ARCHITECTURAL DESIGN STANDARDS

THE HIGHWAY COMMERCIAL CORRIDOR

THE CITY OF CAMBRIDGE MARYLAND

AN ARCHITECTURAL DESIGN MANUAL FOR NEW REDEVELOPMENT PROJECTS
TO BE LOCATED ALONG THE HIGHWAY CORRIDORS , ENTRY GATEWAYS
TO CAMBRIDGE MARYLAND.

DORCHESTER COUNTY'S LARGEST HISTORIC CITY
AND A GREAT AMERICAN CITY

PREPARED FOR THE CITY OF CAMBRIDGE MARYLAND BY:
JAY CORVAN ARCHITECTS, TRAPPE, MARYLAND.

CITY OF CAMBRIDGE DESIGN STANDARDS

CITY OF CAMBRIDGE MARYLAND
DESIGN STANDARDS FOR THE HIGHWAY CORRIDOR

CITY OF CAMBRIDGE
DEPARTMENT OF PLANNING AND ZONING
July 18, 2007

THE PURPOSE OF THIS DOCUMENT:

The Design Standards for the Highway Corridor in the City of Cambridge are meant to be used as a guiding instrument to accomplish the following objectives for all new and renovated highway commercial projects located within the City of Cambridge :

1. to increase the visual quality of new and renovated development along the highway,

2. to allow the buildings to create a special regional character, that is in some way derivative of The City of Cambridge and it's individual history.

3. To allow the city to regulate applications early in the process of design and avoid needless miscommunications that are costly to all participants in an application.

4. To allow builders and developers as good, even handed, consistent regulations of the site and building requirements in all new and renovation project applications, and not allow personality or special considerations to influence decision making.

5. To allow for improved communication between developers , citizens, and city officials and to allow for the free and open the public participation in the application approval process.

WHEN TO USE THIS DOCUMENT:
The Design Standards will have applications early in the design process to help guide developers regarding citywide established criteria for development early in the design process. The document is most useful when understood by a development team early in the process because it will be clear that proposals that do not respond to the specific ordinance requirements will have little to no chance of passage. For those who ignore the Design Standards regulations should be advised that the applications will be returned an noted as incomplete by Planning and Zoning Staff , and the application(s) will not be heard in a Preliminary Design Hearing by Zoning Commissioners until all that criteria is met. The Applicants must complete all of the checklist items on pages to be certain that the application requirement are complete.

Stage 1: Preliminary Review Process:
Pages 1-15 of the Design Standards are used primarily in the Preliminary design process to help the Applicant Development Team understand the nature of the Design Standards, to allow the developer to 1) understand what the city is trying to accomplish, and 2) what is the nature of the responsibility the City expects the developer to provide in a responsible Preliminary Project Design Review.

Stage 2: Final Design Review
After the Preliminary Design Meetings have been heard and designs for new applications have been approved in Design Concept, the Detailed portions (pages A-18- 25) of the Design Guidelines will be applied which will help regulate and establish minimum standards for specific aspects of a design: 1) the site design and associated details, 2) , general building design requirements , and 3) architectural detail requirements to be used to be sure the applicant has followed the intent of the ordinance. Applicants are encouraged to review the entire document at the outset of a project to familiarize themselves with the method in which the graphical details explain the intended final result of commercial design applications.

SECTIONS OF THE DOCUMENT: HOW TO USE THIS DOCUMENT

Pages 1-14 : General Requirements
These pages consider the overall nature the problems the City is facing with the Highway Corridor, contains explanations and lots of graphic and historic examples of the approach the City has chosen to use as archetypal patterns for new commercial buildings (an important section) , This section establishes a general intent of the ordinance and spotlights specific issues that are common to most all commercial applications.

Pages 15-18: Regulating Diagrams
These pages are used for the display of Regulating Diagrams that show how both typical facades and typical plans are intended to be used. The regulating diagrams are used as generic tool to explain how the detail criteria in the later part f the ordinance is to be used.

Pages 18-24: Detail Sheets
These pages are graphic in nature and show good examples and good solutions to typically encountered problems in the development process. These detail pages graphically demonstrate the preferred approach to 1) building site design, 2) general building requirements , and 3) specific architectural detailing. These pages also establish some very important minimum site criteria to be used in all applications.

Pages 24-27: Special Considerations
Are pages that deal with specific Commercial Highway issues (particularly large project and big box retail requirements)

Pages 27-29: Final Design Checklist
Are pages that allow the applicant to be sure that all the information required by the Initial Site review Process is included on the drawings.

DOCUMENT JARGON AND TERMINOLOGY:

The Design Standards recognizes that the Ordinance must communicate on many levels, to be understood by Developers, Architects, Palnning and Zoning officials, and public citizens alike. This document may contain terms that are not necessarily common knowledge, but it is probable that most of the applicants and their agents will understand terms and descriptions that are commonly used within the professions associated with development. For those unfamiliar with such terms, an explaination by the Staff in City of Cambridge Department of Public Works, or by a special release document that they have prepared to help all to understand which will be available upon request.

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DESIGN STANDARDS FOR THE HIGHWAY CORRIDOR

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GENERAL APPLICATION REVIEW REQUIREMENTS FOR HIGHWAY DESIGN STANDARDS :

Applicants for all new and renovated Highway Commercial Projects in the City of Cambridge Maryland, should be advised there is a three step review process that the City of Cambridge uses to guarantee compliance with The Design Standards Ordinance.

These steps are designed pay close attention to the large scale issues at first, and to over the review process begin to focus on more detailed issues and gradually hone the application to comply with all aspects of the architectural and site related details. Completion of the first steps will assure that it is easier to comply with the later stages of approval. Applicant's should always check with the City Planning and Zoning Staff to be sure that the likely time for application approvals will be in line with their expectation for project approval. This three tiered process allows for less mistakes to happen and more public involvement during all stages of the approval / permitting process.

GENERAL COMMENTS: OVERALL APPEARANCE AND COMPLIANCE, CONCEPT APPROVAL

STEP #1: Schedule of Submissions and Preliminary Site Plan Review

- Pre-Application Conference including explanation of Design Standards Ordinance
- Preliminary CONCEPT design review at Staff / TAC meeting
- Preliminary Design Hearing before the Commission meeting
- Preliminary Design application form with 10 copies
- DECISION IN PLANNING MEETING
- NOTICE TO PROCEED

- **STEP #2 : Schedule of Submissions and Final Site Plan Review**
- Application Conference
- Application: 10 copies
- Technical Advisory Committee including " Design Standards Checklist"
- Decision at Planning Commission Meeting
- Notice to Proceed with Construction

- **STEP #3 : Schedule of Submissions for Construction Document Review**
- for Design Standards Compliance (only)

- Submission of Building Permit Application (see City ordinance req.)
- Planning Staff Review of Construction Documents for Design Standards Compliance
- Issuance of report of Compliance by City Planning Staff
- Resubmittal od revised construction Documents per changes and revisions
- Issuance of Building Permit (other portions of City Ordinances besides Design Standards must also be considered)

DESIGN STANDARDS INTRODUCTION

CITY OF CAMBRIDGE MARYLAND . DESIGN STANDARDS

INTRODUCTION: BACKGROUND INFORMATION

The City of Cambridge Maryland is proud of it's legacy as a prestigious historic town located on the banks of the Choptank River. Over generations, Cambridge has flourished as a manufacturing town using it's fertile native farmland and Chesapeake Bay based fisheries to produce food products prized throughout the world.

With it's industrial past, The City of Cambridge grew from it's very early colonial roots as a small backwater town in the early 1600's , over 300 years to rival the size of Baltimore and Cambridge in the late 1800 's. The City's industrial prosperity is due in great part to the Chesapeake Bay, the world's largest coastal estuary. The prosperity achieved during the mid 1800's was proudly reinvested in it's Downtown Retail district, it's warehouse and industrial center, and in the prominent houses in what is now known as the "West End". Due to it's strong industrial roots, and a need to house the work forces, there is also an abundance of intact work force housing still standing along Pine Street and Washington Streets.

Over the years the farm and water based industrial manufacturing facilities have dwindled and most have vacated the downtown City Center, many of them closing their doors forever, due in large part to the diminishing productivity of the Chesapeake Bay. However some of the Historic "Packinghouse " Architecture is still clearly visible sprinkled throughout the city and is a strong reminder of the City of Cambridge's strong manufacturing past. Cambridge still holds a strong ship building tradition, with one of the only deep water ports along the Chesapeake Bay and few of the shipbuilding facilities are still struggling to stay afloat.

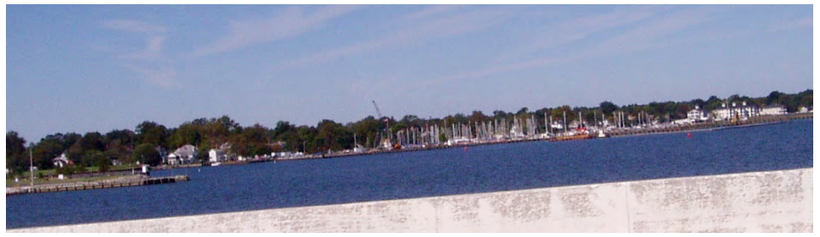
It is the most sincere wish of the Cambridge City Council, and the City of Cambridge Planning Commissioners to bring the historic greatness of Cambridge back to the city in a way that is both architecturally compatible, and historically meaningful and architecturally appropriate to Cambridge. The Introduction of Design Standards is an important step in that direction to reasserting that strong historic Architectural legacy.

Over the past five decades, especially since the construction of the New Malkus Memorial Bridge over Route 50, Franchise Architecture and Fast Food Retailers have found a strong foothold in the Route fifty corridor and approach to the City. This has proven to be is a mixed blessing. While the City is pleased to host such strong business interests, and provide for weary travelers, the costs for such hosting Franchises on their terms (not the City's terms) has created an environment of visual confusion, commercially branded stores all screaming to be seen, all contributing to a seriously tarnished image of what the City of Cambridge really is. The strip on Route 50 is not what the Center City looks like and as the main entry foyer to the City, it badly underrepresented the character of the rest of the City.

The Northern and Southern Gateway Entrances into town (especially from the North) holds surprisingly negative experience for the first time visitor to the Route Fifty Corridor. Entering the City from the North, the transition from the awesome scale and beauty of having crossed one of the most beautiful Rivers in Maryland, the shimmering Choptank River,one is filled with a true appreciation of the generous scale of the Bay and it's Estuaries. Then immediately upon crossing the Malkus Bridge, upon arrival in the City, the visitor then literally collides with a Mecca of commercial billboards, and a jungle of fast food vendors. This contrast is such a shock, that it makes the descent into Cambridge that much more negative: to come from such a strikingly beautiful natural place to a untamed mess of commercial confusion in so short a distance: That is the problem.

This descent into "Generica", heightens the impossible contrast between these two worlds...where franchise meets waterfront. The city believes that this uncontrolled commercial growth is seriously hurting the image of Cambridge. The Commissioners believe that it is in their best interest to try to make all efforts to smooth this shockingly abrupt transition by improving the quality of the retail corridor by requiring architectural and development standards fro all new construction and renovation projects . This will require the developers and retailers along Route fifty to take all measures to stem franchise appearances, and to support a more locally regional character that "fits in" with the Eastern Shore experience.

ARRIVAL AT CAMBRIDGE AT CHOPTANK:
Great Promises from spectacular landscape open as far as the eye can see



FIRST GLIMPSE OF CAMBRIDGE CITY
Historic Structures visible and lots of watercraft

TRAVELING ALONGSIDE:
An Historic Bridge Structure and a Fishing Pier

SITE DESIGN OBSERVATIONS and RECOMMENDATIONS

CITY OF CAMBRIDGE MARYLAND . DESIGN STANDARDS

ARRIVAL AT CAMBRIDGE FROM THE NORTH BRIDGE GATEWAY
Descent into " Generica" and Franchised Landscapes

ON THE STRIP:
Unmitigated signage, lack of trees, no visual buffering of buildings contributes to a landscape that can barely be understood at 50 miles per hour

In an effort to mitigate the jarring character of the present day commercial corridor , THE CITY OF CAMBRIDGE MARYLAND, will now require applicants for new construction projects and for all renovation projects to try to improve the quality of the Route 50 Corridor by implementing a few basic good design principles. These new principles are designed to emphasize traditional town building methods on the Eastern Shore of Maryland. These new Design Standards have been designed to help bring out the unique qualities of City of Cambridge, and it's native local architectural expressions.

These principles if used should have an overall positive effect and the net effect should result in the following improvements:

1. The spaces around the Route Fifty corridor will be more scaled for human use and habitation, and less scaled for only automobile access.

2. New construction and renovated projects will take on an appearance that will look more like local vernacular architecture, and will have less to do with corporate or franchise architecture.

3. Building Architecture will more closely match existing City core (Race Street) or otherwise known as Main Street Standards, using mixed use retail store models as development prototypes. New construction will use a more limited materials palate.

4. Only locally available, traditionally used materials will be approved on new construction projects. There will be a list of approved materials available at the Cambridge Department of Public Works.

5. Commercial signage will be visible from roadside entrances, but scaled down and designed to lead commercial customers through a series of steps toward a destination rather than trying to reach customers at a great distance with large signage. There will be a list of approved sign letter fonts so that all signage will take on a visually coordinated appearance.

5. Parking areas will be hidden behind buildings and visually buffered with landscape planting and site lighting as well as retail sign and architectural building lighting will be evaluated during all placations. Blanket lighting of parking areas will be discouraged , in favor of reduced path lighting to stores.

6. Landscaping will take a greater role in defining realms between cars and people and shading of areas for public use will be more carefully considered. Local plant species will be promoted by using native grasses, local pine trees, and seasonally colorful plantings like crepe myrtle.

COMPONENTS of a new site design should take into account the following conditions:

1. Parking areas should be small in size (typically not over 50 cars per lot area) and should be buffered by trees and landscape features.

2. Parking in front of buildings should be discouraged, and if it cannot be avoided the depth of the front parking areas will be limited . Off street parking shall be visually screened at all locations with plantings and / or brick privacy screen walls. Attempts to share parking off peak hours with adjacent retail areas will be encouraged.

3. Buildings should always hold and help define the street edges creating a tree lined street corridors complete with indigenous landscaping features. See diagrams regarding "Build to lines" calibrated according to proposed building heights.

4. Buildings should always acknowledge corner locations and make a special effort to create an especially interesting Architectural corner condition . See Typical Commercial Retail Regulating Plans and Regulating Facade Diagrams , and required Detail sheets for specific applicable requirements. Also please see historic photos of model commercial buildings native to the Cambridge Commercial areas in appendix reference sheets.

5. All Buildings will have principal and secondary facades. Principal facades are facades that face the public way, and secondary facades do not face the public way. Primary facades of require special treatment and will have a list of preferred materials. Corner buildings will have a minimum of two primary facades but some buildings that are considered prominent buildings, or are what is considered to be Gateway sites, may have more than two primary facades.

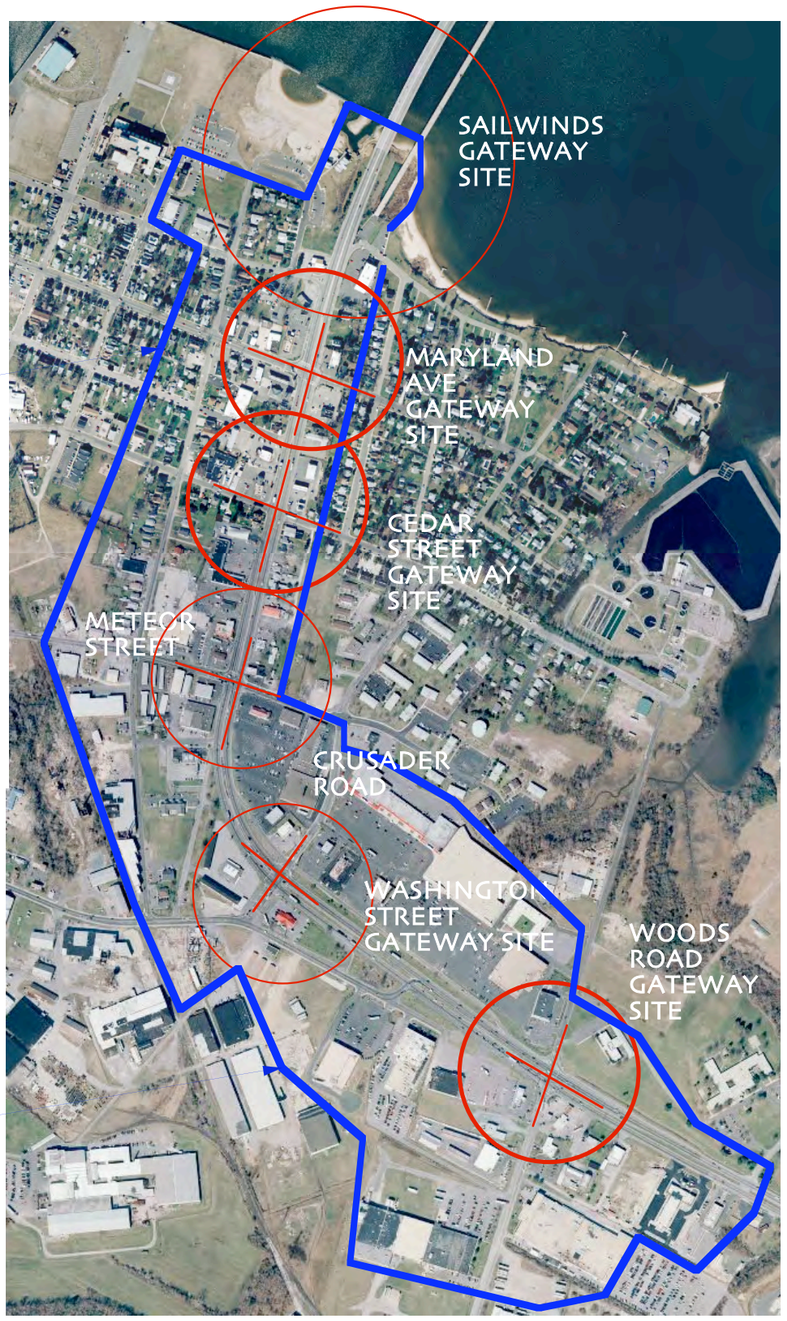
6. Building Architecture should be simple straight forward and based on the models suggested in the historic model sheets. The City encourages any design attempt to relate to Cambridge's illustrious "Packinghouse" Architecture with simple brick load bearing walls with "punched" double hung window openings. Accuracy and attention to detail will be studied and noted by the Planning Commission. Honesty of expression, Historical accuracy, and real (no plastic) materials will be used on all new projects. Attempts to disguise Franchise architecture will be turned away.

7. All new buildings shall have a two story component. All buildings shall have at least 60% of the base floor footprint two story height (12' per story). Consult the Reused Building sections regarding requirements for large and small tenancy, and the requirements for subdivision of spaces.

ROUTE 50 DESIGN CORRIDOR
AREA OF INFLUENCE

CITY OF CAMBRIDGE MARYLAND . DESIGN STANDARDS

ROUTE 50 DESIGN STANDARDS CORRIDOR INSIDE BLUE BOUNDARIES



ROUTE 50 DESIGN STANDARDS CORRIDOR INSIDE BLUE BOUNDARIES

DESIGN CORRIDOR AREA:

THE UPPER CORRIDOR :
The upper Corridor extends from the Route 50 Memorial Bridge through to the Crusader Road intersection , and is the most important portion of the Route 50 Corridor which contains so many Gateway and Crossroad sites.

The importance of cross streets in this area cannot be overstated because these streets provide essential linkage to the Historic City core. All of these intersections are important , but Cedar Street is especially important as it is intended to be the new main connector to the city center free from Drawbridge tie ups and traffic congestion.

Maryland Avenue is the present day access street to the City and will stay an important link to the City Center . Because of Drawbridge traffic, is makes sense that Maryland Avenue does not become the sole entry point to the City Center.

Each of these Gateway areas will have higher Architectural Standards to comply with and the Design Standards in these higher standards (depending on site location) are at the digression of the Planning Commission to enforce. At a minimum the Commission will consider more than one Facade of proposed buildings to be principal facades, and it may well be all sides of proposed buildings to be principal facades in these important Gateway areas

Signage requirements in this area will also be at the approval of the Planning Commissioners as well as any improvements in landscaping design and access road details. Standards for these areas ill be submitted in the near future as addendums to this ordinance.

THE LOWER CORRIDOR :

The Lower Corridor extends from the Crusader Road intersection through to the Woods Road crossroad, through the Route 16 intersection, and about a half mile past the Hyatt Regency resort entrance area. The continued importance of cross streets in this area cannot be overstated because these streets provide linkage to the Historic City core. All of these intersections are important but Cedar Street is especially important as it is intended to be the new main connector to the city center.

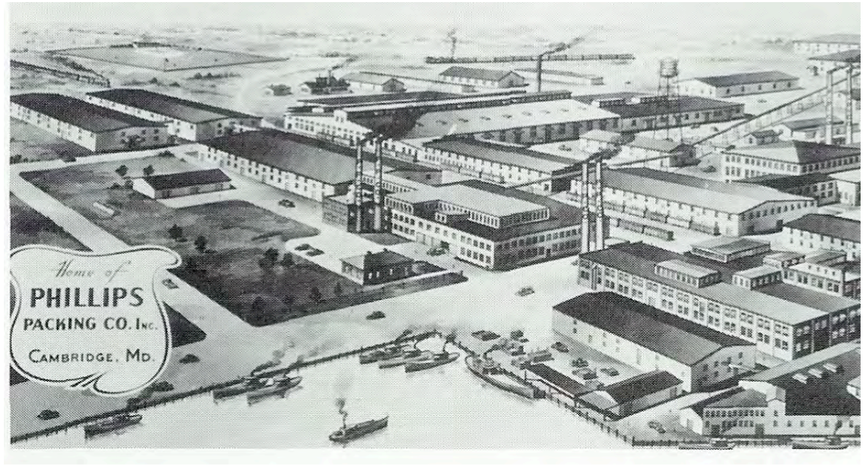
Signage requirements in the Lower Corridor will also be at the approval of the Planning Commissioners as well as any improvements in landscaping design and access road details. Standards for these areas ill be submitted in the near future as addendums to this ordinance. There will be a considerably reinforced sign ordinance limiting sign placement and overall dimensions put forth as an addendum to this ordinance. Sign character fonts will also limit the choices for signage, trying to create uniformity and order in a disorderly area.

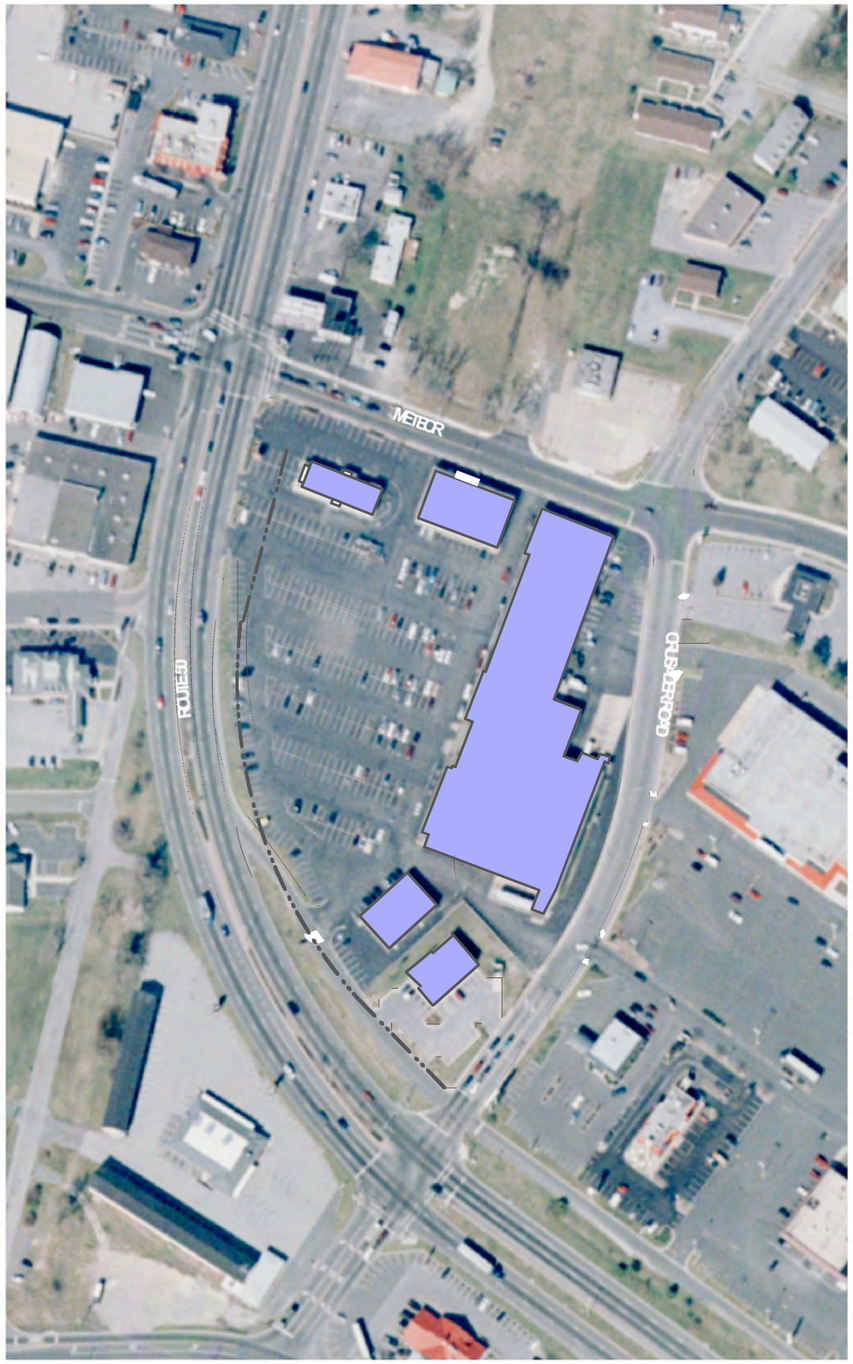
ARCHITECTURAL DESIGN STANDARDS

THE HIGHWAY COMMERCIAL CORRIDOR
THE CITY OF CAMBRIDGE MARYLAND

CHAPTER 1 :

LARGE SCALE INFILL DEVELOPOMENT





EXAMPLE OF INFILL DEVELOPMENT PROBLEM:

This page is intended to serve as an example of a site design problem that may be considered typical for the City of Cambridge in that there are large tracts of empty buildings with in place parking facilities that are unoccupied and unused at this time. The City would like to show how it's intentions to improve the quality of development may be carried out. Pages in this chapter will highlight certain problems and make generic recommendations of how the City may see these problem areas addressed.

EXISTING CONDITIONS SHEET:

Light blue represents existing building locations.

COMPONENTS of a new site design should take into account the following conditions:

1. Note that parking area has spaces almost 400 feet away from shopfront sign locations...too far away to see store signage. One main sign located on a building or on a main signage area to advertise the presence of stores is recommended. Attempts to make signage posted on existing buildings visible to Route 50 will be discouraged.

2. Excessive amounts of unrelieved car parking between Route 50 and the shopfronts creates a visually oppressive condition both for the mall visitor parking so far away , and an unattractive gateway site for the route 50 traveler that has to gaze over acres of cars in front of the shops.

3. The low rise shops , only one story tall create no opportunity to contain the wide low space that the parking area creates. Higher shops of minimum 25 foot storefront parapets is recommended, maybe even going to a full two or three story building.

4. The Route 50 traveler should not have to see into acres of parking at an important gateway site to the City of Cambridge. Limited visibility of store presence is allowed, but containment of the Route 50 noise and Street area is encouraged by honoring a build to line along the Route 50 Street edge. See Section of Design Code regarding Build to Lines and Building Setbacks.

RECOMMENDATIONS FOR INFILL SITES
SITE DESIGN FEATURES

CITY OF CAMBRIDGE MARYLAND . DESIGN STANDARDS

TYPICAL SITE PROBLEMS IDENTIFIED ;

1. Parking areas too large size (typically not over 50 cars per individual lot area) . Parking Areas should be broken into smaller areas. Parking should not be wholly visible from the road.

2. There are no landscape elements on the site. This contributes to an overall oppressively large area of undivided pavement, which makes the site feel in human in scale, and designed to fit only automobiles.

3. Buildings do not define the street edges of Route 50, while allows the reading of Route 50 as a generous Boulevard to be compromised. The street edge needs to be contained at the curve edge. There will be a new element in site design proposed called the "build to line" which will require a certain percentage of new buildings to be built to that line.

4. As a byproduct of not containing the street edge, there is an awful lot of noise, confusion, and pollution entering the site from Route 50. The construction of buildings on the edge of the site will help contain the negative environmental influence of traffic on Route 50.

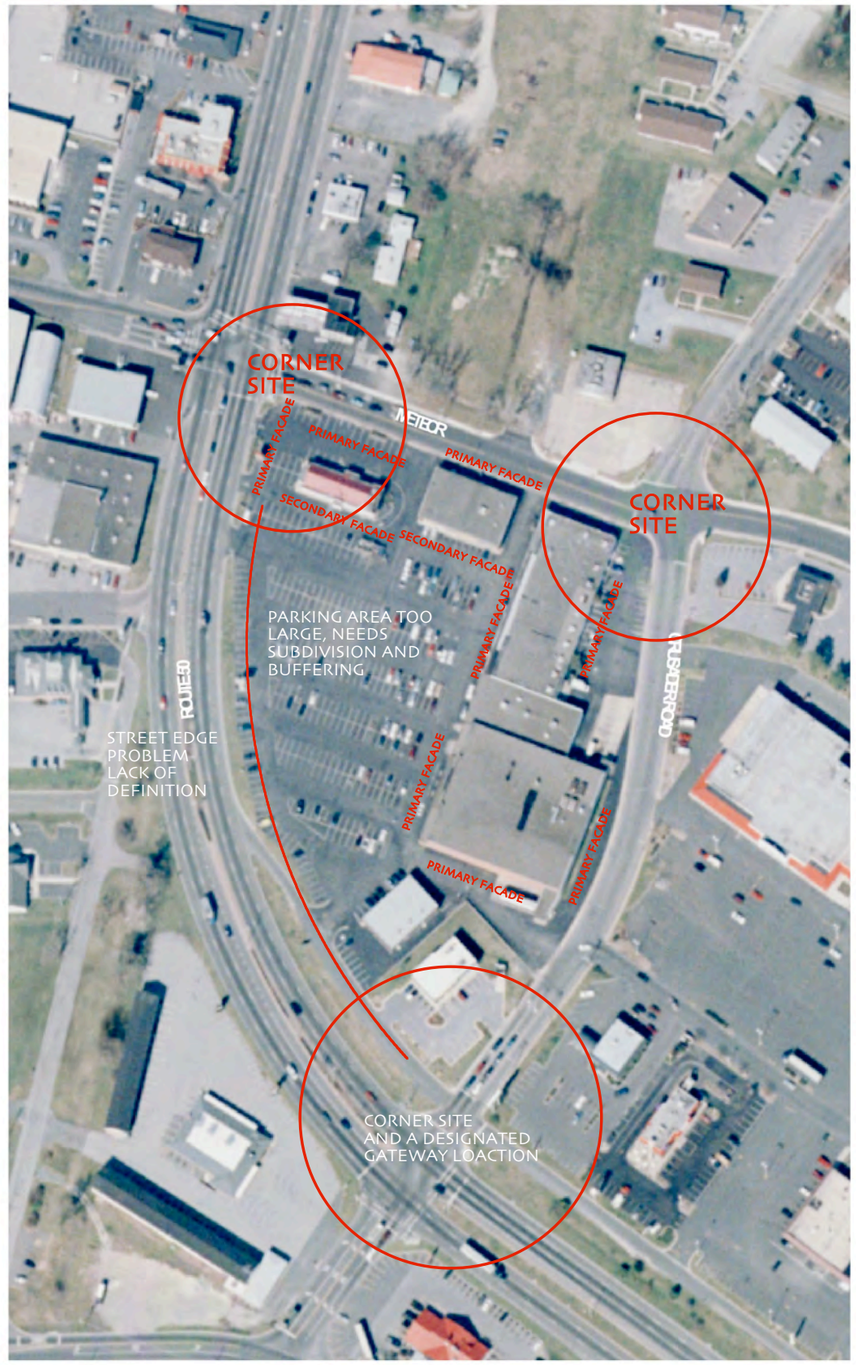
5. The buildings at this site are not tall enough. There is no two story component to any of the buildings. The distance away from the Route fifty street edge is so far to the shop areas that it is hard to see the buildings or even read the signage. Buildings need to create public spaces and with lower one story buildings, this important spacial component cannot be accomplished.

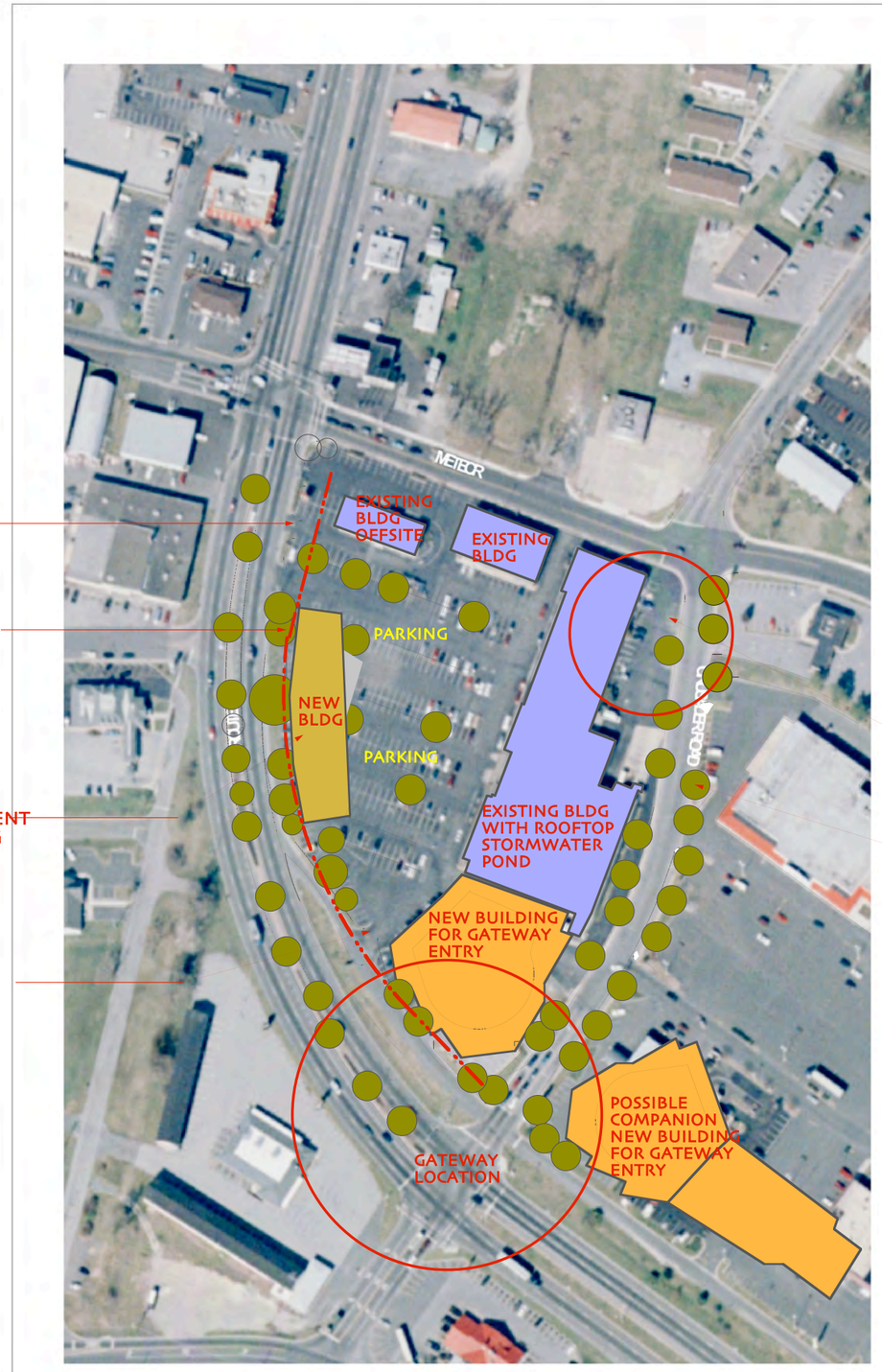
6. Pedestrians are not considered in this Site. There is no place for pedestrians to walk free and clear from car traffic, an no easily marked route to stores. Accommodations of pedestrians in new applications will be critical. There also should be dedicated spaces for pedestrian crossings, not just allowing pedestrians to filter through paved areas to find a sidewalk. Pedestrians should exit their car and find a sidewalk almost immediately that will take them to a general retail destination where there is very little interfacing with car traffic.

7. The site design should also take into account the interconnectivity of adjacent sites so that both pedestrian and car traffic is easily and safely accommodated. This traffic access to this site is badly handled through a complicated and rather useless side spur that parallels Route 50. Consolidation of entrances and exits should be considered for this site.

8. Building Architecture is not local and looks generic. The new applicants should make an effort to improve the appearance of the shopping center area as part of their application. If their application is partial (not the entire area) then all the individual parts of their application should conform to the new standards.

7. There is no consideration to storm water management on this site. The applicant should consider roof ponds as a way to slow down water storm surge, and should consider using landscaped swale infiltration areas to slow down the storm water runoff in the parking areas.





SUGGESTED DESIGN #1 SHEET:

Light blue represents existing building locations.
Light yellow represents possible proposed new buildings
Light green represents possible proposed new trees

COMPONENTS of a new site design could contain the following ideas:

1. Parking area has been visually bufferred by tree plantings, signage has not been posted on existing buildings intended to be read at a 400 foot distance.

2. the volume of parking areas have between drastically reduced by positioning buildings reduce noise, contain the Route 50 street space and to help define the Route 50 curve as an interesting final entry gateway into town.

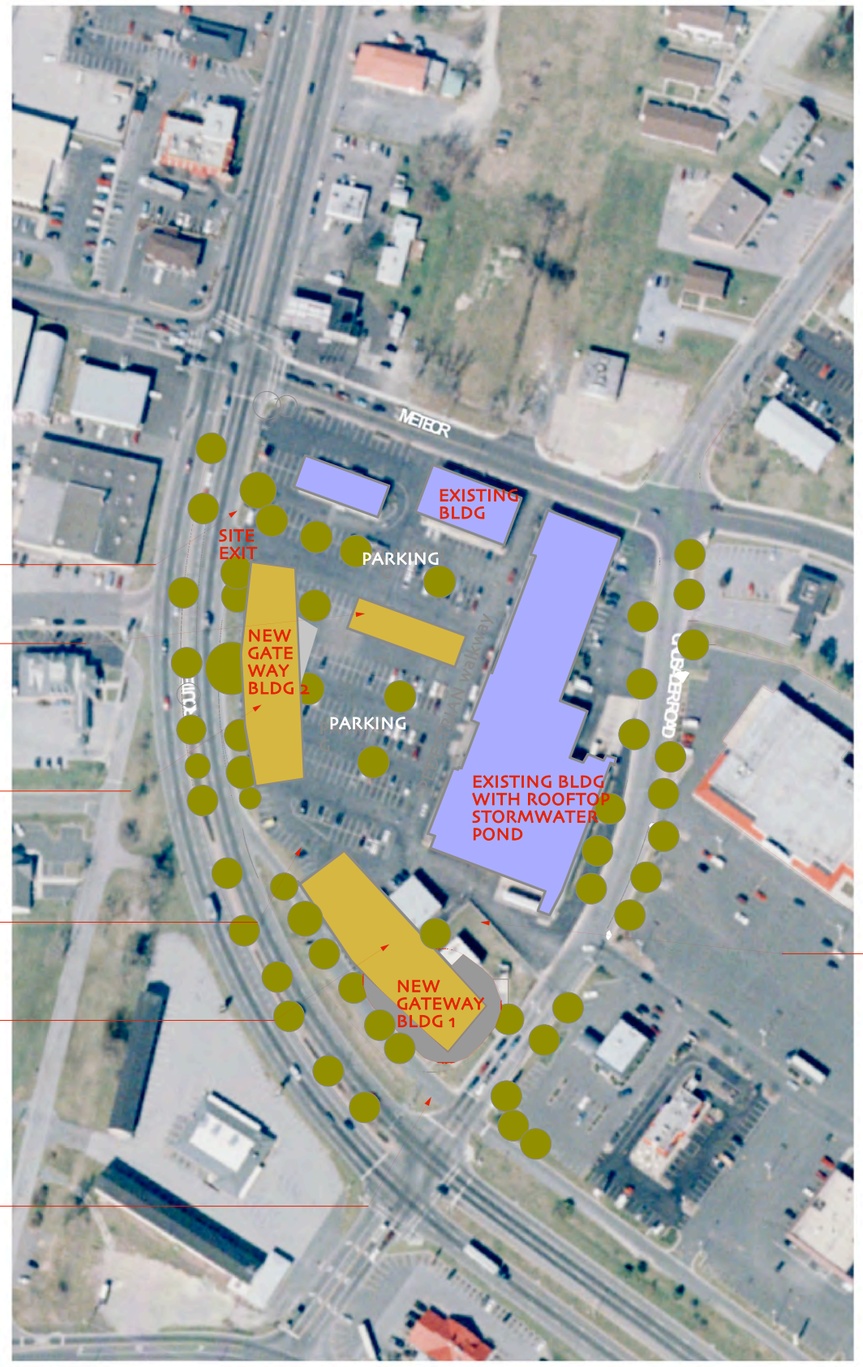
3. gateway building at the lower edge of the site is shaped to take advantage of the gateway corner location. Buildings are located along the Route 50 Build to line to define the street edge, and to aloow for a permeable edge condition aloowing visibility and privacy, and containment.

4. The small access spur that is located it the inside corner of Route 50 meant to control traffic turning into the site is removed in favor of creating to new major site entry/exits.

RECOMMENDATIONS FOR INFILL SITES

SITE DESIGN FEATURES

CITY OF CAMBRIDGE MARYLAND . DESIGN STANDARDS



SUGGESTED DESIGN #2 SHEET:

Light blue represents existing building locations.
Light yellow represents possible proposed new buildings
Light green represents possible proposed new trees

COMPONENTS of a new site design could contain the following ideas:

1. Parking area has been visually buffered by tree plantings, signage has not been posted on existing buildings intended to be read at a 400 foot distance.

2. the volume of parking areas have between drastically reduced by positioning buildings to both 1) break up space into smaller areas and 2) to
place buildings along Route 50 to reduce noise, contain the street space and to help define the Route 50 curve as an interesting final entry gateway into town.

3. Gateway corner building is minimized in favor of providing a second street edge containment building at the site perimeter.

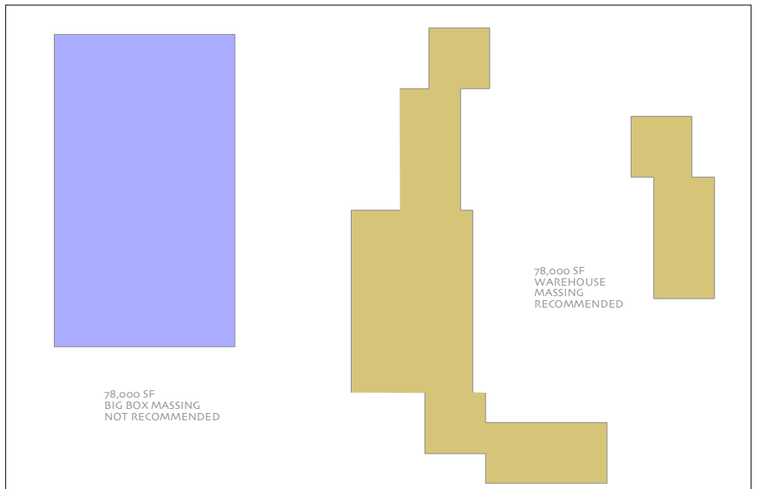
4. The small access spur that is located it the inside corner of Route 50 meant to control traffic turning into the site is removed in favor of creating to new major site entry/exits.

5. There is better site access gained by keeping gateway building at south edge of site, allowing for a connector road from Crusader Road.

RECOMMENDATIONS FOR INFILL SITES
SITE DESIGN FEATURES

CITY OF CAMBRIDGE MARYLAND . DESIGN STANDARDS

BIG BOX RETAIL , DEVELOPMENT STRATEGY



STRATEGY FOR BIG BOX PLAN COMPOSITION :

ILLUSTRATION #1:
showing Easton Furniture Company circa 1893, with tall multi-floored buildings built into a courtyard configuration, or "work yard" to access and move materials. Also note the simple brick masonry bay system with standard window components to provide adequate lighting and ventilation in interior spaces

Smith, Moore & Company, Snow Hill, c. 1900 (collection of the Julia Purnell Museum)

ILLUSTRATION #2:
showing the various Industrial Mill Buildings constructed and processing materials for resale.. This early photo shows an early version of an industrial scale building in Snow Hill Maryland. Note the use of rooftop monitors for natural lighting of the building interior, and the simple honest use of building massing , windows, and roof shapes.

SUSTAINABLE BUILDING:

WHILE MARKET FORCES AND THE CONTINUED HIGH COSTS OF FUEL HAVE LIMITED THE NEED FOR LARGE RETAIL BUILDINGS LOCATED IN SUBURBAN LOCATIONS, THE CITY COMMISSIONERS REALIZE THAT THERE IS STILL A LIMITED DEMAND FOR THESE BUSINESSES. IF THESE RETAILERS CANNOT BE PERSUADED TO LOCATE WITHIN AN EXISTING SUITABLE COMMERCIAL CORRIDORS WITHIN THE CITY AND CLOSE TO POPULATIONS LARGE ENOUGH TO SUSTAIN THE HIGH VOLUME OF RETAIL TRAFFIC NEEDED TO SUSTAIN THE LARGE RETAIL CHAINS, THE NEED FOR CONSIDERATION OF THE FUTURE OF THESE BUILDINGS SHOULD BE PART OF THE NEGOTIATIONS FOR DEVELOPMENT STRATEGY.

THIS MEANS THAT ALL BIG BOX RETAILERS SHOULD ALLOW FOR THE PROBABLE SUBDIVISION OF THE RETAIL STORES INTO SMALLER UNITS WITHOUT SUBSTANTIALLY ALTERING THE CONFIGURATION OF THE STRUCTURE. SUGGESTIONS FOR THESE STRATEGIES SHOULD INCLUDE:

1. LARGE ENOUGH OVERHEAD SPACE TO ADD A SECOND STORY IN THE FUTURE
2. PROVISIONS FOR INTERIOR TENANT WALLS TO DIVIDE THE MAXIMUM BUILDING BLOCK UNITS AS SHOWN BELOW FROM 12,000 SF TO 3-4,000 SF UNITS

PREFERRED ELEMENTS OF BIG BOX DESIGN

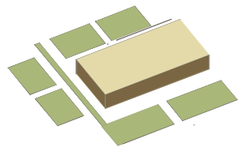
BIG BOX BUILDING SITE COMPONENTS :
1. buildings should always be placed close to existing infrastructure and city utilities. Infrastructure costs are too high to locate such structures too far away from town, and gas costs for customers to access the stores are climbing.
2. break up single rectangular box into smaller interconnected boxes in a campus approach to building placement. See page three.
3. smaller scaled commercial structures buildings grouped around big box retail site keep big box store within acceptable scale.
4. reduce scale of big box by dividing box into smaller component parts

BIG BOX PARKING COMPONENTS:
1. indigenous planting for screened parking
2. smaller scaled parking areas
3. integrated system of storm water infiltration trenches
4. buildings should hold street edge if on a main street in town

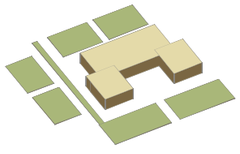
BIG BOX EXTERIOR SHELL COMPONENTS:
1. simple repetitive bay system using brick masonry load bearing wall.
2. simple window fenestration, simulated divided lite large scale double hung window sash with square and arched heads intermixed
3. Italiante cornice brick details to match typical in town models
4. entry porticos and sheltered arcades at building entrances
5.

BIG BOX INTERIOR COMPONENTS :
1. Internal tenant walls spaced at 20,000 maximum increments
2. natural monitor type sky lighting inside of all buildings
3. natural materials at building exterior
4. genuine historic fenestration and details
5. gently detailed appropriately scaled use of landscape features

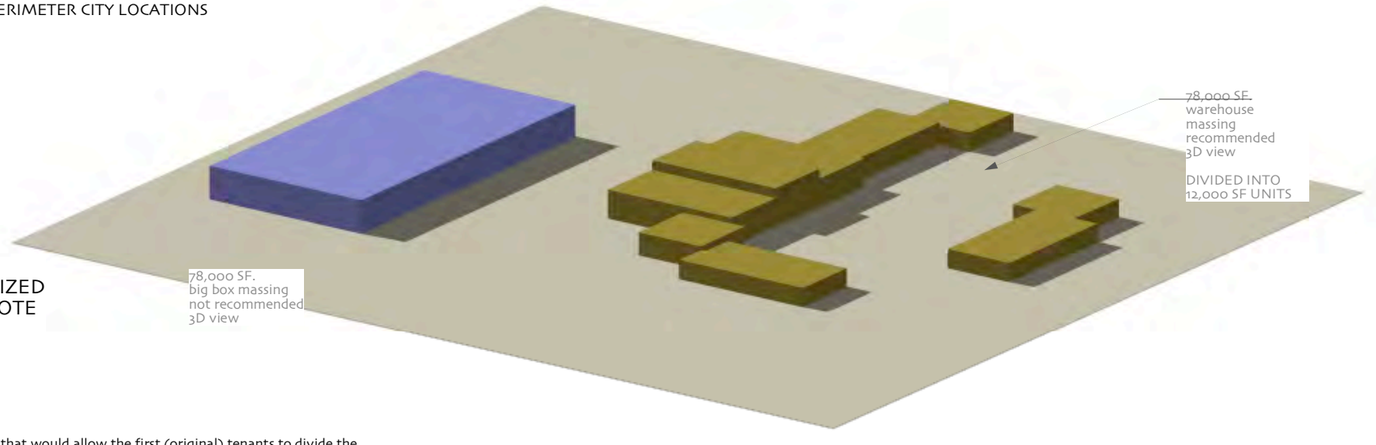
ILLUSTRATION #3 : A POSSIBLE ELEVATION OF MODEL BIG BOX RETAIL STORE IN PERIMETER CITY LOCATIONS



BIG BOX (NOT BROKEN UP) NOT ENCOURAGED



BIG BOX (BROKEN UP INTO SMALLER PIECES , DECENTRALIZED APPROACH) ENCOURAGED , NOTE SCATTERED PARKING AREAS



STRATEGY FOR BIG BOX THREE DIMENSIONAL COMPOSITION :

SECTION 1101.11
REUSE OF BUILDINGS:

In configuring space for all retail applications, applicants are encouraged to divide spaces in a way that would allow the first (original) tenants to divide the space into segments that are easily sub leased to second parties. This would allow for a single large scale occupant to leave and have numerous smaller tenants easily adapt the large scale space to sublet to smaller tenants. Reuse schemes should also allow for a second story to be inserted in large scale buildings for reuse as business
or retail sector buildings, as large retail boxes can gives way to department store applications.

SECTION 1101.2
Small buildings , 20,000 sf. or smaller needs to demonstrate horizontal or vertical dividing reusable spaces . (should be dividable into 3 or more useful spaces

SECTION 1101.3
Large buildings. 20,000 sf. or larger needs to demonstrate horizontal or vertical dividing reusable spaces (should be dividable into a maximum of 15,000sf or more useful individual tenant spaces)

ARCHITECTURAL DESIGN STANDARDS

CHAPTER 2 :

BUILDING EXTERIOR AND FACADE TREATEMENT

EXISTING CAMBRIDGE WAREHOUSE ARCHITECTURE
EXAMPLES STILL STANDING IN CAMBRIDGE

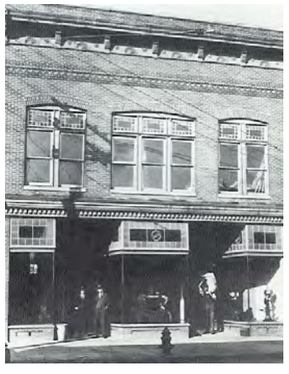
MURPHY'S APPLIANCE STORE

PACKINGHOUSE ANTIQUES STORE

THE FOUR CORNERS BUILDING

RICHARDSON MUSEUM AND THE .....BLDG

EARLY VERSION OF THE ARCADE BUILDING, NOW APARTMENTS



HUBERT'S HARDWARE STORE

F.W. WOLWORTH'S HARDWARE STORE
NOW CANVASBACK RESTAURANT

CAMBRIDGE ARCHITECTURE AND CHOOSING MODELS: METHODOLOGY.

DURING INITIAL MEETINGS discussing the new imagery of the Route 50 Corridor, discussions about what Historic and Architectural imagery best represents the Historical imagery of a City to project took three directions. Planning Commissioners felt that parts of the City is a colonial city, established early in the relative History of our Country, and that the style of buildings should represent that "early" legacy. Other Commissioners felt that there the "greatness" of Cambridge was achieved during the Oyster Packing years of the mid 1800's and that Cambridge reached it's peak as an industrial giant and a true "working town" during these years. Still others felt that the strip architecture of the 1960's loaded with "roadside attractions" was true to the nature of the strip development along Route 50 and would be the easiest to achieve in a modern commercial world of franchise architecture.

As discussions evolved, the consensus was that the best approach was to try to establish a real "theme" that was different but true to the nature and the past of the City. The "warehouse" period seemed have the strongest following, put parts of the modern era were also requested to be included in the standards.

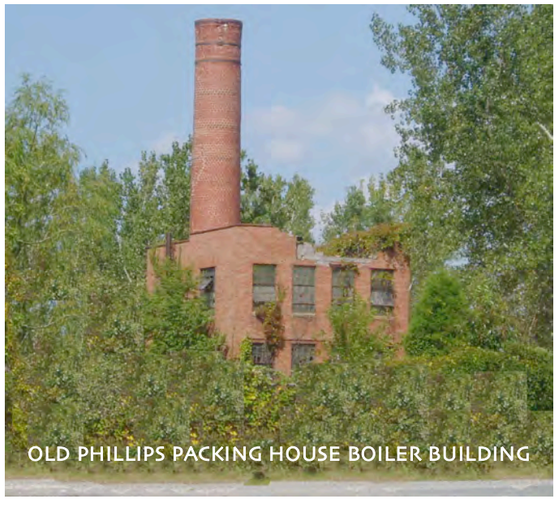
DECISION: Brick Warehouses with Modern Elements
The final request from the Planning Commissioners was that buildings should be simple straight forward and built from simple honest materials. They wanted the buildings to be;

1) Simple, honest and understated
2) Not look like franchise architecture
3) To be sure that buildings connected with the warehouse legacy of the past and
4) All buildings to share certain common elements, looking for aesthetic continuity.

There are plenty of examples of warehouses in the Cambridge past but not many have survived the wrecking ball and most of these warehouses were not located anywhere close to the Route 50 corridor. In an attempt to find successful models for our new buildings we carefully studied the Cityscape, inventoried the good examples of building still left standing. Some of the most important pictures of successful buildings are on this sheet and are representative of that effort, although there are many more available. we hope to have a library of these model buildings available to download on the Internet for those who want to do research and on buildings for design purposes. This will come to with subsequent addendum to this document.

ROUTE 50 CORRIDOR DESIGN MODELS

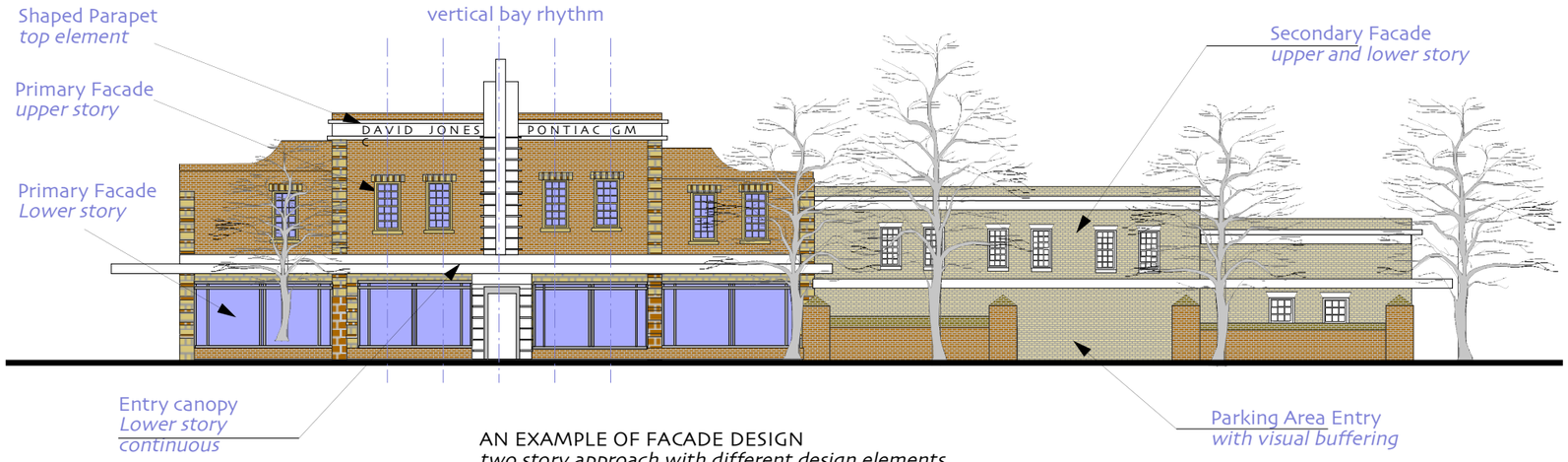
THE BLADES BUILDING LOCATED ON ....RACE STREET , CAMBRIDGE SEEMS TO CAPTURE THE BEST EXISTING IN PLACE , INTACT DETAILS OF A BUILDING THAT COMBINES THE STRAIGHTFORWARD WAREHOUSE IMAGERY WITH THE STOREFRONT ON THE LOWER FLOOR, BOTH DESIGNED TO WORK IN CONCERT TO GIVE AN OVERALL UNIFIED IMAGE



OLD PHILLIPS PACKING HOUSE BOILER BUILDING

BUILDING DESIGN RECOMMENDATIONS
BUILDING EXTERIOR TREATMENTS

CITY OF CAMBRIDGE MARYLAND . DESIGN STANDARDS



AN EXAMPLE OF FACADE DESIGN
two story approach with different design elements in each story.

The planning Commissioners request that all new applications have components of the warehouse architecture in the upper stories (especially and some elements of the roadside / art deco architecture on the lower story. This double character of projects should be well assimilated so that there are no jarring differences between the two styles. This means that there needs to be common elements of the two stories, with vertical and horizontal relationships well established. For instance there may be a strong rhythm created by the upper story window bays that is reflected in the lower storefront in some manner.

THE UPPER STORY :
New Buildings proposed for the Route 50 Corridor shall have a double character. The Upper part of the buildings should be very simple "punched" brick openings with double hung windows with true divide lites (commercial glazing is also acceptable..see window detail sheets). The upper story shall be of brick construction using approved brick materials. (see approved material list). Details for the brick would include jack arch (flat arch) opening over widow heads, corbelling details at the cornice or parapet levels, rustication details, quoined corners are a possible detail to be considered. There will be no painting of brick above the first level allowed, so the finish for the upper story should be all about brick and very little else. Details to exhibit lighting and building signage should be thoughtfully considered and carefully placed. See exterior site and building lighting section in the detail sheet sections.

THE LOWER STORY :
New Buildings proposed for the Route 50 Corridor shall have a double character. The Lower part of the buildings may be different than the upper story, but that it not a mandatory requirement. The change in character allows for a greater area of shorefront windows to be placed on the main entry level to appeal to shoppers that would be passing the storefront windows. All windows on the lower story will be used either for display or for interior lighting (or both). There will be no"blacked out, or shadow box " windows allowed in new construction. Vendors must find a way to display merchandised items at the store interior and at areas or by using free standing display cabinets. The primary facades of new and renovated buildings shall have roughly 60% glazing on the lower story building facade areas and 30% on the upper story facades. Window styles on the lower story may be modern plate glass, and a eye to 1930's department store glazing detail similar to the "Kresgee" store are considered extremely appropriate for the Route Fifty corridor (see Reference sheet 3).

ENTRY CANOPIES:
Per section 1004.2, requirements for building canopies discuss options to include either arcades, inset entrance ways (cants) or cantilevered canopies to a minimum of 8' projection (or a combination of two or more of the elements). This allows for a clearly marked building entryway. The use of shopfront windows along and under these canopies is recommended.

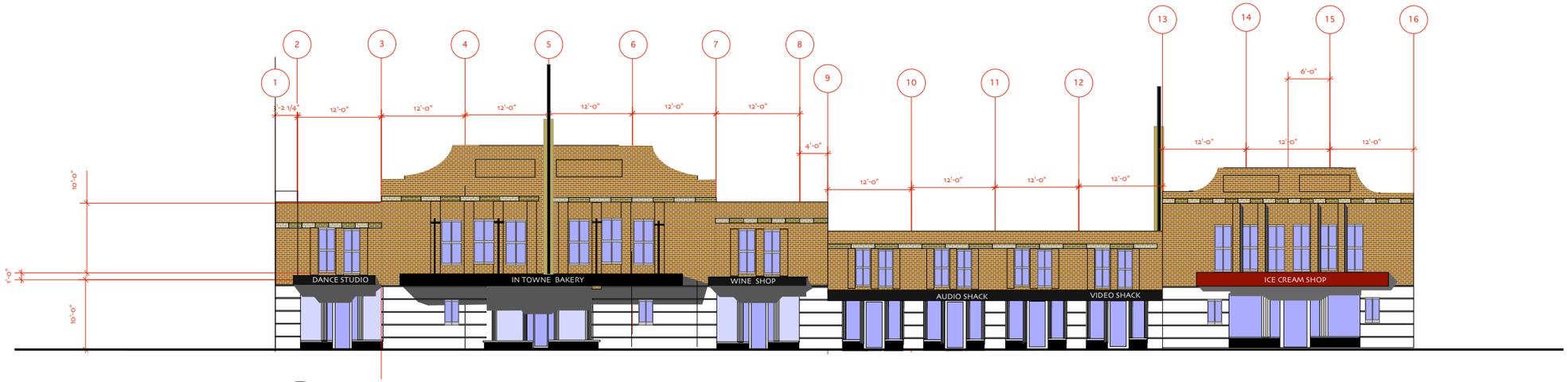
SITE LOCATION:
Applicants should be aware that there are different requirements for different sites. Note that Gateway sites are sites that are important intersections and connector roads throughout the city where the Planning Commissioners have deemed the Design Requirements to be higher in a more visible public area. These requirements are given as number of primary or secondary facades. Also note that Corner site require that a corner building element by included in the proposed design. This corner should be integrated in the design and should appear as a natural extension of the building Architecture. As it is difficult and counterproductive t o require all aspects of a design as given in a design code, the Route 50 Corridor Design Standards does not wish to diminish any creativity put forth by applicants, but wishes most ardently t o discourage typical franchise solutions that do not respond to the new warehouse model the Design Standards wish to promote.

TYPICAL STOREFRONT GLAZING
for lower stories

TYPICAL CANOPIES
for lower stories

TYPICAL CLEARSTORIES
for UPPER stories

TYPICAL STOREFRONTS
for LOWER stories



1
A.5

SAMPLE ELEVATION OF ROUTE 50 ADDITIONS
SCALE 1/8" EQUALS 1'-0"

ATRIBUTES OF SAMPLE ELEVATIONS

1. Lower story elevations are separate from lower elevations to bring the large scale glass shopfront windows into scale (Roadside or art deco style)

2. Upper story elevations are simple groupings of windows (no plate glass) with vertical proportioning systems (simple warehouuse architecture)

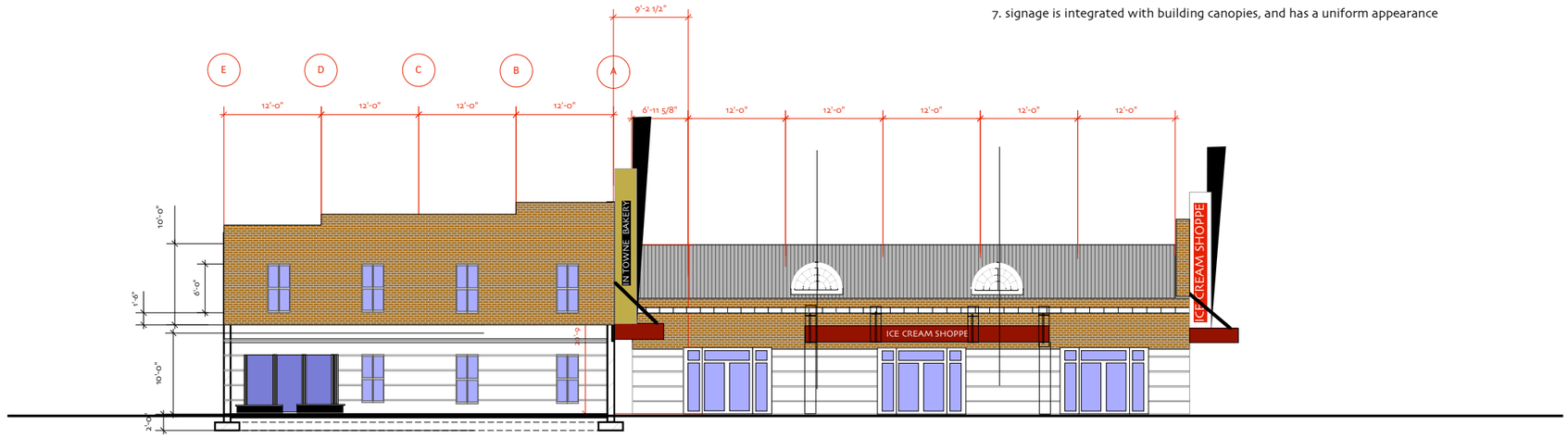
3. Rythyms and patterns are simple , upper and lower floors are matched rythyms even though the fenestration is quite different

4. Brick details are reminiscent of older cambridge buildings in t he warehouse style with simple clean parapets

5. There is no use of Dryvit or plastic materials on the exterior

6. Vertical Pilasters break up the effect of long runs of unbroken facade and create much needed layering of facade.

7. signage is integrated with building canopies, and has a uniform appearance



2
A.5

SAMPLE SIDE ELEVATION OF ADDITIONS
SCALE 1/8" EQUALS 1'-0"

BUILDING DESIGN RECOMMENDATIONS
BUILDING EXTERIOR TREATMENTS

CITY OF CAMBRIDGE MARYLAND . DESIGN STANDARDS

INTRODUCTION:
In response to a request that "local character" be an important part of the new design considerations, the Commissioners of Cambridge have decided to require new applications for building permits to comply with these new design standards. The Design standards have Four important parts that make up their working apparatus. They are:

DESIGN STANDARDS COMPONENTS:

1) General design Design Standards Discussion sheets
2) Regulating Plans with regulated design details
3) Regulating facade Diagram with regulated design details
4) Design Detail Sheets with specific
   information and City requirements

In an effort to help describe "building Character better, the City Commissioners have tried to explain the elements of the new building imagery they require for new applications for construction.

ROUTE 50 CORRIDOR DESIGN INTENT

New buildings should contribute to character of the designated Route 50 Commercial Corridor. Since the creation of Route 50 corridor and the creation of the present Choptank Bridge in the 1950's , the Cambridge commercial corridor has responded to the business opportunity through identifying strongly with the automobile traffic and has responded with roadside architecture making it easy for customers to recognize and access commercial buildings from the divided highway.

Some of the earliest and the best building examples have been removed, but the community wants to establish a design intent that the commercial corridor both identifies strongly and easily with the automobile trade, and also says something about other famous aspects of Cambidge's illustrative past. This would then require the applicants for new building process to combine the two different elements of the indigenous commercial character of Cambridge:

1. the roadside architecture of the 1940-1960's
2. the commercial packing house architecture
   of the EARLY 1900's.

ROUTE 50 EXISTING ROADSIDE ARCHITECTURE
EXAMPLES STILL STANDING IN CAMBRIDGE

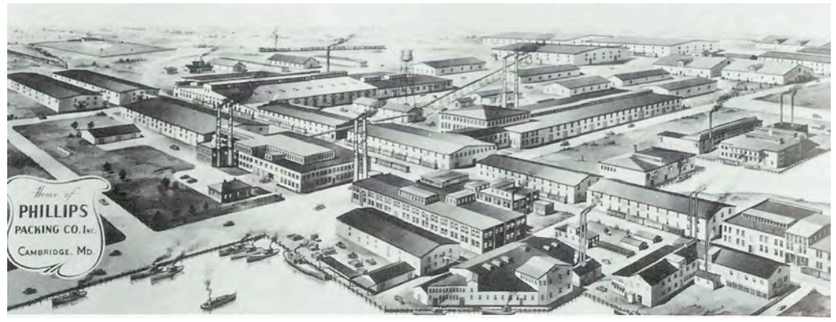
EXISTING GAS STATION CANOPY ON HIGH STREET, CAMBRIDGE

SIDE OF WHIPPY DIP : FORMERLY A DAIRY STAND WASHINGTON STREET EXTENDED , CAMBRIDGE

FIRE STATION ON NEAR HUDSON , NECK DISTRICT, , CAMBRIDGE

WHIPPY DIP : FORMERLY A DAIRY STAND WASHINGTON STREET EXTENDED , CAMBRIDGE

OTHER NON LOCAL NOTABLE EXAMPLES OF
WAREHOUSE ARCHITECTURE



PHILIPS PACKING HOUSE HOLDINGS : AN HISTORIC ENGRAVING

NOTABLE
EXAMPLES
OF
WAREHOUSE
ARCHITECTURE in
Baltimore: National
Bohemian Brewery
Building Just
Renovated

DESIGN CODE

THE CITY OF CAMBRIDGE MARYLAND ...

ROUTE 50 CORRIDOR

DESIGN STANDARDS ENACTED February , 2007

CHAPTER 2 : ITEM 1
EXTERIOR FACADE REQUIREMENTS:

The intent of this section is to require primary facades of a commercial development to meet certain minimal architectural standards. These standards apply to any structure that facades a public right of way, and / or which has a primary customer entrance. The intent of this section is also to require new and/or renovated buildings to conform to the time honored traditional street facade treatments of this county as outlined in the "Best of Dorchester " buildings section of the code. Exterior building materials contribute significantly to the visual impact of a building on a community, so building materials shall be carefully considered when viewed within the context of the neighboring structures.

CHAPTER 2 ; ITEM 2
PRIMARY FACADE STANDARDS:

The intent of this section is to require primary facades of a commercial development to meet certain minimal architectural standards. These standards apply to any structure that facades a public right of way, and / or which has a primary customer entrance. The intent of this section is also to require new and/or renovated buildings to conform to the time honored traditional street facade treatments of DORCHESTER COUNTY as outlined in the BEST OF DORCHESTER buildings section of the code. See Page 2 of Design Standards worksheets for examples of the targeted "historic architectural features".

CHAPTER 2 ; ITEM 3
PRIMARY FACADE DESIGN REQUIREMENTS:
Primary facades shall have the following component parts:

3A. A primary customer entrance on the lower level

3B. Arcades of columns (or suspended canopies that imply and arcade :minimum 8'-0" width) or other entrance treatments that shall break the vertical roof plan along at least 50 percent of the primary building facade.

CHAPTER 2 ` ITEM 4
SHOP FRONT DISPLAY WINDOWS:
Display storefront windows of a minimum of 8' high shall occupy at least 60 percent of the primary building facade. See design details for further information.

CHAPTER 2: ITEM 5
UPPER FACADE WINDOWS:
Windows shall cover at least 40% of the upper primary facade 60% of the lower facade. Double hung sash widows using aluminum clad windows shall be used. No snap in grilles will be accepted.

CHAPTER 2; ITEM 6
SHOPPING CART SCREENING:
Primary facades shall incorporate the screening of outdoor storage of customer shopping carts adjacent to a building. Shopping carts shall be screened by walls of a minimum of 5 feet in height, and constructed of brick material, and shall be constructed of a material that is consistent with the materials used in the primary facade.

CHAPTER 2 ; ITEM 7
SCREENING OF REFUSE AREAS:
No dumpsite or material refuse storage will be permitted in the primary building facade areas. All facades shall incorporate the screening of dumpster refuse areas adjacent to a building. Dumpster refuse areas shall be screened by walls of a minimum of 7 feet in height, and constructed of brick material, and shall be constructed of a material that is consistent with the materials used in the primary facade. The dumpster containment walls shall wrap at least three sides of the dumpster area, along with an access gate for removal of refuse.

CHAPTER 2; ITEM 8
AIR CONDITIONING EQUIPMENT:
Primary facades shall incorporate the screening of Air conditioning equipment condenser units adjacent to a building, or preferably visually screened by parapet walls at the rooftop level . Air conditioning equipment areas , on the ground, shall be screened by walls of a minimum of 5 feet in height, and constructed of a durable material, and shall be constructed of a material that is consistent with the materials used in the primary facade. Allowances for air circulation within the wall surfaces will be permitted along 30% of the wall surfaces. (Insert photo here)

CHAPTER 2: ITEM 9
Exterior Building Materials:
The use of certain materials on primary facades is restricted as follows:

CHAPTER 2 ITEM 10 , **corrugated metal panels,** used as a finish material, shall be prohibited on the primary facade. Architectural metal panels are permitted subject to appropriate consultation with a planning and zoning officials to determine whether the material meets the intent of this section.

CHAPTER 2; ITEM 11 **The use of "Dryvit"** or synthetic materials which approximate the appearance of stucco finish shall be prohibited on the primary or secondary building facade.

CHAPTER 2 ITEM 12, **Raw exposed or painted concrete block** is not permitted on the primary building facade, and discouraged on the secondary facades without the additional application of a two coat colored stucco finish, with no trowel marks. Stone faced block is permitted on lower facades and to a limited degree on the upper facades. Joint types of all materials should be clearly designated on the final applications, with mortar colors also identified.

CHAPTER 2 , ITEM 13 The use of **vinyl siding** is not permitted on the primary facade, and not permitted on secondary facades.

CHAPTER 2: ITEM 13 **Back lit canvas awnings** and canopies are specifically prohibited. Prewiring for backlit awnings and canopies is specifically prohibited. Backlighting of awnings and canopies shall note be allowed subsequent to their construction.

CHAPTER 2: ITEM 14
BUILDING DESIGN TREATMENT OPTIONS:
The intent of this section is to promote better architectural design and to create visual interest by requiring minimum design treatments for commercial building projects. Many of these treatments are suggested because they are time honored , working parts of working Dorchester County communities. The treatments suggested are meant to encourage the use of traditional building parts used in villages on the Eastern Shore to insure continuity within the community. These suggestions will in no way limit the imaginative use of such elements, and the intent is to allow deviation within "an acceptable range" to provide the necessary visual variety and diversity within a community.

CHAPTER 2; ITEM 15
PRIMARY AND SECONDARY FACADE TREATMENTS:
The intent of the section is to provide visual interest to all facades by requiring a minimum level of detail features. These detail features may not solely consist of applied graphics or paint. SEE REQUIRED BUILDING DETAILS section of this document.

CHAPTER 2 ; ITEM 16
FACADE TREATMENTS:
Generally facades are divided into Thirds , A lower story facade of approximately 10-12' vertical height, and upper story portion of approximately 10-12' height , with an upper parapet cornice at the top of the building of approximately 4-6' heights varying at different locations of the building (see detail sheets for explanations of varying cornice heights and descending order of building massing).

Entry to typical lower primary facade storefront

CHAPTER 2: ITEM 17
LOWER FACADE TREATMENTS:
The lower portions of the facades should be architecturally articulated as somewhat different than the upper portions of the facades. This may include the use of a different but compatible building material for instance a different use of brick : perhaps rusticated at the base, and not at the top, or perhaps the use of a slightly different color brick: something in the realm of warehouse architecture. The lower portion of the facades should be primarily about display on the sidewalk level and is meant to encourage the use of modern storefront glazing systems for display windows. Pedestrian access buildings on this main level should have overhead protection from the elements in form of a recessed opening, an extended canopy, or an arcade of minimum 8'-0" depth. See detail sheets for further explanations. Signage should also be included in canopies wherever possible which will advertise tenancy locations. Site lighting of walkways and architectural up lighting of building facades may also be included in the canopy design

CHAPTER 2: ITEM 18
UPPER FACADE TREATMENTS:
The upper portions of the facades should be architecturally articulated as somewhat different than the lower story in that the glazing should be simple double hung windows in at least 40 % or more of the primary facade areas.

CORNER BUILDING: upper and lower story with cornice at top

PRIMARY FACADE : upper story window treatments

CHAPTER2: ITEM 19
CORBELLED, ROUNDED, OR STEPPED DECORATIVE BRICK PARAPETS
This feature is used on the upper portions of all buildings at the top of wall locations and shall be required to have historical accuracy. Corbelling should project out at least five courses with at least one astragal or band course that creates an implied cornice at the top of wall location.

Brick pilasters that are shown as requirement on large unbroken facades shall also have brick corbelling at the top of the pilaster and terminate before the top of wall cornice.

CHAPTER 2: ITEM 20
PEAKED (Gabled) ROOF FORMS :
Gabled roofing forms are discouraged and shall not be encouraged as part of the Route 50 Commercial corridor unless the gable roof line if hidden by a corbell detail on the facade. High sloped roofs are also discouraged, as they are not generally considered part of warehouse or roadside architecture.

exterior roofscape

CHAPTER 2: ITEM 21
Varied Building Massing
Building massing should reflect a certain degree of artistic merit. Large unembellished boxes will be discouraged. There should be an order established of ascending and descending sizes that breaks large portions of building facades into smaller pieces.

Volumes of buildings should be clearly articulated with simple straight forward geometry. Warehouse architecture is the architecture of minimal variations using a standard set of parts. Roof shapes may be simple parapet configurations, or made more complex by the use of clearstories.

CHAPTER 2: ITEM 22
PEDESTRIAN ENTRY ARCADES:
A minimum of 7' wide. Integrated with the building massing and style. Note that there is a required use of decorative pilasters on most building facades spaced at 10-14' intervals. See design details for specific applications.

pedestrian entry front to shops

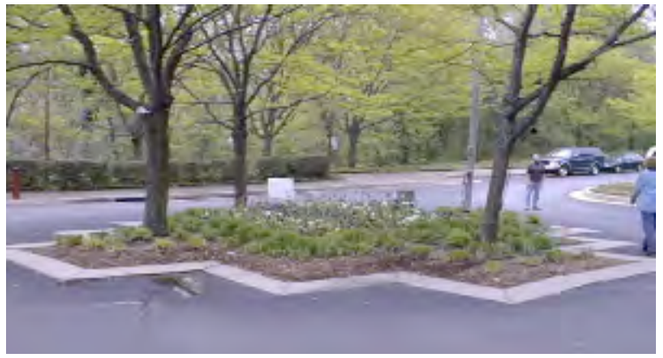
CHAPTER 2: ITEM 23
LOWER SHOP FRONT / DISPLAY WINDOWS
A minimum of 6' HEIGHT and display a use of horizontal and / or vertical mullion banding. The shop front entry designs shall be integrated with the building massing and style. Note the required use of 60% open shop front windows on the lower primary facade which is consistent with the roadside architecture of the 50's.

CHAPTER 2: ITEM 24
ORNAMENTAL AND STRUCTURAL DETAILS:
Details which express the canopy attachment to the main building are encouraged. See specific details for a display of appropriate details. Masonry details that are used to building the texture of a facade surface or add detail in an especially important area are encouraged. The use of inlay precast details will be discouraged, as warehouse architecture did not generally promote such details. The lower story, however, is open to some inclusion of details and the use of horizontal banding. Rustication of brick bases is generally encouraged.

CHAPTER 2: ITEM 25
ALTERNATIVE TREATMENTS AND DETAILS:
Alternative treatments that in the opinion of the planning and zoning official meets the intent of this section and is integrated with the building massing and style of the building.

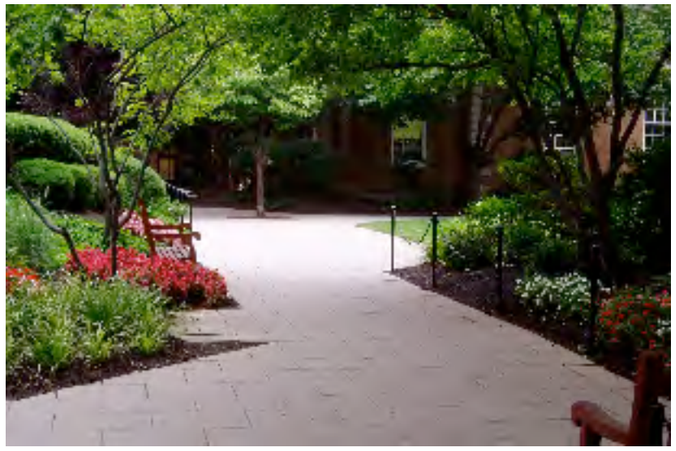
CHAPTER 2: ITEM 26
ARCHITECTURAL BANDING: Horizontal Banding is encouraged in multistoried buildings and where tall buildings are in need of visual vertical separation. (Suggested minimum at every 10 vertical feet). The use of polychrome (two color material uses) is encouraged as long as the coloration is not glaringly different.

CHAPTER 2: ITEM 27
PARKING AREAS:
Parking in new portions of commercial space should be decentralized and broken up with smaller plantings of trees and flowering plants. At not place should more than 50 cars be parked without such a planting buffer.



parking area buffer plantings

CHAPTER 2: ITEM 28
GARDEN AREAS
Areas that are interior courtyards that are part of protected exterior spaces should have quiet reflective garden areas that may be used for waiting and sitting free and clear from the busy commercial environment. These spaces should be well landscaped and have a generous amount of fixed seating available. Maintenance of these areas after construction is expected to be at a high level.



CHAPTER 2 ; ITEM 29
REUSE OF BUILDINGS:

In configuring space for all retail applications, applicants are encouraged to divide spaces ina way that would allow the first (original) tenants to divide the space into segments that are easily sub leased to second parties. This would allow for a single large scale occupant to leave and have numerous smaller tenants easily adapt the large scale space to sublet to smaller tenants.

CHAPTER 2; ITEM 30
Small buildings , 20,000 sf. or smaller needs to demonstrate horizontal or vertical dividing reusable spaces . (should be dividable into 3 or more useful spaces

CHAPTER 2; ITEM 31
Large buildings. 20,000 sf. or larger needs to demonstrate horizontal or vertical dividing reusable spaces (should be dividable into a maximum of 15,000sf or more useful individual tenant spaces)

CHAPTER 2 ; ITEM 32
EXTERIOR PAVING
All paving of sidewalk areas and entry aprons to site parking areas will be paved with brick or brick like concrete paving materials using a very simple classic brick colored paver.

Separation of pedestrian and automobile traffic is required and bollards or plant materials will provide a good technique to accomplish this separation.

ARCHITECTURAL DESIGN STANDARDS

THE HIGHWAY COMMERCIAL CORRIDOR
THE CITY OF CAMBRIDGE MARYLAND

CHAPTER 3 :

REGULATING DIAGRAMS

REGULATING PLAN AND DIAGRAMS

CITY OF CAMBRIDGE MARYLAND, DESIGN STANDARDS FOR THE ROUTE FIFTY CORRIDOR

THE USE OF THE GENERAL COMMERCIAL REGULATING PLAN:

The use of the Illustrative Regulating Plan as shown below is meant to create typical conditions on the Route 50 Corridor in Cambridge. Clearly this typical diagram cannot hope to describe every condition, but it is meant to be used to key the building details proposed in the "building Details Sheets" with a typical Commercial Layout. The mechanism is similar to the way Architectural drawings are keyed together with a notation system.

The key notes are divided into 1) Typical Site Details , 2) General Building Details, and 3) Typical Facade Details. The Regulating Plan on this sheet is used to list the Typical Site and General Building Details, and the Typical Facade Diagram is used to key in Details relating to Building Facades.

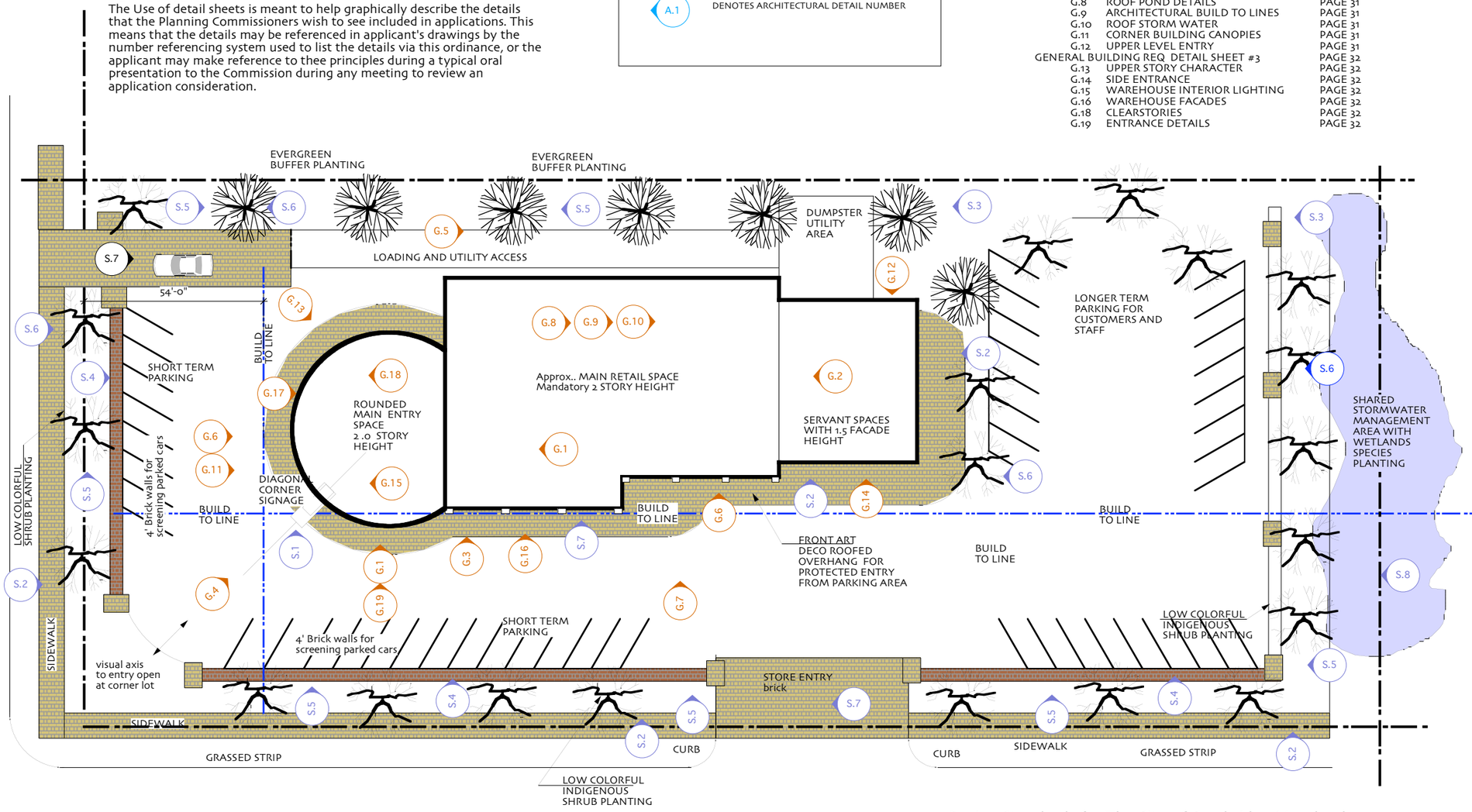
DETAIL SHEETS:
The Use of detail sheets is meant to help graphically describe the details that the Planning Commissioners wish to see included in applications. This means that the details may be referenced in applicant's drawings by the number referencing system used to list the details via this ordinance, or the applicant may make reference to thee principles during a typical oral presentation to the Commission during any meeting to review an application consideration.

DESIGN DETAIL NOTATION SYMBOLS

S.3 DENOTES SITE DETAIL NUMBER

G.2 DENOTES GENERAL DETAIL NUMBER

A.1 DENOTES ARCHITECTURAL DETAIL NUMBER



REGULATING FACADE DIAGRAM

CITY OF CAMBRIDGE MARYLAND, DESIGN STANDARDS FOR THE ROUTE FIFTY CORRIDOR

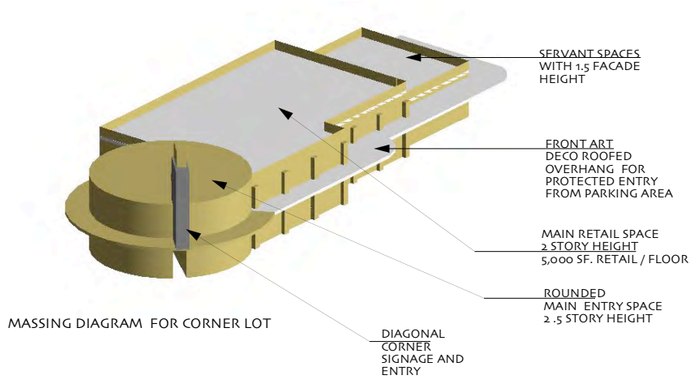
Windows and Skylights or Clearstory

Upper story windows : 40% of facade surface area

All windows should be used to light interiors; blind or false windows are not appropriate. Multiple windows are centered in each structural bay. Simple upper story windows based on historical models are encouraged. They can be metal clad, but all upper windows should be double hung with simulated divided lites the size of the lights will vary with use and location of the building. Individual glass pane sizes should not be more than eight (8) square feet. Windows may be grouped within the repetitive bay scheme if appropriate.

Lower facade window: 60% of facade surface area

All windows should be used to light interiors; blind or false windows are not appropriate. Naturally lit interiors are appropriate and environmentally sustainable. Lower story windows shall conform to the roadside architectural style of the 1950's. Commercial storefront glazing systems are encouraged with low "E" glass used for energy. Horizontal and vertical cross banding is encouraged. See storefront glazing section for actual requirements.



MASSING DIAGRAM FOR CORNER LOT

Building Massing:

Building Massing should reflect the two aspects of the indigenous architecture prescribed above. These two elements might be combined by the recommended use of establishing a simple brick faced 2 story warehouse configuration , with a one story facade that wraps the warehouse in a different art deco , or American roadside style. Combined with the signage and protecting cantilevered roof system should create a layering of components that will draw attention to the lower more open facade of the first floor (see primary and secondary facade requirements) superimposed over the simple straightforward warehouse architecture behind.

Corner buildings are prescribed to have circular corner elements with corner entry and signage. See the above massing diagram for an simple massing diagram example

This will create a will create a strong exterior edge to front a street and leave the courtyard space for more private uses. Buildings can hold a positive space between them that can serve as a courtyard or off-street parking. Buildings heights may step down through several stories and roof configurations to provide smaller scale.

Building Facades

New buildings should have a principal facade and secondary facades. Principle facades should wrap around to secondary facades for one bay width or a minimum of 12 feet to maintain the appearance of building depth. The principal facade should present a face to the community that shows a simple rhythmic pattern of building openings. The whole facade is proportioned to be a whole of its various elements. Large and medium buildings are often composed of smaller bays that repeat a pattern across the facade.

FACADE DIAGRAM REGULATING GENERAL COMMERCIAL BUILDINGS FOR CORNER LOT
ROUTE 50 ROADSIDE ELEVATION OF PRIMARY AND SECONDARY FACADES

CHAPTER 6:

DESIGN DETAIL NOTATION SYMBOLS

S.3 DENOTES SITE DETAIL NUMBER

G.2 DENOTES GENERAL DETAIL NUMBER

A.1 DENOTES ARCHITECTURAL DETAIL NUMBER

Building Materials

Community character shows continuity with gradual changes. One means of creating continuity with existing structures is using materials that are compatible or similar to those traditionally used in the area, for the route 50 corridor it is, brick and block.

The requirements for massing and architectural style require the use of American roadside architecture as well as the use of simple brick warehouse architecture. This calls for the simple use of simple straight forward brick materials. In order to keep the palate of materials simple, the City of Cambridge will have on hand samples and a list of approved bricks for commercial buildings. Combinations of colors of bricks are encouraged to create a two colored brick scheme, especially on the lower portions of the structures. Combinations of ground faced block with brick detail may be considered appropriate.

The lower facades may employ art deco materials which include stainless steel, chrome and chrome plating, porcelain enamel similar panelized construction, painted concrete, attached horizontal trim work. Materials that are not considered appropriate are Dry-vit, Plastic or composite plastic materials, because they are not durable or sustainable.

Structures located on commercial corridors , where warehouses, packing houses, gas stations, retail stores, drive in theatres, big box and small box franchises predominate might utilize common concrete block, brick, painted Hardy-plank for secondary structures. For large structures located in focus areas, gateways and in prominent locations, brick in common, rowlock, Flemish, and English bond is most appropriate. There may be requirements for such buildings that all facades are considered primary facades.

Smaller structures in Infill locations can utilize concrete block on secondary facades with and brick and block combinations.

Roofing: Flat membrane roofing is required with no visible gabled or hipped shaped roofs. Roofing in most cases will be invisible to the pedestrian.

Creative Building Shapes: Innovative shapes for buildings will be considered based on their individual design merit whose determination will be made by Planning Commissioners based on whether the design contributes to community character and overall corridor design continuity.

LIST OF DESIGN DETAILS SHEETS :

CHAPTER 4 : SITE DESIGN REQUIREMENTS

CHAPTER 5 : GENERAL BUILDING REQUIREMENTS

CHAPTER 46: ARCHITECTURAL DETAILING REQUIREMENTS

ARCHITECTURAL DESIGN STANDARDS

THE HIGHWAY COMMERCIAL CORRIDOR
THE CITY OF CAMBRIDGE MARYLAND

CHAPTER 4 :

SITE DESIGN REQUIREMENTS

SIGNAGE DETAILS SHEET S-1

Building signage should be an extension of the building architecture and the signs should project from the building at key places. Art Deco and warehouse architecture were both explicitly commercial, so there should be no fear of advertising, only just correct placement of it.

S.1

S.1 BUILDING SIGNAGE

SIDEWALK DETAILS SHEET S-2

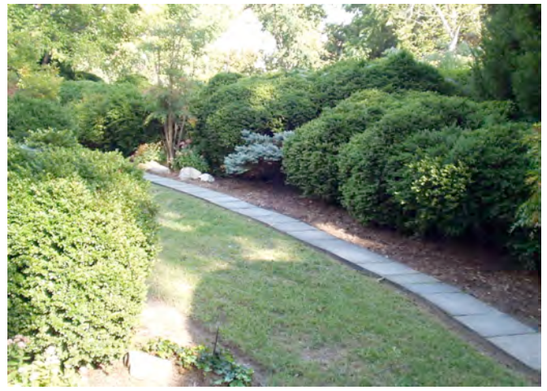
Sidewalk paving in the Route fifty corridor should be mostly using brick pavers, and where automobiles are in common passage with pedestrians, brick colored concrete pavers are appropriate. Edging of pathways with a different pattern relieves monotony. The use of similar materials as the building facade is recommended so that there is a limitation of material changes.

S.2

S.2 SIDEWALK DETAILS

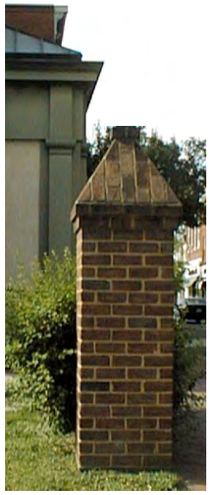
SIDELOT BUFFER GARDEN DETAILS SHEET S-3

Sidelot gardens are gardens that are meant to provide visual privacy between lots or between different tenancies. Their character should be low keyed, and there should be a strong consideration of local indigenous plant material. If these gardens are used for fast food vendors, the gardens should become a destination, so there may be a looped path system. Garden seating and night lighting in the garden should be supplied by the developer.



S.3

S.3 SIDELOT GARDEN



LANDSCAPE FENCE DETAILS SHEET S-3

Fences that are used as visual buffers should be made of sold brick that is approximate 4'-0" height, and has pilasters lake the ones pictured nearby spaced at about 12-15' on center. Tops of the fences should have sloped sills to shed water away.

These fences are used to visually buffer parking areas that are located on the sides or the fronts of buildings.

S.4

S .4 LANDSCAPE FENCE DETAILS

LANDSCAPE BUFFERS DETAILS SHEET S-5

Landscape buffer areas are gardens areas that are designed to provide connection between building to landscape. It also provides a small buffer area to allow for privacy and the hiding of site utilities.

Mostly these gardens are meant to be low (approximate 4-6' height) and should also be planted with indigenous plant materials.

S.5

S.5 LANDSCAPE BUFFERS

CRITICAL AREA APPROVED TREES LIST

red maple
river birch
shag bark hickory
common hackberry
red oak
willow oak
white oak
pin oak
black gum
tulip poplar
white ash
green ash
black walnut
American sweetgum
American beech
loblolly pine
eastern red cedar
eastern hemlock

CRITICAL AREA APPROVED SHRUBS LIST

red choke berry
sweet pepper bush
silky dogwood
inkberry
winter berry
mountain laurel
sweet bay magnolia
wax myrtle
rosebay rhododendron
native azalea
swamp azaleas
hybush blueberry
Virginia sweet spire
shadbush (serviceberry)
eastern redbud
white fringe tree
flowering dogwood

S.6

S.6 PLANTING LIST

wild grass section
with concrete curb

crepe myrtle section
with brick base curb

combined section
with brick base curb

INDIGENOUS PLANT DETAILS SHEET S-6 continued

Landscaped areas along the route 50 corridor require state approved site construction details. Development plans that interface with Route 50 should always check with Maryland State Highway Department regarding the planting requirements.

The Planning commissioners require the site plantings and details to be of the very highest quality. See additional site details for as addendum to this code

S.6A

S.6A INDIGENOUS PLANTING DETAILS

ENTRY PAVING DETAILS SHEET S-7

Entry from street surfaces or sidewalk surfaces to finish grade level of buildings must be carefully detailed. The imaginative use of border materials without over taxing the eye is key.

Note that the materials on the street edge should be similar if not identical in color and in texture to the facade surface materials of the building.

Note that all buildings are required to install handicapped accessibility ramps to access all parts of public buildings per ANSI and international building code 2000.

S.7

S.7 ENTRY PAVING DETAILS

STORMWATER MANAGEMENT POND DETAILS SHEET S-8

Establishment of a Stormwater facility is key in implementing site design for a proposed development area. The City asks of all new developments that the stormwater surge be partially handled through infiltration swales, and roof ponding on buildings to slow water reaching the storm water drainage system. Where pond area is available (not that likely) naturalized features, smoothed curved banks of a free standing pond with naturalized fresh water plantings may diminish the requirements for site landscaping.

Where pond space is not available, storm water trenches with naturalized wetlands plantings are a very good alternative and will result in the reduction of landscaping requirements also.

S.8

S .8 STORMWATER PONDS

PUBLIC ART DETAILS SHEET S-8a

Where larger developments are planned to be constructed, (for each increment of buildings of 40,000 sf) , one art area unit will be required. This may take the shape of a public space with street art , murals, or other imaginative ideas will be considered depending on the specific space and the application. The space provided for the art pieces will be public in nature and accessible at all hours of the day by all people who desire to see it. Adequate seating areas and paved spaces are required. Coordination of the project with the Dorchester Arts Coucil and the City Commissioners is required, and the

S.8a

S .8a PUBLIC ART AREAS

STORMWATER ELEVATED POND DETAILS SHEET S-8

Where larger stormwater ponds space is not available, it is possible to install an elevated stormwater management pond with a landscaped wall to provide visual buffering to an area, provide and area to absorb moisture through the ground and provide a landscaped garden at the edge of a parking area.

S.9

S .9 RAISED STORMWATER PONDS

ENTRY ARBOR DETAILS SHEET S-9

Entrances to Buildings will be required to have covered canopies, arcades, or arbor structures. Parts of these arbor structures (as pictured above will have sheltered rain protecting roofs, whereas other parts will allow for just shading.

S.9A

S .9A ENTRY ARBORS

ARCHITECTURAL DESIGN STANDARDS

THE HIGHWAY COMMERCIAL CORRIDOR
THE CITY OF CAMBRIDGE MARYLAND

CHAPTER 5 :

GENERAL BUILDING REQUIREMENTS

BUILDING MASSING DETAIL: G-1

Building massing should be broken into at least four parts for large buildings and more for larger buildings: main building piece, secondary building pieces , and connector building pieces, and pavilion building pieces. All buildings should look as if they arrived incrementally, instead of all at once. This incremental delineation will help break down the scale of larger buildings, and create a diversity of character. Note the way the

Tidewater Hotel does a good job, using main hotel body, secondary wings, arcades, and end pavilion.

G.1 G.1 BUILDING MASSING

DESCENDING MASSING DETAIL: G-1

As per Building massing per Detail G-1, the four building components should be arranged so that the scale flows from a principle piece to a secondary and so on in descending order.

Note the above building steps down in scale from a two story pilastered building to two smaller one story pilastered parts as the building descends in order toward the rear of the site.

G.2 G.2 DESCENDING ORDER OF MASSING

LIST OF BUILDING DESIGN DETAIL SHEETS CHAPTER

BUILDING ENTRY DETAIL: G-3

Building entrances should be easily identifiable, all should be covered by a canopy or entry porch/arched arcade. In cases of multiple building entrys, it is recommended that entrance is gained through a collector like an arched or columnar arcade. Since most of the required details of the building exteriors use brick materials, incorporation of brick or concrete pavers into the entrance area is preferred.

Building entries should establish a hierarchy of importance: major and minor. Signage should be kept to a minimum until entry into a collector arcade is attained.

Note the use of simple punched openings using traditional double hung windows, arched openings and simple building massing , and an entry courtyard

G.3 G.3 BUILDING ENTRANCES

BUILDING CORNER DETAIL: G-4

Corner Buildings shall all special treatment. This treatment can be a simple chamfered corner, or as above a corner bay window; or a tower element as in former drawing diagrams (see regulating plan). Simplicity is always preferred to complexity. Franchise vendors should be careful to offer suggestions for these corner treatments that are within the local architectural vernacular, and typical corner tower treatments will be heavily discouraged.

G.4 G.4 CORNER BUILDINGS

BUILDING CORNER DETAIL: G-5

Buildings that require drive through facilities are encouraged to do so in a way that is consistent with the scale and overall detail , and is well integrated with the proposed building design. The use of arched openings (as demonstrated in the case above, a bank drive in teller area) is consistent with the overall design, also sets the drive in apart as somewhat different than the original building, and uses brick materials to complement the adjacent building.

G.5 G.5 DRIVE THROUGH DETAILS

Primary Building facades should use simple fenestration details that set the entry facade apart but also integrate it with the secondary facades. Note the use of two different glazing systems still works well in both instances as shown below.

Also note that the primary facades should have either greater height with a distinguishing feature such as the pediment feature, as shown below, or the raised center bay portion of the upper building.

Simple brick details will help develop the required warehouse character of the building more easily and at less cost.

G.6 G.6 FACADE DETAILS

Primary and Secondary Building facades should be visually and structurally reinforced with brick pilasters This vertical element will add interest to the overall facade composition, and lessen the overall impact of a long horizontal wall. In addition to this the building will gain historic authenticity as a warehouse facade.

Suggested spacing of the pilasters is usually decided as a structural issue, but historically the spacing is from 12' to 24' .

Primary and Secondary building facades are also a function of structural conditions within the building. The use of brick pilasters on the outside of many warehouses allowed the walls to be thinner and taller, thus conserving materials and reducing costs. The City of Cambridge encourages this same strategy in new construction projects.

G.7

G.7 BIG BOX BAY SYSTEM

The use of roof ponds on the roof decks of new buildings is to be encouraged to keep the overall site flow of rainwater surge into the surrounding watershed down to a minimum.

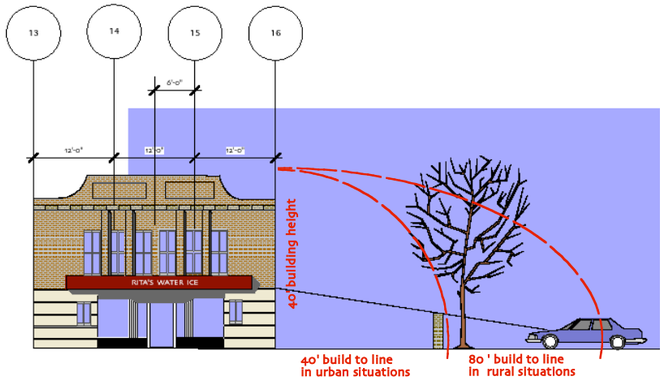
The roof ponds will store water for a short period of time and release it into the storm water utility over a carefully design weir system which will regulate slow release in typical conditions but allow for surge overload conditions.

Roof ponds will typically store up to 3 inches of water on the surface so the additional distributed live load of the rainwater should be taken into account for all new roof designs.

This example shows that the roof feature may also be a walkable feature that will allow limited foot traffic on the roof surface allowing the roof structure to be used as a terrace.

G.8

G.8 ROOF POND DETAILS



THE ARCHITECTURAL BUILD TO LINE: G-9A

The Build to line is established by the City of Cambridge Department of Planning and Zoning Staff as a relationship between the proposed height of the buildings, and the distance to the street edge.

The ration of building height to distance from the street depends in part of the width of the street. Typically the building height should not Build To Line. In tight street situations within an urban context, this means that a 40 foot tall building should be set back at least 40' from the street edge, but in a semi rural situation, the suggested Build To Line should be wider to reflect the open spaces. This 40' building should be set back 60' to 80' in this context.

G.9

G.9 THE ARCHITECTURAL BUILD TO LINE

As part of the required site submittal package for credit , The roof pond system may incorporate a "green" roof which allows for the absorption of rainwater into soil trays with growing plants, thus reducing the stormwater surge and allowing the roof surface to reflect a great deal of solar gain instead of having to resist the heat load within the building with an air conditioning system.

The green roof system is capable of reducing the annual cooling load for new buildings considerably. The city encourages any way to reduce long term energy demands for new buildings.

In addition to new building construction the City will also give appropriate stormwater credits for roof ponding and green roofs for existing building renovation projects.

G.10

G.10 ROOF STORM WATER

Canvas awnings in all locations especially corner locations are discouraged.

Permanent canopies using architectural metals are encouraged and preferred. Signage that is incorporated into the awning is allowed but no backlit canvas signage will be permitted

Corner buildings with corner entry locations will demand a different response for the use of canopies. It is suggested that either the canopies may wrap the facade as in the photo above, of stop to turn the corner.

This photo example shows a building with a simple corner detail integrated nicely into a corner canopy. Note that the modest use of pipe columns is not completely discouraged. This has been used historically in the Cambridge Race street Retail district, and has an honest straight forward direction to it's purpose without over detailed steel connections.

G.11

G.11 CORNER BUILDING CANOPIES

Entry to the required second story element should be accommodated within the building if at all possible.

When the separation of uses is both desired and required within the building, and outdoor access stair may be provided to the second story if it is of sufficient scale and constructed of permanent masonry materials.

The warehouse structure in the photo shows a generous entrance to upper stories from ground level.

G.12

G.12 UPPER LEVEL ENTRY

Note the use of large panels of glass broken into double hung sizes sash/ panes. this allows the building to have an overall larger glass area without loosing credibility as a warehouse building that uses double hung sized glass panels.

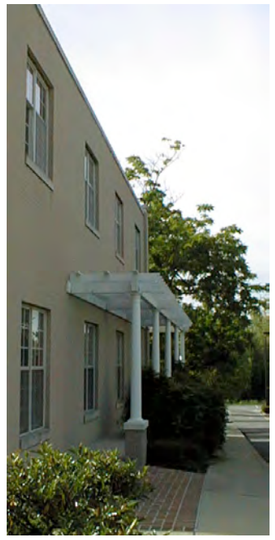
Note the use of polychrome materials to break the facade into proportionally balanced pieces.

As previously stated, the upper story of the Corridor Buildings should contain warehouse like details. For the most part, warehouse facades are very straight forward designs, using simple punched masonry openings at a common interval, in a simple pleasing proportional layout. . Most Upper story facades of warehouses are similar to the lower stories , and follow a simple rhythm of masonry openings with simple large scale double hung windows installed. Vertically proportioned facades of 1 to 1.4 are preferred. Applicants will be asked to demonstrate the proportioning system in their facades. Window opening ornamentation and special fenestration details are also required using either full arched openings , segmentally arched, or flat arched details. The use of corner pilasters, corbelled cornices, are also required. Design details are up to the applicant's choice, but an authentic historic appearance assures the applicant the best chance of design approval.

in some cases double hung windows may be coupled together in pairs or gangs, depending on the extent of glass desired, but the basic double hung window divisions with typical 6-10 sq ft per sash / pane should not be exceeded.

G.13

G.13 UPPER STORY CHARACTER



Buildings that use the second story component as a separate tenancy should make efforts to include access to the upper story occupancy on the ground level, and preferably in the front facade of the building.

There may be instances where this is not possible either by program or site conditions, so the designers are encouraged to include a side entrance off the main entrance that has details that echo the front facade, and clearly mark the entrance of the building with an awning, arbor, colonnade , or canopy.

G.14

G.14 SIDE ENTRANCE

Buildings are required to have interior day lighting to reduce the requirement for electrical lighting inside. While the exterior of the building shall comply with the design standards regarding percentage, type and placement of windows, the interior of the store layout cannot be regulated by the design standards. Applicants may have merchandising requirements for the layout of the store that suggest the use of exterior windows is not consistent with their sales strategy.

The city feels that there are ways in which both outside requirements and the applicant's indoor layout may both be satisfied. This does not include the blacking out behind windows. All windows shall remain clear and open and contribute to the daylightiing of the building interior.

Building widows shall contribute to the overall daylight requirements of the new buildings. The daylight recommendations are that at least 10% of the building square footage be window area. This lighting requirement may also be met by using daylight clearstories. See details below.

G.15

G.15 WAREHOUSE INTERIOR LIGHTING

Warehouse facades are simply constructed with a regular spacing of window bays stacked on over another, a lower story that usually echoes the upper story with some variation made for an entrance, and a top corbelled cornice.

The warehouse shown to the left is a perfect indication of the simplicity of facades

G.16

G.16 WAREHOUSE FACADES

Interior lighting requirements may be met by using rooftop clearstory structures, a turn of the century lighting mechanism that allowed for the use of daylighting on the interior of factory buildings without the harmful heat influx associated with skylight structures. Upper windows were are used for flow through vertical ventilation

G.18

G.18 CLEARSTORIES

ENTRANCES:
Building Entrances should always be easy to identify without signage, so that the building architecture does most of the pointing to entry areas.

In the case below where there are multiple shops located off of a main entry area, the use of a courtyard and main entrance with minor shops entering off the main spur is a good way to create a controlled entrance, a personable space, and opportunity for interior daylighting.

G.19

G.19 ENTRANCE DETAILS

ARCHITECTURAL DESIGN STANDARDS

THE HIGHWAY COMMERCIAL CORRIDOR
THE CITY OF CAMBRIDGE MARYLAND

CHAPTER 6 :

ARCHITECTURAL DETAILS

BUILDING CANOPIES

Shown Below are two examples of typical storefront canopies which the City of Cambridge feels fits the era of the warehouse that we are trying to encourage as new construction. Photos are of historic Kresgee Storefronts, a popular franchise in the midwest that believed in value of architectural detail.

Note that the new Warehouse canopies serve as cover for the pedestrian entrances as well as an appropriate source of storefront labeling and marketing as well as a good platform to provide architectural lighting of building facades.

Attachment to the facades may be achieved through a cable anchor to the masonry brick walls. Simplicity in the attachment is preferred to keep the details of the warehouse buildings honest and straight forward.

A.1

A. 1 CANOPIES 1

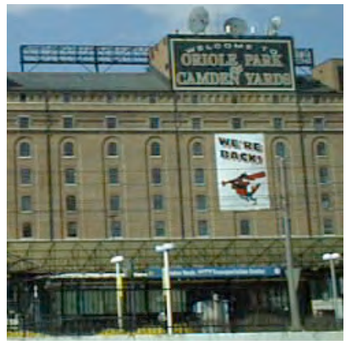
BUILDING CANOPIES

New Warehouse canopies are a good way to define an entrance in an industrial way. Note that the canopy shown to the left has industrial connections using structural steel, with very simple inexpensive corrugated metal roofing to develop the strong and simple concept of the canopy construction.

In this case signage would have to be located on the building facade, also encouraged if the signage matched the period style of the building, or as a free standing sign suspended from the canopy. LED neon or actual neon is encouraged.

A.2

A. 2 CANOPIES 2



BUILDING BAY SIZING:

New Warehouse construction has the modern advantages of huge span lengths, where structural bays may exceed 75 feet. If this 75' span were considered to be a single bay, the warehouse look would be completely lost, so it is suggested that the standard for most structural bays on the facade of the building be about 12- 20' width with one tall 3-4' double hung window in each bay.

A.3

A.3 FACADE DETAILS 1: Bay System

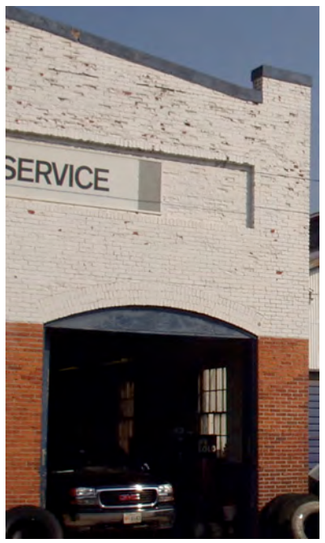
BUILDING
BAY ALIGNMENT

New Warehouse construction should encourage the simplest and most direct structural systems to help communicate the simplicity of a warehouse facade.

In this photo, the stacking of double hung window units over each other using the same color scheme as the lower shopfront window fenestration adds to the simplicity and the effectiveness of the warehouse facade.

A.4

A. 4 FACADE DETAILS 2



SERVICE DOORS:
New Serve areas should have service door to hide the warehousing and delivery activities in the side and rear portions of the site. Installation segmental overhead doors, with transom lights above is recommended

A.5

A.5 GARAGE / SERVICE DOORS

A.6

A.6 FACADE MATERIAL CHANGES

Head trim over windows should be included as part of the design of the brick facade detail

WINDOW SCHEMES:
Windows for new projects should comply with the Facade regulating diagram suggestions of 60% lower shopfront windows, with 40% upper level windows. These windows should be double hung type, simple punched openings. Windows may be flat arched, segmentally arced, or fully arched. Maximum pane sizes shall not exceed 10 sf feet per sash size. Aluminum clad wood windows are recommended, or full aluminum extruded sashes are suggested. No vinyl windows will be used.
Casing around window openings is recommended using integral Aluminum extended jambs, Azek trim applied to trim flanges, and wood details are also accepted.

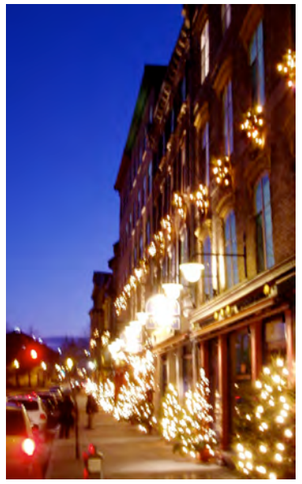
A.7 A.7 FACADE WINDOW DETAILS

Lighting Schemes for Primary and Secondary Building facades should be carefully considered. The merchandising of retail items in shopfront display widows is encouraged along all public ways.

There should be at least two completely different schemes submitted with each application: the first should control lighting in public passageways and deliver a one footcandle minimum to the sidewalk area. This would include sidewalk lighting, the upper story facades up to at least one story above the retail shops should also be aesthetically lighted .

The second required submittal scheme required is for retail display should be a separate scheme to allow for low level lighting where spotlighting using low voltage is encouraged, and plans for holiday lighting should also be submitted by the applicant

No consideration will be given to the use of low pressure sodium, metal halide, or florescent lighting in pubic areas. Recessed halogen, low voltage , some track lighting are encouraged. Industrial period lamp fixtures are encouraged. See Appendix illustrations for more on fixture suggestions.



A.8 A.8 FACADE LIGHTING

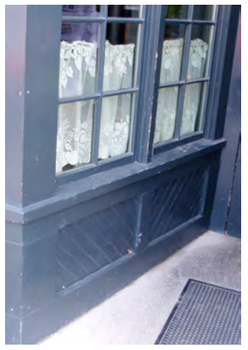
LARGE WINDOWS:
Windows for new projects should reflect the period of architecture chosen by the applicant. Note that the City is looking for simple straightforward warehouse architectural features, so the overembellishment of windows is not recommended. Large windows, if desired may be accommodated as long as the pane sizes is sufficiently small to scale the window opening down, and is used throughout the building as a typical repetitive feature.

A.9 A.9 BIG WINDOWS

PARAPET DESIGN AND DETAIL:
New Buildings should reflect the simplicity and honesty of warehouse structures which usually do not have excessively embellished parapets. Yet these Design Standards wish to encourage use of imaginative schemes that fit within the boundaries of the Historic Cambridge Packinghouse prototypes. There can be said to be some use of parapet embellishment especially at the central bay over the building entrance.

The "Blades Building" pictured below is one such instance of a simple building parapet that uses a stylized period parapet feature to emphasize the building entrance over the central bay, and helps increase interest to an otherwise very plain facade.

A.10 A.10 PARAPET DESIGNS



STOREFRONT Glazing Details:
Entrances and shopfront are encouraged along all public ways, especially along a common shared entrance to a large building. Shopfronts should be simple in design, approximately 2-5' in depth, at least 8' tall, using divided lite glazing systems so that no piece of glass exceeds 30 sf feet (4' long by 7' tall) is typical. Transom units over the lower units are encouraged.

Plain simple unarticulated aluminum extrusions of storefront are discouraged as bare metal, but attached trim sections to the standard extrusions is encouraged. Shiny brushed metal materials should be avoided on the lower level shopfronts. Lighting should be carefully thought through as part of any shopfront scheme.

A.11 A.11 STOREFRONT GLAZING DETAILS

STOREFRONT WINDOW TYPES:
Windows for shorefronts and lower story windows may be larger than upper story double hung windows. Storefront bays may project away from the main facade, and incorporate an entry door into the design. Whenever a storefront kant is used, a cornice of at least 18" depth shall be used with brackets, cornice trim, crown molding, corona mold to be used in what is considered good traditional architectural style. See above.

If storefronts are used in a series, then there should be a certain amount of standard detail with variations on detail and color. An attempt to mix modern glazing with traditional styles on the outside of the building should be avoided.

A.12 A.12 STOREFRONT TYPES

Design Standards Checklist

HIGHWAY Corridor: Cambridge, Maryland

Refer to CITY Zoning Ordinance, Section .....

- **Schedule of Submissions and Preliminary Site Plan Review**
- Pre-Application Conference including explanation of bldg. design sheets
- Preliminary CONCEPT design review at TAC. meeting
- Preliminary Design Hearing before the Commission
- meeting
- Preliminary Design application form with 10 copies
- DECISION IN PLANNING MEETING
- NOTICE TO PROCEED

- **Schedule of Submissions and Final Site Plan Review**
- Application Conference
- Application: 10 copies
- Technical Advisory Committee including completion of "Building Design Checklist"
- Planning Commission

Owner/Applicant Agent information

Project Description

- Location
- Proposed Project
- Proposed Site Uses and Activities

Each Structure

- Size
- Total Footprint
- Total Interior Usable Space
- Total Interior Space

Use

- Number of Employees
- Number of Shifts
- Hours of Operation
- Power Source for Manufacturing
- Types of Waste or byproducts
- (other info as needed)

Site Plans

- To scale
- Location Map
- North Arrow
- Graphic scale
- Date
- Boundary Survey

Vicinity Location of:

- Streams
- Sensitive Areas
- Topographic Map, distinguishing existing from proposed grades
- Maximum 2' contours

Computations

- Lot
- Building Floor Area by Use
- Impervious Surface coverage (Structures, roads and parking)
- Number of parking spaces provided
- Number of parking spaces required by Zoning Ordinance
- Landscape Areas total and as percentage of lot size

Checklist for
Site Plan Applications

Locations of:
- Structures
- Parking Areas
- Landscape
- Storm water
- Signs
- Lighting Plan

Structures
- Plans
- Elevations

Roads and Parking
- Types of surfaces
- Size and angle of parking stalls
- Aisle widths
- Ingress and Egress from adjacent streets and rights-of-way
- Drainage

Sidewalks, pedestrian walkways
- Types of surfaces
- Widths and slopes
- Drainage
- Proposed circulation patterns among structure openings and from vehicles
- Proposed linkages to adjacent sites

Open Space
- (Forest Conservation, protection of sensitive areas onsite; impacts off-site)
- Location and dimensions
- Plant materials to be used
- Management

Buffers and Screens
- Location and dimensions
- Plant materials to be used
- Structural types, heights and sizes
- Management

Lighting
- Lighting Plan?
- Safety Lighting
- Feature (design, advertisement) lighting

Signs
- Location and dimensions, materials
- Orientation
- Lighted signs—intensity, hours of use, extent of lighted surfaces.

Outside Storage and service areas
- Location and dimensions

Streets and Easements
- Utilities: water, sewer, onsite sewage disposal
- Distance to and Locations of nearest hydrants (other fire?), and their service areas

Storm water and run-off (review criteria)
- Drainage Area Map
- Natural soil groups
- Grades and direction of impervious surfaces
- Location and dimensions
- Types
- Connections to existing facilities