ANALYSIS AREA DESIGN FRAMEWORK

INTRODUCTION

For purposes of discussion the Town Center Analysis Areas are grouped by their locations and proximity to one another. TC-1, TC-2, and TC-3 Analysis Areas are discussed together as are TC-5 and TC-6. TC-1, TC-2, and TC-3 are located between the I-270 entrance to the Town Center and Middlebrook Road. TC-5 and TC-6 are located between Wisteria Drive and the CSX Railroad tracks. The shopping centers and other existing Town Center development are located in the middle (between Middlebrook Road and Wisteria Drive). The only Analysis Area located in this area is that of TC-4. TC-4 is not included in this discussion of the framework because of its isolated location, its small size, and minimum development potential. It is recommended that TC-4 be considered for incorporation into the adjacent Germantown Square Park. TC-7, which is located to the south, is also not included as it is committed to the development of the Germantown Post Office.

The Analysis Area Design Framework is described in terms of the following components:

- vehicular circulation
- streetscapes
- pedestrian circulation
- building envelope
- building heights
- development phasing, and
- parking.

Each Analysis Area is first described in terms of the Town Center-wide circulation system. The Vehicular Circulation Framework that is proposed for the area is discussed, including the major points of access, entrances, and the primary and secondary streets. Special streets such as Main Street and the Town Center Core Entrance Boulevard are described. Rationale is provided for the hierarchy and layout of the internal street system.

The Streetscapes that are recommended for incorporation into the Analysis Areas are described in relationship to the overall Town Center Streetscape Framework. The proposed internal hierarchy is discussed in terms of the objectives of providing identity, orientation, and the creation of a sense of place. The streetscape prototypes that are proposed are identified. (They are described in the Streetscape Design Framework section.) (The Design Study is not a detailed streetscape study and the prototypes are illustrative in nature. The location and design of the streetscape [street trees, paving, lighting, signage, street furniture, etc.] is controlled through plan review.)

Next the Town Center-wide Pedestrian Circulation Framework is applied to each Analysis Area. Elements of the framework, including the location of **hard** and **soft** edge sidewalks, special corner treatments, special paving, and street crossings are described.

The discussion of the Building Envelope component of the Analysis Area Design Framework includes the identification and clarification of the elements of building zones, building setbacks, and the location and significance of important building edges (walls and corners). Significant building facades, where recommended, are noted. View lines and major focal points are also identified, including the proposed location of open space, parkland special features and major public facilities. The Building Envelopes plan presents a framework that is intended to guide the siting of buildings within these areas without getting to the level of detail of a site plan. With the application of building heights, the resultant design framework, although illustrative, implies scale and massing.

Phasing plans, where applicable, recommend the location of both initial and later phases of development, within the Analysis Areas. The long term build-out of these areas may take the form of infill and/or redevelopment. Parking is also identified in this context; to include the retrofit of surface parking with structured parking, as may be not only desired but required to allow a greater density of development.

ANALYSIS AREAS TC-1, TC-2 AND TC-3

VEHICULAR CIRCULATION

TC-1 Surrounded by the major highways of MD-118, Middlebrook Road, and Crystal Rock Drive, access to the Town Center Core (TC-1) is limited to the four points where median breaks are allowed. The primary entrance is from MD-118, mid-block between Crystal Rock Drive and Middlebrook Road. The Crystal Rock Drive entrance is proposed opposite the Century Boulevard intersection, and the Middlebrook Road entrances are at the existing median breaks that provide access to the existing shopping center. Another optional entrance is possible from Middlebrook Road, opposite another existing entrance to the shopping center. As there is no median break in this location this entrance to TC-1 would be restricted to right-turn movements. Other entrances to this Analysis Area are proposed from Locbury Drive and from Rexmore Drive. Access from Locbury Drive will relieve congestion at the primary entrances to the site, and will allow for through movement. The entrances off Locbury Drive and Rexmore Drive would primarily serve the residential areas of TC-1. Two entrances are proposed from Locbury Drive, one on either side of Town Center Park. The exact location of these entrances is somewhat flexible; however, wherever possible they should be opposite other street intersections. As the TC-1 Analysis Area is currently in multiple ownership, both of the Locbury Road entrances are recommended as not only desirable but required for the possible phased development of the Town Center Core. The

Town Center Boulevard and its extension beyond the commons follows the property line between the western and center properties of TC-1; and, although not shown to follow the property line to the east (due to the potential for conflict with the wetlands, the Locbury Road access to the east of the Town Center Park may also ultimately follow this boundary. Although the property line is shown to divide these roadways, they may ultimately be located on one property, as may be required for implementation.

The MD-118 entrance to TC-1 is proposed as a four-lane divided boulevard (Town Center Boulevard). This boulevard leads to the Town Center Commons and its intersection with Main Street, at the center of the Core. The entrance road continues around the Commons, past the site of the Cultural Arts Center to Town Center Park. This street also intersects the second Middlebrook Road entrance road and then continues on to Locbury Drive on the north. Town Center Boulevard allows for two moving lanes of traffic in each direction and widens to incorporate parallel parking lanes at selected locations adjacent to development. A 28-30-foot-wide median is proposed to link the MD-118 open space system to the Town Center Commons. From the Commons to Town Center Park, the boulevard reverts to a four-lane undivided street (with the two outside lanes available for curbside parking).

An alternative Vehicular Circulation Framework is illustrated in order to accommodate an alternative location for the Cultural Arts Center. In this alternative this facility is located on the axis of the Town Center Boulevard and the extension of the Boulevard to the north of the commons is divided with two lanes running on each side of the Cultural Arts Center (a one way couplet). These lanes rejoin at Town Center Park and continue on to Locbury Drive. All other street locations remain as described.

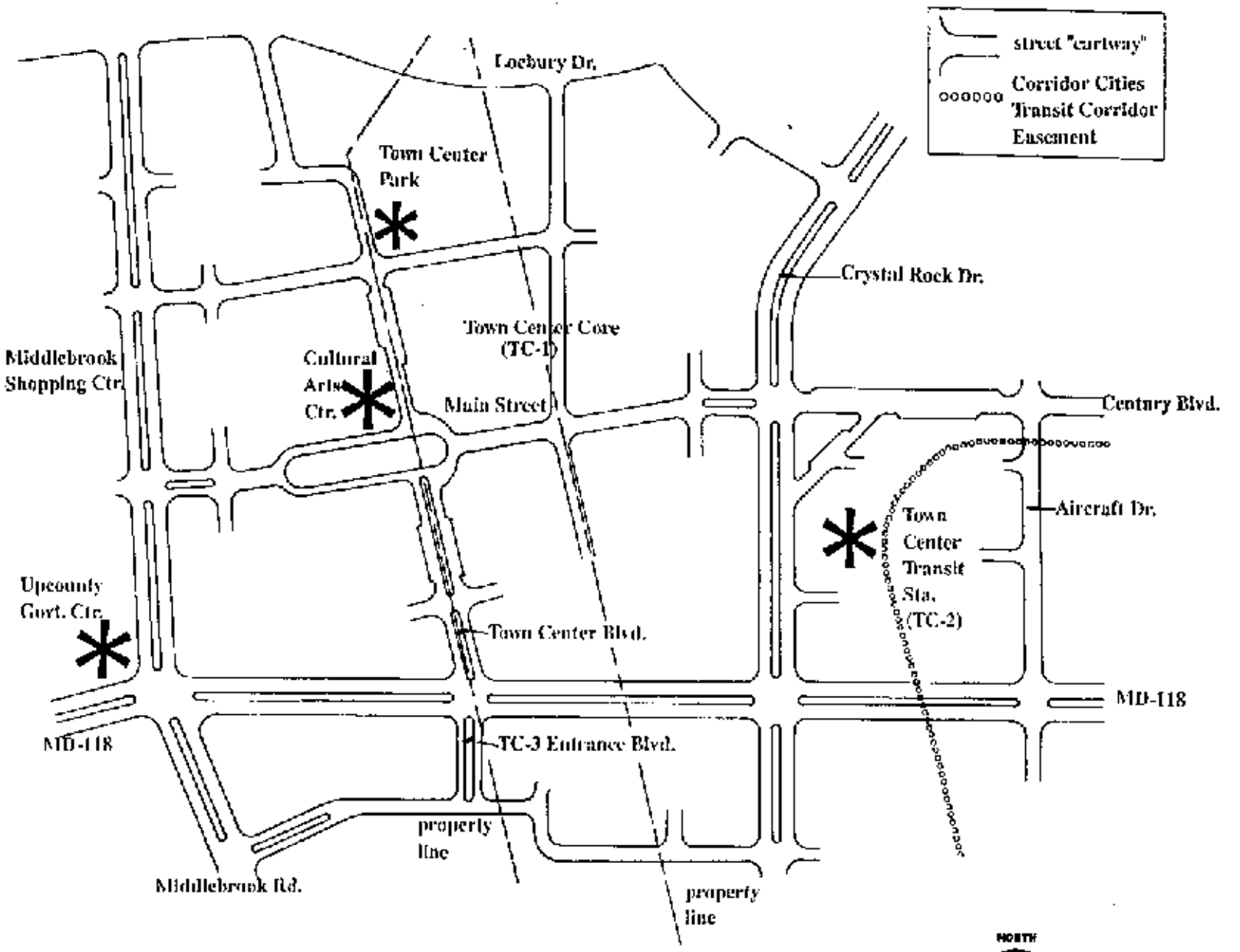
Main Street is the other major street internal to the Town Center Core. Linking the Crystal Rock Drive and Middlebrook Road entrances, this street also leads to and goes around the Town Center Commons (traffic flow is recommended to be one way counter-clockwise around the Commons). Main Street is designed to function as a pedestrian-oriented shopping street. The two outside lanes will be used primarily as parking lanes.

The secondary streets in TC-1 act as collector-distributor roads. An inner loop provide access to all perimeter development and related parking. This two-lane loop roadway system is recommended to intersect all of the major entrance roads including the Town Center Boulevard and Main Street (at both ends), thereby relieving them of traffic with destinations in the Core. This road also allows both the Boulevard and Main Street, in the interior of the Core, to be closed to vehicular traffic during special events.

As previously described, this internal grid street system provides many choices and options for access. All streets are interconnected. Internal intersections are proposed to occur at approximately 200- to 400-foot intervals resulting in a manageable and understandable downtown scale of development.

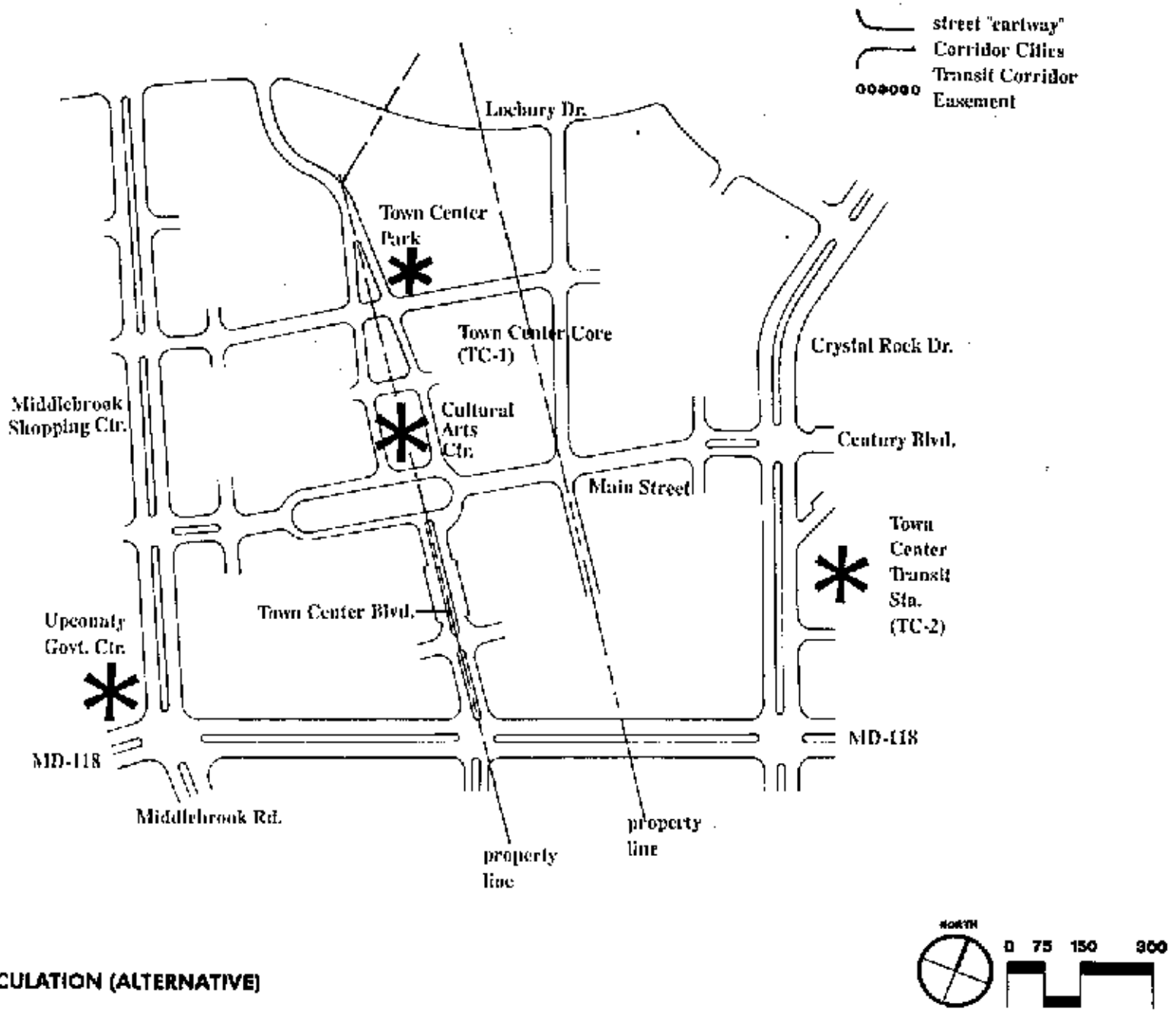
TC-2 No access is provided to the TC-2 Analysis Area directly from MD- 118. The site of the proposed Corridor Cities Transit Corridor Town Center Station, TC-2 must accommodate the drop-off, bus circulation, and park-and-ride requirements of the station, as well as the parking requirements of the planned on-site development. Access to garage parking is recommended to include right-turn only movements on Crystal Rock Drive, Century Boulevard, and Aircraft Drive. From MD-118 to Century Boulevard, the elevation drops in excess of 20 feet and direct access to multiple garage levels is possible. Although a diagonal auto drop-off is shown at the Crystal Rock Drive and Century Boulevard corner of the site, this is illustrative only and subject to future site development and transportation analysis. Bus traffic might also enter the Station here. Curb-side drop-off is also recommended on both sides of Century Boulevard. (If needed, this area might also be restricted to buses.)

The eventual alignment (both horizontal and vertical) of the Corridor Cities Transitway through the TC-2 site impacts the feasibility and design of access to the site. Assumed to be entering TC-2 below grade (under MD-118), this line is recommended to be sufficiently depressed so as to exit under Century Boulevard and/or Aircraft Drive. This will allow unrestricted movement through the site above the station. If the line were to exit at grade especially if the turn to parallel Century Boulevard is maintained, access both to and through the site would be substantially disrupted. Should the Transitway not be grade-separated, its preferred location in the center of the site would prove infeasible in that this would prohibit the programmed development of TC-2. Resolution of the alignment of the transit alignment within this area is essential to the future planning and design of this station site.



VEHICULAR CIRCULATION FRAMEWORK

TC-3 Although no median break currently exists and approval is required, the desired primary entrance to TC-3 is from MD-118, directly across from the main entrance to TC-1. An entrance boulevard is recommended to feed an internal secondary collector/distributor road. This interior street is proposed to link the existing access road from Middlebrook Road to the access road off Crystal Rock Drive. Entrance from MD-118 is required to be via a public street. Currently both Middlebrook Road and Crystal Rock Drive access is private and these roads are recommended to be dedicated; or the MD-118 entrance boulevard be designed with a turnaround (within the parkland identified to be located at its terminus within TC-3).



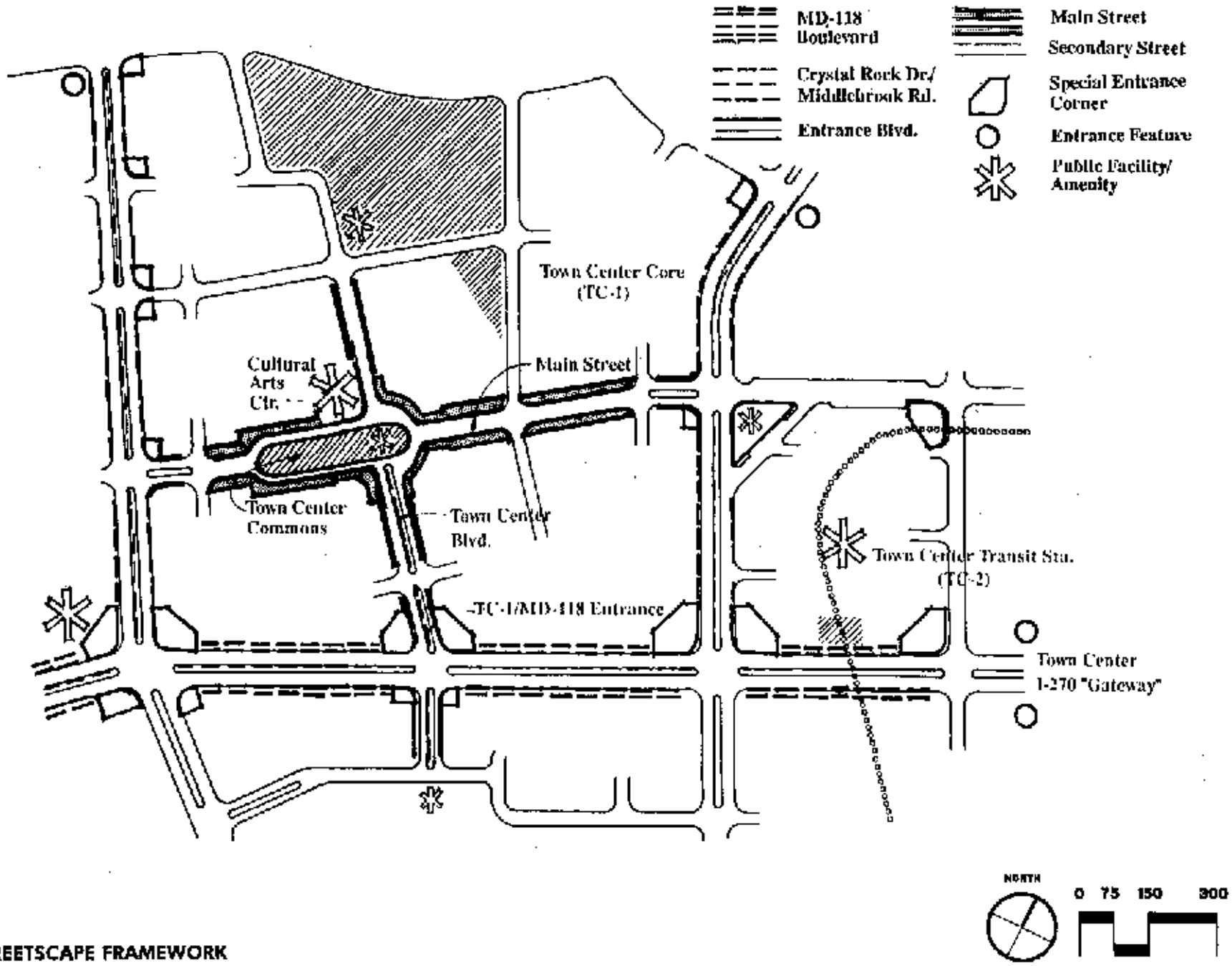
VEHICULAR CIRCULATION (ALTERNATIVE)

STREETSCAPE

The Town Center Core (TC-1) is proposed to incorporate a variety of streetscapes that respond to the various functions and characteristics of the vehicular and pedestrian circulation systems, as well as to the development proposed within this Analysis Area. Town Center Core streetscapes incorporate and expand the hierarchy established by the overall Town Center streetscapes (MD-118, Middlebrook Road, Crystal Rock Drive, etc.). Town Center Boulevard presents the major transition into the Core. Main Street is designed as a highly pedestrian-oriented street. All streets have sidewalks, and prototypes have been developed for both curbside and development side conditions. All streets are proposed to have trees on both sides, varying in location, spacing, and species according to the streetscape. Many streets, including the Town Center Boulevard and Main Street incorporate varying amounts of parallel parking. Although secondary street streetscapes are recommended to have common characteristics, many variations occur (as presented in the STREETSCAPE DESIGN FRAMEWORK that follows).

The streetscapes of TC-1, TC-2, and TC-3 identify a number of special features that serve the pedestrian circulation and open space systems. Included are corner treatments, entrance landscaping, and special features. Areas identified for special treatment include all of the major corners of the Analysis Areas along MD-118. Particularly significant corners occur at Aircraft Drive (TC-2) and at the Crystal Rock Drive and Middlebrook Road intersections (on TC-1). The Town Center Boulevard entrance to the Town Center Core is of primary importance, as are both of the Main Street entrances. Special entrance features are proposed at both ends of Main Street. The TC-2 corner of Crystal Rock Drive and Century Boulevard is also recommended to incorporate open space and a special feature (sculpture, water element, etc.).(Although shown as a triangular area, this special corner could take any shape and the triangle is only illustrative.)

The major open space areas of the Town Center Core are the Town Center Commons and Town Center Park. As previously described, these are also recommended to incorporate special recreational amenities and landscape features. Although the location and size of the commons is defined by the proposed Main Street prototype *(see STREETSCAPE DESIGN FRAMEWORK)* the Town Center Park is defined only roughly by the surrounding roadways. It is recommended that this parkland not be divided by streets, if at all possible and it is desired to incorporate storm water management into only one or two ponds; however, phased development may necessitate the development of separate of facilities for the east, central and west sides of the site. The location of the adjoining streets is dependent to a large extent upon the final delineations of the wetlands in this area.



STREETSCAPE FRAMEWORK

PEDESTRIAN CIRCULATION

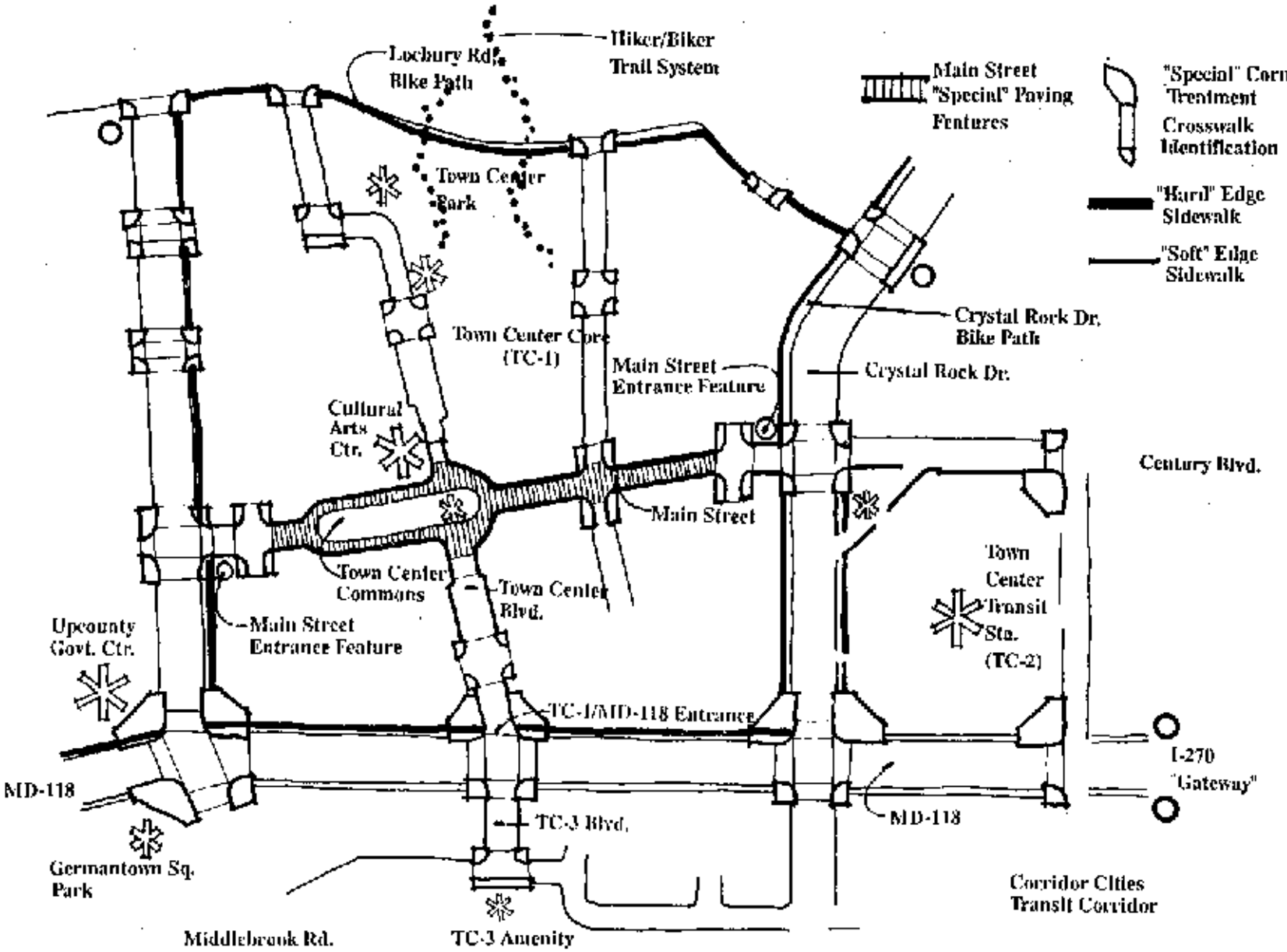
As with streetscapes, the Town Center-wide Pedestrian Circulation Framework is incorporated and expanded within the design framework of these Analysis Areas. This is particularly the case in the Town Center Core (TC-1). The Pedestrian Circulation Framework responds to differences in roadway design and function and to the variety of use and development conditions within the Analysis Area.

As previously described, sidewalks are primarily **hard** edge (to the curb) or **soft** edge (incorporating planting strips). Trees are planted in **hard** edge sidewalks either in openings in the sidewalk or in planters. Although not always the case, **hard** edge sidewalks usually also extend to the edge of the adjacent buildings. Paving at the curb accommodates access from cars parked on the street, and paving to the building facilitates multiple entrances. **Hard** edge sidewalks are usually wider and can accommodate greater numbers of people.

Town Center Boulevard and Main Street are recommended to incorporate **hard** edges (with the sidewalk to the face of the buildings). Many of the sidewalks in TC-1 are proposed as **soft** edge. These allow for planting (grass, ground cover, flowers, shrubs, trees, etc.) on one or both sides of the sidewalk. (Although **soft** edge sidewalks are less appropriate for street parking, this condition is preferred on the predominantly residential streets within TC-1.) Foundation planting is recommended where commercial office development is proposed and similarly where residential development is to occur. Where additional setback is provided this treatment is recommended to be expanded. Where parking lots and/or structures occur, the planting strip should also be used for the purpose of screening.

A special condition occurs on both the Middlebrook Road and Crystal Rock Drive blocks of TC-1, between MD-118 and the Main Street entrances. These blocks are recommended to incorporate both **hard** and **soft** edge sidewalks. The outer or street-side sidewalk has a **soft** edge and the inner or building edge sidewalk is recommended to extend to the face of the buildings. This is also recommended across Crystal Rock Drive on the TC-2 Station Gateway site. This condition incorporates the Town Center-wide streetscapes of these highways and also accommodates the proposed development in these areas.

The Pedestrian Circulation Framework also incorporates special entrance and corner treatments, as well as the special features discussed in the Streetscapes Design Framework. Most of the intersections within the TC-1 Analysis Area are recommended to receive special treatment to identify and accommodate pedestrian street crossings. Crosswalks, possibly of special paving, are indicated. Although most of the streets within TC-1 are private, and Main Street is a developer street, the intersections of the major highways of MD-118, Middlebrook Road, and Crystal Rock Drive are also recommended to incorporate specially designated crosswalks. These may not be allowed to use special pavers, etc. but should allow more than the minimal standard striping. Main Street is also recommended to contain areas of special paving and accent features.



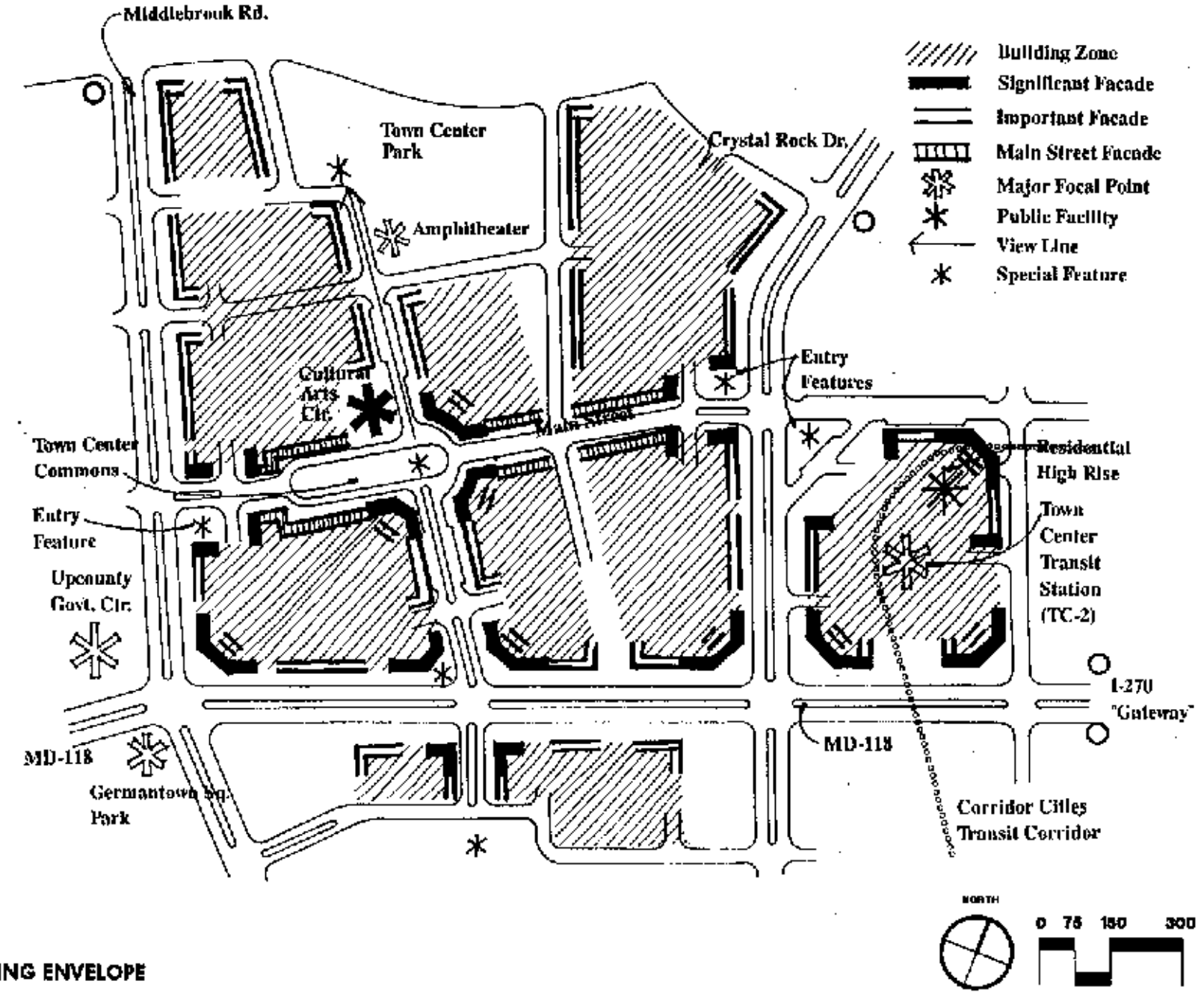
PEDESTRIAN CIRCULATION FRAMEWORK

BUILDING ENVELOPE

The Building Envelope Framework is intended to guide the siting of buildings within the Analysis Areas. This is especially important in TC-1 where a variety of use and building types are programmed for development. The location and massing of buildings, their relationship to open space, to the street, and to one another will, to a great extent, determine the character of the Town Center Core.

The Building Envelope Framework is also of major significance to the development of TC-2. The planned development of this site as a transit station, incorporating office and air rights residential development, will result in a substantial building mass and high-rise structures. Guidelines are essential for the integration of this **gateway** development into the overall Town Center.

The Town Center-wide framework orients buildings to the street with parking behind. The location of buildings (building zones) and their primary walls/edges is important. In addition, the designation of important facades is also significant. A **significant** facade is defined as a building wall/edge that is felt to be in an important location and one that deserves special design attention due to its high visibility. Buildings in these locations help establish the overall scale and definition of space. The design of these facades is critical to the definition of the character of the Town Center.



BUILDING ENVELOPE

TC-1 The most important buildings in the TC-1 Core are those that face onto the Town Center Commons. As discussed elsewhere (Town Center-wide Design Framework, Community Facilities), this is also the location of the Cultural Arts Center.

The Cultural Arts Center is proposed to be a stand-alone building of significant architectural merit and incorporating a clock tower or spire that will provide a viewing point from not only within the Town Center Core but also possibly throughout and beyond the Town Center. Shown on the corner of the extension of the Town Center Boulevard to the north, an alternate location for this facility is on the axis of this entrance boulevard. The building should be set back from both the boulevard and Main Street beyond the adjacent structures - so as to further break the row of building fronts and also to provide a plaza for pedestrian activity and the provision of landscaping and amenities appropriate to this facility.

The buildings that define the MD-118 entrance are also significant, as are the buildings located on the MD-118 corners of Crystal Rock Drive and Middlebrook Road. The facades that face these roads are all considered to be of high visibility.

The facades of the buildings lining both sides of the Main Street are significant in the establishment of the character of this street.

Generally, the blocks defined by the major streets of the circulation framework determine the majority of the building zones that occur within TC-1. The exceptions are the major open spaces of the Commons and Town Center Park. All of the major streets in the Core are recommended to be lined with buildings. In addition, the major streets of MD-118, Crystal Rock Drive, and Middlebrook Road are also proposed to be developed on both sides within these Analysis Areas. Likewise, buildings are recommended to line the streets facing Town Center Park.

Depending on use, a building's width will vary. Buildings proposed for development within the Town Center Core range from approximately 35 to 120 feet in width. This allows for residential units as well as commercial, retail, and office development. The area behind the building is typically identified as parking. Most of the development incorporates surface parking with the long-term build-out of the Master Plan program for TC-1 requiring structured parking. When constructed, garages are proposed to be treated as buildings that face onto these internal streets.

TC-2 The entire TC-2 Master Plan site constitutes a building zone (the station parking garage will fill the majority of the site). As in TC-1, buildings are recommended to be located on all of the perimeter streets. The most significant building facades are also those at the corners. The building located at the corner of MD- 118 and Aircraft Drive is of special significance because it is the first building to be seen when entering the Town Center from the I-270 interchange.

Of equal and possibly greater significance, because of its height, is the proposed air rights residential tower in the rear portion of

TC-2 (on the corner of Century Boulevard and Aircraft Drive). This building will constitute a major focal point not only for the TC-2 gateway development, but for all of Town Center.

The alignment of the Corridor Cities Transitway through TC-2 will impact the development of this site. The alignment as currently shown in the Master Plan, if sufficiently depressed, will allow development above the station. This alignment does, however, have significant cost implications for future **air rights** development. The alignment is currently being studied in relation to mode of operation, station design, and engineering feasibility. Although the current Master Plan alignment is incorporated in this study, a straightening of the line and its location in the middle of the site are preferred so as to enhance the feasibility of the future development of TC-2.

TC-3 Development within this Analysis Area is recommended to be located on MD-118. The two buildings that frame the MD-118 entrance (opposite the entrance to TC-1), are identified as the most significant buildings.

BUILDING HEIGHTS

Building Heights, in combination with the Building Envelope Framework helps to define the desired overall scale and massing of the Town Center.

TC-1 Buildings in TC-1 are recommended to range from two to seven stories in height. The highest and most significant buildings are located on the east side of TownCenter Commons at the intersection of Town Center Boulevard and the Main Street and on the corners of MD-118 and Crystal Rock Drive, and MD-118 and Middlebrook Road, at the MD-118 Town Center Core entrance . The hotel proposed to be located on the east side of the MD-118/Town Center Boulevard entrance is recommended to be up to seven stories in height. And the building on the MD-118 and Middlebrook Road, across from the Upcounty Government Center, is recommended to be from four to seven stories high.

The minimum height is considered as important as the maximum height of these buildings. Height and mass help establish the definition of space. In terms of building bulk, the establishment of **critical mass** in key locations is essential to the success of the Town Center Core.

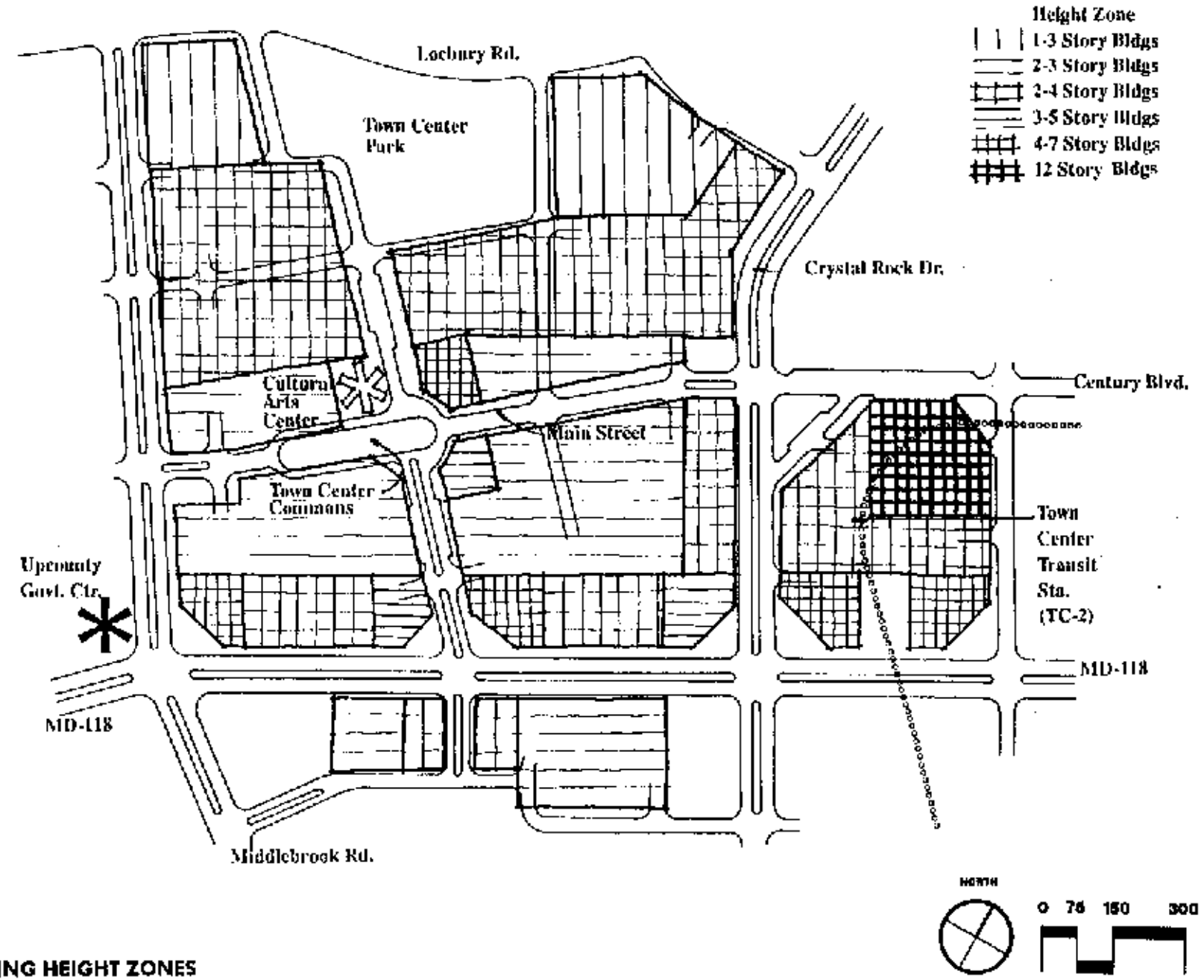
With the exception of the buildings on the east end of Town Center Commons, the height of the buildings on Main Street are recommended to be two to three stories. The intent is to maintain a pedestrian-oriented scale appropriate to this **shopping** street.

The proposed Cultural Arts Center is recommended to be two and one half to three stories in height and incorporate a tower or spire appropriate to its design and designation as a landmark building. This facility should be greater in height than the immediately adjacent Main Street structures, but its tower need not be higher than the buildings at the end of the Commons. The freestanding nature of the Cultural Arts Center, together with the design of this facility, will provide its identity.

In general, buildings of from two to four stories in height are recommended on the perimeter streets of TC-1 (MD-118, Crystal Rock Drive, and Middlebrook Road), and on internal streets (including the possible long-range construction of parking structures). Development in the rear portion of TC-1 adjacent to the housing across Locbury Drive, is indicated to be from one to three stories in height.

Although recommended height zones allow for an overall development of equal height, the intent is to promote a variety in height in the overall context of the relative relationship of one building to another and to the maximum building heights proposed. Buildings in important locations and/or of greater significance are recommended to be higher.

TC-2 The buildings on the TC-2 **gateway** site, at the MD-118 corners are recommended to be from four to seven stories. As discussed, the accommodation of the planned **air rights** development on TC-2 is proposed to incorporate high-rise development. A height of up to 12 stories is required to satisfy the residential program. Residential



BUILDING HEIGHT ZONES

development of up to 12 stories in height is identified on TC-5 as well. If constructed, these two towers would be highly visible and their locations would create a dynamic relationship within the Town Center.

PHASING

TC-1 Ideally, all of the Town Center Core would be developed and constructed at one time. Although this is a possibility, the timing of the development of TC-1 is dependent upon a number of factors ranging from plan approvals to the real estate market.

In addition, TC-1 has more than one owner. Although coordinated planning of this area is possible, its simultaneous development may not occur. The design framework for this Analysis Area acknowledges the multiple ownership and the possibility of phased development.

The phasing of the development of the Town Center Core is based on the component of the Master Plan program that can be accommodated without having to build structured parking. Although it is possible to add stories to existing buildings, it is more likely that the initial buildings will be constructed to remain, and later development will occur in new infill construction.

The buildings most critical to establishng the overall definition of the Core are those facing the Town Center Commons and those lining Main Street. Equally important are the buildings that define the corners of this area (MD-118 and Crystal Rock Drive, and MD-118 and Middlebrook Road). Other recommended areas of initial development include the TC-1 perimeter (on both Crystal Rock Drive and Middlebrook Road) and the buildings that face onto Town Center Park.

Ideally, all of the buildings on MD-118 would be constructed in the initial development of TC-1. It is also recommended that the two buildings that flank the Town Center Boulevard entrance be constructed early-on. The building on the eastern side of this entrance has been identified as the possible site of a major hotel. Proposed as a hotel, although desirable, may not be feasible in the initail phase of the Town Center Core. If not initially developed, this site is recommended to be substantially landscaped and incorporate an appropriate entrance feature. In order to establish the identity of this entrance at least one of the buildings is to be constructed in the initial phase of the development of the Town Center.

TC-2 Identified as the future location of the Corridor Cities Transit Corridor Town Center Station Easement, TC-2 will not be fully developed for several years. Because of its **gateway** location, construction of the office component of the TC-2 program is encouraged concurrent with the initil development of TC-1. The development of the buildings on MD-118 at both the Crystal Rock Drive and Aircraft Drive intersections are important to the establishment of the overall identity and definition of the Town Center. (The proposed location of these buildings allows for the later development of the transit line and station development).

TC-3 If phased, the initial development of TC-3 is proposed to include the two buildings that define the parcel's MD-118 entrance.

PARKING

The design framework that has been established for the TC-1, TC- 2, and TC-3 Analysis Areas, includes the recommended location pf parking zones, on-street parking, and the locations of proposed parking structures, as they may be desired or required in the long-term build-out of these Analysis Areas.

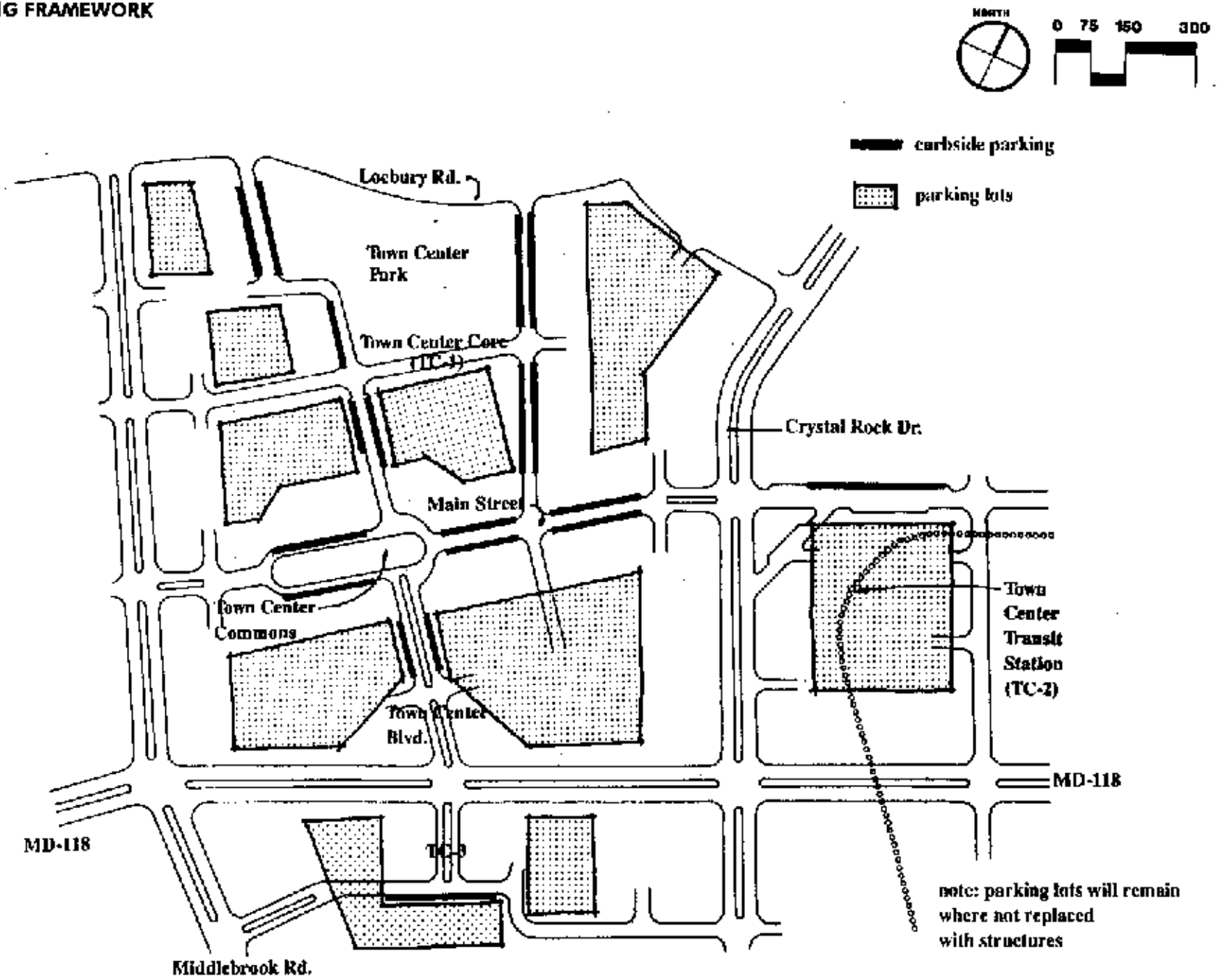
On-street parking is felt to be desirable not only to assist in the provision of required parking spaces, but also to bring activity to the street. Windshield shopping is desirable.

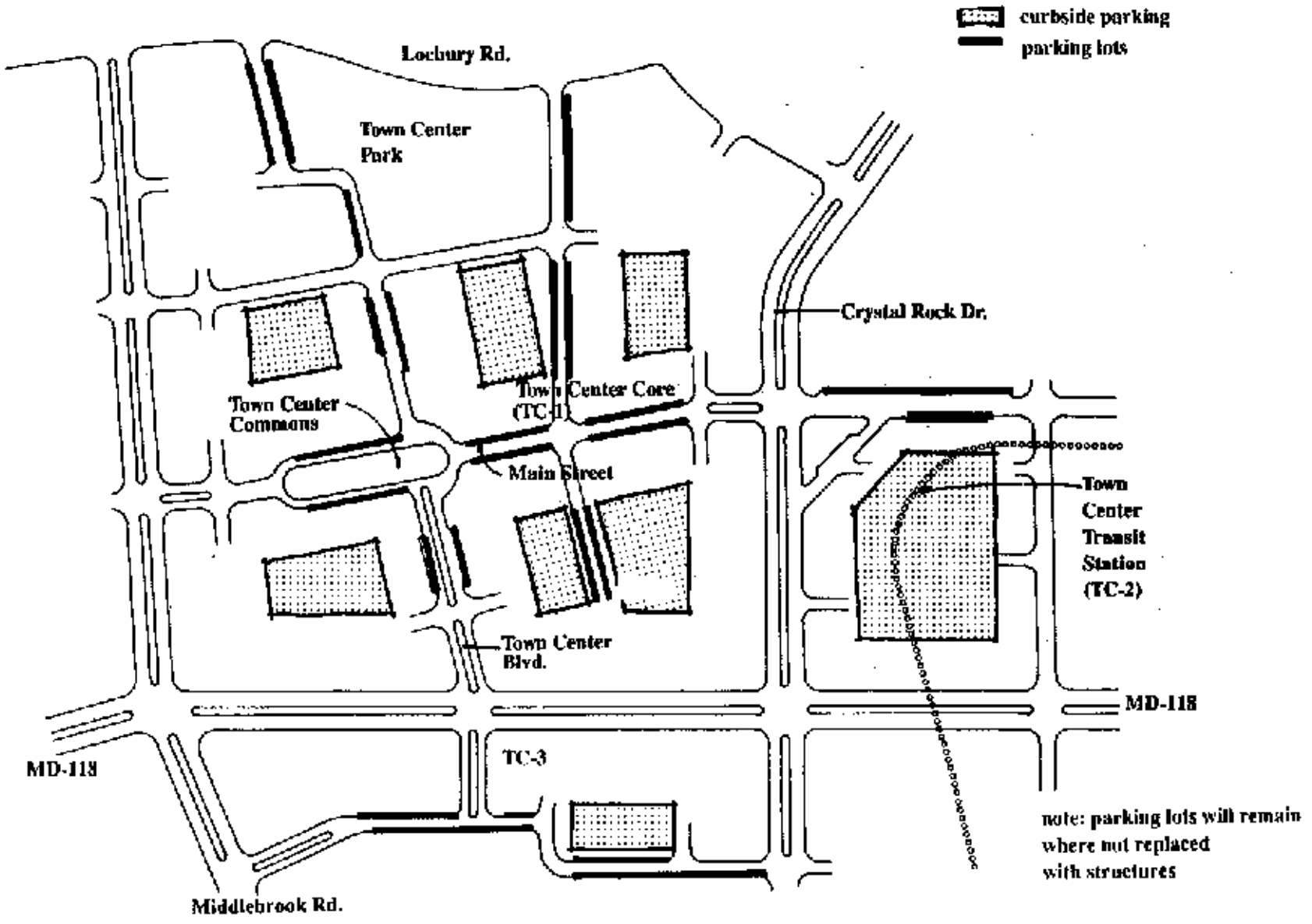
With the initial development of the TC-1, TC-2, and TC-3 areas, the provision of additional parking for the shared use by nearby community facilities (Cultural Arts, Town Center Park, etc.) and for Park-and-Ride and bus patrons may be needed. The development of excess surface parking on the TC-2 site, prior to the development of the transit station, could assist in the provision of these needs. On the other hand, the provision of landscaped open space as interim use on future development sites is encouraged.

Although limited by financial feasibility, the maximum structuring of parking is recommended as early as possible in the development of the Town Center, in particular in the Town Center Core (TC-1). Underground parking is preferred over parking garages and the innovative incorporation of lease space at the street and roof top amenity is encouraged.

As previously described, buildings are recommended to be oriented to the major streets with parking located in courtyards behind. In the initial development phase (that assumed not to incorporate structured parking), a limited amount of parking may also be located adjacent to some of these streets. Later displaced for infill development, this, and the additionally required, parking is proposed to be accommodated in garages. These structures are to have a relationship to the internal streets that is consistent with that of other development.

PARKING FRAMEWORK





PARKING FRAMEWORK (LONG-TERM BUILD-OUT)

ANALYSIS AREAS TC-5 AND TC-6

VEHICULAR CIRCULTION

Access to the TC-5 Analysis Area is limited to entrances at the Waters Road intersection with Wisteria Drive and at the major highway entrances from MD-118 and Father Hurley Boulevard.

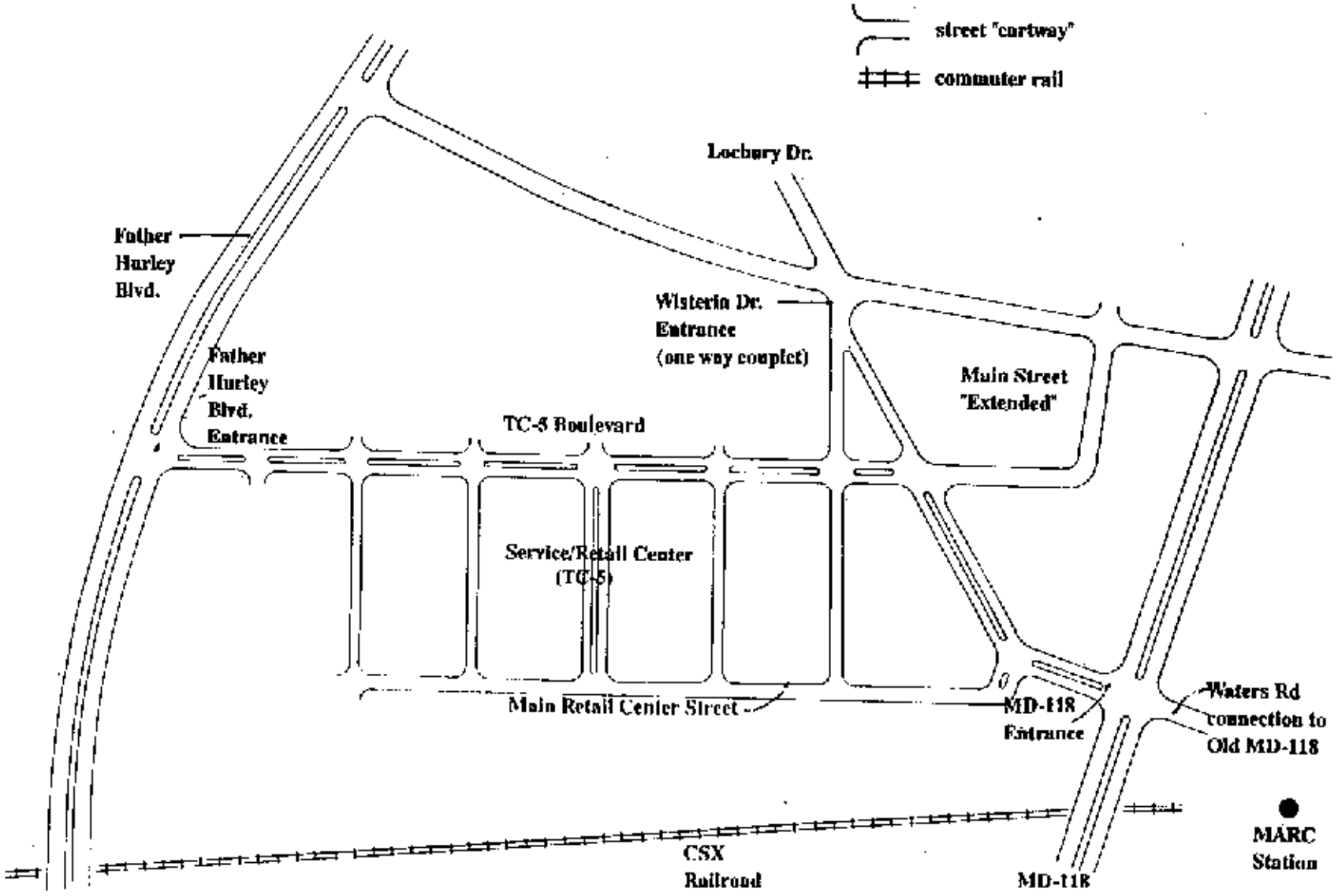
The proposed MD-118 entrance to TC-5 is located approximately 200 feet north of the CSX Railroad tracks. Although not shown in the Master Plan, this intersection has been determined to be feasible by MCDOT. Waters Road is also recommended to connect MD-118 with Old MD-118 at a point that is approximately opposite the existing MARC Commuter Rail Station park-and-ride lot and to serve as an entrance to both the existing and the proposed MARC station parking facilities. The location of the Father Hurley entrance is somewhat flexible.

The Wisteria Drive entrance to TC-5 is recommended as a one-way couplet. The exit lane would utilize the existing right-of-way of Waters Road and a new entrance road will be constructed. Through-movement of traffic on Waters Road to its intersection with Wisteria Drive is also accommodated. The island created between these lanes is recommended to accommodate an entrance feature.

The four-lane divided boulevard (**TC-5 Boulevard**) that connects all three of these major entrances constitutes the major internal roadway and is the backbone of the vehicular circulation framework within this Analysis Area. An undivided extension of the boulevard provides access to the parcels to the southeast of Waters Road and across Wisteria Drive to the existing shopping centers. The TC-5 Boulevard is proposed to be intersected at approximately 300-foot intervals by streets that distribute traffic to the service and retail center.

The TC-5 street configuration is primarily a grid. Streets intersect the Boulevard at right angles and the main retail street runs parallel to this boulevard. As in TC-1, this grid is adapted to respect existing streets, ownership patterns, and natural features. The major exception to the grid is Waters Road.

Access to TC-6 is provided off MD-118 by both the proposed Waters Road connection and by Wisteria Drive. Old MD-118 serves the center of this Analysis Area. When the existing bridge over the CSX Railroad tracks is closed to vehicular traffic, the Waters Road connection will provide the only outlet to the southwest. This also provides a direct and essential link to the MARC Commuter Rail Station from MD-118. (Although currently incorporated into the development of an additional MARC parking lot, this road is recommended to be maintained to provide access to both existing and proposed parking lots and the station.)



VEHICULAR CIRCULATION FRAMEWORK

STREETSCAPE

The Town Center-wide streetscapes of the major highways of MD-118 and Father Hurley Boulevard, the Wisteria Drive streetscape, and the **special** streetscapes of both Locbury Drive and Waters Road and Old MD-118/Walter Johnson Drive establish much of the character of these Analysis Areas.

The major streetscape internal to TC-5 is that of the TC-5 Boulevard. The central entrance street within the retail center is also recommended to incorporate a median, although this is more symbolic than functional. Characteristics of the streetscapes of the secondary streets vary according their edge conditions and development (these are described in the Streetscape Design Framework section).

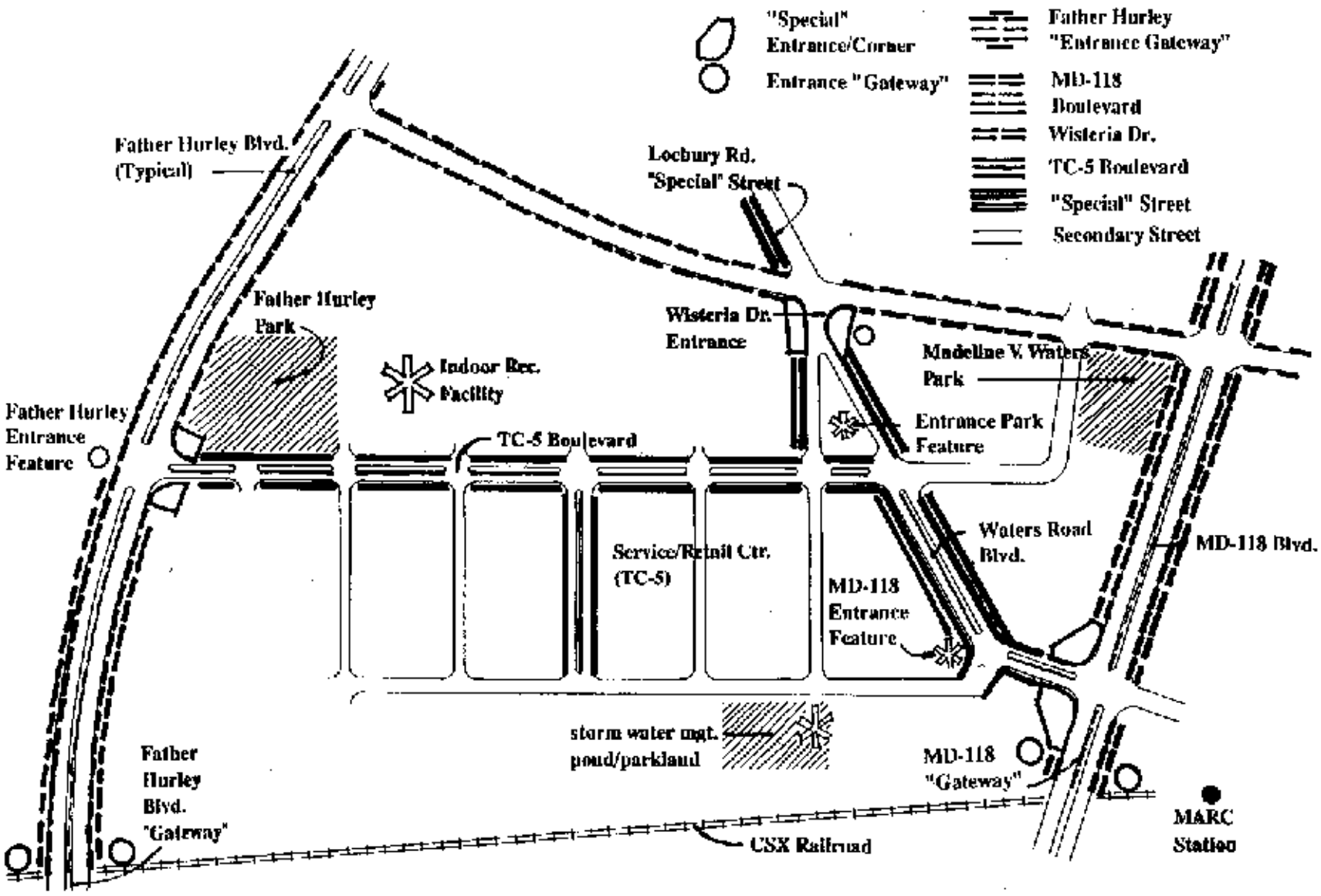
The streetscape framework proposed for TC-5 provides opportunities for the incorporation of open space, special landscape treatment; and special features at key entrances, intersections, and focal points.

The MD-118 entrance to TC-5, in close proximity to this southern **gateway** to the Town Center, affords the opportunity to incorporate the natural woodlands and other characteristics of this area. Inside TC-5, the turning of Waters Road at its intersection with the main retail center access road, presents a highly visible site for the recommended location of signage and other entry features specific to the shopping center.

The Father Hurley Boulevard entrance is recommended to incorporate the natural open space system that exists along both sides of this highway as well as the proposed development of Father Hurley Park. This is the only major Analysis Area entrance in the Town Center with a T intersection. Within the right-of- way, the area across the road from the entrance boulevard is proposed to be incorporated into the design of this entry. This area presents a major potential focal point from Father Hurley Boulevard in both directions as well as from the the TC-5 Boulevard.

As previously described, the Wisteria Drive entrance to TC-5 is proposed to incorporate a one-way couplet and the entrance and exit roads create an island that is recommended to be developed as a special entry feature, similar to that of the MD-118 entrance. In addition, the Wisteria Drive entrance is also recommended to incorporate additional landscaped open spaces on all four sides of this intersection. Locbury Drive and Waters Road are proposed to be developed as pedestrian-oriented streetscapes to include a hiker/biker trail and open space areas.

The focal point at the end of the Wisteria Drive entrance road is recommended to be developed as a special feature in conjunction with the proposed enhancement of the existing pond for storm water management and parkland. Several other focal opportunities are identified for development within TC-5. The proposed indoor recreation facility might occupy one of these locations. There is also a focal point at the extension of the boulevard, across Waters Road, at its turn toward Wisteria Drive. Conversely, this corner also presents a focal point opportunity when crossing Wisteria Drive from the existing shopping centers. (This is the extension of the TC-1 Main Street into TC-5.)



STREETSCAPE FRAMEWORK

The site of the Madeline V. Waters House is adjacent to this entrance. Located between this proposed entrance road and MD-118 (relocated), this historic site is recommended to be developed as parkland. If not, the future development of this site is recommended to retain the existing trees and to incorporate an open space that includes the trees and the site of the House. Development of this historic resource will require approval of the Historic Preservation Commission (HPC).

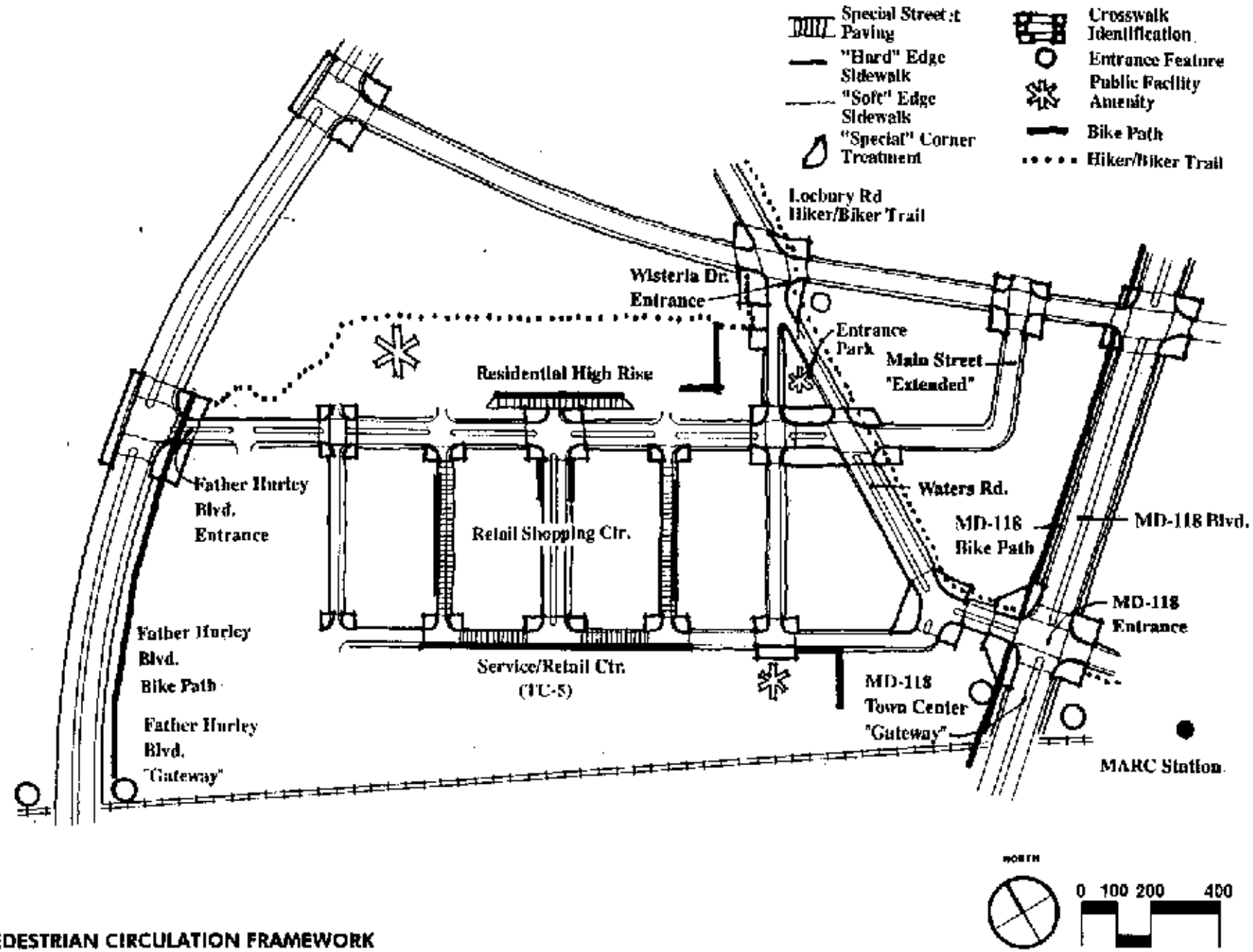
PEDESTRIAN CIRCULATION

The majority of the sidewalks within the TC-5 and TC-6 Analysis Area are recommended to have **soft** edges. The width of the planting strip, ground cover, and tree locations and species vary according to the type and function of the street, edge conditions, etc. (see the Streetscape Design Framework prototypes). **Hard** edge sidewalks are recommended to occur in front of the buildings within the retail center. These sidewalks will facilitate drop-off and loading and allow pedestrian entry to the adjoining storefronts.

TC-5 and TC-6 contain several hiker/biker trails and major components of the Town Center bikeway system. The MD-118 bike path is located on the northwest side of the highway (from the CSX Railroad tracks to Wisteria Drive). Father Hurley Boulevard also includes a bike path on the south and east side of the highway. This facility is proposed to be located in the adjacent open space system (TC-5).

The Locbury Drive and Waters Road **special** streetscape is proposed to include a hiker/biker trail. This trail replaces the sidewalk on the south and east sides of both Locbury Drive and the Waters Road boulevard. Across MD-118 it is proposed to be located on the southwest side of the Waters Road connector street, within the existing woodlands. At Old MD-118 the trail continues over the proposed pedestrian-only bridge to the Historic District. This trail also connects to the MARC Commuter Rail Station and the trails associated with the pond and the adjacent natural open space system. A hiker/biker trail is also proposed to connect to the indoor recreational facility, Father Hurley Park, and the related natural open space system in this Analysis Area. This trail might be located within the open space buffer between TC-5 and the existing development on Wisteria Drive, or it could utilize the north sidewalk of the TC-5 boulevard.

Special corner treatment is proposed to be developed at all of the intersections within the TC-5 and TC-6 Analysis Areas. The use of special paving is recommended at the pedestrian crossings of all intersections; including all of the crossings of Wisteria Drive, the TC-5 boulevards, and the Waters Road intersection with Old MD-118. Special paving will be incorporated in the streets that are adjacent to the fronts of the buildings in the TC-5 retail center and the crossings that occur at entrances to these buildings will be emphasized. Special features are recommended for incorporation into the design framework of the pedestrian circulation system at entrance **gateways**, within parkland, and at focal point locations.



PEDESTRIAN CIRCULATION FRAMEWORK

BUILDING ENVELOPE

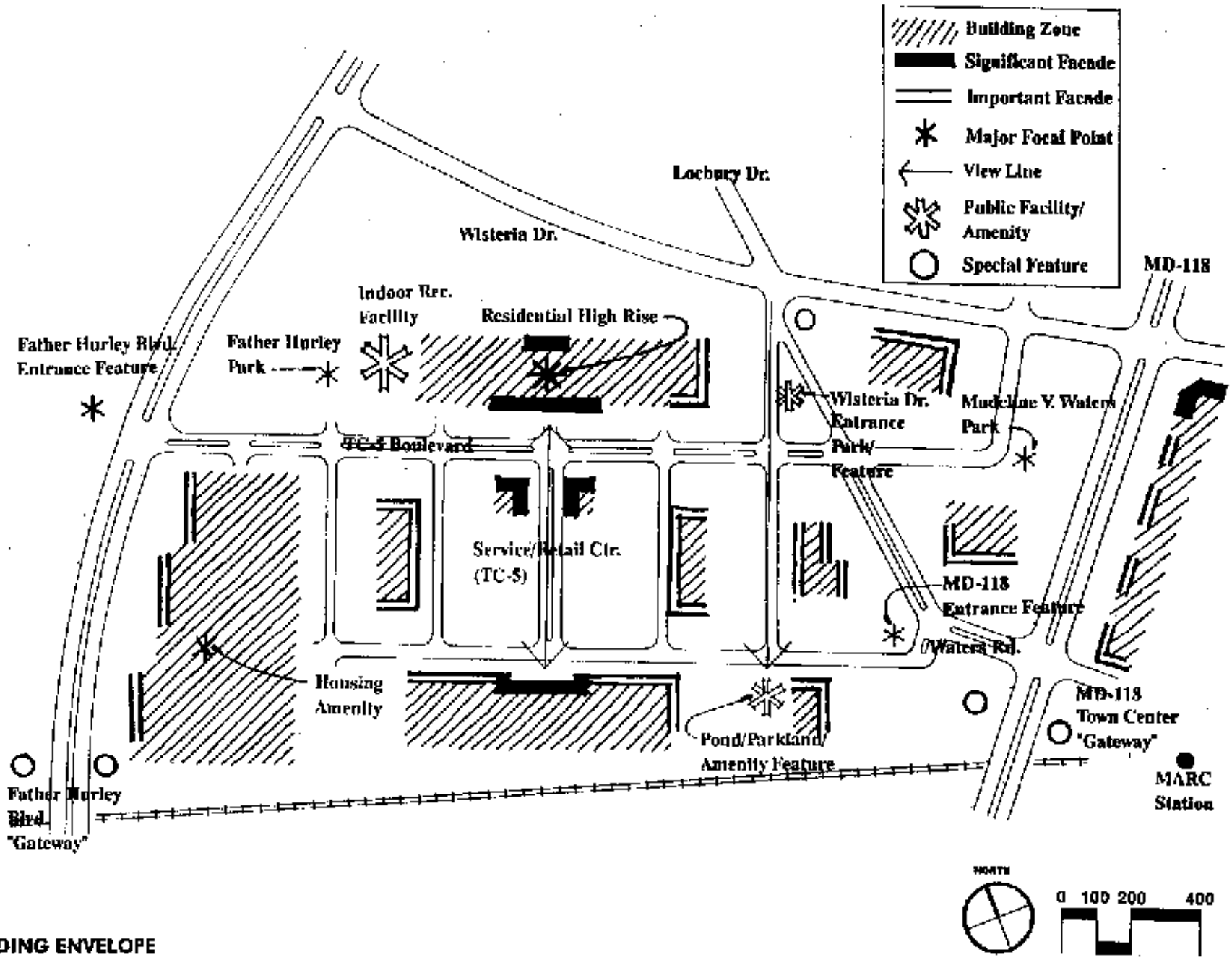
TC-5 The Building Envelope Design Framework for the TC-5 Analysis Area reflects the development program and the use zones that have been planned for this area. The northern part of the site that is adjacent to Father Hurley Boulevard is recommended to incorporate medium-density residential development. A major retail center is proposed to be located in the middle of the site. A high-rise residential building is recommended within this zone. The area on both sides of Waters Road is identified for the multiple-site development of automobile sales and related service uses.

The most highly structured of these areas is that of the retail shopping center. The framework for this center incorporates a traditional parking-to-storefront relationship. As previously described, the streets have a grid pattern. Buildings fronting on these streets either face each other or are at right angles to one another. The major anchor stores are recommended to be located at the end of this quadrangle. Buildings on the sides help provide spatial definition to the center. Two smaller buildings are located on either side of the central entrance boulevard and help to define the space. All of the building walls that face this central area are considered important. The major building at the end of the entrance boulevard is identified as potentially having the most important facade. This building will act as a focal point and strongly influences the architectural character of the center.

The high-rise building is located on axis at the other end of this boulevard. This residential tower is proposed as up to 12 stories in height and to incorporate structured parking. It will be the major focal point, not only within this Analysis Area but within this area of the Town Center. As previously described, this tower, in combination with the similar tower proposed to be developed on TC-2, has the potential to establish a broader identity for Town Center than that of the Core alone. This structure is at a considerable distance from Father Hurley Boulevard and both existing and proposed residential development. All of the commercial buildings within TC-5 are recommended to be one or two stories in height. No structured parking is anticipated.

The medium-density residential development is recommended to be located in its own complex. Due to the slope in this area, only the initial row of these buildings will be visible from inside TC-5. The buildings on the opposite side will, however, be in full view from Father Hurley Boulevard. These facades are important not only in the identification of TC-5 but also in that they constitute the initial Town Center development encountered from the Father Hurley Boulevard Town Center entrance. The other buildings within TC-5 are independent of one another; nevertheless, their siting, location, orientation, and architecture are all important in the establishment of the overall character of this area. The building edges that face MD- 118, Wisteria Drive, and Waters Road are identified as the most important.

Beyond the focal points of the residential high-rise and the anchor building of the retail center, the TC-5 design framework incorporates several other potential view lines and focal point opportunities. With the exception of the indoor recreation facility, these are primarily



BUILDING ENVELOPE

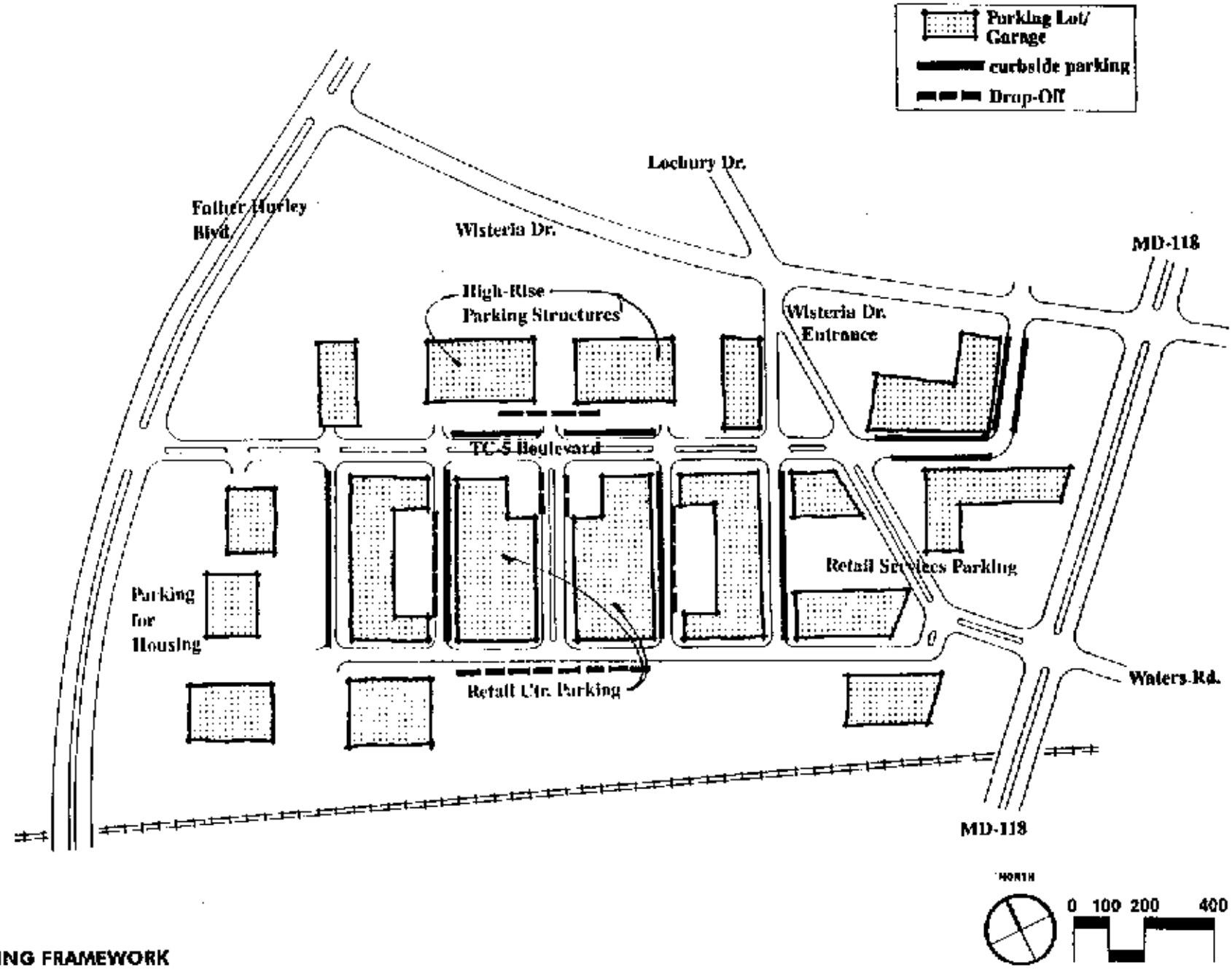
site and special feature opportunities. Collectively, the implementation of these proposed framework elements will lead to the establishment of the desired overall character of TC-5, one that will contribute to that of the Town Center as a whole.

TC-6 The character of the TC-6 Analysis Area is considerably different than that of TC-5 or any of the other Analysis Areas. Whereas exclusively new development is proposed for TC-5, that of TC-6 is infill in an historic context.

All of the buildings to be developed within the TC-6 area are proposed to be small in area and limited to three stories in height. Because they constitute infill development, and are within and in close proximity to the Germantown Historic District, the design of their facades is important. The location of the buildings along MD-118 is of particular importance in that this is the development that is initially encountered from within the MD-118 Town Center gateway from the southwest.

PHASING

Although the development program proposed for Analysis Areas TC-5 and TC-6 can be fully developed without structured parking (with the exception of the residential high-rise) there is no assurance as to the timing or phasing of this development. Although the retail center can be assumed to be developed at one time, residential development may occur in a later phase and that of the high-rise may occur even later. Development of those properties to the southeast side of Waters Road that are in multiple ownership, as well as the infill development of TC-6, is likely to occur over time. The design framework developed for these Analysis Areas, as that for the overall Town Center, is structured to accommodate phased implementation.



PARKING FRAMEWORK