

Staff Report to the Berlin Planning Commission

Meeting Date: June 14, 2017

1. The first item on tonight's agenda is a continuation of your review and discussion of Commercial Architectural Design Standards and Guidelines. I have provided copies of the changes and edits made to this point, and will provide a draft copy for approval as soon as possible.
2. The second item for discussion is a request for the addition of the parcel on Old Ocean City Blvd (Route 346) and U.S. Route 50 to the Town's Growth Area contained in the Town's Comprehensive Plan, with the ultimate goal being annexation within the Town boundary. Action on this item would require the Planning Commission's recommendation to amend the Comprehensive Plan to Worcester County, the Maryland Department of Planning, and the Berlin Mayor and Council. A legally advertised public hearing would be held for your recommendation, perhaps as early as your July 12, 2017 meeting. Following proper review by the County and State, you would once again have to recommend annexation following a legally advertised public hearing to the Mayor and Council. This is the same procedure you followed to add the Arby's and Royal Farms properties to the Growth Area, and the subsequent annexation which occurred.



Mayor & Council of Berlin

10 William Street, Berlin, Maryland 21811

Phone 410-641-2770 Fax 410-641-2316

www.berlinmd.gov



**Town of Berlin
Planning Commission Agenda
June 14, 2017 6:00 PM
Berlin Town Hall – Council Chambers**

1. Call to Order
2. Agenda Adoption
3. Approval of Minutes – April 12, 2017
4. Review and discussion of Commercial Architectural Design Standards and Guidelines
5. Discussion of Proposed Annexation of parcel located at MD Route 346 and U.S. Route 50 East
6. Comments from the Commissioners
7. Comments from the Chairman
8. Comments from the Public
9. Adjournment

SECTION 1. Findings and Intent.

(a) Findings. Commercial development gravitates to high visibility, high traffic locations, thus often dominating key roadsides, established commercial landscapes, and creating strong visual impressions. This places special responsibility on commercial development to properly set an area's visual and architectural tone. This is especially true for the Town of Berlin which has a tourism dependent economy stimulated by its history, architectural distinction and its national reputation for strong, traditional community values as evidenced by its recent designation as "America's Coolest Small Town". The historic character of Berlin, its "brand", and thus its economy, fundamentally depends upon the protection of its architecture and the recognition by its citizens, both human and corporate, that physical appearance is the first and most critical element of economic and social success. This link between community character and the economic base is threatened by incompatible development trends which necessitates public action to protect architectural resources and amenities. Good design harmonizes new development with its context with careful attention to height, mass, overall form, color, landscaping and signs.

(1) Town of Berlin Comprehensive Plan: In recognition of the impacts commercial development has on a community, the Town of Berlin Comprehensive Plan adopted on June 14, 2010 contains goals and objectives to promote the implementation of design standards in both commercial and residential districts. These goals and objectives are demonstrated by the following excerpts from the Comprehensive Plan:

A. Future Vision: Berlin, a historic Eastern Shore rural community, benefits from a vibrant downtown business district and wealth of natural resources. While residential and commercial development has altered the composition of the community, elected officials, community leaders and citizens have strived to maintain a specific identity and to improve on an already high quality of life.

Residents of Berlin have established close-knit relationships and a sense of pride in their community. Results of the community survey conducted in 2009 indicate that a majority of the residents would like elected officials to prioritize projects that take into account recent and ongoing development in Berlin and refocus the community to its traditional roots.

In a sense, the survey suggests the Town should go back to its traditional roots. New development and the downtown should be connected via sidewalks and walking paths. The architecture in downtown Berlin should be preserved and enhanced but not in a manner that would take away from Berlin's uniqueness.

B. Goals and Objectives:

1. Preservation and expansion of the Historic District, including development and implementation of architectural design standards for historically significant areas;

2. Prohibit potentially harmful development that will affect sensitive areas, including the Coastal Bays, Chesapeake Bay and the surrounding waterways;
3. Implement the policies and recommendations of this Plan, through amending the Town Code and enforcing existing regulations.

C. The Land Use Element of the Comprehensive Plan provides as follows:

1. Berlin is a small active community with a variety of different land uses scattered throughout the Town. Its distinct character that has attracted filmmakers and earned its distinction as America's Coolest Small Town in 2014 can be directly attributed to Berlin's land use practices and historic growth patterns. The historic Downtown area includes a mix of residential, commercial, municipal and institutional uses. Various commercial uses exist throughout the Town, but mostly along U.S. Route 113, the Downtown area and within the Maryland 346 Corridor. Light industrial uses are primarily concentrated along the railroad tracks. A large mix of housing options also exist within the Town, including large estate-style homes, modest single family homes, townhouses and small apartment buildings.

Proper land use practices will allow Berlin to maintain its small-town character while properly managing growth. This plan will focus on maintaining the diversity and balance between residential, commercial and industrial uses while accommodating future growth.

(2) Goals, Objectives and Policies:

- a. Encourage residential and commercial mixed uses downtown while maintaining its historic character.
- b. Supporting small business in the Downtown area and avoid "Big Box" development.
- c. Review and refine the zoning code and other development regulations in order to promote the Comprehensive Plan and the future vision of the citizens of Berlin

D. The Municipal Growth Element of the Comprehensive Plan provides as follows:

(1) Downtown Berlin:

(2) Current Historic Preservation Efforts in Berlin:

a. Create architectural design guidelines/standards for the Historic District;

F. The Plan Implementation Element of the Comprehensive Plan provides as follows:

(1) Perform an architectural study in order to create a set of standards for each corridor to be added into the zoning ordinance.

(2) Implement the U.S. Route 346 Corridor Plan as discussed in the Transportation section.

G. Intent. These design guidelines and standards respond to the Comprehensive Plan's design statements and recommendations by identifying architectural styles and features indicative of the Town of Berlin's heritage and by providing direction for developers to utilize in designing projects that reflect this local character. To achieve this the Town of Berlin will apply accepted design principles. These guidelines and standards strive to inform developers of the Town's design aspirations and augment the Code's regulations with more specific provisions for commercial development, conveying the principles with words and graphics. The aim is to create a basic level of architectural variety within the context of the Town's development traditions and to provide an assessment tool that is used to evaluate the suitability of a development. It is not the intent of these provisions to limit creativity or restrict development to a particular architectural style.

H. Authority. The Mayor and Council of the Town of Berlin are empowered by § _____ to impose restrictions, conditions or limitations that they consider appropriate to preserve, improve, or protect the general character and design of land and buildings. _____ of the Code grants the Mayor and Council the authority to adopt development standards. Additionally, § _____ stipulates that the Mayor and Council may adopt plans, including comprehensive development plans, transportation corridor plans and any plan necessary for the purposes of the Code by resolution after a public hearing. These design guidelines and standards for commercial development were adopted by the Mayor and Town Council on _____ following a Town hearing held on _____.

SECTION 2: PROCEDURE

(a). Applicability.

(1) These guidelines and standards apply to all projects other than multi-family and townhouse development which are subject to site plan review under § _____ of

a. Berlin has a traditional 19th century downtown district that is both aesthetically pleasing and commercially viable. The Town should consider the affect development throughout the Town will have in this area. Commercial uses that detrimentally affect downtown business should be limited or prohibited in other commercial districts. New residential development should be designed to create easy walking and biking access to the downtown area. Berlin's "traditional" downtown should foster and maintain its traditional roots and encourage mixed uses.

(2) Corridor Plans:

a. Berlin has several "corridors" that are significant in attracting people into downtown that should be emphasized. The following corridors should have strict guidelines for architectural development, and for providing safe walking paths:

Maryland Route 818—North and South Main Street
Maryland Route 346—Old Ocean City Boulevard
Maryland Route 376—Broad Street
Maryland Route 374—Broad Street/Libertytown Road

The Town should work to create special guidelines for these corridors that provide for consistent growth patterns, uses and architectural standards. Also, since all of the roadways are under State jurisdiction, Berlin should work with the Maryland State Highway Administration (SHA) to ensure all State guidelines are being met with new design standards.

- b. Recognize the corridors discussed herein as special to the vitality of the Town;
- c. Perform an architectural study in order to create a set of standards for each corridor to be added into the zoning ordinance;
- d. Implement U.S. Route 346 Corridor Plan as discussed in the Transportation section of the Comprehensive Plan.

E. The Sensitive Areas Element of the Comprehensive Plan provides as follows:

(1) Inventory: The Town should continue to develop criteria for identifying significant historic structures and sites. Once criteria are created and sites are identified, the Town can take actions to ensure that these cultural resources are preserved for future generations. Currently there are 175 sites within Berlin, including the Berlin commercial Historic District, that are registered with the Maryland Historic Trust.

the Code and which cumulatively total _____ square feet in gross floor area or more and to changes in occupancy of such buildings which result in a different use group classification as determined by the latest edition of the International Building Code or its successor. They shall also apply to building additions exceeding twenty five percent as calculated herein.

A. Calculation of additional square footage shall be the cumulative increased area added to an existing building's area as of the adoption date of these guidelines and standards. In cases where an addition or additions cumulatively amount to 500 square feet or more, regardless of their percentage of the original building area, these provisions shall apply.

(2) Items identified as "guidelines" are not mandatory but are provided to educate planners, design professionals, developers, and staff about the design objectives. It is highly recommended that the guidelines be complied with voluntarily.

(3) Items described as "standards" are mandatory unless otherwise indicated.

(4) The words "should" or "may" are permissive whereas the words "shall" or "must" are mandatory.

(5) These guidelines and standards are to be used in conjunction with all other pertinent regulations in the Code or other applicable regulations, plans, etc.

(b). Waiver of requirements. The Planning Commission is empowered to grant waivers to the mandatory standards upon finding that all of the following circumstances exist:

(1) The standard's strict application would result in peculiar and exceptional practical difficulties or exceptional and undue hardship upon the owner of the affected property or the applicant and the practical difficulties or hardship did not result from actions of the owner or applicant and are not financial in nature.

(2) The proposed alternative site planning and building design meets the design objectives as stated in the standard as well or better than strict compliance with the standard; and

(3) The waiver will not cause substantial detriment to the public good.

(c). Administrative Waiver. The Zoning Administrator may grant waivers to mandatory standards under the aforementioned circumstances for those projects which qualify for an administrative waiver under the terms of the Code.

(d). Procedure. Pertinent data and other information shall be provided on the site plan or associated documents to address these guidelines and standards. Compliance shall be evaluated as part of the site plan review and must be demonstrated to the satisfaction of the

Department or Planning Commission prior to the granting of site plan approval under the Code or an administrative waiver granted under the terms of the Code.

(e). Continuing Jurisdiction. The Planning Commission and the Department shall have continuing jurisdiction, without time limitations, over all site plans acted upon in accordance with the Code and may, from time to time, review such plans and conduct inspections to ensure compliance with the Code and with other applicable regulations. Should the Planning Commission or the Department find noncompliance, the Department may pursue any complaint or discrepancy as provided in § _____ of the Code or it may require that additional review of the site plan be carried out.

character.

- (1) A compatible and unified design results from attention to:
 - A. Mass and its articulation, exhibited by the building height, bulk and nature of the roofline.
 - B. Scale, conveyed by the building itself as well as doors, windows and other elements related to the size of a human being.
 - C. Form and proportion, demonstrated by the ratio of width to height and of front area to side depth.
 - D. Openings, including the solid to void ratio and the relationship and rhythm of openings.
 - E. Roof type and form.
 - F. Materials, textures and color.
 - G. Detail and ornamentation.
 - H. Signs.
 - I. Surroundings.

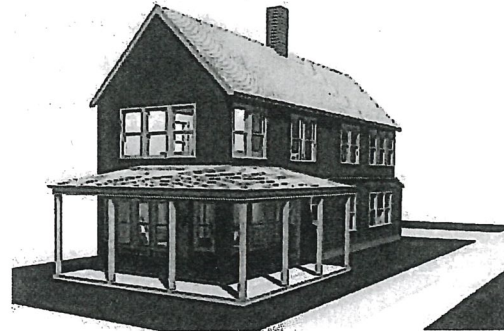


Figure 2 - Very simple building forms exemplify local architectural traditions.

- (2) Design principles encouraged for Worcester County state that developments should:
 - A. Respect their built and natural surroundings in scale, mass and proportion.
 - B. Be determined by the site's natural features.
 - C. Be at a human scale, with the dimensions of human interaction primary to the design rather than the dimensions of vehicular circulation and convenience.
 - D. ~~Add to rather than clash~~ ^{COMPLEMENT} with the ^{Town's} County's architectural traditions and neighborhood character while also providing architectural variety and adaptability.

- R. Provide internal roads and paths that are linked to a more regional system.
- S. Use landscaping to define spaces, provide ample shade and buffer parking and public spaces.

Section 5. Architectural traditions.

(a) Architectural traditions. The architectural styles common in Worcester County's history generally fall into three broad categories having easily distinguishable characteristics: agricultural, seaside and town center. The first reflects the County's most widespread land uses, farming and forestry. The seaside tradition takes its cue from the early maritime uses related to waterfront hotels and the fishing and boat building heritage. The town center style is based on the inland downtown commercial areas. These three categories share many attributes because they evolved close in time and proximity and with similar materials. The three traditions serve as guidance for the design of new or rehabilitated development and developers are encouraged to utilize them but these traditions are not meant to be exclusive, as other styles may be compatible with those historically common to the County.

(1) Agricultural tradition. Agriculture is pervasive in Worcester County and has been the historically dominant land use. Large plantation type farms along with more modest farmsteads covered the County. Agricultural architecture exhibits a richness and diversity. The prominent characteristics of the agricultural tradition are (See Photos 3 through 8.):

- A. Basic geometric forms combined to produce simple but elegant buildings.
- B. Two and two-and-one half story buildings.
- C. Manageable building mass based on animal powered agriculture.
- D. Sloped gable and shed roofs.
- ~~E. Farm building groups with homes, barns and other storage/outbuildings.~~
- F. Large rectangular windows (higher than wide) with doors fitting symmetrically into the facade.
- G. Wood frame construction, siding and trim, with many barns and outbuildings having post and beam construction.
- H. Most common colors are white, red, green and earth tones.

*BRICK
MOST
COMMON*

INCLUDE?

(2)

COASTAL

MIXED VICTORIAN

IS ACCEPTABLE ALONG

THIS SHOULD BE IMPLEMENTED
HIGHWAY CORRIDORS OF RTE 50 + I 38

Seaside tradition. The seaside tradition originated on the narrow sand spit along the Atlantic that became Ocean City. Founded in 1875 by the Atlantic Hotel Company, Ocean City soon assumed the role of Maryland's seaside playground. Already a small boat building and fishing village, the seaside tradition of architecture arose from Ocean City's maritime and hospitality industries. The prominent characteristics of the seaside tradition are (See Photos 9 through 18):

- A. Simple geometric forms of two to four stories.
- B. Hip or gable roofs and a wide variety of dormers.
- C. Gable ends fronting the street.
- D. Fenestration in a symmetrical pattern, creating a balanced facade.
- E. Tall rectangular windows rising to the ceiling line.
- F. Transoms above doors and windows for ventilation.
- G. Columned porches that are wide and spacious, often wrapping around the side and having rounded railings with square pickets.
- H. Wood dominating the structures and finishes, with clapboard siding and board-and-batten being widespread.
- I. Large plate glass storefronts.
- J. Decorative railings, trellises and gates, with mostly white painted fences and railings.
- K. Shed style window awnings.
- L. Columns with bases and capitals.
- M. Articulated relief detailing that emphasizes space, shadows and depth.
- N. Frieze boards, gable brackets and exposed rafter tails.
- O. Predominant colors are white, green, and the red and gray hues of cedar siding with harmonious trim colors.

(3) Town center tradition. This architectural tradition evolved in Worcester County's inland towns and villages. These communities grew around transportation routes, both water and roads. As with the other architectural traditions, material selection began with wood, the most readily available material. However, after devastating fires in the nineteenth century, construction in downtown areas incorporated brick for safety. The town center tradition is like the seaside tradition in many respects but differs mainly as a result of brick construction and more flexibility in community layout due to its inland location. The prominent characteristics of the town center tradition are (See Photos 19 through 28):

A. Simple geometric forms of two to three stories.

B. Hip or gable roofs, with gable, shed or hip dormers, or flat roofs with parapets.

C. Brick exterior and structure.

D. Gable ends fronting the street.

E. Fenestration in a symmetrical pattern, creating a balanced facade.

F. Windows are tall rectangles (higher than wide) rising to the ceiling line.

G. Transoms for ventilation.

H. Front porches, some having railings in a variety of designs.

I. Columns with bases and capitals, often tapered.

J. Large plate glass storefronts.

K. On larger homes, frieze boards, gable brackets, and exposed rafter tails as well as decorative railings.

L. Metal sidewalk awnings.

M. Principal colors include white, brick red, green and black.



Photo 19

*Varying architectural designs
in the town center tradition*

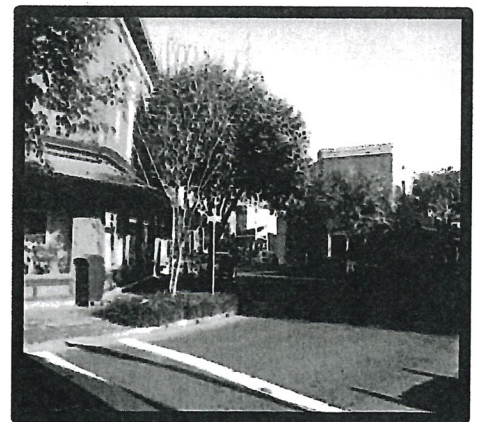


Photo 20

(2) Height.

- A. The height of all structures shall be in accordance with the terms of the *Zoning and Subdivision Control Article*. **TOB**
- B. To reduce the apparent scale to people, it is encouraged that building modules closest to the sidewalk or roadway generally not exceed two stories. However, if the design is intended to achieve a town center architectural tradition, three story modules may be placed in that position.

(3) Multiple unit commercial developments.

- A. It is encouraged that commercial developments with multiple units be comprised of several buildings or what appear to be several buildings rather than one monolithic structure. Although some individuality among the buildings is desirable, each building shall be compatible with the others. The standards cited in subsection (1) and (2) above remain applicable.
- B. Commercial developments with either multiple buildings or modules shall have consistent design elements that create patterns and rhythms. Fenestration, materials, finishes, colors, roof lines, details, street furniture, signs, etc. shall have a consistent theme and style.
- C. It is encouraged that developments planned to occur over a period of time have a master concept plan in place from the outset that provides for design compatibility throughout the buildings, the site and any outparcels. This concept plan should be general in nature and is not to be construed as a site plan required by or in compliance with § ZS 1-325.

Section 8. Roofs.

- (a) Generally. Roof form should help reduce the perceived scale of a building and it is encouraged that the roof form chosen reflect a local architectural tradition. Pitched roofs tend to reduce a building's apparent size when it otherwise might appear excessive; therefore they are the preferred form. Roof features should reinforce the project's design theme. Highly pitched and gabled roofs characterize Worcester County's traditional roof design and should be the norm.

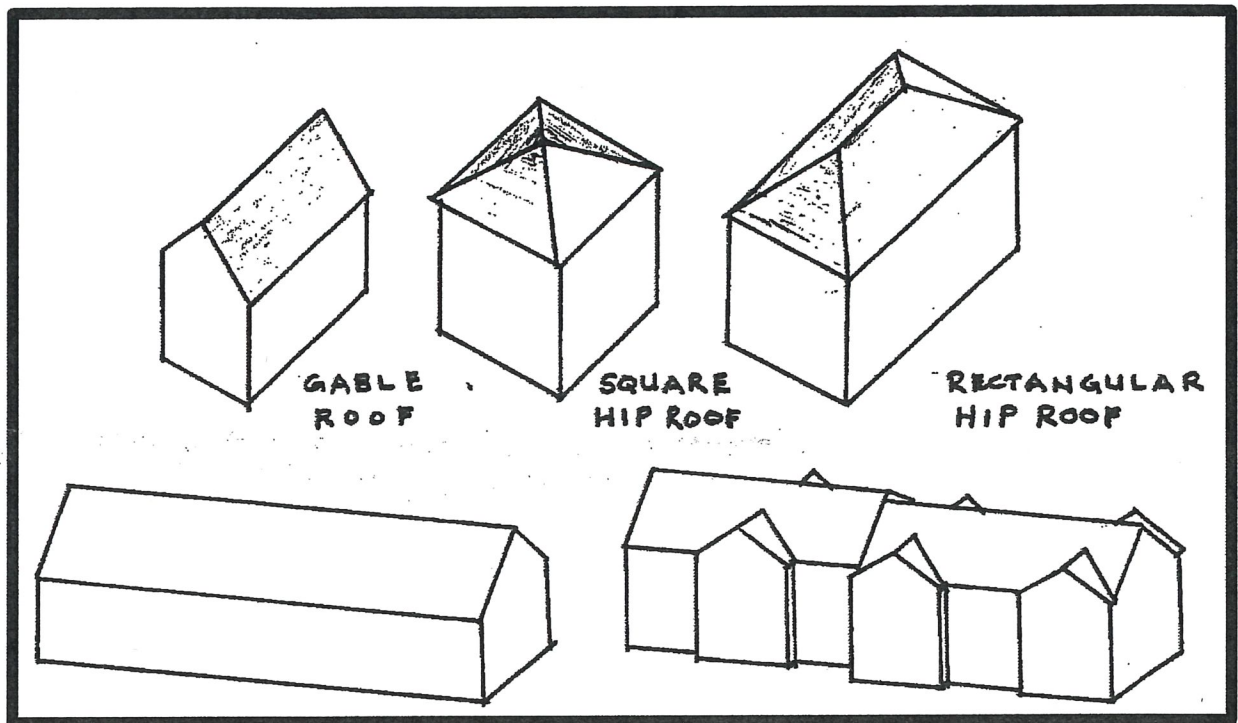
b) Design guidelines and standards.

- (1) Roofs shall use simple forms, such as gable, hip and shed types, and traditional roof pitches of ~~four in twelve to twelve in twelve~~. However, flat roofs are not **prohibited.**

*At least
Minimum?*

6/12 minimum

prohibited. (See Figure 10.)



Avoid long stretches of the same roof form. Articulate the roof at frequent intervals, every 30 to 60 feet depending on the type of building.

Figure 10

- (2) Other than as provided in (3) below, roofs shall have two or more of the following features:
 - A. Sloped roofs that do not exceed the average height of the supporting walls, with an average slope of six in twelve or higher up to a twelve in twelve pitch. (See Figure 11.)
 - B. Overhanging eaves, extending past the supporting walls no less than sixteen inches for buildings two stories or less and twenty-four inches for buildings greater than two stories.
 - C. Dormers.
 - D. Three or more roof slope planes.
- (3) Buildings with several roof types should vary the roof pitch to reflect each roof's

- (5) Ridge or parapet wall lines shall vary in height by two feet or more on each building module of sixty feet or more in width.
- (6) Projects with multiple buildings shall have roofs of similar styles and pitches, though variation in height and orientation is encouraged to add visual interest.
- (7) Drive-through areas or separate ancillary structures, such as carwashes, cashier booths, canopies over gas pumps, etc. shall have roof styles, pitches, architectural detail, design elements, and treatments consistent with the main structure.

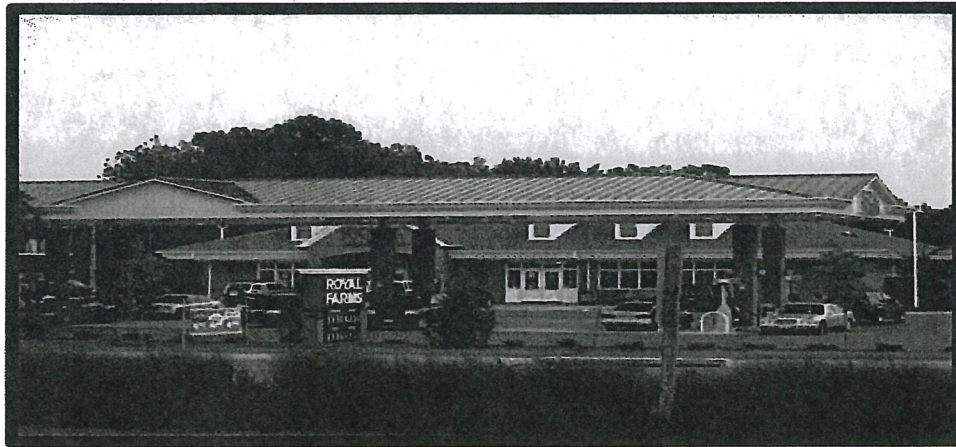


Photo 32

2/8/17 ✓

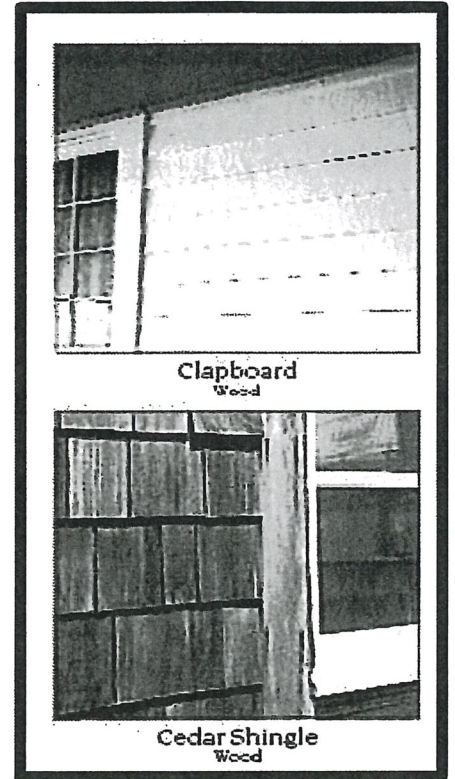
- (8) ~~The appearance of flat canopies, such as those associated with convenience stores having gasoline sales, is prohibited.~~ Freestanding canopies shall have roof lines similar in pitch and design to the main building to create a design association with the building itself. ~~The minimum canopy pitch shall be four in twelve.~~ A strong impression of three-dimensional roofs and supporting columns must be incorporated into the design. The supporting structure should be of sufficient visual heft to appear to support the canopy. (See Photo 32.)
- (9) Roofs and their components shall appear to be a functional design element rather than a false facade or add-on element. For example, fake dormers or cupolas generally appear as "tacked on" and are discouraged.
- (10) HVAC, mechanical equipment or other rooftop installations shall be completely screened from view.
- (11) Roll roofing, built-up roofs, plastic and fiberglass tiles should not be used on the visible surfaces of roofs. Low-grade asphalt shingles are only appropriate for residential buildings. Architectural grade asphalt shingles can be used to good effect.

should be combined to 2/E

(2) Appropriate materials for exterior walls and trim shall cover at least seventy-five percent of the surface area (excluding windows, doors, etc.) and shall include the following:

*fibercement
HARDIE*

- A. Wood and ~~hardy~~ plank clapboard or shingles.
- B. Brick.
- C. Tinted and textured concrete masonry units.
- D. Vinyl and metal siding replicating the look of wood.



Photos 34 and 35

E. Detailed stucco and Exterior Insulation and Finish System (EIFS) 6. *may be found acceptable in limited applications.*

2/8

(3) Exterior wall or trim materials shall not include the following unless their finished appearance complies with (2) above:

- A. Smooth faced concrete block.
- B. Tilt up concrete panels.
- C. Prefabricated steel panels.
- D. Reflective or tinted glass, metallic or stone wall panels.
- E. Veneer systems of simulated heavily textured stucco, brick or stone.
- F. Stone.
- G. Undetailed Exterior Insulation and Finish System (EIFS).

(4) Similar exterior wall materials and trim, along with window and door styles, shall be used to establish the building style and to visually link buildings together, particularly in projects with multiple buildings.

*Revisi-
x*

(5) If exposed, concrete or block foundations shall be painted in a neutral color and shall not have an exposure of more than sixteen inches unless hidden by landscaping or appropriate wall materials or required by unique site conditions or building code compliance. Brick facing is preferred and such foundations may have a greater exposure.

? leave in? shall be parged with cementitious material and may be painted.

2/8/17

(2) Side and rear facades. Side and rear facades may or may not qualify as public facades but often present an unattractive view of blank walls, loading and storage areas, HVAC units, garbage bins, and other utility spaces. Architectural and landscaping features shall mitigate these impacts. When visible to the public or to adjoining properties the side and rear elevations of buildings shall generally exhibit a similar level of design as the public facade, with the same architectural style, use of materials and details. The number and prominence of elements may be downplayed but their overall composition shall be easily recognizable as a subset of the front facade. (See Photo 41.)

A. Any building facade located less than seventy-five feet from a property line shall be considered a public facade and shall comply with the requirements of subsection (1) above for public facades.

B. All mechanical or utility equipment and other utility areas placed along any facade, including those at the side or rear of a structure, shall be screened from view with materials in keeping with the facade or landscaping and shall not impede vehicular or pedestrian traffic.

C. If required parking is to be provided along the side or rear facades, pedestrian walkways, entry features, exterior lighting and landscaping shall be provided in accordance with all such requirements herein contained in order to be receptive, safe and pleasing to the public and employees.

D. Where the rear facade of any building faces adjacent residential uses or zoning or a public right-of-way, landscaping which functions as a visual screen in accordance with the landscaping requirements of the *Zoning and Subdivision Control Article* shall be provided. The visual screen may include an earthen berm of no more than three feet in height.

leave?
in.
Remove
2/8/2017 ✓

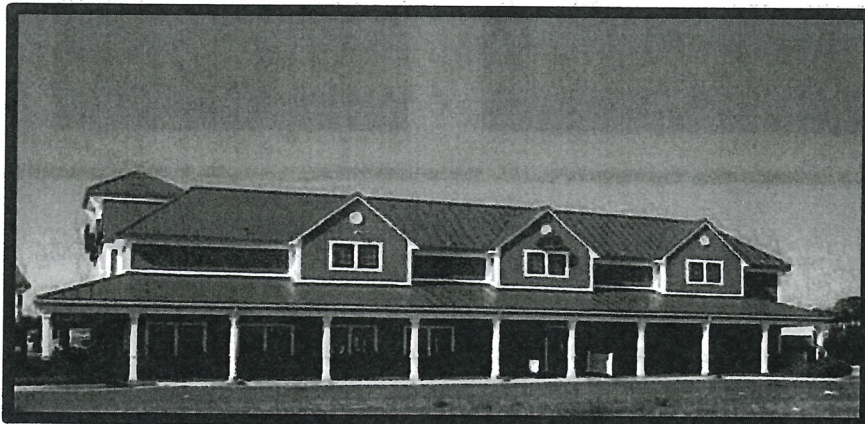


Photo 41 Rear facades don't have to be unattractive.

~~Leave in?~~ ~~REVISIT~~ MUST

- (3) Franchise architecture. Franchise architecture is not prohibited. It can, however, more invitingly reflect its setting by including elements of local architectural traditions and being compatible with the guidelines and standards. (See Photo 42.)

2/8/17 ✓

Integrated signage and traditional architecture enhance commercial structures, even franchises.

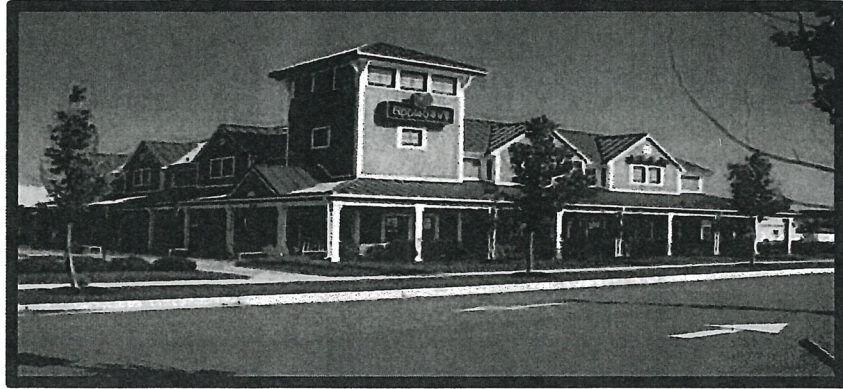


Photo 42

Section 11. Entries.

- (a) Generally. Entries should be clearly defined as the point of building access and provide a visual transition from exterior to interior spaces. They should also help define the building character. (See Photos 43 through 47.)
- (b) Design guidelines and standards.
- (1) Each principal building shall have clearly defined, readily visible customer entrances with at least two of the following features:
- A. Canopy or portico.
 - B. Overhang.
 - C. Recess or projection.
 - D. Arcade.
 - E. Raised corniced parapet over the entry door.
 - F. Peaked roof.
 - G. Arch.



Photo 56

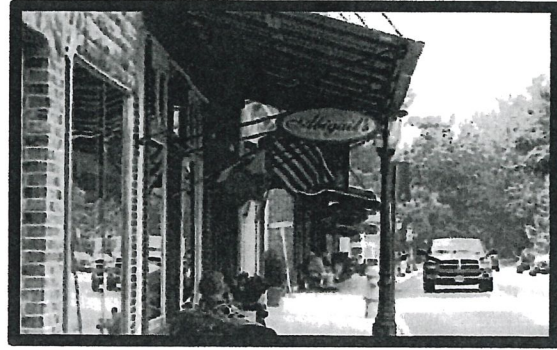


Photo 57

Hanging signs beneath awnings.

SEE LANGUAGE IN TOWN CODE
2/8/1

Section 15. Parking.

Parent encouraged in rear?

(a) Generally. Good parking lots can contribute to a well designed streetscape by minimizing the visual impact while also providing safe and convenient access. To the maximum extent feasible parking lots should be buffered from adjacent roads and properties. They should also be designed to lessen environmental impacts by reducing impervious surfaces and incorporating stormwater best management practices. Parking's relationship to the site's building is also important. The parking areas should be distributed around large buildings to shorten walking distances. Buildings should be located closer to the street so the scale of the complex is reduced, pedestrian traffic is encouraged and architectural details are more visible. All parking areas and access points shall comply with the terms of the ~~Zoning and Subdivision Control Article.~~

(b) Design guidelines and standards.

- (1) For parking areas with one hundred or more required parking spaces, parking supply should not exceed parking required by more than five percent unless in accordance with the Zoning and Subdivision Control Article.
- (2) The internal vehicular and pedestrian circulation within a development involving multiple buildings or lots must interconnect within the sites and to external pathways in an obvious and consistent manner.

~~REVISIT~~
SUM
ORDINANCE
NOE
ENFORCEMENT

- (11) It is encouraged that adequate and easily accessible cart corrals be provided and, if visible from the public or private road right-of-way, be screened to a minimum of four feet in height by means of an enclosure or other screening which is compatible with the color, materials and design of the facade wall.
- (12) It is encouraged that parking lots be designed with ^{pervious} porous paving wherever practicable. Where such paving is used a maintenance schedule shall be provided to ensure continuing functionality of the material.
- (13) All handicapped parking spaces shall be located within the front parking lot, as described as the area between the abutting streets and a line drawn along the front facade to the side property lines of the structure located closest to the public road and extending to the side property lines and shall be situated in the closest proximity to the entrances feasible. Accessible routes, handicapped spaces, etc. are to be considered as part of the site's connectivity.

Section 16. Pedestrian and bicycle circulation.

- (a) Generally. Pedestrian and bicycle access opens auto-oriented developments to the neighborhood, reduces traffic congestion and enables the development to become friendlier and more inviting. Large commercial sites should provide for pedestrian and bicycle oriented circulation through design features that enhance pedestrian and bicycle safety, efficiency, and connectivity. Connections should join buildings to pedestrian walkways and bicycle paths on adjacent roadways and beyond. Non-motorized routes must be clearly distinguished from roads for the motoring public. This section sets forth standards for internal and external circulation systems that can provide user-friendly pedestrian and bicycle access as well as safety, shelter, and convenience within the project grounds.
- (b) Design guidelines and standards.
 - (1) Pedestrian and bicycle circulation shall be identified on and be a required part of site plans. Internal as well as off site pedestrian and bicycle circulation paths shall be shown.
 - (2) Sidewalks at least five feet in width shall be provided along all sides of the lot that abut a public or private right-of-way. Sidewalks shall be provided with human-scale lighting to create a safe and attractive pedestrian atmosphere.

2/8/2017 ✓
native

wall and pavement expanses, and clearly define entries. Building perimeter landscaping shall be installed and maintained along at least fifty percent of the facade width. The building perimeter landscaping shall be in landscaped areas, raised planters, or planter boxes that are each a minimum of five feet wide and are a maximum of ten feet from the building. These areas shall be landscaped with plant clusters of varied species and heights.

- (8) All other facades, except the facade incorporating the service area, shall be buffered from public view with no less than a ten foot wide buffer with foundation planting. The buffer shall, at a minimum, have landscaping in planters or planter beds which extend a minimum of three feet from the building along the entire width of the facade, and contain plant clusters of varied species and heights.
- (9) A drive-through window or lane shall not be placed between the public right-of-way and the associated building unless a five foot wide landscape buffer extending the entire length of the drive-through access window point, exclusive of the stacking area, is installed and maintained. (See Photo 76.)

Landscaping of sufficient density buffers drive-throughs while not obscuring them.



Photo 76

- (10) In phased construction, the first phase shall at a minimum include the landscaping of property perimeters, entry drives, and stormwater management ponds as well as required parking lot and building landscaping.
- (11) Maintenance ensures that the landscape design reaches its potential and remains

an asset. All plantings shall be maintained in a healthy and suitably pruned state. Any landscape element that dies or is otherwise removed shall be replaced during the next planting season with the same variety of plant or one of similar height and texture as that originally planted. Native replacements are preferred. (See Photos 77 and 78.)



Photo 77

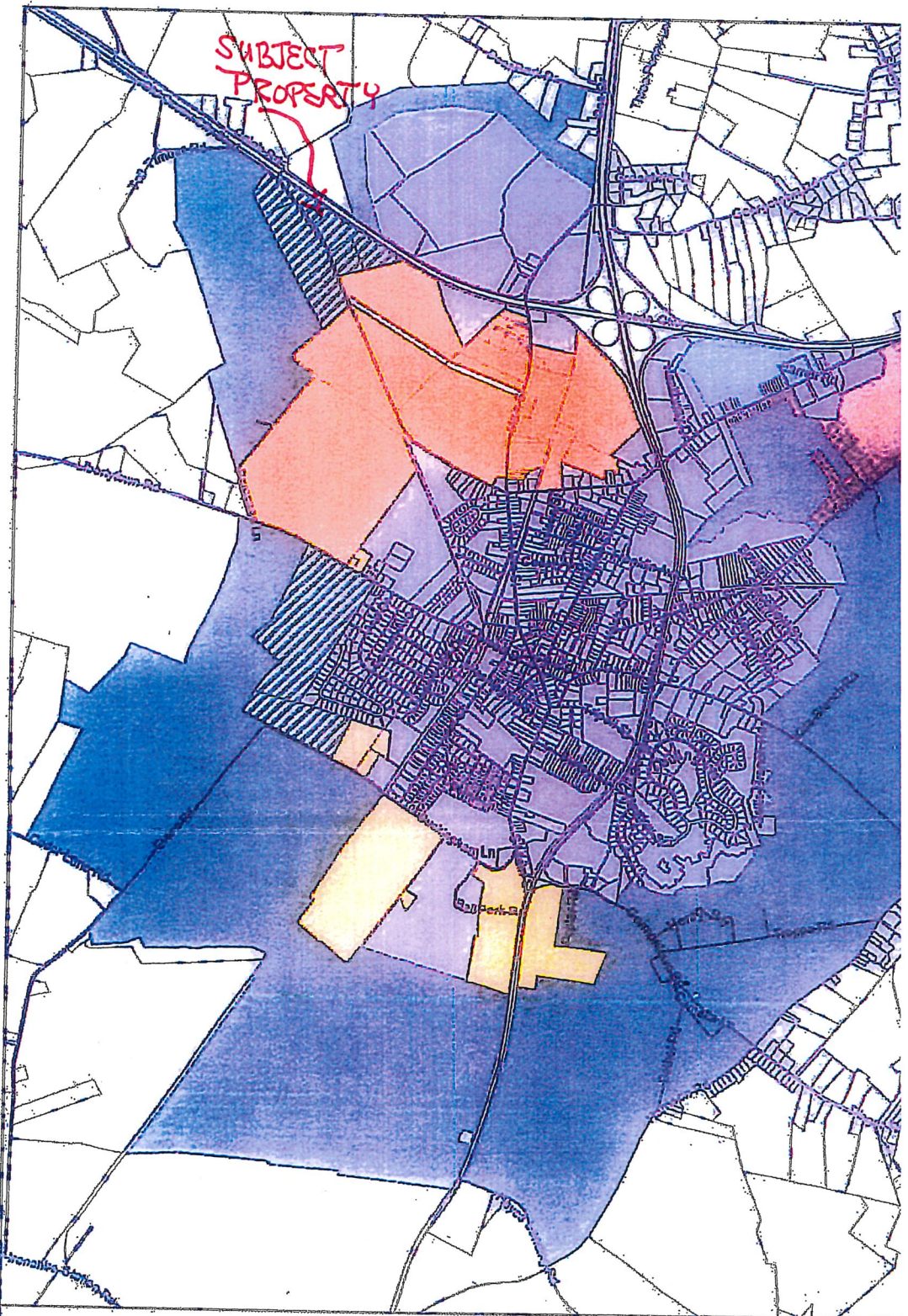


Photo 78






Well designed and maintained landscaping, as shown on the left, makes a difference.

Section 18. Exterior Lighting.

- (a) Generally. Building and site lighting can provide security, improved aesthetics and design emphasis. However, if misused, exterior lighting can be a hazard to motorists, a glaring distraction and a nuisance to neighbors. All forms of light nuisance ^{must} be avoided, including light pollution ^{uprighting} of the night sky, light trespass, and glare onto adjacent areas. Lighting standards should balance security, advertising and aesthetics. Use of energy efficient fixtures is strongly encouraged.
- (b) Design guidelines and standards.
- (1) All projects shall comply with the terms of the ~~Zoning and Subdivision Control Article.~~
 - (2) Lighting fixtures should be of consistent design throughout the project. Exterior building and site lighting and illuminated signs can serve as an integral architectural element of the project.



SUBJECT
PROPERTY

- Legend**
-  Potential Development Area
 -  Growth Area 1
 -  Growth Area 2
 -  Growth Area 3
 -  Growth Area 4

Map 5
Town of Berlin,
Growth and Urban Growth
Draft

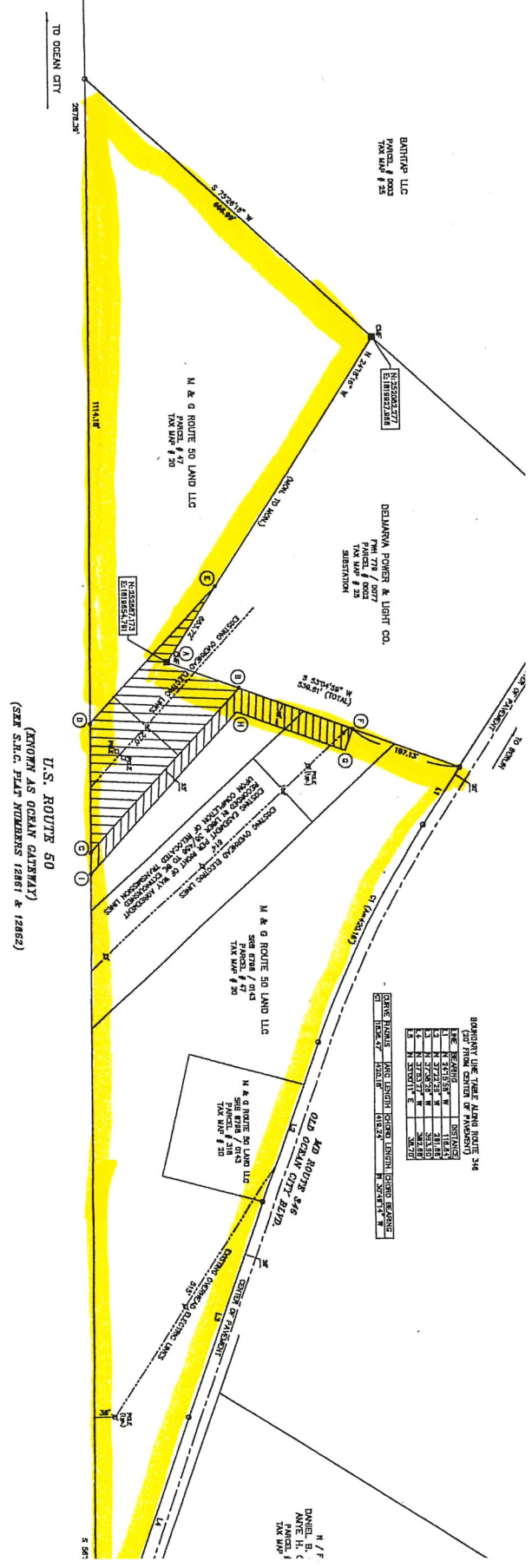
BANKTOP LLC
 PARCEL # 200
 TAX MAP # 20

DELANNA POWER & LIGHT CO.
 PAR. 778 / 2077
 TAX MAP # 20
 SUBSTATION

BANKTOP LINE (SEE PLAT HEREIN) 346
 (FOR TRIM CENTER OF BANKTOP)

LINE	BEARING	DISTANCE
A-B	S 87° 15' 00" W	311.40
B-C	S 87° 15' 00" W	311.40
C-D	S 87° 15' 00" W	311.40
D-E	S 87° 15' 00" W	311.40
E-F	S 87° 15' 00" W	311.40
F-G	S 87° 15' 00" W	311.40
G-H	S 87° 15' 00" W	311.40
H-I	S 87° 15' 00" W	311.40
I-J	S 87° 15' 00" W	311.40
J-K	S 87° 15' 00" W	311.40
K-L	S 87° 15' 00" W	311.40
L-M	S 87° 15' 00" W	311.40
M-N	S 87° 15' 00" W	311.40
N-O	S 87° 15' 00" W	311.40
O-P	S 87° 15' 00" W	311.40
P-Q	S 87° 15' 00" W	311.40
Q-R	S 87° 15' 00" W	311.40
R-S	S 87° 15' 00" W	311.40
S-T	S 87° 15' 00" W	311.40
T-U	S 87° 15' 00" W	311.40
U-V	S 87° 15' 00" W	311.40
V-W	S 87° 15' 00" W	311.40
W-X	S 87° 15' 00" W	311.40
X-Y	S 87° 15' 00" W	311.40
Y-Z	S 87° 15' 00" W	311.40
Z-AA	S 87° 15' 00" W	311.40

M & G
 PARCEL # 20
 TAX MAP # 20



U.S. ROUTE 50
 (KNOWN AS GORBY CAUSEWAY)
 (SEE S.H.C. PLAT HODGKINS 12881 & 12882)

EXISTING 150' WIDE EASEMENT
 (PER RIGHT OF WAY AGREEMENT
 RECORDED IN LIBER 519/259)

LINE	BEARING	DISTANCE
A-B	S 37° 15' 00" W	131.26
B-C	N 14° 15' 00" W	392.50
C-D	S 52° 15' 00" W	231.43
D-E	N 24° 15' 00" W	158.02

AREA = 442,673 SQ. FT.

NEW RIGHT OF WAY

LINE	BEARING	DISTANCE
B-F	S 63° 15' 00" W	209.22
F-G	N 38° 55' 00" W	48.00
G-H	N 12° 15' 00" E	198.43
H-I	S 56° 59' 40" E	38.41
I-J	S 14° 15' 00" E	398.30

AREA = 417,645 SQ. FT.

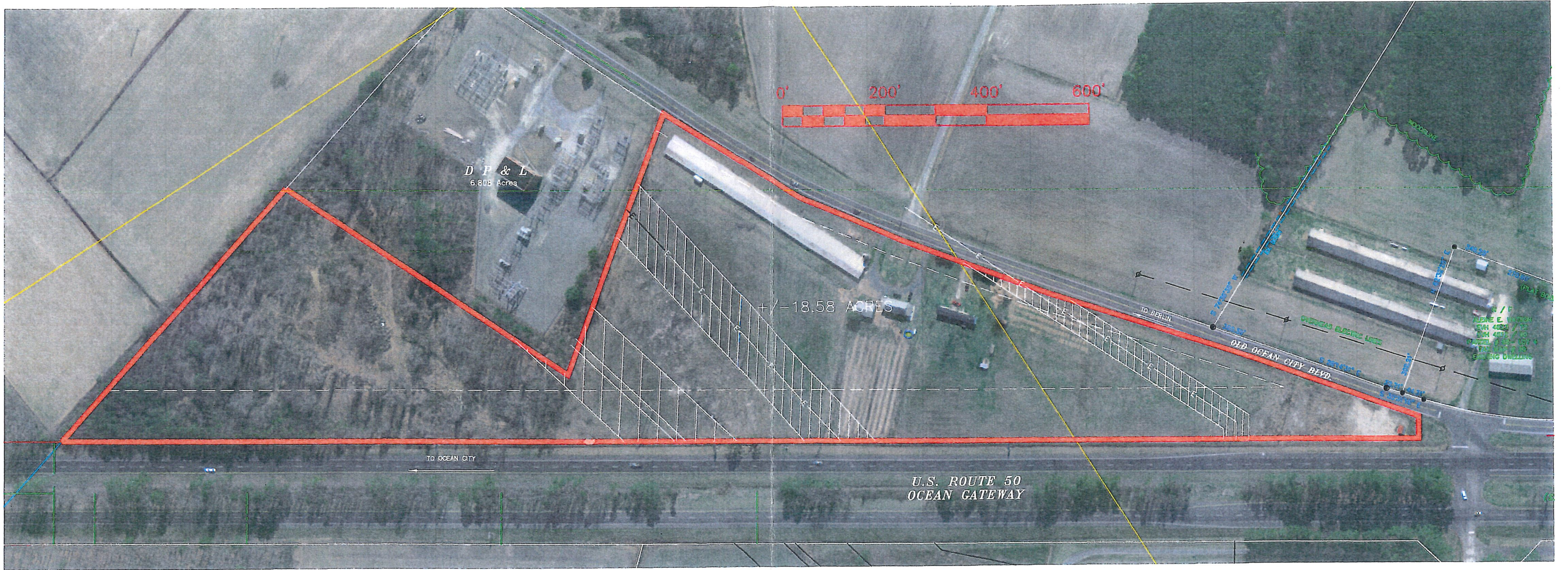
PLAT OF L
 M & G RO
 TAX MAP #
 THIRD TAX
 WORCESTER
 TOTAL AREA OF S

DATE
 REV.
 SCAL

L. E. BUNNING, JR.
 DATE

L. E. BUNNING SURVEYS, INC.
 LAND SURVEYING
 24 BROAD STREET
 BRIDLE, MARYLAND 21811
 (410) 641-5313





ATE PLANE DATA

E OF BEARINGS & DISTANCES OF ANNEXATION

LINE	BEARING	DISTANCE
18	N 57°00'07" W	1336.24'
19	N 32°59'53" E	200.00'
20	N 14°20'21" W	1463.50'
21	N 01°02'52" W	23.54'
22	N 57°48'52" E	135.26'
23	N 56°21'09" E	280.75'
24	N 12°58'24" E	133.35'
25	N 01°59'37" E	118.58'
26	N 01°14'19" E	8.44'
27	N 65°16'00" E	964.31'
28	N 85°55'00" E	2015.02'
29	S 47°28'05" E	261.00'
30	S 09°33'27" W	12.03'

N / F
HARRY P. TAYLOR, LIFE ESTATE
549 / 101
PARCEL # 35
TAX MAP # 20

N / F
DELMARVA POWER & LIGHT COMPANY
FWH 701 / 250
PARCEL # 300
TAX MAP # 20

N / F
JOHN A., JR. & NANCY D. TAYLOR
FWH 703 / 108
VCL 811 / 277
PARCEL # 310
TAX MAP # 20

N / F
HARRY C. TAYLOR, ET. AL.
FWH 703 / 108
PARCEL # 301
TAX MAP # 20

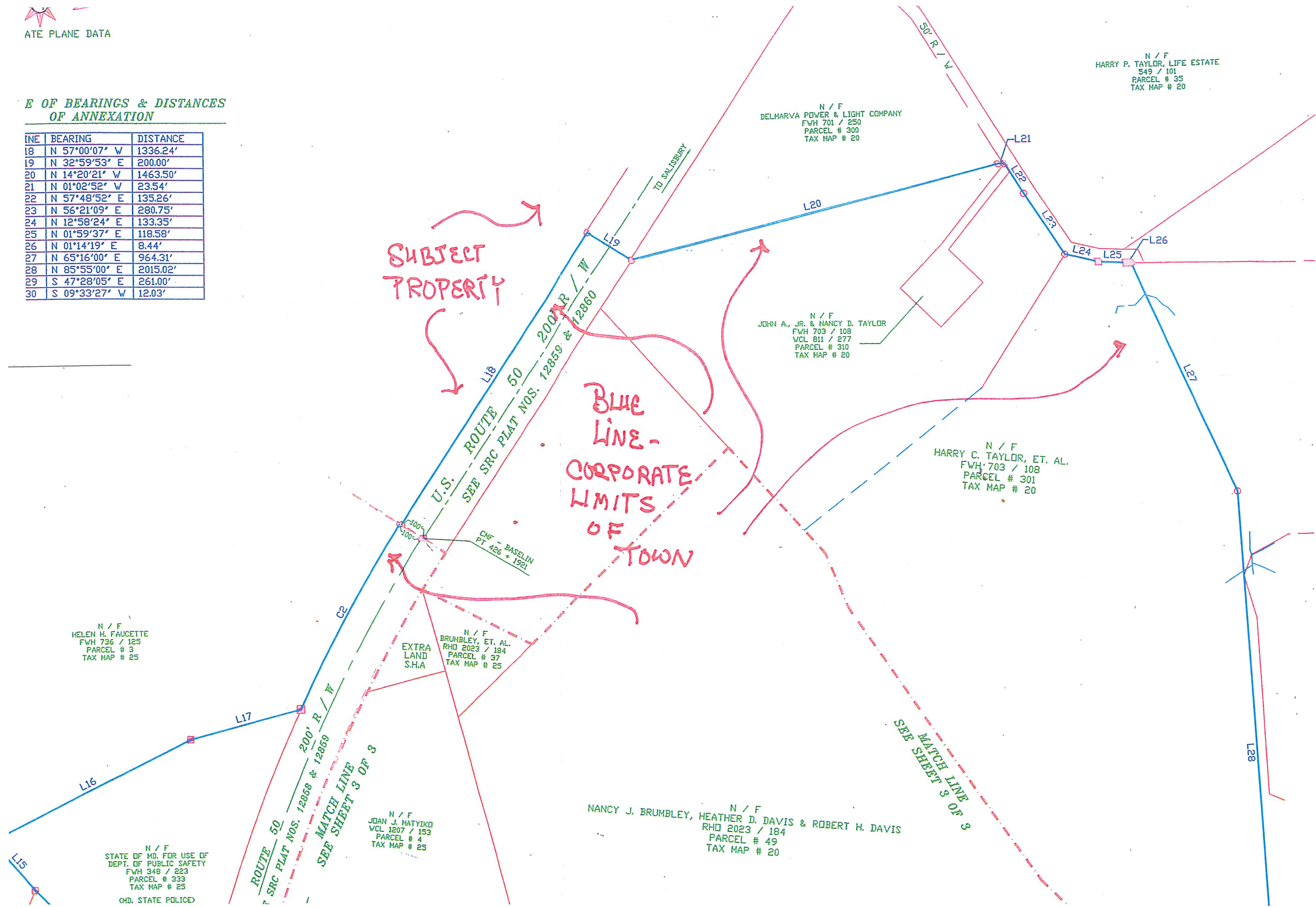
N / F
HELEN H. FAUCETTE
FWH 736 / 125
PARCEL # 3
TAX MAP # 25

N / F
BRUMBLEY, ET. AL.
RHO 2023 / 184
PARCEL # 37
TAX MAP # 25

N / F
JOAN J. MATYIKO
VCL 1207 / 153
PARCEL # 4
TAX MAP # 25

N / F
NANCY J. BRUMBLEY, HEATHER D. DAVIS & ROBERT H. DAVIS
RHO 2023 / 184
PARCEL # 49
TAX MAP # 20

N / F
STATE OF MD. FOR USE OF
DEPT. OF PUBLIC SAFETY
FWH 348 / 223
PARCEL # 333
TAX MAP # 25
(MD. STATE POLICE)



MAR 30 '17 AM 11:24