line to SFD homes	Type C	forest or landscaping		10 to 30'	
		Commercial along TOD property line	Type A	forest or landscaping		10 to 30'	
CC	Community Commercial	Type B				15 to 30'	
		Residential along TOD property line	Type B	forest or landscaping		15 to 30'	
		Commercial along TOD property line	no buffer			10 to 25' or none (2)	

FOOTNOTES

All standards above may be adjusted only with County staff approval at time of site plan or as part of a design code update.

(1) The current county chart does not address requirements for buffering along roads for TOD zoned land

(2) Zoning & road buffers may also function as: bio-retention areas, parking lot landscape, req site landscaping, forest conversation & other environmental mitigation.

See Article XXIII of the County code for buffer yard requirements for plant types and quantities and screening structures.

For design consistency a standard design and plant palette will be established for WCTOD Road Frontages. Typical buffer details to be determined at site plan for first segment of each street. In All Road Buffer yards evergreen canopy or evergreen understory trees may be substituted for deciduous canopy forest trees without limitation.

2) Where uses are determined, by county staff and the WCPDRB, to be compatible, of where units face the street no buffer will be required.(see subdivision code section 79 b)

4) Buffer depths will be averaged to regularize the line in areas with irregular ROW lines.

2.5 Design Framework Plans

These plans lay out a generalized physical design framework for the site. They organize transit elements, roads, pedestrian networks, open spaces, community amenities, and key TOD design elements. Locations for these elements are preliminary in nature and may be adjusted at the time of County site plan approval. They include:

- Vehicular Network & Access - Control Plan A
- Prototypical Street Sections - Control Plan B
- Pedestrian Network - Control Plan C
- Transit Support, Park & Ride - Control Plan D
- Frontage Designations - Control Plan E
- Key Community Amenities -Control Plan F

2.5.1. Vehicular Circulation - Control Plan A

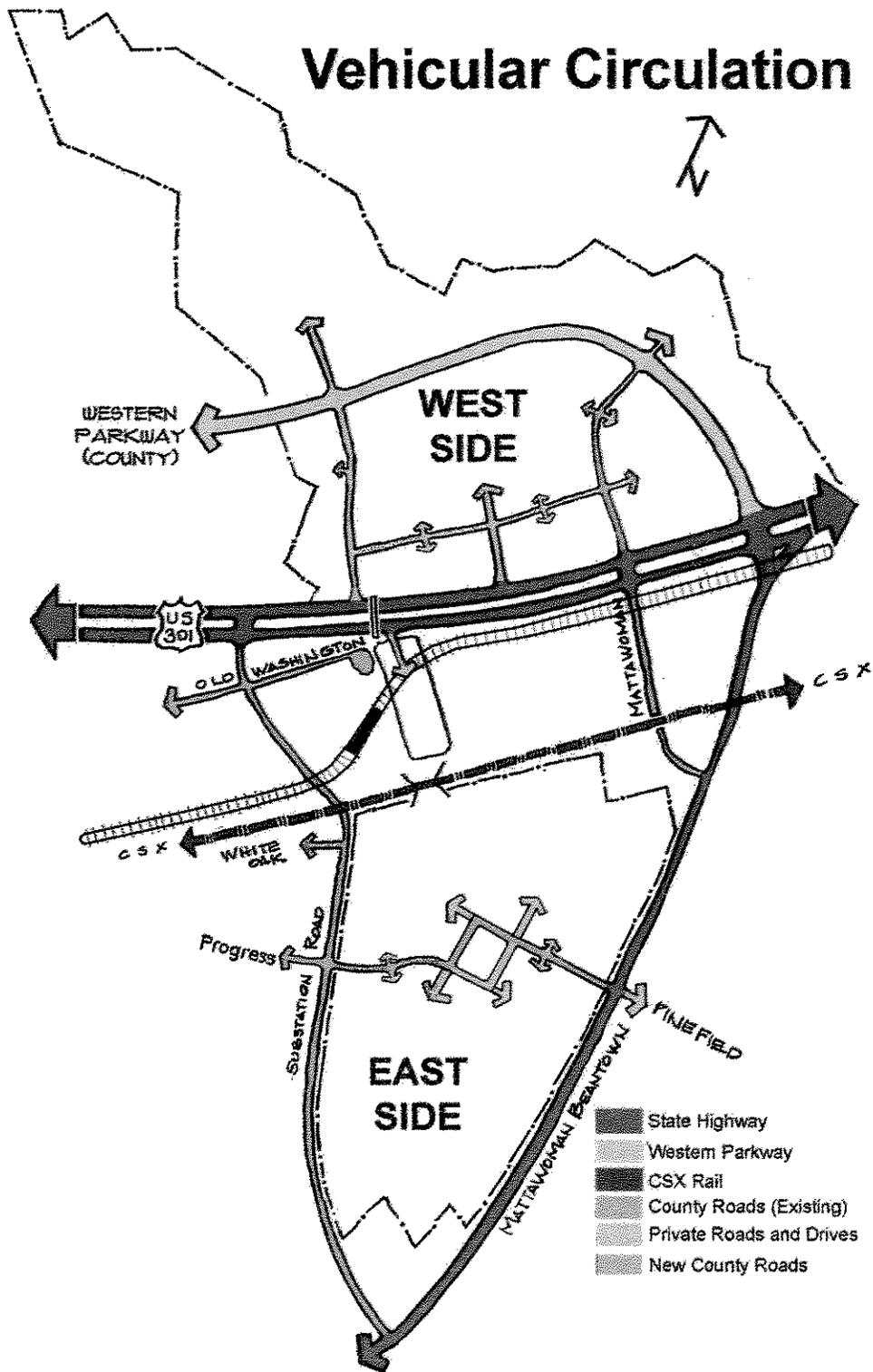
The planned major street network and key pre-planned site access points are shown on Control Plan A. New public streets, enhancements to existing streets and key private drives are shown.

2.5.2. Prototypical Street Sections - Control Plan B

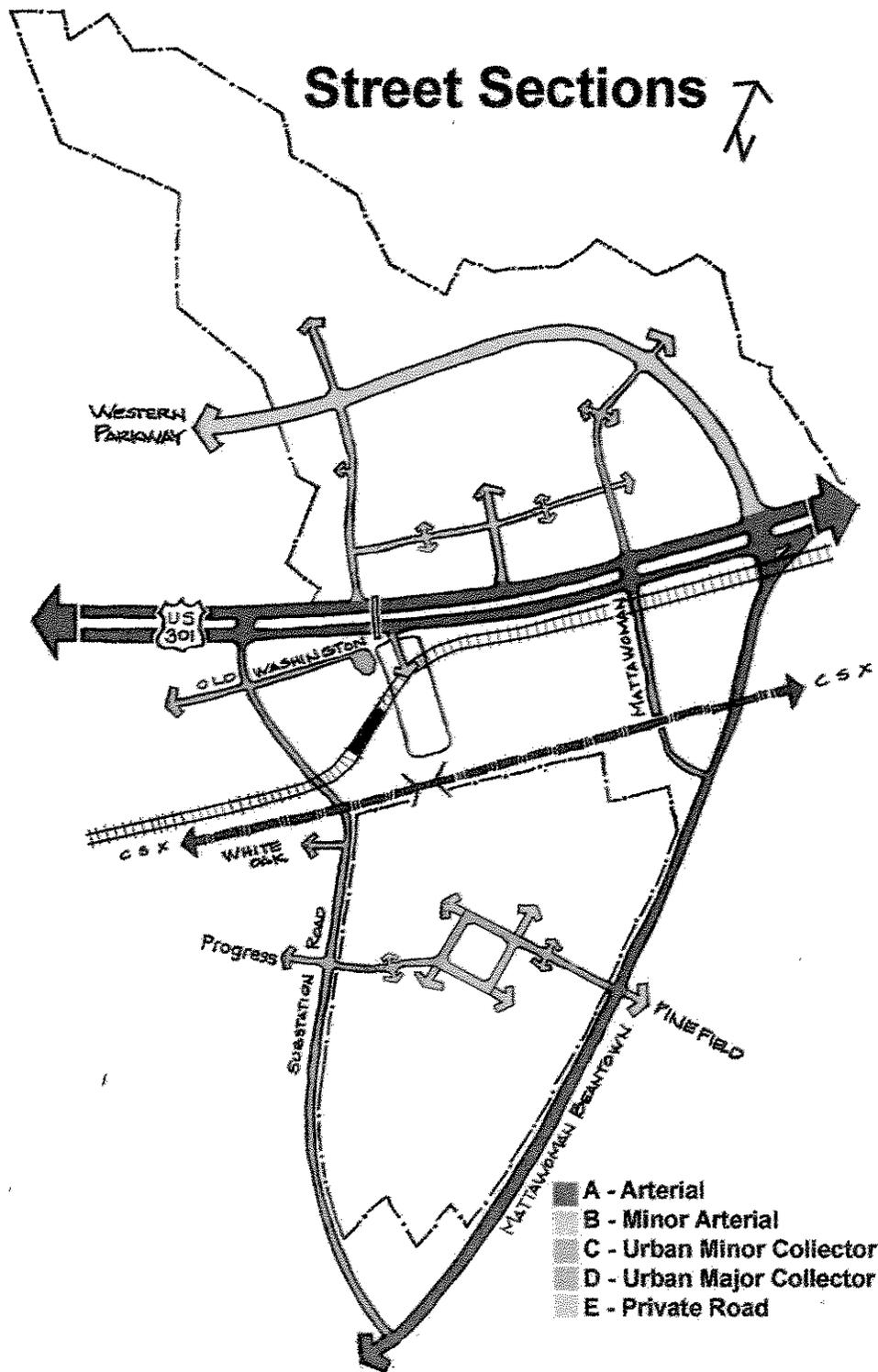
Information on planned street sections is shown in the GDP. In addition, Control Plan B and the associated Preliminary Street Section chart provide early information on the envisioned prototypical street sections.

The square in the east village is envisioned as a focal element. The lot in the center of this element will serve as a recreational amenity, community open space and will be privately owned and maintained.

Vehicular Circulation



Vehicular Circulation - Control Plan A

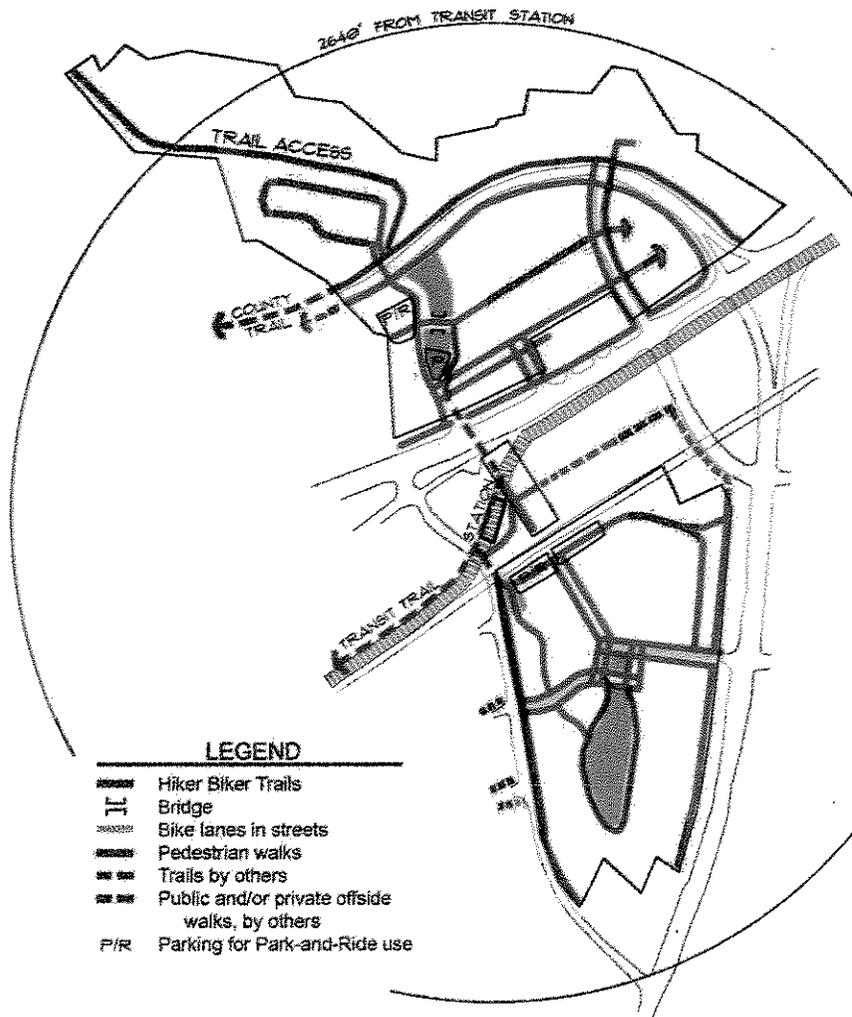


Prototypical Street Sections - Control Plan B

2.5.3 Bicycle/Pedestrian Connectivity Concept - Control Plan C

A safe and attractive pedestrian and bikeway network will connect development area in the WCTOD. Control Plan C illustrates the major elements of this Concept. The standards require that the major entrances of all buildings to be connected to the network. Standards require that design minimize disruption and conflicts with vehicular traffic and to promote walking as a means of moving around the area and to transit services. Design standards for this network are in 1.1.5.

**BICYCLE/PEDESTRIAN
CONNECTIVITY CONCEPT**



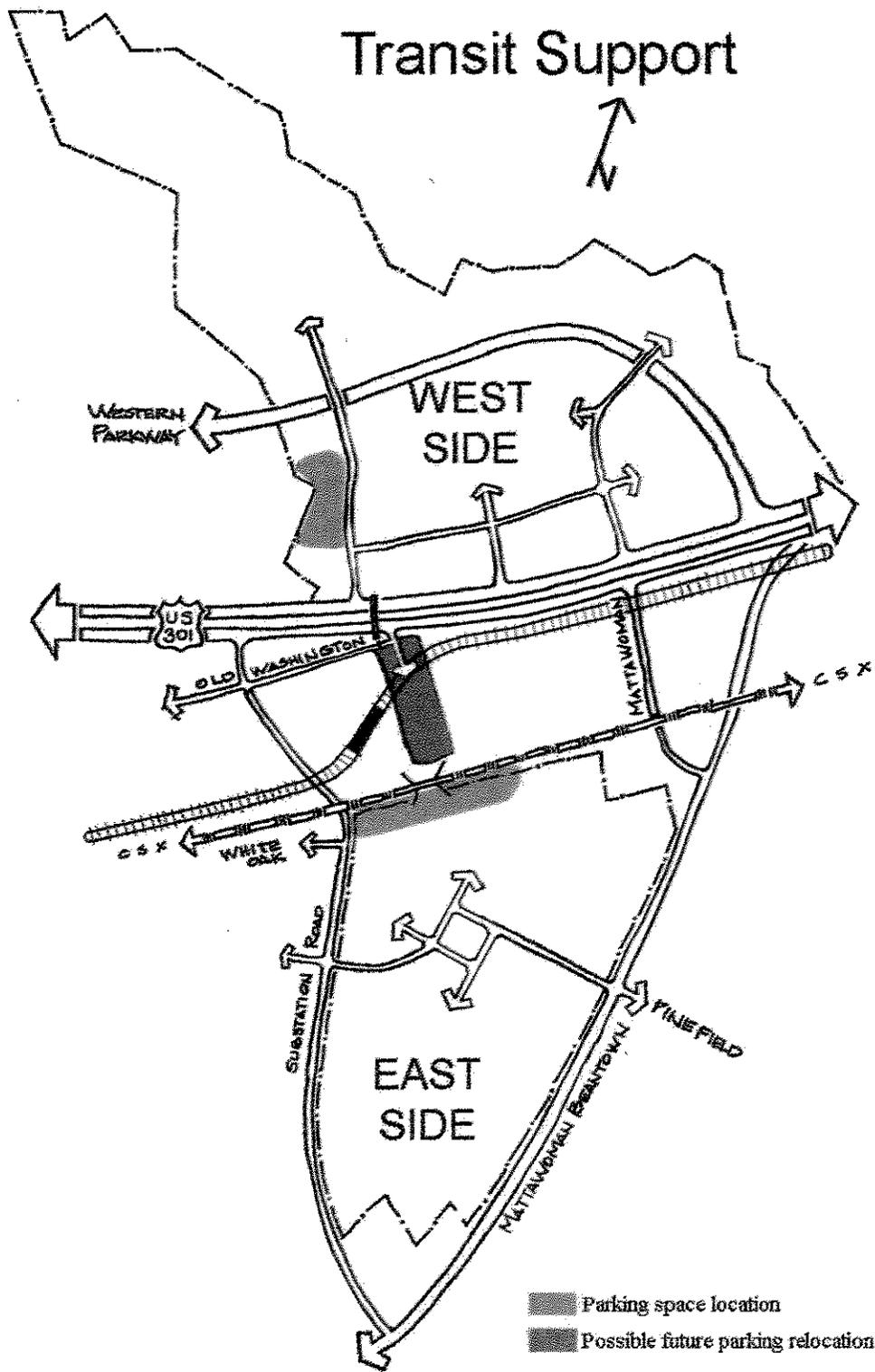
Bicycle/Pedestrian Connectivity Concept - Control Plan C

2.5.4. Transit Support Areas- Control Plan D

This GDP exhibit shows two conceptual locations for parking areas to be provided, one in each of the two villages, that may be used for commuter parking as required in the 2009 Conditions of Approval. Per the Condition the two areas together will contain a total 198 parking spaces. These two areas will be made available for bus stops for County Van go service and/ or for MTA commuter bus services for the purposes of supporting transit use within the WCTOD. Leases will be offered to MTA for these 2 areas.

The Master Developer may elect to relocate some or all of these parking spaces and/or this function to the center parcel as the WCTOD develops and/or as the designs for anticipated transit station and right of way are finalized and built by others. The Master Developer may then permit builders to either redevelop the two interim parking areas or reallocate the parking to other uses.

All three areas will be connected to the WCTOD Pedestrian and Bike network so that WCTOD transit riders might walk or bike to these locations. Bike parking will be provided for WCTOD use in the central parcel near the future transit station.

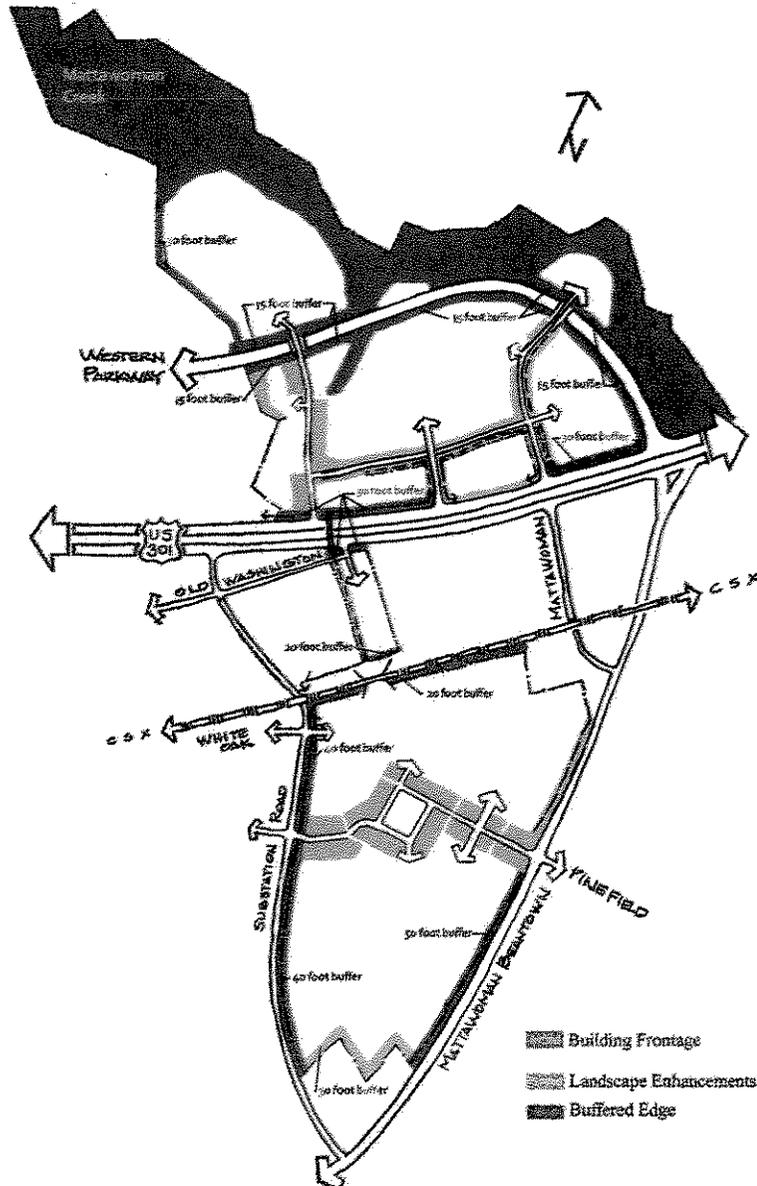


Transit Support, Park & Ride - Control Plan D

2.5.5.

Frontage Designations & Active Pedestrian Focal Areas - Control Plan E

This plan illustrates the conceptual locations of planned active street frontages, buffered site and street edges and gateway elements. In the Frontage areas, building and site amenities should be oriented to face and cluster along these focal areas. These should include a varied combination of ample shaded walks/streetscapes, public streets, private drives, generous walks and paths. Buildings should sit on or near these designated walkways. The site's pedestrian circulation network will connect these focal areas.



Frontage Designations - Control Plan E

2.5.5.1. Gateway Elements

County gateways & landmarks - The goal of creating a County gateway shall be achieved by the incorporation of the following features by the WCTOD development or by others as approved by the WCPDRB. The general locations for these elements are shown on the Control Plan F.

- An area for an attractive planting and new or preserved “welcome to the County” sign in or near the south bound side of the ROW will be provided at the intersection of Rte. 301 and Western Parkway Intersection.
- A landmark style architectural elements on the building at the sound bound corner of Rte 301 and the parkway
- An iconic Waldorf Crossing identification sign will be added to the pedestrian overpass railings to create a large gateway element over Rte 301.

WCTOD Gateway Markers – A consistent series of entry planting elements and built markers will be created and installed at major site entrances to identify the Waldorf Crossing area. These will be designed as part of an overall master sign program to be done at the first site plan submission and installed in accordance with building or sign permits.

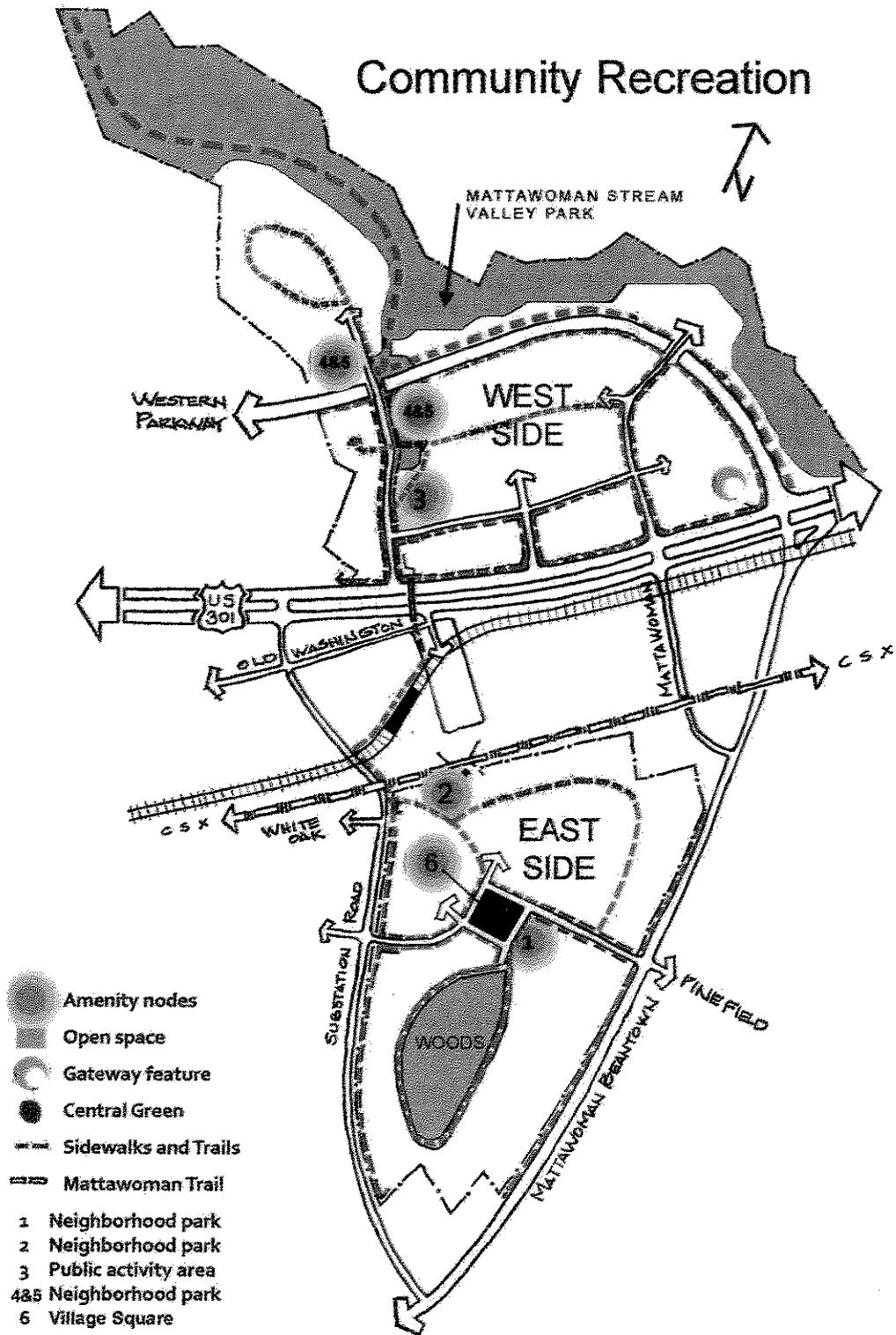
2.5.6. Key Community Amenities - Control Plan F

A network of community open spaces, “public activity” areas, civic areas and recreation amenities will be integrated into Waldorf Crossing’s residential and non-residential neighborhoods in the form of connected greenways, private parks and plazas of various sizes. Control Plan F illustrates the conceptual placement of major WCTOD amenity elements which are to be generally organized along the village pedestrian spine. The major WCTOD amenities are generally anticipated include the following:

District A

- Mattawoman Trail and Trailhead - this area will be accessible to the general public and will include trail parking and signage.
- Stream Valley Park with Public Activity Space at upper intersection -this public activity area will sit along the TOD hiker biker trail, at the head of the side stream, the space and trail will be accessible to the public. It will be a landscaped pocket park with seating and other park-like amenities to be defined at site plan.
- South Village Square - The square will be accessible to the general public and designed to accommodate civic and recreational uses, public events and group activities. Specific features and amenities will be defined at site plan.
- South Village woodland green with a hiker biker trail loop and amenities for seating appropriate lighting and landscaping.
- Private Community Club house with outdoor pool
- 2 tennis courts or other suitable elements

Community Recreation



Key Community Amenities -Control Plan F

District B

- A neighborhood park area near the future transit station will sit along the TOD's Substation hiker biker trail; both the space and trail will be accessible to the public. The space will be a landscaped pocket park with seating and other park-like amenities to be defined at site plan.
- One or more Public Activity Areas

District C

- Mattawoman Natural Preserve /Green Space/ Stream Valley Park
- Mattawoman Trail
- Private Community Club house
- Possible Outdoor pool
- 2 Tennis/play courts – or other suitable elements
- Public Activity Areas

3. Site Design Standards

3.1. General Design

The following standards apply to all uses and all development, renovation and re-development in the WCTOD. All WCTOD buildings and site designs shall be designed, scaled and laid out in a manner that integrates them into the larger mixed use WCTOD village. They shall be laid out in a way that is easy and safe to navigate and that promotes a pedestrian lifestyle by encouraging connectivity within the neighborhood and to the greater community. Developments will have attractive streetscapes and interesting buildings that work together to form a cohesive, connected whole.

3.1.1. Connected Walkable Layout

Each district and site shall be laid out to achieve the design principals, concepts and design framework in section 1.

- In order to create a cohesive walkable WCTOD community, buildings amenities and parking shall be located, oriented and focused toward designated pedestrian focal areas. In addition, the design shall provide an attractive visual image along abutting highways and arterials and be suitably buffered where needed along the WCTOD perimeter.
- Each site plan should seek to incorporate circulation systems that promote safe passage of pedestrian and non-motorized travel. A logical and organized system of streets and alleyways shall be designed consistent with the approved WCTOD GDP and oriented to permit safe access for emergency vehicles and other service transport vehicles, while minimizing the creation of impervious surfaces. Connectivity of lesser internal roads should join other lesser roads and, through such a network, seek to connect

to surrounding developments. Cul-de-sacs should only be the result of natural terrain constraints or termination points between differing land uses.

- In order to test and demonstrate that connectivity is being achieved as the WCTOD is being developed; a connectivity diagram and index shall be prepared and submitted for each WCTOD site plan submittal to the County. The diagrams shall show planned connections to community amenities, transit stops, and other focal points of the WCTOD development and use the diagrams of the GDP as the starting point for planning connectivity. See Appendix F for instructions on preparation of the diagram and index.
- Multi-modal circulation systems shall be designed to encourage walking, biking, and use of mass transit". On-site sidewalks and bikeways should be designed to provide safe and direct access to on-site amenities and connect to abutting existing and planned walks leading to nearby off-site services.

3.1.2. Coordinated Development

Development in the WCTOD shall create orderly blocks, and attractive streetscapes consistent with this site's conditions and permitted density.

- Buildings shall relate to adjoining streets, parcels, land bays or TOD blocks. In selected focal areas, building should be placed closer to an oriented towards designated active street frontages. These buildings should provide active articulated facades along these designated edges with building entrances, windows and storefronts that open to the sidewalks.
- Required public activity spaces and shared recreation areas such as plazas, courtyards and village green-like spaces should be placed along the street, where possible, to provide shared areas for residents, workers and visitors to relax, play and gather.
- Circulation shall be coordinated to allow free movement and reduce traffic congestion. Lots should, and may be required by the WCPDRB to, utilize coordinated access points, shared rear access alleys, connected parking lots and other techniques to ensure interconnectivity.
- Where ever practical, parallel on-street parking is encouraged for public streets and private drives.
- Builders shall work with the Master Developer to coordinate their areas and lots with the overall site, and design their elements to contribute to the overall design vision and sense of place. The Master Developer may either permit or require off lot design improvements that reflect WCTOD's design as one large site and the creation of cross lot easements to support these solutions.

3.1.3. High Quality Placed Based Design

Builders shall use good design, high quality materials and careful detailing on their site and buildings. Rather than create a single thematic architectural or style for the site, designers shall provide quality architecture that is suited to the WCTOD as a whole, and to their place in the overall TOD design. Individual designs shall create a unique identity through good place-based design. Building designs that incorporate iconic corporate identities are acceptable, provided that the overall design and material selections are adapted to fit with this site and this community.

Designers shall seek to create a distinct sense of place for WCTOD. They shall use common elements in streetscapes, landscapes, signage and buildings to create a distinctive WCTOD identity. Standard prototypes for these elements will be developed with early design applications and may be added to this document for coordination.

3.1.4. Block & Lot Design Considerations

See the Alternative Schedule of Zone Regulations Chart in Section 2.4 for the WCTOD lot design standards. To create the desired pedestrian friendly character, individual lot sizes, as well as front, side and rear yards may be small, and lots may contain many buildings. Amenities may be placed in common areas rather than on lots. Common wall and zero lot line residential and commercial buildings may be created. Open areas and landscaping should generally be focused and aggregated into shared usable green spaces rather than in large landscape strips and buffers that separate uses and increase walking distances. In order to create a uniform character along streets, consistent setbacks and build-to lines may be established along certain streets with buildings, parking and open areas set a consistent distance back from the sidewalks. In front yards and on pedestrian easement areas, arcades, awnings, and other similar buildings, extrusions may encroach into the required setback or public right of way provided they do not interfere with traffic sight distances, pedestrian movements or utilities.

3.1.5. Pedestrian Environments & Elements

Designs shall treat safe, ample and comfortable pedestrian environments, pedestrian access and pedestrian connectivity as essential elements to be reinforced and enhanced and protected.

- All buildings shall be connected to the pedestrian network via a safe paved surface reserved for pedestrian use that leads to the main front door.
- Walks shall be provided along the full length of those commercial building facades that feature a customer entrance or that abut customer or public parking areas.
- Widths and amenities – Pedestrian walks are intended to ensure ease of access for pedestrians to all areas of Waldorf Crossing community. Their

width shall be determined by the amount of expected travel and proximity to vehicular traffic and approved by the WCPDRB. Pedestrian easements may be used to create streetscape areas that extend beyond public road rights of way as needed.

- All sidewalks throughout the TOD shall be no less than a 5' paved width that is free of obstructions such as poles, sign posts, hydrants or door swings. Wider walks are required along certain public roads per the applicable Urban Road Cod sections.
- An 8' minimum width is required in all commercial and retail areas as follows – Along the full length of commercial buildings facades that feature a customer entrance or that abut a parking lot for customers or the general public. Such walks shall include permanent planters or landscaped areas that include trees, shrubs, benches, flower beds, ground covers, or other such materials for no less than fifty (50) percent of their length.
- Hiker biker trails shall be 10-12' wide as defined by the GDP.
- Wider streetscapes are encouraged throughout.
- Wider streetscapes should include street trees, pedestrian scaled street lighting and street furniture. Sidewalk cafes and awnings, covering private walk, are encouraged.
- Surfacing - In layout and surfacing, pedestrian ways should take precedence over the vehicular patterns and materials. Pedestrian paving shall continue though vehicular paving areas at driveway curb cuts, key crosswalks and the like. Walks shall be plain or decorative stamped concrete. Hiker biker trails built by the applicants shall be concrete.

Pervious concrete is encouraged, asphalt is not permitted. Pedestrian walks treatments should be coordinated with the architectural style along streets and throughout the village.

3.1.6. Building Location, Orientation & Design

Structures shall be sited to reinforce the site's pedestrian connectivity. They should be placed close to each other and to designated active private sidewalk areas and/or public walks along streets. Buildings shall be oriented so that usable customer entrances are visible from the sidewalk and that customers may use a public/private walk network to arrive at the building entrance. Buildings shall be designed with four attractive sides and respond to their site placement, degree of visibility and exposure. Designations for high visibility facades will be made at site plan review to aid in defining this requirement. See section 4.1.2

3.1.7. General Approach to Parking

Both the amount of and the visual impact of parking areas should be carefully designed. Its placement should avoid separating pedestrian destinations or obstructing pedestrian connections. See Section 3.7 for screening requirements. Resident guest parking should be provided in convenient locations, such as in front of buildings and in nearby parallel parking.

3.1.8. General Approach to Loading Areas

Large dedicated truck loading areas shall be carefully placed and screened to separate them from pedestrian areas. Smaller truck loading areas may be designed as dual use function and integrated into the general streetscape, rather than placed in dedicated loading areas.

3.1.9. Integrated Forest Mitigation and SWM Design Considerations & Credits

In order to create an environmentally responsible, yet high quality place, certain design elements shall be considered and incorporated throughout the site as directed by the WCPDRB. These include but are not limited to the following:

3.1.9.1. Possible Forest Mitigation Credits – Consistent with the current County Forest Conservation codes and the approved WCTOD Forest Conservation Plans. All builders may be required to calculate and report to the master developer plantings provided in their plans that qualify for a potential Forest conservation mitigation credit. The master developer may elect to require tree plantings that will count towards the site's forest mitigation requirements.

3.1.9.2. Natural areas – Use of Maryland native plant species to improve interaction with existing forests and wetlands, protect wildlife corridors, and prevent encroachment of invasive non-native species is encouraged, and required by County Codes for certain areas such as parking lot landscaping, buffers screening, and forest conservation areas. Use of manicured irrigated landscapes and mowed grass lawns should be carefully considered.

Conservation Landscaping as defined in the Charles County Zoning Ordinance includes natural treatments such as meadows and forest succession. These shall be utilized as required by County codes and are encouraged in less visible, less active areas where practical.

3.1.9.3. Integrated SWM design - Storm Water Management facilities should be integrated into open area, buffers, streetscapes and parking areas in an attractive manner. Designs that help water plantings, where practical, via surface direction of water or subsurface storage in cisterns are encouraged.

3.1.9.4. Pervious surfaces - Pervious concrete paving is encouraged where ever practical, especially in parking areas. In accordance with County

regulations, any extra parking provided above requirements shall be paved with a pervious material. In such cases within the WCTOD the pervious paving shall be concrete.

3.2. Quality Shared Open Space, Activity Space & Recreation Amenity Requirements

High quality, useable open spaces will be an integral element and focal element in the WCTOD. Each village will include an amenity package that is appropriate for its users and helps to create an overall amenity package for the WCTOD. Future ownership and management of open spaces is to be determined before the time of final site plan submission. Builders may be required by the Master Developer to design and construct a share of this network and its elements. All elements and areas provided shall be reported for use on the Development chart.

3.2.1. Recreation Requirements

All residential developers and builders are required to provide a minimum level of play amenities for their residents and a proportionate share of the WCTOD recreation areas and elements as generally laid out in the Recreation Program Chart and Control Plan F.

3.2.1.1. Locations - Recreation areas and amenities shall be provided in a location convenient to the residents and generally central to the neighborhood. They may be within a building, a nearby common open space, or on the residential lot/parcel as agreed upon and directed by the Master Developer. Recreation areas and amenities may include outdoor private community gathering facilities such as covered pavilions, community gardens and the like. Suitable Play areas shall be provided adjacent to the WCTOD pathway system in a shaded area convenient for residents. Play areas should be placed in an area where there is a high level of neighborhood surveillance available, avoiding hidden or remote locations.

3.2.1.2. Amounts – Per the County Code, the minimum size of the overall WCTOD amenity area provided will reflect number of residential units built. At least 60 square feet shall be provided per unit.

3.2.1.3. Standard Items - All recreational areas shall include at least one bench and one doggy litter bag dispenser. HOA documents shall identify the parties responsible for keeping these elements maintained and supplied. Play areas shall incorporate a well drained playing surface usable in most weather. Play areas should be designed to the most up-to-date standards for safety and accessibility. Each type of recreation space shall be complimented by site furnishings as appropriate and all necessary security lighting to ensure that all recreation spaces are visible and secure for the residents during the hours they are available for use.

3.2.1.4. Targeted Amenity Elements - Amenities, targeted toward different age groups, should be accommodated by different elements, although not necessarily in different areas. For example, adults may prefer social and individual fitness elements such as seating areas, picnic areas, fitness trails, volley ball areas, etc. Senior projects might include leisure seating and games for less active residents such as horseshoes, bocce, board game, tables, etc.

3.2.2. Open Space Requirements

Open space with the WCTOD will be coordinated on the site as a whole. It may include preserved lands that occur throughout the TOD. All builders shall calculate the open space that occurs on their lots for inclusion on the overall open space count. Unless suitable off-lot areas are made available by the Master Developer, Residential builders shall be required to fully meet open space requirements on their lot or parcel.

3.2.3. Public Activity Areas

All commercial builders shall provide public activity spaces on their sites per County requirements and Control Plan F. Non-residential buildings or building cluster shall be provided with one or more small exterior public activity areas, or have access to a nearby public activity space that is designed for the use and enjoyment of the building tenants/occupants, their customers and guests, and is accessible during normal business hours. They may include seating, shade and plantings. They may include tables and chairs. They should be located near major customer entrances, in central areas within building clusters or near employee break areas.

The minimum size of commercial building public activity areas shall be calculated in proportion to building square footage. The ratio shall be 1 square foot of activity area for every 200 square feet of interior space. All builders shall report the public activity areas provided on their lots for inclusion on the overall takedown chart.

3.3. WCTOD Specific Parking Standards

Parking design and amounts in the WCTOD shall be in accordance with the Charles County Zoning Ordinance, Chapter 297-344, Figure XX-1, and Article XXI. Specific parking requirements will be reviewed and approved at the time of each Site Development Plan application. The following standards apply to WCTOD parking in order to supplement the County requirements and encourage a more flexible and compact design approach that will promote transit use and shared parking and reduce the physical extent of parking as permitted.

3.3.1. Parking Supply

In the WCTOD, the amount of land area used solely for parking and paved with pervious surfaces will be minimized, where practical and areas used for parking used efficiently. As a supplement to County supply requirements, the following standards apply:

- All WCTOD site plan applications shall, to the WCPDRB's satisfaction, carefully calculate and report their parking requirements to achieve the least amount of parking and land area used solely for parking as practical. As the pre-determined County parking requirements by use are not exhaustive and do not anticipate the parking needs of uses within a pedestrian oriented mixed use TOD development, each use should review their parking needs and seek a clarification if the use lists do not adequately represent their activity patterns throughout the day, week and year and reflect the site's Transit support.
- All non-residential uses are encouraged, and may be required by the Master developer to, share parking with other nearby uses and lots within the WCTOD via shared parking agreements. Shared satellite lots and entrepreneurial parking areas and businesses are permitted. This may require longer walking distances for less used parking spaces. The County code defines the permitted methods for these calculations. Designs that treat each district and each block as a single shared parking field are highly desired. Any resulting off lot parking spaces and/or rights to shared spaces shall be credited towards County parking requirements.
- All spaces provided in excess of the County's minimum requirement shall be constructed using an industry standard pervious pavement as required by the County. As required by the applicant this pavement shall be concrete.
- Where provided nearby on-street parking shall be included in parking calculations as permitted by the County. The Master Developer shall determine which uses may use these parking credits.
- Upon construction of a light rail station in the area, a retroactive 10% reduction of parking requirements shall be granted to all non-residential uses in the WCTOD in order to promote transit use and intensification of the WCTOD site.
- All residential areas shall provide a minimum of one shared guest parking space for every 5 units and placed with convenient access to the front door of units. On-street parking may be used for this requirement.
- Convenient, secure parking for bikes shall be provided at all commercial and multifamily areas. Racks, or other means of parking, should generally be located within 50' of a building entrance.
- Boats and other recreational vehicles may not be stored on streets or on the surface of any individual residential lot. They may be stored in designated community areas. Automobiles without tags may not be stored on streets or surface of lots. Vehicles of these types may be stored within garages.

3.3.2. Design

Parking designs shall seek to reduce physical size of parking areas and of impervious surface areas, reduce surface run-off, ensure thriving trees and tree cover to reduce heat gain and improve user comfort without hiding businesses. Designs shall comply with County Parking lot design requirements, in additional recommended design elements include:

- Light colored concrete to reduce heat gain
- Previous concrete to reduce run-off
- Inclusion of small-car spaces for up to 10% of required spaces for non-residential uses
- Drive lanes and ways should be as narrow as practical, the following is recommended accept where wide dimensions are needed for truck travel:
 - One way driveways: 10 feet to 12 feet wide
 - Two way driveways: 18 feet to 24 feet wide
- Parking structures shall be built of concrete and should be designed to be compliment the predominant architectural and WCTOD community character in color and form.

3.3.3 Parking Placement

To promote pedestrian activity within the TOD, off-street parking areas shall be located and designed so that pedestrian connections between building entrances are direct, comfortable and reasonably short. Parking areas shall be carefully planned to incorporate pedestrian links and be visually de-emphasized relative to major pedestrian activity areas of the WCTOD. The visual and connectivity impacts of off-street parking lots shall be minimized by one or more of the following measures:

- Visually screen parking areas from public streets, abutting pedestrian ways and off-site uses via evergreen vegetative buffers, decorative low walls or fences, etc. see 5.7 & 5.9 for buffer design requirements.
- Provision of a sidewalk connection through large parking lots with numerous parking bays.
- Construction of structured parking if economically feasible.

3.4 Accessory Structures, Decks, Fences & Sheds

- All accessory structures, decks, sheds, patios, and other exterior extensions of buildings shall be treated as integral design elements of the main building, and shall conform to the architecture of the "parent" building facades. Colors shall coordinate with buildings siding and or trim colors to ensure the conformity to "parent" building facades. Information on materials and colors shall be provided

as part of the architectural design review package. Design and coordinated color planning for these elements shall be carefully considered when they occur on high visibility facades.

- In some areas, builder may be required by the WCPBRB to provide fencing to ensure privacy of adjacent lots and structures and to screen private residential areas.
- No temporary structures such as sea creates shall be used for storage.
- Vinyl is preferred for fences and decks. All decks and fences that are constructed of wood shall be stained, painted or clad in vinyl and shall be maintained in good condition and appearance.
- No raw preserved wood shall be permitted.
- These elements shall be consistently treated, colored and detailed for building clusters and strings.
- All fences over 6' in height are required to obtain a building permit from the Charles County Permit division.

3.5. Outdoor Storage & Sales

3.5.1. Outdoor Sales Areas – Both temporary and permanent outdoor sales of products are permitted.

3.5.2. Outdoor Storage & Storage Sheds in both residential and non residential areas are permitted, provided:

- **Commercial Areas** shall obtain specific WCPDRB approval. All walls and sheds shall meet architectural standards.
- **Residential Storage Areas and Sheds** shall be screened from adjacent buildings, residential units and properties using a 6' tall fence or wall. The materials, textures, colors and design of the fences, walls, and screening shall be compatible with on-lot development, adjacent properties, and the WCTOD neighborhood. All sheds shall meet architectural standards and obtain specific HOA or WCPDRB approval.
- Boats, recreational vehicles and automobiles without tags shall not be stored on the street or on the surface of any property lot. Items of this nature may be stored within garages of individual lots or in designated storage areas if any - see parking.

3.6. Local Bus Stops

Van go Bus stops locations are designated by the GDP in the two park and ride parking areas. Per Article XVIII chapter 297-308 added locations will be identified in commercial areas at the time of Site Plan. Upon the request of the County these

will become bus stops and any shelters provided shall be provided by the County. Site designs shall ensure that such stops are connected to the WCTOD pedestrian network.

3.7. Trash Collection Areas

All on-site storage of trash and refuse service and trash collection areas shall be placed in discrete locations and screened from view with walls or fences. Supplemental landscape screening may be required where appropriate. Commercial trash collection areas, dumpsters and compactors shall be placed within durable masonry enclosures with solid opaque gates that are designed to match the architectural materials and features of the building they serve. Screening walls shall be augmented with approved plant materials. All service/loading areas and trash enclosures shall feature floor drains/ storm drains for disposal of water. All exterior service/loading areas for retail uses shall have a cold-water hose bib. All restaurant service areas shall have both a cold and hot water hose bib.

3.8. Above Ground Utility Boxes, Transformers, HVAC Equipment & Meters

These elements whether placed on building façades, roofs or the ground, should show on site plans and should be placed in discrete locations and screened from view of streets, pedestrian areas, and front doors. Screening may be done with evergreen plantings, fencing, walls, parapets or other means.

3.9 Utility Line Locations & Treatments

Public and private utilities, to the extent possible, should be located within street right-of-ways or in alleys. All power lines shall be placed underground. Water and sanitary sewer lines will be primarily located in alleys or streets, with sanitary sewer lines additionally located in common open space when necessary. All utility alignments shall be coordinated to avoid significant existing trees, street tree lawns and other significant site features. Multiple utilities should be placed within the same corridor to avoid excessive clearing. Maintenance easements will be granted upon approval for public or private utilities that cannot be installed within street right-of-way.

Builders shall consider WCTOD utility and service integration in the design of subdivisions and site plans to allow effective connection to infrastructure systems. Considerations should include the installation of sleeves for future extension of piping; shared and oversized utility connections between buildings; and shared entry courts or service. The Master Developer and WCPDRB may require builders to provide certain elements for this purpose.

4. Architectural Design

4.1. General Design

All buildings shall be designed to comply with the following:

4.1.1. Contextual Coordinated Design

All buildings shall be designed and sited so that they respond to and address their placement within the WCTOD, taking into consideration street corner exposures, landmark locations, terminating view considerations, and attractive arrivals to other areas of the WCTOD.

4.1.2. Four Sided & High Visibility Design

Buildings shall be well designed with full design attention paid to all four sides of the buildings.

4.1.3 Coordinated Design Styles, Palettes & Distinctive Identity Elements

Buildings shall be designed to fit within a coordinated design approach that is established either for the WCTOD as a whole or for various areas within the WCTOD. Designs shall create harmony and continuity of design and a distinctive identity per section 1.3.10. Waldorf Crossing Identity. Information on coordinated exterior building designs with regard to color, types of materials, architectural form, and detailing as needed defines the features to be used to achieve harmony and continuity of design as well as any distinctive architectural designs that the Master Developer and builder partners elect to establish, shall be provided as a part of the first architectural design review for the affected area. If needed, additional standards that are pertinent to the County design review process and that permit this distinctive identity, shall be provided to the County as a part of any supplemental design standards prepared by the Master Developer at the time of site plan submittals.

4.2. Building & Floor Heights

Building heights shall be as permitted in the TOD zone and measured per the County's requirements except as follows:

- Detached residential accessory structures should not be more than one and one-half (1.5) stories in height unless otherwise approved by the WCPDRB.
- One story buildings should be a minimum of 24' to the top of the parapet or roof ridge line.

4.3. Building Massing & Scale

The mass, height and overall scale of a building shall be such that it is scaled and sized appropriately to fit in with the WCTOD as approved by the WCPDRB. There should be a sense of "human" scale to the building, particularly at pedestrian entrance points.

For larger buildings with longer facades, the use of vertical elements and building articulation shall occur in order to break down the overall appearance to a more pedestrian friendly and "human" scale.

4.4. Articulation

The various building designs, within the WCTOD, shall provide variety, interest and an appropriate sense of scale and mass. Designs shall respond to each building's function, location and context within the community and in order to avoid monotony and create visual interest. Buildings and facades abutting active pedestrian walks and activity areas should provide the greatest level of detail. All buildings shall be articulated to create visual interest and a human scale with special focus at the pedestrian level. Designs shall include a combination of horizontal and vertical articulation that equals the articulation achieved by the standard below:

4.4.1. All Buildings - shall feature a distinct base, middle, and top, except as approved by the WCPDRB. This may be accomplished through the use of detailing, color and texture, and/or form changes. Divisions shall be proportionate to the scale of the building and designed as follows:

- **Base:** Base features are intended to visually ground the building, relate it to pedestrians along the sidewalk, and provide a durable base course.
- **Middle:** The middle area of the façade design shall feature a consistency in materials, window, rhythm, and colors whether the middle area is on buildings with one or many stories.
- **Top:** Top area features shall be designed to relate proportionally to the rest of the building design and to visually tie the building to the skyline. The top may be created through the provision of cornices, parapets, fascia boards, color bands or other elements.

4.4.2. Longer Buildings – All buildings over 40' in length shall have additional articulation to reduce their perceived overall bulk and mass. These elements shall also be used to give emphasis to the primary building entrances. WCPDRB shall approve the means of creating interest that equals the articulation achieved by the standard below. For instance, a series of shallower offsets but closer spacing of offset elements might be approved.

- Horizontal Façade Plane Variety
 - All façades that are greater than 40' in length shall include a significant change on the plane of the façade that is at least 18" in depth and 5' in width. Another change shall be added for every added 40' foot in length. Plane changes should generally be full height and may include arcades, recesses, projecting pilasters, window bays, attached enclosures and the like. WCPDRB shall approve the means of creating variety.
 - All facades that are greater than one hundred feet in length, measured horizontally, shall incorporate wall plane projections, recesses or attachments that are a minimum (2') two-foot depth, and in sufficient number, to reduce the unbroken massing into lengths of approximately 40' or less.

- Height Variety - Buildings over 40' in length shall include a change in height that is at least 4' in height and 15' in length. Another change shall be added for every additional 60' in length unless the WCPDRB approves another means of creating interest. Changes in roof form and plane are also recommended.

4.5. Ground Plane & Façade Design

Building facades shall be designed to create a pleasing pedestrian experience. Facades shall be created and detailed at a "human" scale to encourage visual interaction between the street and the building. Unless another means is approved by the WCPDRB, buildings shall meet the following standards:

- Transparency and Interest - Commercial building facades that face pedestrian areas and public streets shall include at least a minimum amount of ground floor transparency and interest. See section 7.1 for added requirements for large retail buildings. These treatments should occur in a general zone between 3' and 8' above the ground plane. In addition to true glass windows and/or doors, a portion of the requirement may, with WCPDRB approval, be met with interest created by the provision of false windows, lit display boxes and other window-like elements that do not penetrate the wall.
 - Retail front facades: 70% transparency
 - Retail side facades: 40% - 25% transparency plus 20% interest
 - Retail rear facades: 40% interest
 - Non-retail front & side facades: 45% transparency
 - Exposed side & rear faces in lower pedestrian activity areas: 35% interest
- Coverings – Retail and other commercial building facades along designated pedestrian areas should include covering elements that shelter the main entrances and may extend over walk surfaces. These elements may be fabric awnings, structural canopies, arcades or recessed façade areas.
- Street wall effect - to create a comfortable walking environment along main walks of the pedestrian focal areas, in areas with intermittent building frontages; use of elements such as extended arcades, shade trees, attractive fences, hedges and/or low walls are encouraged to create a sense of shelter and enclosure.

4.6. Building Entryways

- All buildings shall have a main entrance that can be seen from and is connected to the pedestrian network of the WCTOD. Main entrances should be covered using a recess, canopy or other architectural element.
- Building entrances shall be a dominant element in the façade and be easy to find. Entrances are also very useful in creating additional visual interest to a building and helping to "break up" an overly large building facade to a more pedestrian scale.