

OCEAN CITY DEVELOPMENT CORPORATION

*Ocean City,  
Maryland*



February 2003



**DOWNTOWN  
DESIGN  
GUIDELINES**

# Downtown Ocean City Should Have...



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- Pedestrian-friendly corridors
- Attractive buildings that reflect a traditional theme and are properly designed and maintained
- Mixed-use buildings
- Buildings that are adaptable
- A distinct character separate from the rest of Ocean City
- Landscaping that defines space, provides shade and improves air quality in public spaces and parking lots
- Identifiable neighborhoods or districts
- An incentive system for preserving special and historic buildings
- Attractively screened parking areas
- Multiple means of transportation
- A fee-in-lieu-of parking program to create centralized parking facilities
- An enhanced public stormwater management system

## OCEAN CITY DEVELOPMENT CORPORATION

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### SPECIAL THANKS

TO THE OCEAN CITY LIFE-SAVING STATION MUSEUM AND  
SUE HURLEY FOR THE USE AND REVIEW OF ITS PHOTOGRAPHS  
TO THE MAYOR AND CITY COUNCIL OF THE TOWN OF OCEAN CITY  
TO THE COUNTY COMMISSION OF WORCESTER COUNTY

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# Introduction

*"The downtown  
area needs  
to sustain its*

## unique

*tradition and  
architecture."*



**Ocean City  
Life-Saving  
Station Museum**

1890  
Boardwalk

**The Town of Ocean City is a nearly ten-mile-long** seaside resort located on a barrier island on Maryland's Atlantic Ocean coastline. The municipality is bordered to the north by the State of Delaware, to the south by the Ocean City Inlet, and on the east and west by the Atlantic Ocean and Isle of Wight and Assawoman bays, respectively.

**Ocean City has long been known as Maryland's** summer season playground. While the town's year-round population totals approximately 7,200 residents, during the June, July and August summer vacation season Ocean City's weekly population often swells to 300,000 people, making the resort Maryland's second largest city behind Baltimore. Ocean City has always been a premier vacation destination in large part because the resort continues to emphasize its family atmosphere, thereby attracting families from many different states who visit to enjoy the town's wide sandy beaches, fine restaurants, hotels and motels, and outdoor recreational amenities including fishing, boating, and golf.

**At the spiritual center of Ocean City lies its** historic downtown district. This area, 4th Street south to the Inlet, contains many of the features that visitors come to see each year - the fabulous Boardwalk, amusements, and Boardwalk treats like caramel popcorn, saltwater taffy, and french fries. The south end of the Boardwalk also provides a grand view of Assateague Island and, occasionally, the barrier island's wild ponies.

**While downtown Ocean City remains first in** the hearts of many resort visitors and residents, development and redevelopment pressures are challenging efforts to promote downtown revitalization while simultaneously maintaining the area's historic architectural attributes. Unfortunately, many of the downtown district's older buildings have already been demolished, while others have been modified and no longer convey their original grace and beauty. Additionally, many of the district's newer buildings have often been constructed without regard to providing aesthetic improvements to the area. As a response to this loss of "Old Ocean City," the Ocean City Development Corporation has created these design guidelines as a way to sustain the downtown's unique architectural traditions in future development and redevelopment projects. For it is these images of "Old Ocean City" that many visitors and residents want to retain and pass along to future generations.

# Vision

**“We envision an economically sound and socially healthy downtown Ocean City, Maryland where revitalization has capitalized on the positive aspects of the area to create a sense of character, charm, and community for both residents and visitors.”**

— OCDC Board of Directors’ vision for downtown Ocean City, Maryland.

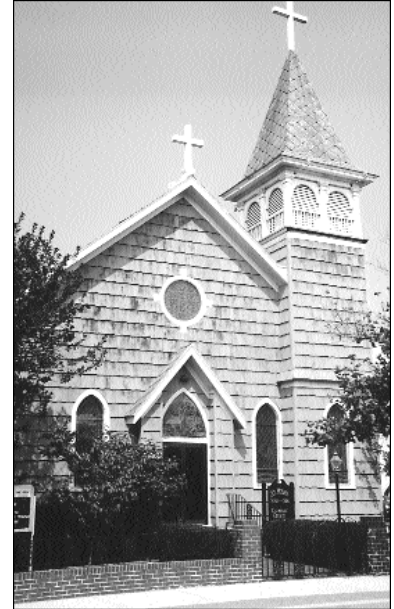
**The first step in the revitalization of downtown Ocean City** is to create “interesting places” within the older downtown core. Providing enjoyable retail, restaurant, and accommodation experiences will attract visitors and residents to the downtown area which, in turn, will help create a strong economic base that encourages and supports additional quality revitalization efforts. Creating interesting places, however, is much easier when developers are able to take advantage of specific revitalization guidelines that not only honor architectural tradition and cultural flavor, but also have strong community support. These “cultural characteristics” are often the pillars that sustain the heart and soul of a community during the revitalization process.

**A critical ingredient in any development and redevelopment process** is the presence of strong urban design characteristics. Successful revitalization projects in cities that have created vibrant downtown areas have included four key elements:

- Design guidelines
- Streetscape amenities
- A comprehensive theme
- Community consensus and commitment

**The International Waterfront Group** proposed in a 1999 report that a “Downtown Village Overlay District” - i.e., Historic or Preservation District - be created for downtown Ocean City. The IWG study additionally suggested that the area have its own design standards and that economic incentives be offered to encourage compliance and reward projects that meet specific development guidelines. The report also recommended that revitalization policies be drafted to address density, zoning, noise, and building height.

**Two earlier studies-completed in 1980 and 1992** - supported the IWG concept, and both recommended design strategies that would also address building facades, streetscape improvements, landscaping, and signage as well as architectural standards for any new structures. Guidelines for Ocean City must also consider other challenges unique to the area such as intense traffic flow and high parking demand during peak summer periods, creating a pedestrian friendly environment, flood elevations, and promoting the better use of interior city blocks.



## Saint Mary's Star of the Sea

circa 1880  
Talbot Street

The manual strongly encourages downtown redevelopment utilizing the principles of environmentally sensitive “green” development. The OCDC encourages owners, builders, architects, engineers, and developers to design buildings which are energy- and resource-efficient, durably built, transit-connected, and bioretentive, and which take full advantage of our moderate climate, including regular breezes and fresh air. We believe this is a significant marketable attribute of the overall improvement of the downtown.

# Historic Contexts



## The Nordica

An early Ocean City hotel on the Boardwalk.

The official founding of Ocean City on **July 4, 1875** by the Atlantic Hotel Company Corporation also marked the opening of the resort's first major tourist accommodation, the Atlantic Hotel on the Boardwalk south of Somerset Street. By **1880**, the original tract of land that included the resort's corporate limits was now home to three major hotels, a handful of cottages, a post office, two general stores, a railroad station, and the United States Life-Saving Station.

Transportation to the resort during this early period was primarily by railroad. The railroad line was laid to the west side of Sinepuxent Bay in **1874**; a railroad bridge coming into the resort at South Division Street was constructed across the bay in **1876**.

In **1890**, the Sinepuxent Beach Company purchased all the land available from South 7th Street (now part of Assateague Island) to North 33rd Street. The land was platted into lots, blocks, and streets for sale and development.

Ocean City's corporate limits were extended in **1898** from South 7th Street to North 15th Street. During the **1890s**, additional hotels, casinos, cottages and a power plant were constructed in the resort.

The resort's fishing industry began during the **mid-1890s** with fishing camps located between South 2nd Street and South 7th Street. It was during this era that pound fishing became a major source of income for Ocean City residents behind tourism.

During the early **1900s**, utilities (water and sewer) and streets were constructed, and the railroad lines were upgraded to meet increased demand.

By mid-year in **1910**, two additional land companies, the Fenwick Land Company and the Isle of Wight Land Company, had purchased the land to the Delaware State line and platted blocks and streets in the area that is now referred to as north Ocean City.



In 1917 a number of streets in the downtown area were paved, and an automobile bridge was constructed from Worcester Street across Sinepuxent Bay to the mainland.

Two major fires in Ocean City - one in 1925 and a second in 1929- destroyed twelve city blocks including major sections of the original town. Work began immediately on rebuilding the damaged area.

Ocean City experienced a period of growth during the Depression in the 1930s. The resort's municipal limits were extended from North 15th Street to North 26th Street, and construction of new tourist accommodations doubled the town's capacity for guests during the summer months.

In August 1933, a major northeast storm, not a hurricane, cut the present Inlet between Ocean City and Assateague Island. The storm destroyed fishing camps, but provided access from Sinepuxent Bay to the Atlantic Ocean, thereby helping create a new industry - sport fishing. The nor'easter also destroyed the railroad bridge at South Division Street; however, by this time more and more tourists were traveling by car to the resort. Coastal Highway, from the resort's northern limits to the Delaware State line, was completed in 1933.

## Streetscape 1915

Baltimore Avenue looking south from 3rd Street.

*Note:*

*Buildings were constructed using a consistency of scale that created a strong, cohesive visual impact.*

# Historic Contexts continued

Construction of public projects nearly ground to a halt during World War II. After the war, a new four-lane automobile bridge was constructed from North Division Street to the mainland. Sport fishing was beginning to become a major industry.

Ocean City's municipal limits were extended north to 41st Street during the 1950s. Completion of the Chesapeake Bay Bridge in 1953 provided a major economic boost to the resort; more travelers were visiting the town which, in turn, created a need for additional tourist accommodations. Major hotel and motel construction from 15th Street north to 33rd Street began during this period.

The 1960s were a time of additional resort expansion that was fueled in large part by the influx of federal disaster funds that followed in the wake of the 1962 nor'easter. Major subdivisions in the resort were also created during the 1960s by filling in bayside wetlands. Ocean City's municipal limits were extended to the Delaware State line in 1965; water and sewer lines were installed to meet the town's expansion. The resort's first land use regulations was adopted in 1969.

The town's first high-rise oceanfront condominium, High Point, was readied for occupancy in 1969. A growth spurt in the late 1960s set the stage for the 1970s building boom, which lasted for three years and created north Ocean City's "High-Rise Row." It

was also during this period that Montego Bay, a major subdivision for mobile homes, and other bayside residential areas were constructed.

The Route 90 Bridge, built to accommodate the heavy traffic heading to north Ocean City, was completed in 1971.

During the mid- to late-1970s, Ocean City had become "overbuilt" for the second-home market. From 1975 to 1980 new construction was nearly at a standstill. By 1980, however, a renewed interest in purchasing second homes in the resort started yet another building boom which lasted through the mid-1980s.

Growth in Ocean City continued throughout the 1990s, with emphasis being placed on quality of life and community values. This trend continues into the new Millennium.

New development and redevelopment projects in the resort during the late 1990s prompted a number of Ocean City residents to have a strong interest in preserving the downtown district's unique architectural traditions and historic charm for future generations. The Ocean City Development Corporation, created in 2000, also saw this need and formed the Downtown Design Committee to develop a design manual that promoted traditional architecture and urban design principles.

## Weaver House

on North Division Street illustrates many traditional qualities such as

*Fish Scale Cedar Shingles,  
Symmetrical Window Openings,  
Hip Roof & Dormers*





# Use of the GUIDELINES MANUAL

The Downtown Design Guidelines manual is divided into Private and Public Improvement sections. Within these sections are goals and guidelines that are flexible and allow for creative design solutions that are consistent with the overall goal to revitalize downtown Ocean City. Many references are mandatory by using the words “shall” and “prohibit.” Other references are merely advisory and use the terms “encourage,” “discourage,” “should,” and “should not.”

Illustrations shown in this document exemplify the concepts described by the guidelines. The examples are just that - examples. They are not the only acceptable solutions.

The Downtown Design Guidelines were approved by the Mayor and City Council on November 18, 2002.

## APPLICABILITY

The manual applies to all land within, except the Boardwalk, the Downtown Ocean City District. The guidelines address site design, use, size, bulk, scale, signage, architectural design and landscape design. The guidelines apply to all construction, unless specifically referenced, including new buildings, rehabilitated buildings, and signs. These Downtown Design Guidelines are an overlay to six new zoning districts that are recommended in this manual. Whenever these guidelines conflict with these underlying codes and standards, the overlay standards shall supercede. When not specifically referenced, all other City codes and regulations shall apply.

The Town of Ocean City may grant special allowances to the requirements outlined within this document to encourage preservation, revitalization, and redevelopment within the area defined by these guidelines.

The Downtown District encompasses the area within the following locations: North - 3rd Street; East - Boardwalk; South - Inlet; West - Bay. The building facades that front the Boardwalk are exempt from the design guidelines of the District, but must adhere to the existing underlying zoning district. A map of the area can be found on page 60 (Exhibit 1).

The purpose of these guidelines is to encourage development which exemplifies the best professional design practices so as to enhance the visual quality of the environment, benefit surrounding property values, and prevent poor quality of design.

## Intent of the Manual

### Downtown Ocean City Should Have:

- PEDESTRIAN-FRIENDLY CORRIDORS
- ATTRACTIVE BUILDINGS THAT REFLECT A TRADITIONAL THEME AND ARE PROPERLY DESIGNED AND MAINTAINED
- MIXED-USE BUILDINGS
- BUILDINGS THAT ARE ADAPTABLE AND HAVE AN ARCHITECTURAL VARIETY
- A DISTINCT CHARACTER SEPARATE FROM THE REST OF OCEAN CITY
- LANDSCAPING THAT DEFINES SPACE, PROVIDES SHADE AND IMPROVES AIR QUALITY IN PUBLIC SPACES AND PARKING LOTS
- IDENTIFIABLE NEIGHBORHOODS OR DISTRICTS
- AN INCENTIVE SYSTEM FOR PRESERVING SPECIAL AND HISTORIC BUILDINGS
- ATTRACTIVELY SCREENED PARKING AREAS
- MULTIPLE MEANS OF TRANSPORTATION
- A FEE-IN-LIEU-OF PARKING PROGRAM TO CREATE CENTRALIZED PARKING FACILITIES
- AN ENHANCED PUBLIC STORMWATER MANAGEMENT SYSTEM



## The Belmont Cottage

1912  
Dorchester Street

design projects that will be compatible with and improve the quality of the existing community

The Downtown Design Guidelines are intended to guide property owners, builders, engineers, and architects in designing projects that will be compatible with and improve the quality of the existing community in which they are sited. However, if a particular project is unable to meet the intent of these guidelines due to unique project issues, the Town of Ocean City may elect to work with the property owner to assure the project meets this manual's overall objectives.

All exterior renovation to existing structures, and new construction of commercial, office, residential, and mixed-use development, shall adhere to these guidelines. Nonconforming signage shall be brought into compliance.

Interior improvements as well as standard and necessary maintenance to a building or site shall be exempt from these guidelines.

Nonconformity or "grandfathering" relative to building "footprints" shall be permitted. Nonconformity relative to parking credits for buildings and properties shall be permitted.

## CITY REVIEW PROCESS

Prior to formal review, applicants shall meet with the Town's Department of Planning and Community Development to discuss the proposed submission. Once submitted to the Town's site plan process, the application will follow the regular Town review procedures as defined by Town Code 110-181 through 110-184. The Ocean City Development Corporation shall be provided an opportunity to comment on all site plans submitted under these guidelines as part of the Development Review Committee process of the Town. Such comments will be forwarded to the Department of Planning and Community Development.



## Henry Hotel

circa 1895  
Baltimore Avenue

PART  
ONE

Private  
IMPROVEMENTS

OCEAN CITY DEVELOPMENT CORPORATION

# Private Improvements

The following zoning districts south of 3rd Street shall be subject to the provisions of these design guidelines:

## **B-1**

BOARDWALK  
COMMERCIAL DISTRICT

## **I-1**

INLET DISTRICT

## **DMX**

DOWNTOWN  
MIXED USE DISTRICT

## **DM**

DOWNTOWN  
MARINE DISTRICT

## **DR**

DOWNTOWN  
RESIDENTIAL DISTRICT

## **M**

MANUFACTURING  
DISTRICT

---

**EXHIBIT 1**  
outlines the boundaries  
of each zoning district.  
*page 60*

**EXHIBIT 2**  
describes the purpose  
of each zoning district.  
*page 61*

**EXHIBIT 3**  
provides recommended  
uses by zoning district.  
*page 62*

**EXHIBIT 4**  
provides bulk regulations  
for each zoning district.  
*page 64*

**EXHIBIT 5**  
lists favorable landscaping  
materials for Ocean City.  
*page 69*

## **1. DESIGN OBJECTIVES**

While the number of remaining historic buildings in downtown Ocean City is diminishing, the character of the area remains unique. Private property within the downtown provides the “physical backdrop” for the area. The buildings of the downtown will contribute to the area’s overall perception of spirit and quality of life, and will work together to provide an integral part of the community’s experience as a place where people want to stroll, shop, conduct business and interact with their neighbors.

The intent of these guidelines is to encourage the following:

- (1) PROVIDE GREATER ARCHITECTURAL CONTINUITY AND COHESIVENESS.
- (2) PROTECT AND ENHANCE THE TRADITIONAL CHARACTER OF DOWNTOWN AND ENCOURAGE THE PRESERVATION OR ADAPTIVE RE-USE OF HISTORIC STRUCTURES.
- (3) ENSURE A HIGH LEVEL OF QUALITY FOR DESIGN AND MATERIALS IN ALL PROPOSED PROJECTS WITHIN THE DISTRICT.
- (4) ENSURE THAT ADJACENT BUILDINGS WORK TOGETHER TO REINFORCE THE CHARACTER OF DOWNTOWN AS A VITAL AND LIVELY PLACE ABUNDANT WITH A DIVERSITY OF SHOPS, BUSINESSES, AND RESIDENCES.
- (5) ENRICH THE QUALITY OF THE PEDESTRIAN EXPERIENCE AT STREET LEVEL, INCLUDING IMPROVED SIGNAGE, STOREFRONT DESIGN, WIDER WALKWAYS, THE USE OF APPROPRIATE MATERIALS AND LANDSCAPING.
- (6) SUPPORT THE CONTINUING IMPROVEMENT TO THE BOARDWALK, AND THE DEVELOPMENT OF AN INLET AND BAYSIDE BOARDWALK TO INCREASE OPPORTUNITIES FOR WATER VISTAS.
- (7) DEVELOP THE VARIOUS DISTRICTS DEFINED HERE IN DISTINCT CHARACTER. ENCOURAGE A COMMERCIAL VIBRANT CORE IN THE INNER BLOCKS.
- (8) PROVIDE ADEQUATE SCREENED AND/OR MULTILEVEL PARKING, AND PROVIDE FOR BICYCLE, PEDESTRIAN, BOAT AND OTHER TRANSPORTATION SYSTEMS AS WELL.
- (9) PROVIDE INCREASED FLOOD PROTECTION AND IMPROVED FIRE SAFETY.



Common and encouraged design elements and architectural characteristics associated with the traditional styles include the following:

## 2. BUILDING CHARACTER

The architectural character of turn-of-the-century Ocean City can best be described as “seaside cottage.” Although some of these original buildings incorporated elements of Victorian or Queen Anne design into their facades, they remain unique to this area and elegant in their simplicity. To retain this uniqueness and to create a “sense of place,” these buildings should serve as a model for future development of the downtown. By following these guidelines, we hope to encourage development and redevelopment that bears resemblance to the early buildings and maintains the scale and more traditional character of this part of Ocean City.

The common characteristics of the seaside cottage style are still apparent today in the many buildings which remain from that era. These buildings are simple geometric forms of two to four stories topped with hip or gable roofs. The wide variety of dormers and gable ends which grace these rooflines add to their unique charm.

Windows and doors are generally arranged in a symmetrical pattern, creating a very balanced facade. The windows are tall, rising to the ceiling line, and transoms are used to maximize air circulation.

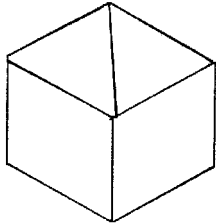
The porches which surround these buildings are wide and spacious and often wrap around the side. They are usually lined with rocking chairs and are supported with large, white columns, either round or square. The columns are connected with rounded railings and square pickets.

The abundance of locally produced lumber and cedar shingles resulted in these being the materials most often used for framing and exterior siding. The dominance of clapboard siding reflects both the tastes of the era and the carpentry of the boat builders who also built the homes.

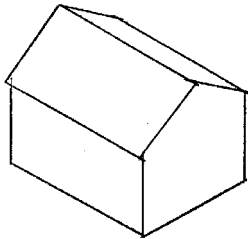
- SIMPLE BUILDING MASSES WITH GABLE OR HIP ROOFS OF VARYING SHAPES AND PITCHES. GABLE, SHED, OR HIP DORMERS
- GENEROUS PORCHES WITH LARGE-SCALE COLUMNS ON FIRST AND OCCASIONALLY SECOND FLOORS
- SECOND-FLOOR PORCHES OVERLOOKING THE STREET
- CLAPBOARD AND SHINGLE SIDING AND BRICK CHIMNEYS AND WALLS
- BOARD AND BATTEN ON UPPER FLOOR GABLE ENDS
- COLONNADED WALKWAYS, WITH ROOF OVERHANGS
- LARGE PLATE-GLASS STOREFRONTS
- DECORATIVE RAILINGS, TRELLISES AND GATES, AND MOSTLY WHITE PAINTED FENCES AND RAILINGS
- SHED-STYLE WINDOW AWNINGS
- COLUMNS WITH BASES AND CAPITALS
- ARTICULATED RELIEF DETAILING THAT EMPHASIZES SPACE, SHADOWS, AND DEPTH
- FRIEZE BOARDS, GABLE BRACKETS, AND EXPOSED RAFTER TAILS
- TRANSOMS ABOVE DOORS AND WINDOWS

### Basic Forms

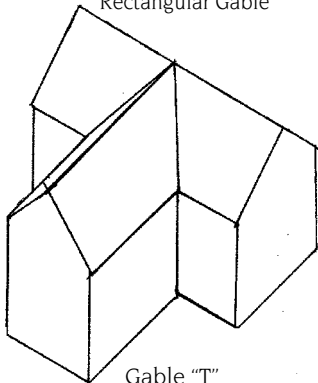
Building form in downtown Ocean City should be based on traditional volumes.



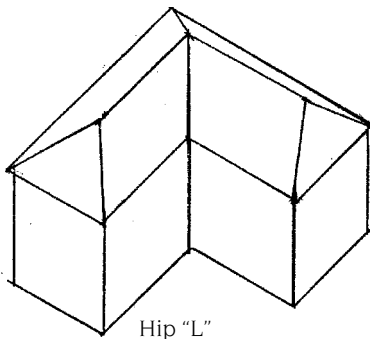
Square Hip



Rectangular Gable



Gable "T"



Hip "L"

## 3. BUILDING COMPATIBILITY

The size, bulk and scale of new buildings should be generally compatible and in scale with adjacent structures in the surrounding neighborhood. However, some variety is encouraged.

Where the proposed structure is significantly taller than existing adjacent structures, one or more of the following methods should be used to make the structure compatible:

- (1) ROOF TYPES THAT MINIMIZE BUILDING MASS AT THE PERIMETER.
- (2) ARCHITECTURAL TREATMENTS SUCH AS VARYING BUILDING MATERIALS, WINDOW SIZE AND COLOR.
- (3) LARGE BUILDING FACADES BROKEN INTO SMALLER UNITS.

### White Marlin Condominiums

St. Louis Avenue

*Note:* This newer structure meets above building compatibility criteria.



# Building Mass

## 4. BUILDING MASS

### A. HEIGHT

The relationship of building height and width to the street creates the “outdoor room” which defines the downtown. Appropriate building massing contributes to the livability and quality of the downtown experience. It is also important that taller, new buildings be designed to integrate with older, existing buildings.

New buildings may be larger than existing traditional structures. However, the height, width and roof design guidelines referenced in the Manual are intended to break down the scale of such larger buildings.

Buildings within the downtown area have a similarity of height, with most between two and four stories. However, buildings should be allowed to be constructed to the height permitted in its designated district.

#### REQUIRED

- (1) THE BUILDING HEIGHT OF RENOVATED OR NEWLY CONSTRUCTED BUILDINGS SHALL RESPECT EXISTING STRUCTURES EXCEPT IN CASES WHERE EXISTING STRUCTURES ARE IN CONFLICT WITH THE DESIGN GUIDELINES.
- (2) BUILDING MASS SHALL BE ARTICULATED BY VARYING BUILDING VOLUME, ROOF HEIGHTS AND ROOF TYPES.

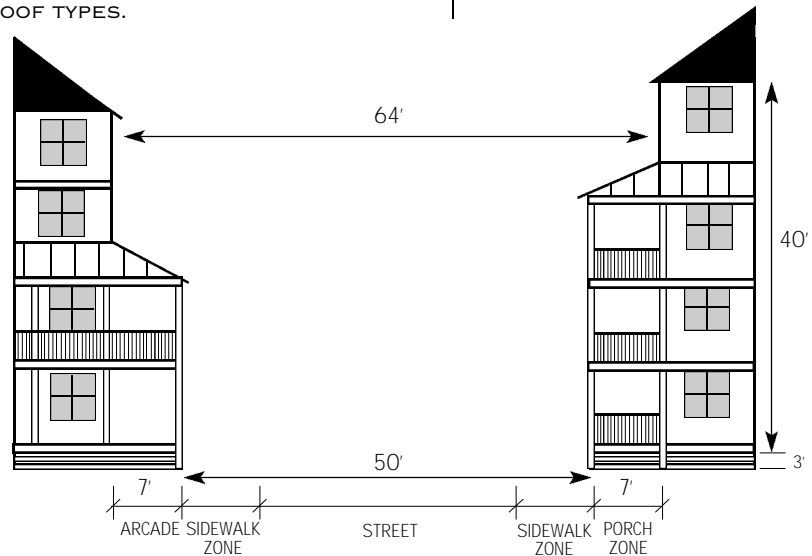
#### ENCOURAGED

- (1) SPECIAL PUBLIC BUILDINGS OF EXTRA HEIGHT FOR VIEWING.

To provide a comfortable and interesting pedestrian experience, the ratio of building height to the distance between buildings must relate to the human scale.

For this purpose, urban planners recommend a ratio of approximately 2:3, or 2 feet in height for every 3 feet of distance between building walls on opposite sides of the street.

This is a concept only - other ratios are acceptable, but this ratio is the ideal for the average street in downtown Ocean City.



# Building Mass



## Sinepuxent Beach Company Plat

1890  
The original building lots were  
50 feet by 100 feet.

### B. WIDTH

The original downtown building lots were 50 feet by 100 feet. Although many buildings today occupy more than one lot, the dominant building lot pattern remains 50 feet by 100 feet. Generally, lots facing the side streets are 50 feet wide, while those facing the avenues are 100 feet wide. New development should respect this characteristic rhythm. Building articulation is the key to creating appropriate scale, an interesting pedestrian environment, and architectural vitality. Large, monolithic buildings degrade the character of a “village atmosphere.”

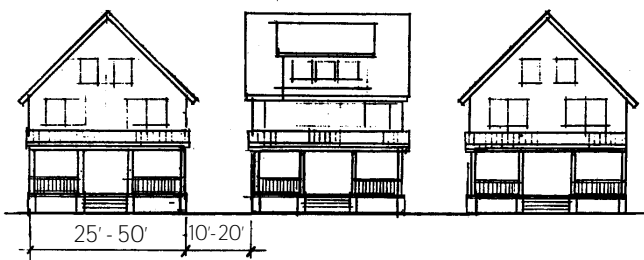
#### REQUIRED

- (1) NEW CONSTRUCTION ON TWO OR MORE LOTS SHALL RESPECT TRADITIONAL BUILDING WIDTHS BY MAINTAINING A SIMILAR DIVISION OF THE FACADE TO MAINTAIN THIS PROGRESSION.
- (2) TO ENSURE THAT NEW BUILDINGS ARE COMPATIBLE WITH THE EXISTING CHARACTER AND SCALE OF THE DISTRICT, SUCH PROJECTS SHALL BE ORGANIZED INTO VISIBLE BUILDING INCREMENTS OF NO MORE THAN 50 FEET IN WIDTH.

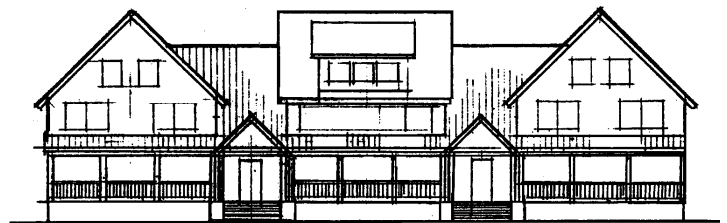
#### ENCOURAGED

- (1) WHERE THE STREET FRONTAGE IS DEFINED BY A CONTINUOUS BUILDING FACADE, INFILL CONSTRUCTION SHOULD MAINTAIN THE FACADE BY BUILDING FROM SIDE LOT LINE TO SIDE LOT LINE.

(See Section 8 on page 29 for information on lot frontage percentage requirements.)



Small-scale, detached buildings are appropriate for residential and light commercial streets. This may develop lot by lot or by multiple lots developed to yield the same effect.



Medium-scale, attached buildings are appropriate for residential and commercial streets and boardwalks. This example shows a range of complexity and means of breaking down street front massing with traditional elements.





### c. LIGHT & VENTILATION

Buildings shall be designed to take advantage of the sun and air circulation. Buildings are encouraged to be designed to minimize the shading of the street and neighboring properties, and to allow passage of cooling summer breezes. Buildings are encouraged to have well-shaded windows, in order to minimize summertime solar heating. This will reduce the demand for energy for air conditioning and provide more naturally comfortable buildings. Windows are encouraged for natural daylighting, and to allow cross ventilation, without getting direct solar heat in the summer. Windows can be well shaded by short (2-foot to 3-foot) overhangs, awnings, or trellises.

### Tram Building

A new public building in traditional style.

*"The point is to raise the standard of excellence in design for the community as a whole. Is there anything wrong with standards of excellence? Or should we continue the failed experiment of trying to live without them?"*

-- James Kunstler, "Home From Nowhere"

# FACADES

## 5. FACADES

The facade is literally the “face” of the building. Windows act as “eyes on the street,” contributing to street activity and improving safety. Proper detailing of windows and doors contributes to architectural quality, both in the rhythm of these openings, and in the detailing of each opening itself.

### REQUIRED

- (1) BUILDINGS THAT OCCUPY MORE THAN 50 FEET OF FRONTAGE SHALL BE DESIGNED TO APPEAR AS SEVERAL SMALLER BUT RELATED PARTS OF A LARGER STRUCTURE.
- (2) QUALITY MATERIALS SHALL BE INTEGRATED, ESPECIALLY ON THE GROUND FLOOR. SPECIAL ATTENTION SHALL BE PAID TO WINDOWS AND ENTRIES.
- (3) THE GENERAL PATTERN OF WINDOWS AND DOORS SHALL FOLLOW THE TRADITIONAL RHYTHM ON INDIVIDUAL STREETS.

### ENCOURAGED

- (1) ALTHOUGH ARCHITECTURAL STYLES MAY VARY FROM BUILDING TO BUILDING, SIMILAR COMBINATIONS OF ENTRIES AND STOREFRONTS SHOULD BE ENCOURAGED.

### DISCOURAGED

- (1) FALSE WINDOWS AND DOORS ON FIRST FLOOR FACADES.
- (2) WALL- OR ROOF-MOUNTED MECHANICAL EQUIPMENT.

### PROHIBITED

- (1) FRONT WALLS WITHOUT WINDOW OR DOOR OPENINGS, UNLESS FIRST FLOOR IS PARKING.

## Bunting House

St. Louis Avenue

*Note:*

The simple geometric form reflects the original character.



## A. COMMERCIAL FACADES

Commercial buildings of downtown are diverse in period, style and materials and show common attributes that should be reinforced and strengthened when the opportunities arise.

### REQUIRED

- (1) REGULARLY SPACED WINDOWS IN THE UPPER FACADE, WITH ATTENTION TO THEIR RHYTHM AND FORM.
- (2) BUILDINGS THAT CONTAIN OFFICE AND PROFESSIONAL USES SHALL PROVIDE WINDOW OPENINGS AND DETAILED ENTRANCES THAT MAINTAIN PEDESTRIAN AND VISUAL INTEREST ALONG THE SIDEWALK.
- (3) INDIVIDUAL SHOP OR TENANT SPACES SHALL BE EXPRESSED ON A BUILDING'S EXTERIOR THROUGH THE RHYTHM OF OPENINGS, WALLS AND COLUMNS, AS WELL AS THE CAREFUL USE OF COLOR AND MATERIAL CHANGE.
- (4) GLASS ON STOREFRONTS SHALL BE TRANSPARENT, FOR PROPER "VISUAL MERCHANDISING" AND NATURAL SURVEILLANCE. WINDOWS SHALL NOT EXCEED 8 FEET IN HEIGHT.

### ENCOURAGED

- (1) APPROPRIATELY DESIGNED AND DETAILED SHED AWNINGS AND CANOPIES ABOVE THE FIRST FLOOR THAT PROVIDE SHADE AND ARCHITECTURAL INTEREST.
- (2) COMMERCIAL STRUCTURES THAT FRONT THE STREET AND PROVIDE A DISTINCT CONTRAST TO THE SURROUNDING RESIDENTIAL COMMUNITY.
- (3) ONE BUILDING ENTRANCE SHOULD BE PROVIDED EVERY 25 TO 50 FEET TO ENCOURAGE A HIGH LEVEL OF PEDESTRIAN ACTIVITY TO THE STREET.
- (4) SIDEWALK AREAS OR COURTYARDS LARGE ENOUGH FOR MERCHANDISE, CAFÉ SEATING AND OTHER LIVELY USES.



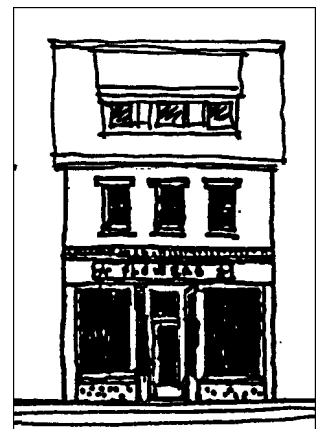
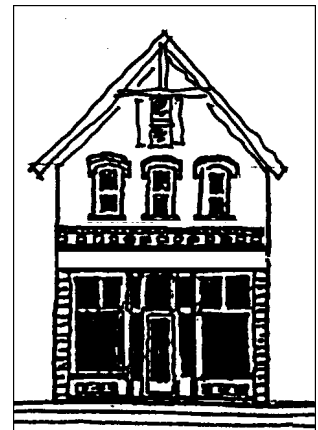
### Soriano's Restaurant

Baltimore Avenue

*Note:*

Large windows with a minimum of signage and attractive awnings for shade. A second floor residence makes this an excellent example of a mixed-use building.

Storefronts shall be generally traditional, with large windows and traditional trim and sign elements.



# FACADES



Architectural details, such as this plaque, make an area more interesting for those strolling by.

## B. SIDE & REAR FACADES

Building design character should be consistent over the entire building, especially where the building will be visible from publicly accessible areas such as streets, alleys, or parking areas. Although details may be simplified, elements such as finish materials and architectural details should be consistent on each building facade.

When a building abuts a side property line in the interior of the block, and when that building's side wall is likely to remain visible for an extended period of time, the building's exposed facade should reflect a design treatment consistent with the building's established street-front design.

Corner buildings are considered to have two street-front facades.

On bayfront properties, the side of the building facing the bay shall be considered "the front" of the building.

---

## C. FOUNDATIONS

Foundations serve a functional purpose to provide the structural support for buildings.

Exposed areas of foundations shall consist of one of the following materials:

**PERMITTED**

- (1) RED BRICK.
- (2) CONCRETE.
- (3) PARGED CINDER BLOCK.
- (4) OLD STYLE RUSTIC BLOCK.

OTHER MATERIALS SUBJECT TO APPROVAL.

LATTICE OR SCREENING SHALL BE REQUIRED BETWEEN PILINGS.

## D. MATERIALS & TEXTURES

Facade standards are intended to preserve the traditional character of the "Old Town" area. The choice of materials for building facades is critical to achieving this goal. The wood shingled and clapboard exteriors of the early buildings add character to the often simple structures which they adorn. The use of these patterns and textures will ensure that new construction is compatible with its older neighbors. When the availability of traditional-looking materials is limited, contemporary materials that provide a traditional appearance and are compatible with the objectives of these guidelines are allowed.

### PERMITTED

- (1) HORIZONTAL CLAPBOARD.
- (2) SHINGLES.
- (3) BOARD AND BATTEN IN UPPER STORY GABLE ENDS.
- (4) WOOD, FIBER CEMENT, OR OTHER COMPOSITE MATERIALS, AS MAY BE APPROVED BY THE DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT.
- (5) HEAVY GAUGE VINYL SIDING.
- (6) RED BRICK.
- (7) EXTERIOR INSULATION FINISHED SYSTEM (I.E. "DRIVIT") FOR ORNAMENTAL DETAILING AND LIMITED APPLICATION THAT IS ABOVE THE SECOND FLOOR.

ALL OTHER MATERIALS AND TEXTURES SUBJECT TO APPROVAL.

### PROHIBITED

- (1) ALUMINUM SIDING.
- (2) LIGHT GAUGE VINYL SIDING.
- (3) TEXTURE 111 SIDING.
- (4) DIAGONAL SIDING.
- (5) SPLIT FACE BLOCK.



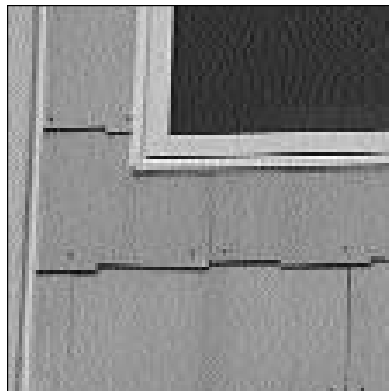
Clapboard  
Wood



Cedar Shingle  
Wood



Vinyl Shingle  
Synthetic



Composite Shingle  
Synthetic



Fish Scale Shingle  
Wood

# FACADES



## E. OPENINGS & ENTRIES

The general pattern of windows and door openings shall follow the traditional rhythm on individual streets.

### Windows

Windows are encouraged to be of a generally traditional type (rectangular or square), but open storefronts and unique bays are encouraged. All windows shall be recessed a minimum of 2 inches from the face of building to enhance shadow line around opening.

Bay windows are desirable traditional elements ranging from simple sheds to round corner turrets. Mullions are encouraged on all windows.

#### ENCOURAGED

- (1) FIRST FLOOR WINDOWS SHOULD BE WOOD FRAMED OR COMPOSITE WITH MULLIONS.
- (2) WINDOWS SHOULD BE IN A VERTICAL OR SQUARE PATTERN.
- (3) TRANSOMS ABOVE WINDOWS ARE ENCOURAGED.

ALL OTHER WINDOW STYLES SUBJECT TO APPROVAL.



**Walker House**  
Baltimore Avenue  
1910

## Doors

### Primary Entries

Primary building entries should be consistent with the chosen architectural style.

#### REQUIRED

- (1) DOOR MATERIALS SHALL BE WOOD, METAL, FIBERGLASS OR VINYL.

#### ENCOURAGED

- (1) DOORS THAT ARE FLANKED BY COLUMNS, DECORATIVE FIXTURES OR OTHER DETAILS.
- (2) DOORS THAT ARE RECESSED WITHIN A LARGER ARCHED OR CASED DECORATIVE OPENING.
- (3) DOORS THAT ARE COVERED BY MEANS OF A PORTICO PROJECTING FROM OR SET INTO THE BUILDING FACE.

ALL OTHER DOOR MATERIALS AND STYLES SUBJECT TO APPROVAL.

#### PROHIBITED

- (1) METAL ROLL-DOWN DOORS.

### Secondary Entries

Secondary entries should be enhanced with detailing, trim and finish consistent with the character of the building and the primary entry so they are attractive and easy to identify while remaining visually subordinate to the primary entrance.

### Service Entries

Service entries should be designed with simple detailing so as to blend into the surrounding building facade. Where trash or storage areas are located in conjunction with service entries, such areas should be enclosed and screened by the use of design elements that are consistent with the particular style of building.





# FACADES



## Tarry-A-While

1898  
Dorchester Street

## F. PORCHES

Porches are a defining element of the downtown's seaside architecture. They provide relaxed and shady places where residents and pedestrians can comfortably relate to one another. This interaction creates a vital sense of community. Front porches are encouraged on all residential buildings and hotels.

### REQUIRED

- (1) PORCHES SHALL BE A MINIMUM OF 7 FEET DEEP.
- (2) PORCHES SHALL BE SUPPORTED BY LARGE SQUARE OR ROUND COLUMN POSTS, MINIMUM 6 INCHES BY 6 INCHES, OR 6 INCHES IN DIAMETER.
- (3) COLUMNS SHALL BE CONNECTED BY TRADITIONAL RAILING WITH PICKETS, NO HIGHER THAN 36 INCHES IN HEIGHT, UNLESS REQUIRED HIGHER FOR SAFETY REASONS.
- (4) RAILINGS AND COLUMNS SHALL BE WOOD, METAL, VINYL OR OTHER APPROVED COMPOSITE MATERIALS.
- (5) ALL RAILINGS SHALL BE WHITE OR A LIGHT COLOR COMPATIBLE TO THE BUILDING.

### ENCOURAGED

- (1) COLUMNS AND PIERS SHOULD BE SPACED NO FARTHER APART THAN THEY ARE TALL.

ALL OTHER PORCH DESIGNS SUBJECT TO APPROVAL.

### PROHIBITED

- (1) FRONT PORCHES ENCLOSED BY SCREEN, GLASS, OR ANY OTHER MATERIAL.



Porches above the third floor should be integrated into the building mass but shall not extend beyond the front building line. These porches may be less than 7 feet deep.



## The Belmont Cottage

1912  
Dorchester Street





## Avondale Hotel

Northeast corner of Talbot Street & Baltimore Avenue - circa 1910

### G. COVERED WALKWAYS

Covered walkways on the front of a commercial property allow for a wider walking area as well as a means to provide shade on hot, sunny days. Covered walkways are encouraged on all commercial buildings. Awnings are also encouraged in place of covered walkways.

#### REQUIRED

- (1) COVERED WALKWAYS SHALL BE A MINIMUM OF 7 FEET DEEP.
- (2) COVERED WALKWAYS SHALL BE SUPPORTED BY LARGE SQUARE OR ROUND COLUMN POSTS, MINIMUM 6 INCHES BY 6 INCHES, OR 6 INCHES IN DIAMETER.
- (3) COLUMNS SHALL BE WOOD, METAL, VINYL OR OTHER APPROVED COMPOSITE MATERIALS.

ALL OTHER COVERED WALKWAY DESIGNS SUBJECT TO APPROVAL.

#### PROHIBITED

- (1) COVERED WALKWAYS ENCLOSED BY SCREEN, GLASS, OR ANY OTHER MATERIAL.
- (2) RAILINGS THAT WILL PREVENT EASY PEDESTRIAN FLOW, UNLESS REQUIRED FOR SAFETY REASONS.

### Covered Walkway

Baltimore Avenue



# FACADES

## H. DECKS & EXTERIOR STAIRS

Decks and stairs should relate to the mass, scale, placement and detailing of a building, and should be consistent with traditional architecture.

### REQUIRED

- (1) OPEN, UNENCLOSED EXTERIOR STAIRS (COVERED OR UNCOVERED BY A ROOF OR CANOPY) LOCATED IN A FRONT YARD SHALL SERVICE THE FIRST FLOOR ONLY OR A PRIMARY ENTRANCE THAT SHALL BE NO HIGHER THAN THE SECOND FLOOR.
- (2) OPEN, UNENCLOSED EXTERIOR STAIRS (COVERED OR UNCOVERED BY A ROOF OR CANOPY) LOCATED ABOVE THE FIRST FLOOR MAY BE LOCATED NOT MORE THAN 6 FEET INTO A REAR YARD, SUBJECT TO FIRE AND BUILDING CODE REGULATIONS.
- (3) RAILINGS SHALL BE OPEN IN DESIGN AND SHALL NOT EXCEED THE REQUIRED MINIMUM BUILDING CODE HEIGHT.
- (4) WOOD MATERIALS SUCH AS FLOORING, EDGE BANDS, COLUMNS, TRIM, AND RAILINGS SHALL BE PAINTED OR STAINED.
- (5) TREATED WOOD SHALL BE ACQ TREATED INSTEAD OF CCA TREATED AS AN ENVIRONMENTALLY PREFERABLE MATERIAL, WHICH HOLDS PAINT AND STAIN BETTER.

### ENCOURAGED

- (1) STAIRS ABOVE THE FIRST FLOOR IN A REAR YARD OR OTHER PERMITTED AREA SHOULD BE INTEGRATED WITHIN THE FOOTPRINT OF THE MAIN BUILDING TO THE EXTENT POSSIBLE. STAIRS SHOULD BE STURDY IN APPEARANCE AND SHOULD BE PAINTED OR STAINED.

ALL OTHER DECKS AND EXTERIOR STAIRS SUBJECT TO APPROVAL.

## I. AWNINGS

Awnings serve a functional purpose by protecting shop windows and residential rooms from intense direct sunlight.

### REQUIRED

- (1) AWNINGS SHALL BE OF A DURABLE, COMMERCIAL GRADE FABRIC, CANVAS OR SIMILAR MATERIAL. AWNING FRAMES AND SUPPORTS SHALL BE OF PAINTED OR COATED METAL OR OTHER NON-CORRODING MATERIAL.

### ENCOURAGED

- (1) STREET LEVEL AWNINGS MAY BE CONTINUOUS.
- (2) BRACKETS AND SUPPORTS SHOULD BE DECORATIVE, PREFERABLY OF WOOD OR WROUGHT IRON, AND DESIGNED TO VISUALLY COMPLEMENT THE ARCHITECTURE.
- (3) AWNINGS SHALL BE SHED STYLE, WITH SIGNAGE LIMITED TO THE VALANCE.

### DISCOURAGED

- (1) BACKLIT AWNINGS.

ALL OTHER AWNINGS AND PLACEMENT SUBJECT TO APPROVAL.

### PROHIBITED

- (1) GLOSSY FINISH.



**Atlantic Hotel**

Side entrance with exterior stairs.



**Wild Dunes**

40th Street oceanfront.

*Note:*

This exterior stairway is made part of the building mass and protects residents from rain and sun.

## J. COLORS

Exterior colors play an important role in the way a building and its details are perceived. Color can be used to enhance or draw attention to specific parts of a building such as entries. Colors can be used to mask or diminish the visual importance of features such as service entries or storage and trash areas.

### REQUIRED

(1) PRIMARY EXTERIOR COLORS SHALL BE LIGHT AND MUTED.

### ENCOURAGED

(1) TRIM AND DETAIL COLORS SHOULD PROVIDE CONTRASTING ACCENT.

(2) COLORS SHOULD REPRESENT THE ARCHITECTURAL STYLE OF THE BUILDING.

(3) MATERIALS WITH NATURAL COLORS SUCH AS BRICK OR COPPER SHOULD BE LEFT UNFINISHED, UNLESS THERE IS A COMPELLING REASON TO THE CONTRARY.

(4) BRIGHT OR INTENSE COLORS OR VERY DARK COLORS SHOULD BE USED SPARINGLY AND SHOULD TYPICALLY BE RESERVED FOR MORE DELICATE OR INTRICATE DESIGN ELEMENTS SUCH AS GRILLE WORK, AS WELL AS MORE TRANSIENT FEATURES SUCH AS AWNINGS, SIGNS, AND FLAGS.

ALL OTHER COLOR CONCEPTS SUBJECT TO APPROVAL.

## K. BUILDINGS ON CORNERS

Corner buildings should be distinctive, with rounded or angled corners to facilitate pedestrian flow. Facades should relate to the scale and massing of buildings on their respective streets.

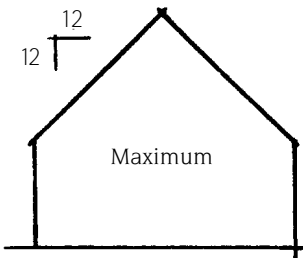
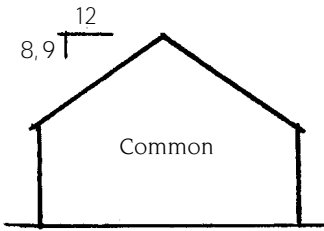
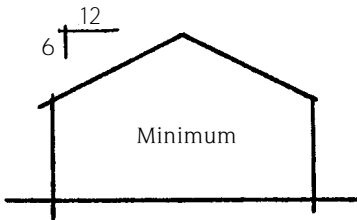
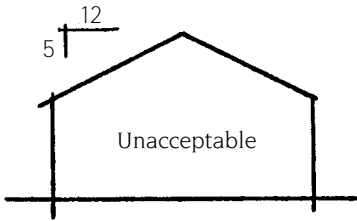
### Purdue House

circa 1905  
Baltimore Avenue.  
Queen Anne  
architectural style.



# Roofs

## Roof Pitch



## 6. ROOFS

### A. ROOF DESIGN

Roofs are a defining element of a community's history and character. The most common forms of roof type in downtown Ocean City are gable and hip roofs.

#### REQUIRED

- (1) ROOFS THROUGHOUT DOWNTOWN SHALL BE SIMPLE AND BASIC IN MASS AND FORM.
- (2) ROOFS SHALL BE GABLED OR HIPPED.
- (3) ROOFS OF BUILDINGS UP TO 50 FEET SHALL BE PITCHED WITH AN ANGLE NO LESS THAN 6 FEET TO 12 FEET OR GREATER THAN 12 FEET TO 12 FEET; ROOFS OF BUILDINGS GREATER THAN 50 FEET SHALL BE PITCHED AT AN ANGLE APPROPRIATE TO THE SIZE AND DESIGN OF THE BUILDING.
- (4) BUILDINGS WITH FRONTAGE THAT EXCEED 50 FEET SHALL INCORPORATE CHANGES IN ROOF FORM OR TYPE, WHICH SERVES TO REINFORCE THE EXPRESSION OF THE TRADITIONAL BUILDING INCREMENT.
- (5) ROOF-MOUNTED MECHANICAL EQUIPMENT SHALL BE SCREENED FROM VIEW BY ROOF FORMS THAT ARE DESIGNED AS AN INTEGRAL PART OF THE BUILDING ARCHITECTURE.
- (6) NEW DESIGN SHALL RESPECT THE ALIGNMENT OF NEIGHBORING BUILDING CORNICES OR ROOFLINES AND OTHER HORIZONTAL ELEMENTS.

#### ENCOURAGED

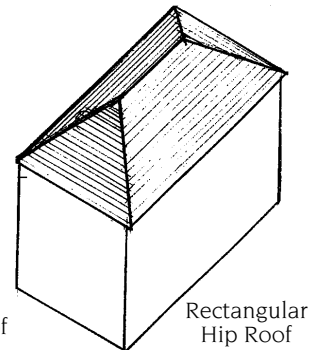
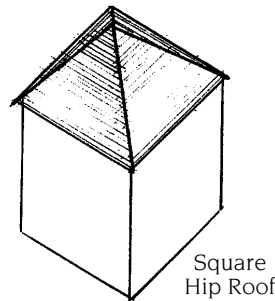
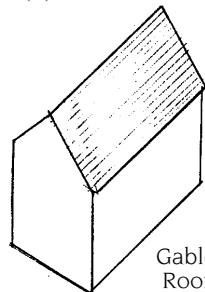
- (1) ARCHITECTURAL ENHANCEMENTS SHOULD BE PROVIDED BY DORMERS AND DECORATIVE TRIM.
- (2) EXPOSED RAFTER ENDS (OR TABS) AT OVERHANGS.
- (3) GABLE END BRACKETS.

#### EXCEPTIONS

- (1) MANSARD ROOFS OR OTHER UNUSUAL ROOFS ARE ALLOWED BY SPECIAL REVIEW.

#### PROHIBITED

- (1) FLAT ROOFS IN NEW DEVELOPMENT, AS DESCRIBED IN THIS MANUAL.
- (2) ROOF SIGNS.





## Historic Ocean City Roofline

circa 1915

Hip Dormer



Gable Dormer



### Dormers

Traditional dormers, such as shed, gable and hip, are encouraged. They should be modest in proportion to the overall roof shape.

## B. ROOFING MATERIALS

### REQUIRED

(1) ROOFING MATERIALS SHALL BE ASPHALT SHINGLES, METAL STANDING SEAM, COMPOSITE SHINGLES OR WOOD SHINGLES.

### ENCOURAGED

(1) EXISTING FLAT ROOFS SHOULD BE LIGHT COLORED TO BE GENERALLY HEAT REFLECTIVE, AND MAY BE BITUMINOUS, BUILT UP OR SINGLE PLY ROOFING.

ALL OTHER ROOFING MATERIALS SUBJECT TO APPROVAL.

# Setbacks

## 7. SETBACKS

All new buildings must adhere to the setback requirements as defined in each district in order to create a safer, more attractive pedestrian condition, to allow for greater landscaping opportunities, and to ensure continuation of Ocean City's traditional seaside architecture. Together, these elements will create a place that is unique and memorable.

For definitions of setback requirements, see Exhibit 4 on page 64.

*Note:*

Porches, covered walkways, or awnings may intrude into the front setback zone.



# Street Frontage



## 8. STREET FRONTAGE

Providing an attractive and consistent street frontage promotes good street character. Large street openings, such as parking lots, detract from such character. A traditional downtown promotes a good pedestrian environment that is interesting.

High-density development of downtown street frontage should be encouraged as a way of promoting economic vitality and a “sense of place.” Percentages described below refer to the percentage of length along the street which has a building within 10 feet of the front property line.

### A. Baltimore Avenue

The historic pattern of dense development, with closely spaced or zero side lot line building, is encouraged on Baltimore Avenue, with both sides developed to a two-story minimum at street front. At least 75 percent to 80 percent of each block or lot should be built. Street level uses should generally be commercial or public in nature.

### B. Philadelphia Avenue

There are greater challenges to providing traditional character due to the width of the roadway, nature of some existing buildings, and the amount of large surface parking areas along it. More commercial and public uses at street level are encouraged with a building frontage width of 70 percent.

## Baltimore Avenue

circa 1920

*Note:*

Two-way traffic pattern.

The edge of a public right of way helps define the character of the streets. Building placement and landscaping are important and help create an interesting street facade.

# Street Frontage

## C. St. Louis Avenue

St. Louis Avenue should remain primarily residential in character north of the Route 50 Bridge and mixed use south of the bridge. A building frontage of a minimum of 50 percent is encouraged.

## D. Side Streets

These streets vary in character, but all are encouraged to have similar characteristics, including a commercial and residential mix at street level. A minimum of 60 percent building frontage is encouraged on all side streets.

## E. Blank Wall Area

Design elements such as trellises, arbors, mosaics, landscaping, decorative patterns, sculpture, and relief are encouraged to minimize the expanse of large continuous wall planes. Wall murals shall be permitted by review only.

# FLOOD Elevation

## 9. **FLOOD ELEVATIONS**

With seasonal storms in downtown Ocean City, and a predicted sea level rise, structures must be built to meet FEMA requirements.

In most areas of the downtown, the Ocean City elevation requirement has been relieved, and only the FEMA base flood elevations must be met. Adhering to FEMA requirements and creating an attractive and lively street environment may be challenging in certain low elevated areas of the downtown area. Due to this situation, flexible and innovative designs shall be considered.



# Development Transition

## 10. DEVELOPMENT TRANSITION

As redevelopment commences, it is important that new buildings and facilities mix well with the existing buildings.

Ideally, most blocks in the downtown will be wholly or gradually transformed to incorporate the following:

- (1) BUILDING ALONG THE STREETS TO THE PERCENTAGE FRONTAGE AS FURTHER DESCRIBED BELOW.
- (2) PORCHES, ARCADES, AND GENEROUS SIDEWALKS DEVELOPED ALONG STREETS, WITH LANDSCAPING, TRADITIONAL LIGHTING, AND OTHER PEDESTRIAN AMENITIES.
- (3) PARKING IN THE REAR, WITH LIMITED AND SHARED ACCESS DRIVES. IDEALLY, NO MORE THAN ONE CURB CUT PER 120 FEET AND NOT WITHIN 70 FEET OF ANY INTERSECTION.
- (4) A NORTH-SOUTH MID-BLOCK ACCESS FOR BIKES AND SERVICE IN ALL BLOCKS.

New development will benefit from a fee-in-lieu-of parking program which would create a fund to pay for centralized parking facilities in the area. This program would allow for more creative design possibilities for the developer. It would be possible to have development with little or no on-site parking provided, allowing a center block area to be a courtyard or pedestrian plaza.

### A. Large Parcels/Whole Blocks

It will be easier for this to be achieved in large parcel or whole block development. It is recognized that in achieving the goals of this plan, it is difficult to provide adequate surface parking within any one block. This will require the provision of shared structures, municipal structures, and the relaxation of standards as discussed further below. It is anticipated that most boardwalk, inlet, and bay front properties are likely to be developed as large parcel development.

### B. Small & Medium Parcel Development & Renovation

The greater challenge is to gradually transition blocks incrementally with small and medium lot development, and minor renovations and additions to existing structures. This will require a strong role in visioning and encouraging appropriate partnerships. Incentives to encourage property owners to develop or redevelop their properties in a manner consistent with the guidelines presented in this manual may be necessary.

# Development Transition

## c. Concept Blocks

Inner blocks are more likely to continue to develop incrementally. For these blocks, transitions might include:

- (1) ENCOURAGE NEIGHBORING LOTS TO SHARE CURB CUTS, DRIVEWAYS, AND PARKING AREA ACCESS.
- (2) DEVELOP A SYSTEM OF SHARED PRIVATE "ALLEYS" WHERE THEY DO NOT EXIST, AND EXPAND THE ALLEYS THAT DO, FOR COMMON USE IN UTILITY DISTRIBUTION, TRASH COLLECTION, INNER BLOCK PARKING ACCESS, AND PEDESTRIAN AND BIKE WAYS.
- (3) ON SMALL EXISTING LOTS, DEVELOPMENT AND REDEVELOPMENT SHOULD PLACE BUILDINGS TOWARD THE STREET, AND PARKING IN THE REAR.

## d. Existing Condominiums

It is recognized that condominiums are a very stable form of ownership with less likelihood of significant change than other properties. Condominium associations in the downtown are encouraged to:

- (1) MAINTAIN AND IMPROVE THEIR PROPERTIES IN ACCORDANCE WITH THESE GUIDELINES.
- (2) UPDATE SIGNS TO A TRADITIONAL LOOK IN ACCORDANCE WITH THESE GUIDELINES.
- (3) SCREEN AND LANDSCAPE EXISTING PARKING AREAS IN ACCORDANCE WITH THESE GUIDELINES.
- (4) ALLOW SHARED USE OF DRIVES AND SERVICE ACCESS WITH NEIGHBORS WHERE FEASIBLE AND WITH PERMISSION OF THE DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT.

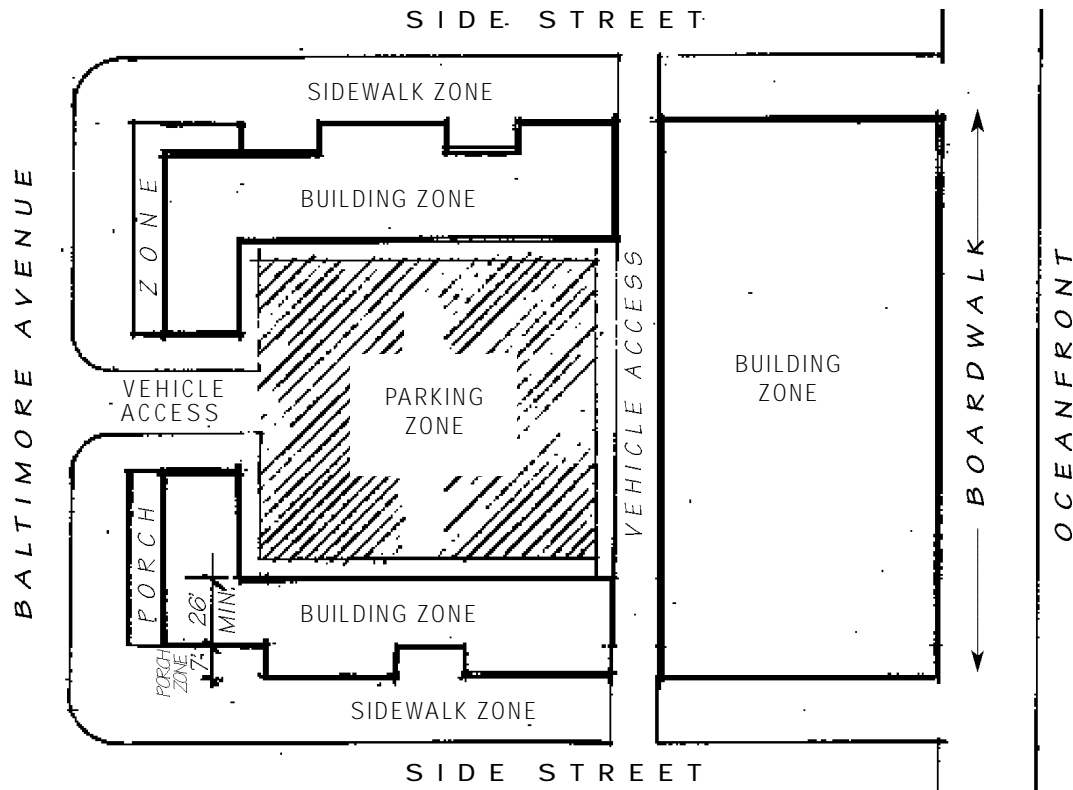


## Wild Dunes Condominium

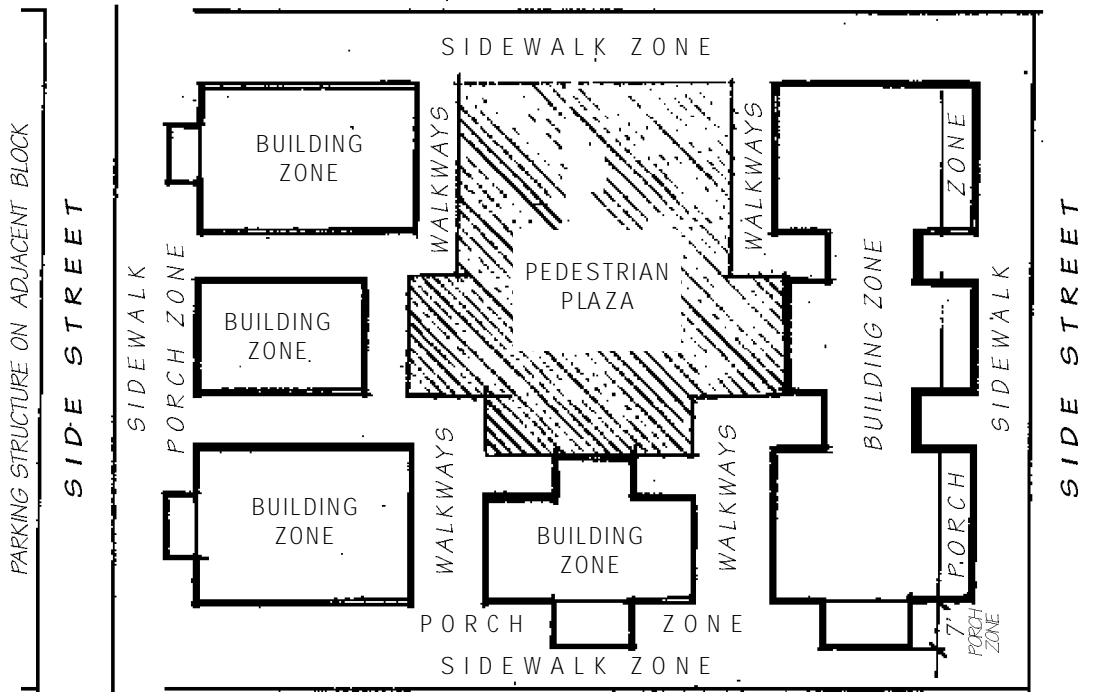
40th Street oceanfront

*Note:*

This building provides a good example of a modern structure meeting many of the proposed design guidelines with particular reference to the siding materials (vinyl shingles), porch area contained within the building mass, enclosed stairway, and a top floor swimming pool area hidden behind a roofline expressing a pitched roof.



Concept Ocean Block showing street front commercial, porch, parking and building areas, mid-block access and north/south alley, pedestrian, bicycle and service areas.

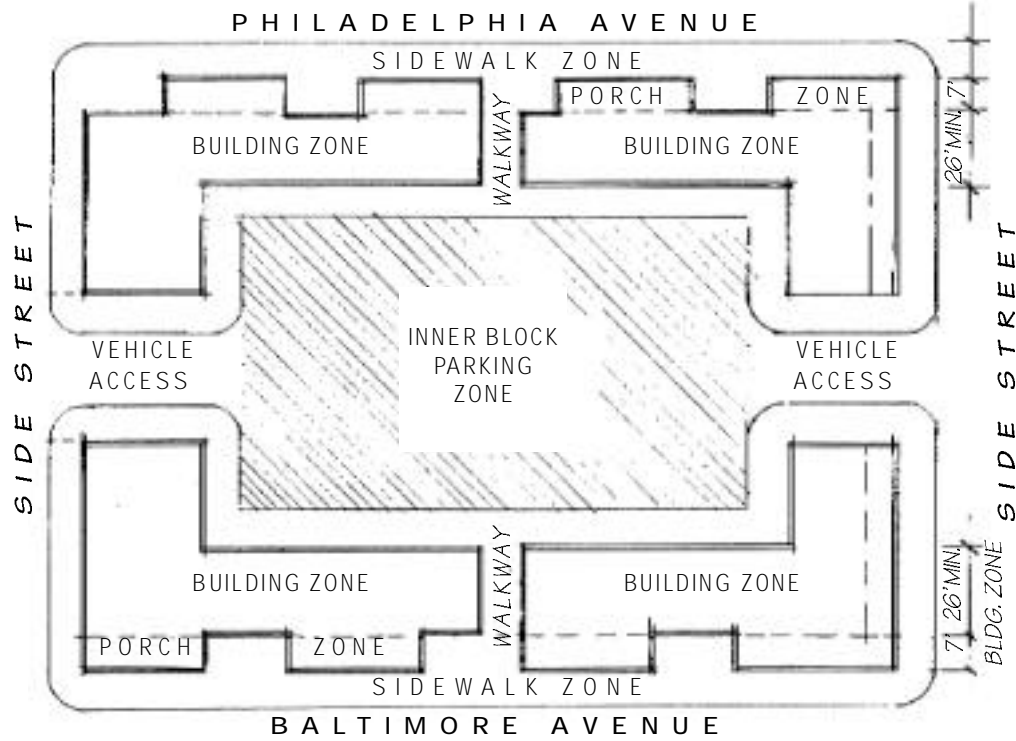


Concept Inner Block with pedestrian plaza or park appropriate for blocks adjacent to developed parking structures.

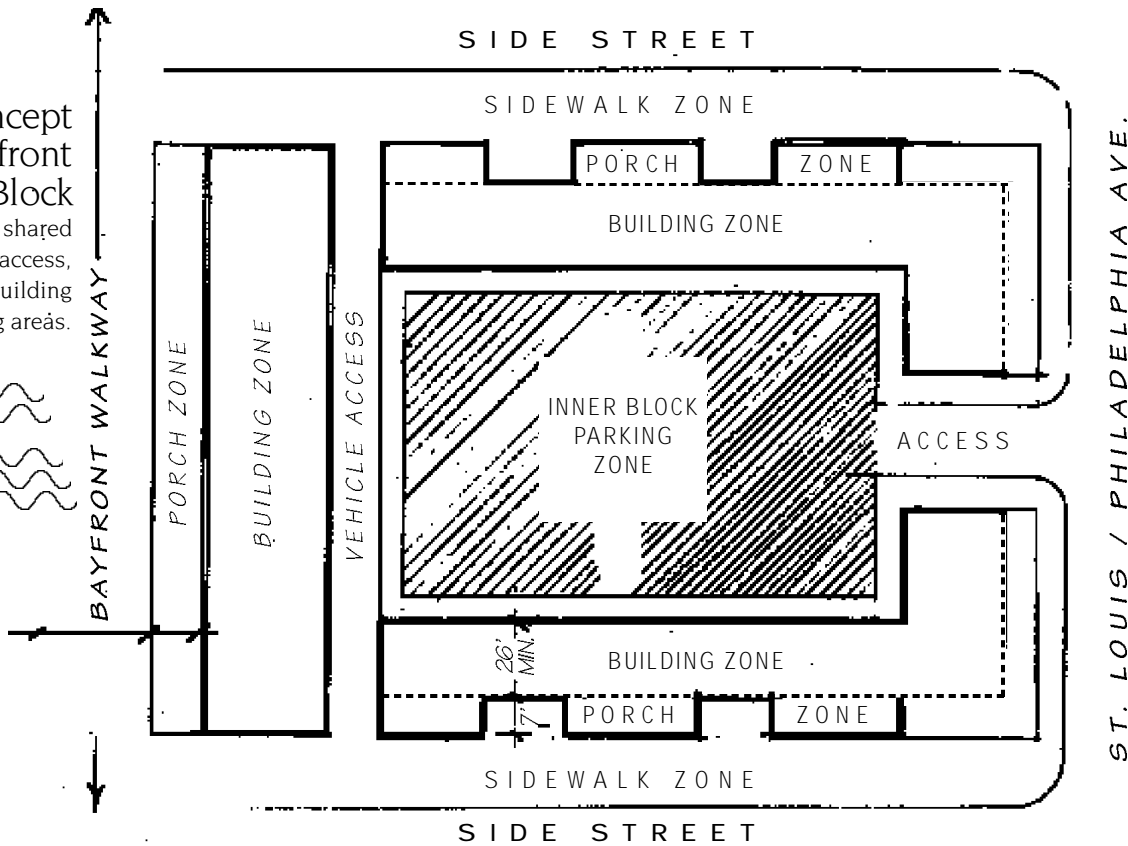
Concept Inner Block with inner block parking showing shared parking and access, porch, building and parking areas.

*Notes*

- (1) No vehicular access to Baltimore Avenue.
- (2) Vehicle access may be directed from Philadelphia Avenue to enhance pedestrian travel.



Concept Bayfront or Inlet Block showing shared parking and access, porch, building and parking areas.



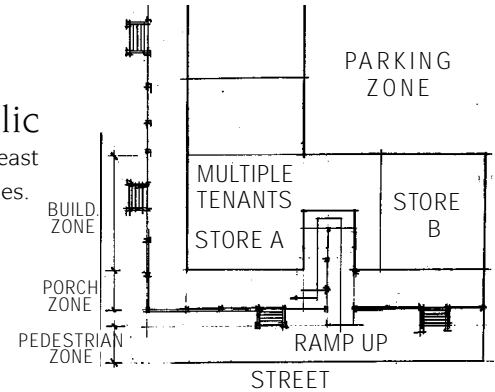
# ACCESSIBILITY

## 11. ACCESSIBILITY & A.D.A.

People with special needs should enjoy public and private places. Therefore, it is important to provide access at least according to Americans with Disabilities Act and State of Maryland codes.

### ENCOURAGED

- (1) THE DEVELOPMENT OF SHARED HANDICAPPED ACCESS, IF NO MORE THAN 100 FEET APART, ON NEIGHBORING LOTS.
- (2) FLOOR LEVELS SHOULD BE "SIMILAR" ON NEIGHBORING LOTS.
- (3) ALL RAMPS ON THE SIDE OF THE BUILDINGS SHOULD HAVE A CLEAR ENTRY FROM THE STREET.
- (4) IT IS PREFERABLE TO PLACE HANDICAPPED RAMPS IN THE SIDE SETBACK AREA.



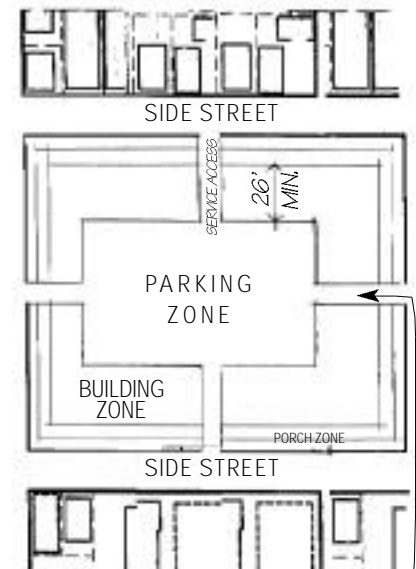
In providing for accessibility, ramps should be provided in ways which minimize obstructions of the sidewalk to porches and entrances. This is best achieved by providing ramps perpendicular to the sidewalks. These ramps may serve multiple tenants with shared porches or arcades.

# Private Parking

## 12. PRIVATE PARKING

Providing off-street parking will lessen congestion on the public streets and thoroughfares. Parking regulations promote the public safety and welfare by establishing minimum requirements for the off-street parking of motor vehicles. The challenge of locating parking is to provide convenient vehicle storage without compromising or detracting from the pedestrian character of downtown. Even with a strong public transit system, adequate parking is essential to maintain economic viability. Both surface and structured parking lots should be designed to blend into the urban fabric of the downtown area.

Development patterns and other special circumstances exist in the downtown that are different from other parts of Ocean City. As in most downtown areas, small lot sizes, high property values, high-density development, pedestrian traffic, existence of public transportation, and the need for redevelopment are the reasons for having parking requirements for the downtown that are different from those in other areas. To encourage the development envisioned by this manual, the following changes to the parking regulations in Section 110 of the Code of Ocean City should be considered.



Note: No mid-block vehicular access on west side

# Private Parking

## A. PARKING REQUIREMENTS

- (1) **Parking Requirements** - The parking requirements contained in Section 110-932, which apply to all of Ocean City, should be studied to determine if they are appropriate for the downtown area.
- (2) **Nonconforming Parking (Parking Credits)** - Grandfathered nonconformities are allowed per the current Town zoning codes.
- (3) **Parking Waivers** - The current special parking exception process, while an effective method of encouraging redevelopment by reducing parking requirements for certain projects, is flawed in that it relies on public parking that is currently inadequate. In order to alleviate this imbalance, but still provide a waiver process in appropriate circumstances, the avenue for parking waivers should be changed from a special exception to a variance. This process would set a higher burden of proof for an applicant requesting a waiver and remove the burden from the Board of Zoning Appeals to determine whether parking for a particular use is needed; the code has already legislatively answered that question. Making waivers more difficult to obtain would result in a more adequate supply of parking and encourage participation in a fee-in-lieu-of parking program.
- (4) **Fee-In-Lieu-Of Parking** - A common technique for addressing the special nature of downtown parking is to offer a voluntary program whereby developers and property owners can pay a fee instead of providing all or a portion of their required off-street parking. These fees are used to help fund public parking in the vicinity that will be available to the public as well as to customers and employees of the contributors to the fund. There are several important issues to consider when developing this program:
  - a. The districts or areas where the fee-in-lieu-of parking concept would apply must be carefully identified. They have to be areas in which the government has plans and the ability to provide public parking facilities. This is necessary because the demand for parking which is not being provided privately must be satisfied in a nearby public facility, and also because property owners who pay into a fund have a right to expect the public facility to exist in a location convenient to them.
  - b. This concept is most appropriate in areas where on-site parking is not essential, such as downtown where pedestrian activity is high and people generally park and then walk to several different destinations. Certain land uses may not be appropriate for participation. For example, residential uses need their off-street parking; hotels also need their parking on-site.
  - c. Public parking that is provided in-lieu-of on-site parking must be within convenient walking distance (about 1/4 mile) from the participating properties.
  - d. The likelihood of success is increased when the anticipated rate of participation is high. Generally, this means an area expected to experience a healthy rate of development or redevelopment where land values dictate that a commercial use of land is preferred over dedicating land to parking.

- e. Appropriate fees must be set to make construction or bond repayment feasible. A fee that reflects the actual cost of constructing and operating public parking, or an appropriate portion thereof, is recommended.

## B. DESIGN STANDARDS

Basic design standards for parking lots and spaces are found in Section 110-935 of the Ocean City Code. Landscaping requirements are found in Chapter 98, Article 2 of the Code. In addition, the following design considerations apply to parking in the downtown.

### REQUIRED

- (1) ADEQUATE LIGHTING SHALL BE PROVIDED FOR OFF-STREET PARKING SPACES IN ACCORDANCE WITH SECTION 110-876 OF THE OCEAN CITY CODE. THE SCALE AND STYLE OF LIGHTING FIXTURES SHALL BE COMPATIBLE WITH THE OVERALL ARCHITECTURAL CHARACTER OF DOWNTOWN, AND SHOULD NOT BE TALLER THAN 12 FEET.
- (2) ALL PARKING AREAS SHALL BE SCREENED BY ATTRACTIVE LANDSCAPING; ALL PARKING AREAS ABUTTING PUBLIC RIGHTS OF WAY SHALL BE SCREENED BY LANDSCAPING AND FENCING.
- (3) PARKING AREAS SHALL BE LOCATED IN THE REAR OF NEW DEVELOPMENT, DRIVEWAY AREA, BENEATH BUILDINGS (IF PROPERLY SCREENED), OR IN MULTI-LEVEL PARKING STRUCTURES. OTHER LOCATIONS CAN BE APPROVED BY SPECIAL APPROVAL BY THE TOWN OF OCEAN CITY. THIS SECTION DOES NOT PRECLUDE OFF-SITE PARKING.

### ENCOURAGED

- (1) WHERE FEASIBLE, ACCESS TO PARKING LOTS SHOULD BE OFF SECONDARY STREETS AND ALLEYS TO MINIMIZE VEHICULAR PENETRATION THROUGH THE COMMERCIAL STREET FRONTAGE.
- (2) PARKING AREAS SHOULD BE DESIGNED TO MINIMIZE CURB CUTS.
- (3) PERMEABLE ALTERNATIVES TO ASPHALT AND CONCRETE PAVING ARE ENCOURAGED.
- (4) PARKING STRUCTURES SHOULD INCORPORATE RETAIL AND/OR RESIDENTIAL USES ALONG THE FIRST FLOOR STREET FRONTAGE.
- (5) PARKING STRUCTURES SHOULD BE DESIGNED WITH SIMILAR MASSING AND ARTICULATION PRINCIPLES AS OTHER BUILDINGS, INCLUDING ARCHITECTURAL DETAILING, MATERIAL CHANGE, AND STEPPED BACK UPPER FLOORS.
- (6) PARKING LOTS AND STRUCTURES SHOULD PROVIDE PEDESTRIAN-SCALE ENHANCEMENTS, WITH CLEARLY MARKED ENTRIES AND EXITS AND PROTECTION FROM TRAFFIC.

ALL OTHER PARKING DESIGNS SUBJECT TO APPROVAL.

## C. MULTI-LEVEL PARKING STRUCTURES

All large parking structures should provide a zone of commercial use on the ground level at least 28 feet deep along the building limit line with as much commercial use on its perimeter as possible.

# Outdoor Spaces

## 13. OUTDOOR SPACES

Outdoor spaces such as courtyards and patios are encouraged. The ocean, bay and inlet should be incorporated as natural elements of outdoor spaces. Development that is adjacent to parks should incorporate those natural elements into their outdoor spaces.

# LIGHTING

## 14. LIGHTING

The design of exterior lighting fixtures shall enhance and complement the character of a specific building or space, and must reflect the traditional elements of downtown. Exterior lighting shall serve as a security measure and increase general visibility.

The lighting of buildings, landscaping, driveways, signs and other exterior uses of lighting shall be designed to minimize the light and glare on adjacent neighborhoods.

### REQUIRED

- (1) POLE-MOUNTED FIXTURES IN VEHICULAR USE AREAS SHALL NOT EXCEED A MOUNTING HEIGHT OF 12 FEET, AND SUCH POLES SHALL BE LOCATED SO AS NOT TO BE A HAZARD IN THE PATH OF TRAVEL FOR PEDESTRIAN OR VEHICULAR ACCESS.
- (2) POLE-MOUNTED FIXTURES IN PEDESTRIAN USE AREAS SHALL NOT EXCEED A MOUNTING HEIGHT OF 12 FEET AND SUCH POLES SHALL BE LOCATED SO AS TO NOT BE A HAZARD IN THE PATH OF TRAVEL FOR PEDESTRIANS.
- (3) WALL-MOUNTED LIGHTING FIXTURES SHALL NOT EXCEED THE HEIGHT LIMITS SET FOR THE POLE-MOUNTED FIXTURES IN THEIR RESPECTIVE USE AREAS, AND SHALL BE PROVIDED IN A MANNER THAT WILL MINIMIZE GLARE TO VEHICULAR TRAFFIC.
- (4) ALL OUTDOOR LIGHTING SHALL PROVIDE ILLUMINATION AT GROUND LEVEL NOT TO EXCEED THE RANGE SET BELOW:  
COMMERCIAL AREAS:  
AVERAGE ILLUMINATION: 1.5 FOOT CANDLES  
MAXIMUM ILLUMINATION: 5.0 FOOT CANDLES  
RESIDENTIAL AREAS:  
AVERAGE ILLUMINATION: 1.0 FOOT CANDLES  
MAXIMUM ILLUMINATION: 2.5 FOOT CANDLES



(5) IN ADDITION, OUTDOOR LIGHTING SHALL BE DESIGNED SO THAT ANY OVERSPILL OF LIGHTING ONTO ADJACENT PROPERTIES SHALL NOT EXCEED ONE-HALF FOOT CANDLE VERTICAL AND ONE-HALF FOOT CANDLE HORIZONTAL ILLUMINATION TO THE ADJACENT PROPERTIES OR STRUCTURES.

(6) OUTDOOR LIGHTING POLES AND FIXTURES SHALL CONFORM IN CHARACTER AND STYLE TO THE DISTRICT.

**DISCOURAGED**

(1) THE USE OF UP-LIGHTING SHOULD BE AVOIDED TO MINIMIZE LIGHT POLLUTION OF THE NIGHT SKY AND TO PREVENT LIGHT TRESPASSING ONTO ADJACENT PROPERTIES.



Fencing separates private from public property

# FENCING & Screening

## 15. FENCING & SCREENING

A. Fences can be an attractive means to separate the public and private sector realms. They are a special detail to be included in the traditional style of development for the area. Fencing, garden walls, or hedges are strongly encouraged and should be constructed along all unbuilt rights-of-way which abut streets and alleys.

**REQUIRED**

- (1) MADE OF WOOD, METAL, OR SYNTHETIC MATERIAL AS APPROVED BY THE TOWN.
- (2) PAINTED OR STAINED MATERIALS SHALL BE WHITE OR LIGHT-COLORED.
- (3) TRADITIONAL, NOT INDUSTRIAL OR INSTITUTIONAL.

**ENCOURAGED**

- (1) GENERALLY FENCES IN THE FRONT OF ONE'S PROPERTY SHOULD NOT BE HIGHER THAN 36 INCHES. FENCING OF THE REAR YARD SHOULD BE HIGHER BUT NOT EXCEED THE CITY REGULATIONS FOR HEIGHT.

**PROHIBITED**

- (1) CHAIN LINK FENCING
- (2) BARBED WIRE FENCING.

B. Screening is a valuable tool to hide items that generally are not attractive.

**REQUIRED**

- (1) SHALL BE MADE OF WOOD, SYNTHETIC MATERIAL, OR MASONRY (DECORATIVE BLOCK, BRICK, OR STONE).

**ENCOURAGED**

- (2) LANDSCAPING IN FRONT OF OTHER SCREENING MATERIAL.



Screening of first floor parking area.



# Service Alleys

## 16. SERVICE ALLEYS

Alleyways are an important means of providing access of deliveries and pickup of items that usually should not be placed in more visible areas for aesthetic reasons. Service alleys should be provided in the inner blocks of the downtown.

# LANDSCAPING

## 17. LANDSCAPING

Landscaping is an important feature to define, unify and enhance development.

### REQUIRED

- (1) LANDSCAPING SHALL COMPLEMENT AND ENHANCE PRIVATE BUILDINGS, PARKING AREAS AND FRONTAGES.

### ENCOURAGED

- (1) LANDSCAPING SHOULD SCREEN AND/OR BUFFER VIEWS OF LOADING, TRASH AREAS AND SERVICE YARDS.
- (2) ALL AREAS NOT DEVOTED TO WALKWAYS, PARKING, OR STRUCTURAL DEVELOPMENT SHOULD BE LANDSCAPED AND PERMANENTLY MAINTAINED.
- (3) ALL PLANTING AREA DIMENSIONS SHOULD BE CONSISTENT WITH PLANT MATERIAL REQUIREMENTS AND THE PURPOSE OF THE PLANTING.
- (4) PERMANENT AUTOMATIC LOW WATER-CONSUMING IRRIGATION FACILITIES SHOULD BE PROVIDED IN ALL LANDSCAPED AREAS.
- (5) PROJECT LANDSCAPING SHOULD CONSIST PRIMARILY OF DROUGHT-TOLERANT AND SALT-RESISTANT TYPES OF SPECIES AND SHOULD BE COMPATIBLE WITH THE CHARACTER OF THE SURROUNDING ARCHITECTURAL STYLE OF THE STRUCTURE.
- (6) LANDSCAPING AND BUILDING ELEMENTS SUCH AS TRELLISES AND PERGOLAS SHOULD BE INTEGRATED INTO PROPERTIES.
- (7) WHERE APPROPRIATE, LANDSCAPED AREAS SHOULD BE PROVIDED ADJACENT TO BUILDING FACADES AND SIDE ELEVATIONS.
- (8) RAISED PLANTERS DESIGNED WITH WIDE LEDGES THAT PROVIDE SEATING SPACES SHOULD BE PROVIDED ALONG PEDESTRIAN CORRIDORS.
- (9) INDIGENOUS LANDSCAPING IS ENCOURAGED TO BE INCLUDED IN THE PROJECT LANDSCAPING.

Projects  
should use  
the landscape  
materials  
listed in  
Exhibit 5.

*page 69*

# Signage

## 18. SIGNAGE

### A. PURPOSE

The purpose of these regulations is to regulate signs in a fair and comprehensive manner in order to protect the public health, safety, and welfare and to enhance the visual appearance of Downtown Ocean City while assuring the efficient transfer of information. It shall be illegal for a sign to be placed or maintained in the Downtown District except as provided for in this chapter.

The regulations of signs in the Downtown District is necessary and in the public interest for the following reasons:

- (1) TO PROTECT THE GENERAL PUBLIC FROM DAMAGE OR INJURY CAUSED OR PARTIALLY ATTRIBUTABLE TO SIGNS, WHICH, BY REASON OF THEIR SIZE, LOCATION, CONSTRUCTION, OR MANNER OF DISPLAY, CONFUSE, MISLEAD, OR OBSTRUCT THE VISION NECESSARY FOR TRAFFIC SAFETY.
- (2) TO PROVIDE A PLEASING, UNCLUTTERED OVERALL ENVIRONMENTAL SETTING AND COMMUNITY APPEARANCE WHICH IS DEEMED VITAL TO TOURISM AND THE CONTINUED ECONOMIC ATTRACTIVENESS OF THE DOWNTOWN DISTRICT.
- (3) TO PROTECT PROPERTY VALUES IN THE DOWNTOWN DISTRICT.
- (4) TO IMPROVE THE LEGIBILITY AND EFFECTIVENESS OF COMMERCIAL AND GOVERNMENTAL SIGNS.
- (5) TO PERMIT SIGNS APPROPRIATE TO THE STATED AND PLANNED CHARACTER OF THE DOWNTOWN DISTRICT.

### B. DEFINITIONS

- (1) **Sign** - Any device, structure, fixture or placard using graphics, symbols, characters or letters which advertises or identifies any business, organization, institution, person, product, service, event or location.
- (2) **Awning Sign** - A sign that is part of or attached to an awning, canopy, or other protective cover over a door, window or entrance.
- (3) **Banner** - A sign intended to be hung with or without frames, possessing characters, letters, illustrations or ornamentations applied to paper, plastic, or fabric of any kind. National flags, flags of political subdivision, and other such flags shall not be considered banners.
- (4) **Bulletin Board** - A changeable copy sign, which identifies and announces schedules for churches, schools, or other noncommercial uses or activities.

# Signage

- (5) **Construction Sign** - A sign which is located on a construction site during construction denoting the architect, engineer, contractor, sub-contractor, builder, lending institution, etc., affiliated with the construction.
- (6) **Directional Sign** - A sign, located on premise, directing traffic movement onto or within the premise.
- (7) **Free-Standing Sign** - A self-supporting sign resting on or supported by means of poles, standards or any other type of base on the ground.
- (8) **Government Sign** - See Public/Government Sign.
- (9) **Hanging Sign** - A sign which hangs from the underside of the roof of a porch or covered walkway.
- (10) **Incidental Sign** - A sign whose main purpose is to direct or inform the reader, but not to identify or advertise the primary business, organization, institution, product or service located on the premise. Examples include signs indicating hours of business, entrance, exit, vacancy, office, menus, carry-out window, open house, no trespassing, no dumping, garage sale, yard sale.
- (11) **Monument Sign** - A free-standing sign which rests directly on the ground and not on a pole.
- (12) **Off-Premise Sign** - A sign advertising an establishment, product, service, or activity which is not sold, produced, or provided on the specific property on which the sign is located, e.g., "billboards."
- (13) **Off-Premise Parking Sign** - A sign indicating that parking on a parcel or site is restricted to a designated business or businesses not located on such parcel or site.
- (14) **Parking Lot Control Sign** - A sign located within a private or public parking lot, which provides information regarding the users, hours of operation, towing procedures, etc., of the lot.
- (15) **Political Campaign Sign** - Any temporary sign intended to identify a political party, group or candidate or to advertise an election, referendum, meeting or similar local, state, or national political activity.
- (16) **Portable Sign** - Any sign whose design and/or construction is of a portable nature, whether anchored, carried, left free-standing, towed, self-propelled or attached to a vehicle or trailer.
- (17) **Projecting Sign** - A sign, other than a wall sign, which projects from a structure or building face, including but not limited to signs on awnings and marquees.
- (18) **Public/Government Sign** - A sign erected by a city, county, state, or federal government agency in furtherance of its governmental responsibilities.

- (19) **Real Estate Sign** - A sign advertising the sale, lease or future use of real estate, placed upon the property so advertised.
- (20) **Residential Personal Identification Sign** - A sign bearing only street or property numbers or names of occupants of premises.
- (21) **Roof Sign** - A sign located or erected on or attached to a roof and which extends above the ridge or peak of the roof. Also included is any sign which receives partial or total support from a roof by means of girders, wires, etc., attached to, located or erected on a roof.
- (22) **Subdivision, Project, or Multi-Family Development Identification Sign**  
(Permanent) - A sign intended to identify a single-family or multi-family residential development.  
(Temporary) - A temporary sign intended to announce a future development of a project under development.
- (23) **Temporary Business Sign** - A sign advertising or announcing the initial opening of a business. This is not meant to pertain to a seasonal opening.
- (24) **Vehicle Sign** - A sign or advertising device, but not a bumper sticker, which is painted, mounted, affixed or otherwise attached to a vehicle or trailer, which is used for the purpose of providing advertisement of projects and services or directing people to a business, service or other activity.
- (25) **Vending Machine Sign** - A sign which is part of a vending machine and advertises a product available from the machine on which it is located.
- (26) **Wall Sign** - A sign painted on or affixed to and mounted parallel to a building facade or wall in such a manner that the facade or wall becomes the supporting structure for the sign.
- (27) **Window Sign** - A sign installed on the inside or outside of a window, which is visible from the sidewalk or street.

## c. GENERAL PROVISIONS

Only signs specifically permitted in this chapter are allowed, and all signs must comply with the provisions of this chapter. All permitted signs shall be subject to the following regulations:

- (1) NO SIGN MAY BE PLACED OR ERECTED WITHOUT FIRST HAVING OBTAINED THE APPROPRIATE PERMIT OR APPROVALS, UNLESS A PERMIT IS NOT REQUIRED BY THESE REGULATIONS, WITH REVIEW OPPORTUNITY FROM THE OCEAN CITY DEVELOPMENT CORPORATION.

# Signage

- (2) A SIGN MAY BE ILLUMINATED, UNLESS OTHERWISE PROHIBITED, IF ILLUMINATION IS CONFINED TO THE SURFACE OF THE SIGN. THE SIGN AND ILLUMINATION SHALL BE LOCATED AND ARRANGED TO AVOID GLARE OR REFLECTION ONTO ANY PUBLIC STREET OR SIDEWALK, INTO THE PATH OF ONCOMING VEHICLES, OR ONTO ANY ADJACENT PROPERTY.
- (3) OTHER THAN PERMITTED TEMPORARY SIGNS, ALL SIGNS MUST BE PERMANENTLY ATTACHED TO A STRUCTURE OR ANCHORED TO THE GROUND.
- (4) ALL SIGNS SHALL BE CONSTRUCTED OR PLACED IN ACCORDANCE WITH THE PERTINENT REQUIREMENTS OF THE ADOPTED BUILDING CODE OF OCEAN CITY.
- (5) CALCULATION OF SIGN AREA.
  - (a) The sign area is the area of the smallest geometric shape or combination of shapes which enclose the extreme points or edges of the sign. This area does not include supporting structures unless they include graphics, characters, or letters which advertise or identify any business, organization, institution, person, product, service, event, or location.
  - (b) On a multi-faced sign, the total size of all faces shall not exceed two times the maximum permitted square feet, and no single face shall exceed the maximum permitted square feet.
  - (c) The area of a sign comprised of individual letters or figures shall be the area of the smallest geometric shape that encompasses each of the letters or figures, but not including the space between the individual letters or figures.
  - (d) The area of a sign painted upon or applied to a building shall include all lettering, wording, designs and symbols together with any background of a different color or material than the building.
- (6) NOTHING IN THIS CHAPTER SHALL RESTRICT THE ERECTION OR PLACEMENT OF GOVERNMENTAL OR OTHER PUBLIC SIGNS.
- (7) AMUSEMENT PLACES AND RECREATIONAL AREAS - SIGNS WITHIN THESE AREAS, WHICH DO NOT IDENTIFY OR ADVERTISE THE AREA AS AN ENTITY ARE EXEMPT FROM THESE REGULATIONS.
- (8) THE MESSAGE DISPLAYED BY AN EXISTING ELECTRONIC OR COMPUTER CONTROLLED SIGN OR SIMILAR SIGN LOCATED IN AN AMUSEMENT PARK, MAY NOT CHANGE MORE OFTEN THAN ONE TIME EACH 5 SECONDS.
- (9) SIGNS THAT BLOCK WATER VISTAS IN THE PUBLIC RIGHTS OF WAY ARE NOT PERMITTED UNLESS APPROVED BY AGREEMENT BY THE TOWN OF OCEAN CITY AND INPUT BY THE OCEAN CITY DEVELOPMENT CORPORATION.
- (10) SIGNS SHALL NOT COVER SIGNIFICANT ARCHITECTURAL DETAIL.

## D. PROHIBITED SIGNS

The following signs are prohibited in the Downtown District and, if in existence as of the date of enactment of this ordinance, shall be removed or brought into conformity as per the sign amortization schedule.

- (1) SIGNS CONTAINING STATEMENTS, WORDS, OR PICTURES OF AN OBSCENE, INDECENT, OR IMMORAL CHARACTER.
- (2) SIGNS WHICH IMITATE AN OFFICIAL TRAFFIC SIGN OR SIGNAL OR WHICH CONTAIN THE WORDS "STOP", "GO SLOW", "CAUTION", "DANGER", "WARNING" OR SIMILAR WORDS.
- (3) SIGNS WHICH ARE OF A SIZE, LOCATION, MOVEMENT, CONTENT, COLORING OR MANNER OF ILLUMINATION WHICH MAY BE CONFUSED WITH OR CONSTRUED AS A TRAFFIC CONTROL DEVICE, OR WHICH HIDE FROM VIEW ANY TRAFFIC OR STREET SIGN OR SIGNAL, OR WHICH OBSTRUCT THE VIEW IN ANY DIRECTION AT A STREET INTERSECTION IN ACCORDANCE WITH SECTION 66-10 OF THE CODE OF THE TOWN OF OCEAN CITY.
- (4) SIGNS WHICH ARE PLACED OR ERECTED WITHIN OR PROJECT INTO OR OVER ANY PUBLIC RIGHT-OF-WAY OR EASEMENT, UNLESS OTHERWISE APPROVED BY THE MAYOR AND CITY COUNCIL, WITH REVIEW BY THE OCEAN CITY DEVELOPMENT CORPORATION.
- (5) SIGNS THAT ARE ATTACHED TO UTILITY POLES, TREES, FENCES, BENCHES OR OTHER SIGNS.
- (6) OFF-PREMISE SIGNS OF A COMMERCIAL NATURE.
- (7) PORTABLE SIGNS AND BANNERS UNLESS OTHERWISE PERMITTED.
- (8) VEHICLE SIGNS AS DEFINED AND REGULATED BY CHAPTER 66 OF THE CODE OF THE TOWN OF OCEAN CITY.
- (9) BALLOONS, KITES OR OTHER UNATTENDED FLYING DEVICE, WHICH ARE SIGNS AS DEFINED IN THIS ORDINANCE AND WHICH ARE MEANT TO ADVERTISE OR IDENTIFY A SPECIFIC BUSINESS, PRODUCT, OR EVENT.
- (10) SIGNS WHICH CONTAIN OR CONSIST OF FLASHING, BLINKING, REVOLVING, OR ROTATING LIGHTS, UNLESS THE SIGN IS GIVING PUBLIC SERVICE INFORMATION SUCH AS TIME, DATE, TEMPERATURE, WEATHER OR SIMILAR INFORMATION. HOWEVER, THESE SIGNS ARE PERMITTED WITHIN AMUSEMENT PARKS AS DEFINED IN CHAPTER 110, ZONING, OF THE CODE, AND ON PROPERTIES WITH COMMERCIAL ZONING WHICH FACE THE BOARDWALK (ATLANTIC AVENUE). IN SUCH INSTANCES, THESE SIGNS MAY FACE THE BOARDWALK ONLY. SIGNS CONTAINING FLASHING, BLINKING, REVOLVING, OR ROTATING LIGHTS WHICH EXISTED PRIOR TO THE ENACTMENT OF THIS ORDINANCE ARE TO BE BROUGHT INTO CONFORMITY WITH THIS ORDINANCE AS SPECIFIED IN SECTION F REGARDING NONCONFORMING SIGNS.
- (11) ROOF SIGNS.

# Signage

## E. PERMITTED SIGNS

### 1. The following signs do not require a permit.

- (a) ONE RESIDENTIAL PERSONAL IDENTIFICATION SIGN NOT EXCEEDING 4 SQUARE FEET IN SIZE.
- (b) TEMPORARY REAL ESTATE SIGNS (SUCH AS “FOR SALE”) LOCATED ON THE PREMISE AND SUBJECT TO THE FOLLOWING CONDITIONS:
  - (i) Signs may not be illuminated.
  - (ii) The number of signs is limited to one per street, which the premise faces, and only one sign may face each street. Signs identifying a unit for sale in a multiple-family development may be placed either on the premise of the unit for sale or in front of the building containing the unit.
  - (iii) The size of signs shall not exceed 6 square feet.
  - (iv) Signs may not exceed 36 inches in height.
  - (v) Signs must be removed after the sale of the property.
- (c) PUBLIC OR GOVERNMENTAL SIGNS.
- (d) TEMPORARY POLITICAL CAMPAIGN SIGNS PLACED OR ERECTED PRIOR TO A FEDERAL, STATE OR LOCAL ELECTION. SUCH SIGNS MUST BE REMOVED WITHIN ONE WEEK AFTER THE ELECTION.
- (e) PARKING LOT CONTROL SIGNS.
- (f) INCIDENTAL SIGNS, SUBJECT TO THE FOLLOWING CONDITIONS:
  - (i) No individual sign may be larger than 4 square feet.
  - (ii) The aggregate of all incidental signs on a property may not exceed 24 square feet.
  - (iii) Signs may not exceed 36 inches in height.
- (g) VENDING MACHINE SIGNS MAY NOT EXCEED THE LIMITS OF THE MACHINE ON WHICH THEY ARE LOCATED.
- (h) SIGNS LOCATED UNDER AREAS COVERED BY CANOPIES OR AWNINGS AND WITHIN PORCH AREAS, AND VISIBLE PRIMARILY TO VIEWERS WITHIN THESE AREAS, WITH THE FOLLOWING CONDITIONS:
  - (i) No sign may be larger than 4 square feet.
  - (ii) The aggregate of all such signs on a property may not exceed 8 square feet.



2. The following signs require a sign permit.

- (a) ONE SIGN IDENTIFYING AN APPROVED HOME OCCUPATION NOT EXCEEDING 4 SQUARE FEET.
- (b) ONE BULLETIN BOARD FOR A PERMITTED CHURCH, SCHOOL OR OTHER NONCOMMERCIAL USE OR ACTIVITY, PROVIDED IT DOES NOT EXCEED 20 SQUARE FEET AND 7 FEET IN HEIGHT.
- (c) CONSTRUCTION SIGNS, PROVIDED THAT SUCH SIGNS SHALL BE LIMITED TO ONE FOR EACH FIRM, EACH NOT TO EXCEED 6 SQUARE FEET IN SIZE AND 36 INCHES IN HEIGHT. ALL SUCH SIGNS MUST BE REMOVED PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY.
- (d) SUBDIVISION, PROJECT OR MULTI-FAMILY DEVELOPMENT IDENTIFICATION SIGNS (TEMPORARY) - ONE SUCH SIGN NOT EXCEEDING 32 SQUARE FEET AND 36 INCHES IN HEIGHT. THESE SIGNS MAY NOT BE ERECTED PRIOR TO SITE PLAN APPROVAL OF THE PROJECT AND MUST BE REMOVED PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR THE DEVELOPMENT.
- (e) ANY THREE OF THE SIGNS DESCRIBED IN SUBSECTIONS (i) THROUGH (iv) BELOW.
  - (i) **Wall Signs** - A structure may have wall signs with an aggregate size of no more than one and one-half square foot for each lineal foot of the length of a wall facing a street or a body of water, but in no case measuring an aggregate of more than 75 square feet. Structures abutting more than one street or body of water may have wall signs, with an aggregate size as described above, for each wall facing a street or body of water. The signs may be distributed on any exterior walls of the structure, and may not be placed so as to exceed the limits of the wall on which they are placed. Hanging signs shall be considered to be wall signs for the purposes of this section and are permitted as part of the aggregate size for wall signs.
  - (ii) **Projecting Signs** - One projecting sign per business, no larger than 14 square feet. Buildings on corner lots may have one projecting sign facing each street. No such sign may project more than 3 feet from any wall. Projecting signs must be a minimum of 8 feet above grade, and the maximum height of any projecting sign may not exceed the height of the building to which it is attached or 15 feet above grade, whichever is lower. The Mayor and City Council may approve signs that project over or into public way as regulated by Section 66-14 of the Code, after input by the Ocean City Development Corporation.

# Signage

(iii) Free-Standing Signs

1. One free-standing sign per lot facing each major street that the lot fronts upon (major streets defined in this ordinance as Baltimore Avenue, Philadelphia Avenue, St. Louis Avenue, North Division Street between Philadelphia and Baltimore Avenues, and South First Street between Philadelphia and Baltimore Avenues). Such signs may be no larger than 100 square feet. The maximum height of a free-standing sign may not exceed 20 feet above grade. Lots in the I-1 Inlet and DM Downtown Marine districts which front on the bay may also have one free-standing sign.
2. The maximum size of free-standing signs may be increased by 50 percent if a monument sign is used. The maximum height of monument signs is 6 feet above grade.

(iv) Awning Signs - One awning sign, the size of which shall not exceed 25 percent of the area of the awning. The location of the sign shall not exceed the limits of the awning.

- (f) WINDOW SIGNS, WHICH DO NOT CUMULATIVELY EXCEED 25 PERCENT OF THE AREA OF THE WINDOW ON WHICH THEY ARE PLACED ON THE FIRST FLOOR AND 10 PERCENT ON ALL FLOORS ABOVE THE FIRST FLOOR.
- (g) SHOPPING CENTERS, AS DEFINED IN SECTION 110-2 OF THE CODE OF OCEAN CITY, MAY HAVE ONE FREE-STANDING SIGN AS REGULATED BY SUBSECTION 5 (III), AND ONE WALL SIGN OR PROJECTING SIGN FOR EACH BUSINESS AS REGULATED BY SUBSECTIONS 5 (I) AND (II).
- (h) HOTELS AND MOTELS ARE PERMITTED ONE ADDITIONAL WALL SIGN (IN ADDITION TO SIGNS PERMITTED ELSEWHERE IN THIS ORDINANCE) TO IDENTIFY ACCESSORY USES WITHIN THE HOTEL. ACCESSORY USES IN THIS SUBSECTION INCLUDE USES SUCH AS RESTAURANTS, BARS, LOUNGES, SHOPS, MEETING AND CONVENTION FACILITIES. THE ADDITIONAL SIGN MAY BE NO LARGER THAN 50 PERCENT OF THE MAXIMUM SIZE OF A PRIMARY WALL SIGN THAT COULD BE LOCATED ON THE PROPERTY.

## F. NONCONFORMING SIGNS

- (1) SIGNS WHICH WERE LEGALLY IN EXISTENCE PRIOR TO THE ADOPTION OF THIS ORDINANCE, AND WHICH DO NOT CONFORM TO THE PROVISIONS OF THIS ORDINANCE, ARE DECLARED TO BE NONCONFORMING SIGNS. IT IS THE INTENT OF THIS SECTION TO ENCOURAGE THE EVENTUAL ELIMINATION OF NONCONFORMING SIGNS, SINCE THEY ARE OF CONCERN WITH REGARD TO THE PUBLIC HEALTH, SAFETY, WELFARE AND COMMUNITY APPEARANCE, AS ARE NEW SIGNS. IT IS ALSO THE INTENT THAT

ANY ELIMINATION OF NONCONFORMING SIGNS BE EFFECTED SO AS TO AVOID UNREASONABLE DENIAL OF ESTABLISHED PROPERTY RIGHTS.

- (2) ALL EXISTING SIGNS WHICH ARE IDENTIFIED IN SECTION D OF THIS ORDINANCE AS PROHIBITED SIGNS SHALL BE REMOVED WITHIN 90 DAYS OF THE EFFECTIVE DATE OF THIS ORDINANCE, WITH THE EXCEPTION OF THE SIGNS DESCRIBED IN SUBSECTION D-10 AND SUBSECTION D-11 (I.E., SIGNS CONTAINING FLASHING, BLINKING, REVOLVING OR ROTATING LIGHTS AND ROOF SIGNS), WHICH MAY FOLLOW THE SCHEDULE IN SEC. 110-827 F (3).
- (3) ANY NONCONFORMING SIGN EXCEPT THOSE IDENTIFIED IN SUBSECTION 110-831.27 F (2) AS EXCEPTIONS, AND WINDOW SIGNS SHALL BE MADE TO CONFORM TO THE REQUIREMENTS OF THIS SECTION WITHIN TWENTY (20) YEARS OF THE PASSAGE OF THIS ORDINANCE, BUT OTHERWISE SHALL BE REMOVED, REPLACED, OR MADE TO CONFORM TO THE REQUIREMENTS OF THIS ORDINANCE WHEN IT IS:
  - (a) Changed or replaced with another sign; however, the face or copy of a nonconforming sign may be changed without bringing the sign into conformity, providing such changes are nonstructural in nature.
  - (b) Structurally altered so as to extend its useful life.
  - (c) Expanded or enlarged.
  - (d) Relocated.
  - (e) Repaired or re-established after damage by more than 50 percent of its value at the time of the damage or destruction.
  - (f) Modified in any way that would increase the degree of nonconformity.
- (4) NONCONFORMING WINDOW SIGNS WHICH EXCEED THE AGGREGATE WINDOW COVERAGE STIPULATED IN SEC. 110-831.27 E (6) SHALL BE MADE TO CONFORM TO THE REQUIREMENTS OF THIS SECTION WITHIN ONE (1) YEAR AFTER ADOPTION OF THIS ORDINANCE.
- (5) NOTHING IN THIS SECTION SHALL PREVENT ORDINARY MAINTENANCE PERFORMED ON A NONCONFORMING SIGN OR SIGN STRUCTURE.

## G. VARIANCES

The Board of Zoning Appeals shall have the power to grant variances to the sign regulations contained in the Downtown Design Overlay Zone only. Variances to this section shall be guided by and follow the procedures for variances in Section 110-95.

## DESIGN GUIDELINES

### Administration and Enforcement

These regulations shall be administered by the Department of Planning and Community Development of the Town of Ocean City, with assistance from the Ocean City Development Corporation as needed. Administration, enforcement, and permitting shall be as provided in the Code of the Town of Ocean City.

# Development INCENTIVES

Gable Roof Treatment



Porch Detailing



**Bunting House**

St. Louis Avenue

## 19. **DEVELOPMENT INCENTIVES**

An important consideration in the implementation of the Downtown Design Overlay Zone is the provision of development incentives. Projects that meet the full intent of these guidelines should be rewarded for improving the quality of life in downtown Ocean City. The following development incentives may be awarded to projects that substantially comply with the Downtown Design Overlay Zone regulations:

- (1) TO PROMOTE THE USE OF DORMERS AND PITCHED ROOFS, UP TO 50 PERCENT OF THE FLOOR AREA OF AN ATTIC (I.E. THE AREA ABOVE THE POINT WHERE THE EXTERIOR WALLS MEET THE ROOF) MAY BE USED FOR HABITABLE PURPOSES, NOT WITHSTANDING THE DEFINITION OF BUILDING HEIGHT IN SECTION 110-2 OF THE ZONING CODE, UNLESS OTHERWISE PROHIBITED BY THE BUILDING OR HOUSING CODES.
- (2) TO ENCOURAGE THE PROVISION OF LARGER FRONT YARD SETBACKS, PORCHES AND COVERED WALKWAYS, THE FOLLOWING PARKING ADJUSTMENTS ARE AVAILABLE.
  - (a) Reduction of one required parking space for each 300 square feet of front yard, in addition to the minimum required front yard, which is used as a porch or covered walkway 7 feet or more in depth. This applies to the first floor only.
  - (b) Up to 25 percent of the parking spaces provided on a site for any development may be reduced in size to no smaller than 8 feet wide and 18 feet deep when a porch, covered walkway or awning 7 feet or more in depth is provided in the front yard. This applies to the first floor only.
  - (c) In addition to the size reduction provided in section b above, the Planning Commission may, as part of its development review, approve a reduction in size of an additional 25 percent of the parking spaces for projects which provide a porch, covered walkway, or awning 7 feet or more in depth in the front yard. This applies to the first floor only.
  - (d) Driveway widths as required for 9-foot-wide spaces in Section 110-935(e) shall be provided for all reduced size spaces.
- (3) VOLUNTARY PARTICIPATION IN THE "FEE-IN-LIEU-OF PARKING" PROGRAM.

Note: Employee housing units do not count toward development density.

PART  
TWO

Public  
IMPROVEMENTS

OCEAN CITY DEVELOPMENT CORPORATION

# Public Improvements

## 1. DESIGN OBJECTIVES

The development of public improvements in Downtown Ocean City such as the public right-of-way and on publicly owned properties is an integral part of the effort to enhance the functional and visual character of the downtown. Public improvements should contribute to the quality of life, enrich the urban character, promote a pedestrian-oriented environment, and stimulate commercial activities.

The purpose of these guidelines is to accomplish the following objectives:

- (1) DEVELOP PUBLIC IMPROVEMENTS, WHICH REFLECT AND ENHANCE THE CHARACTER OF DOWNTOWN OCEAN CITY'S HERITAGE AND TRADITIONS.
- (2) DEVELOP ATTRACTIVE STREETSAPES AND PEDESTRIAN AMENITIES THAT CREATE A VISUALLY UNIFYING ENVIRONMENT AND CONTRIBUTE TO PEDESTRIAN INTEREST, ACCESS AND COMMUNITY ENJOYMENT.
- (3) DEVELOP PUBLIC IMPROVEMENTS THAT SEEK TO CREATE A PEDESTRIAN-FRIENDLY ENVIRONMENT AND PROVIDE A COMFORTABLE RELATIONSHIP BETWEEN PEDESTRIANS AND VEHICLES THROUGHOUT THE DOWNTOWN.
- (4) PROMOTE THE DEVELOPMENT OF PUBLIC IMPROVEMENTS THAT COMPLEMENT THE POSITIVE QUALITIES OF DOWNTOWN OCEAN CITY AS A VITAL AND LIVELY PLACE WITH A DIVERSITY OF SHOPS, BUSINESSES AND RESIDENCES; AND
- (5) EMPLOY LANDSCAPE TREATMENTS THAT PROVIDE AN AESTHETICALLY PLEASING ENVIRONMENT THROUGH THE USE OF SHADE TREES AND PLANTINGS WHICH RESPECT THE NEED FOR BUSINESS VISIBILITY.

## 2. STREETScape IMPROVEMENTS

- (1) ALL STREET IMPROVEMENTS ASSOCIATED WITH NEW AND EXISTING ROADS SHOULD BE DESIGNED TO REDUCE VEHICULAR SPEED, MINIMIZE VEHICULAR INTERACTION WITH PEDESTRIANS, ENCOURAGE SAFE BICYCLE CIRCULATION, AND CONTRIBUTE TO AN IMPROVED PEDESTRIAN ENVIRONMENT WITH DOWNTOWN OCEAN CITY.
- (2) LANDSCAPING SHOULD ENHANCE THE VISUAL QUALITY OF THE STREETScape WHILE LIMITING THE VISUAL EXPANSE OF PAVEMENT WITHIN THE PUBLIC RIGHT-OF-WAY.

Somerset Street Segment  
Boardwalk extensions to replicate  
Boardwalk materials

## A. SIDEWALK IMPROVEMENTS

- (1) TO THE MAXIMUM EXTENT FEASIBLE, SIDEWALKS SHOULD BE WIDENED IN ORDER TO FACILITATE PEDESTRIAN CIRCULATION AND TO CREATE OPPORTUNITIES FOR PEDESTRIAN AMENITIES SUCH AS STREET TREES, LANDSCAPE PLANTINGS, AND STREET FURNISHINGS. PUBLIC SIDEWALKS SHALL BE A MINIMUM OF 8 FEET WIDE.
- (2) A UNIFORM SIDEWALK PAVING MATERIAL OR PATTERN SHOULD BE USED THROUGHOUT THE DOWNTOWN DISTRICT TO PROMOTE DESIGN CONTINUITY. HOWEVER, VARIATIONS OF PAVEMENT COLOR, MATERIAL, OR PATTERN MAY BE UTILIZED TO CLEARLY DEFINE CROSSWALKS, DRIVEWAYS, BUS STOPS, HISTORIC SITES, OR OTHER SUCH FEATURES.
- (3) SIDEWALK IMPROVEMENTS SHOULD ENSURE THE OPPORTUNITY FOR COMPLETE PEDESTRIAN ACCESSIBILITY THROUGHOUT DOWNTOWN OCEAN CITY, PURSUANT TO AMERICANS WITH DISABILITIES ACT REQUIREMENTS.

## B. STREET FURNISHINGS

Street furnishings should be consistent with other design elements of these guidelines, and provide a variety of functional amenities that will contribute significantly to the quality and comfort of the pedestrian experience. Street furnishings should not impede pedestrian circulation.

- (1) Street Lighting/Traffic Signalization
  - (a) STREETLIGHTS OF A CHARACTER, MATERIALS, AND COLOR SHOULD BE CONSISTENT WITH OTHER STREET FURNISHINGS.
  - (b) POLES UTILIZED FOR TRAFFIC AND PEDESTRIAN SIGNALS SHOULD BE OF SIMILAR STYLE AS STREET LIGHTING POLES.
  - (c) STREET LIGHTING SHALL BE OF METAL HALIDE OR MERCURY VAPOR, OR HIGH SODIUM VAPOR.
- (2) Benches/Litter Receptacles
  - (a) BENCH AND LITTER RECEPTACLE STYLES SHOULD BE COMPATIBLE WITH OTHER MATERIALS IN THIS DISTRICT. BENCHES SHOULD BE SELECTIVELY PLACED TO PROVIDE USERS WITH OPPORTUNITIES TO REST, CONGREGATE OR WAIT FOR PUBLIC TRANSPORTATION.
  - (b) THE PAINT COLORS FOR ALL BENCHES AND LITTER RECEPTACLES SHOULD MATCH OR COMPLEMENT EACH OTHER.
  - (c) BENCHES AND LITTER RECEPTACLES SHOULD BE LOCATED IN ADEQUATE NUMBERS TO INSURE COMFORT AND EASE OF PUBLIC MAINTENANCE, RESPECTIVELY.
  - (d) BENCHES SHOULD BE ATTRACTIVE, COMFORTABLE, WEATHER-RESISTANT, AND LOW MAINTENANCE.



# Streetscape Improvements



Traditional  
Street Sign

## (3) Street Signage

- (a) PUBLIC STREET SIGNAGE SHOULD REFLECT THE TRADITIONAL CHARACTER OF DOWNTOWN OCEAN CITY.
- (b) WITHIN THE CONSTRAINTS OF GOVERNMENT REGULATIONS REGARDING THE COLOR AND MATERIALS OF STANDARD STREET SIGNAGE, PUBLIC STREET SIGNAGE SHOULD BE CONSISTENT WITH THE DESIGN INTENT OF THESE GUIDELINES.

## (4) Bollards

- (a) BOLLARDS COULD BE USED IN AREAS TO PROVIDE SPATIAL DEFINITION AND SEPARATION OF VEHICULAR AND PEDESTRIAN AREAS.
- (b) BOLLARDS SHOULD BE OF A CHARACTER, MATERIALS AND COLOR THAT ARE CONSISTENT WITH OTHER STREET FURNISHINGS.

## (5) Bus Shelters

- (a) THE DESIGN OF BUS SHELTERS SHOULD COMPLEMENT THE SURROUNDING STREETScape AND SHOULD PROVIDE ADEQUATE SEATING AND PROTECTION FROM RAIN, WIND AND SUN.
- (b) BUS SHELTERS SHOULD CONTAIN BUILT-IN DISPLAYS FOR BUS MAPS, ROUTES AND SCHEDULES.

## (6) Informational Kiosks

- (a) INFORMATIONAL KIOSKS APPROPRIATE TO DOWNTOWN OCEAN CITY DISTRICT DESIGN SHOULD BE LOCATED AT SELECTED LOCATIONS WITHIN THE COMMERCIAL CORE AND COMMUNITY CENTER IN ORDER TO PROVIDE BOTH RESIDENTS AND VISITORS ALIKE WITH THE OPPORTUNITY TO REVIEW COMMUNITY NEWS AND EVENTS.

## (7) Newspaper Racks

- (a) NEWSPAPER RACKS SHOULD BE PLACED AT SELECTED LOCATIONS TO REDUCE VISUAL CLUTTER.



(8) Bicycle Racks

- (a) BICYCLE RACKS SHOULD BE CONVENIENTLY LOCATED SUCH AS NEAR BUS STOPS, WITHIN THE COMMERCIAL CORRIDOR IN ORDER TO MAKE BICYCLING A MORE VIABLE MODE OF TRANSPORTATION.
- (b) THE OPTIMAL PLACEMENT OF BICYCLE PARKING FACILITIES SHOULD TAKE INTO ACCOUNT PEDESTRIAN CIRCULATION PATTERNS.
- (c) BICYCLE RACK DESIGN SHOULD COMPLEMENT OTHER STREET FURNISHINGS.

(9) Public Telephones

- (a) PUBLIC TELEPHONE STYLES SHOULD BE COMPATIBLE WITH OTHER MATERIALS IN THIS DISTRICT.

# LANDSCAPING

## c. LANDSCAPING

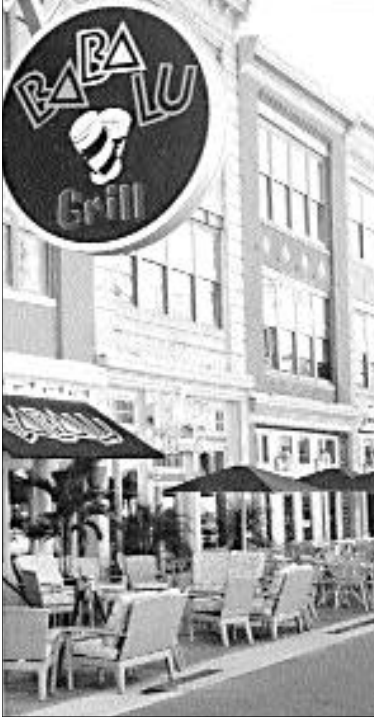
Landscaping should be a vital component of the aesthetic character of Downtown Ocean City:

- (1) LANDSCAPING SHALL COMPLEMENT AND ENHANCE BUILDINGS, PARKING FACILITIES AND PUBLIC USE AREAS.
- (2) LANDSCAPING SHOULD SCREEN AND/OR BUFFER VIEWS OF PARKING, LOADING, TRASH AREAS AND SERVICE YARDS.
- (3) WHERE SPACE ALLOWS, STREET TREES OF SUITABLE SIZE AND TYPE SHOULD BE PLANTED IN TREE WELLS IN THE PAVEMENT OR IN LANDSCAPE PLANTING AREAS ON ALL STREETS.
- (4) WHERE APPROPRIATE, LANDSCAPE AREAS SHOULD BE PROVIDED ADJACENT TO BUILDING FACADES AND SIDE ELEVATIONS.
- (5) PLANTING AREA DIMENSIONS SHOULD BE CONSISTENT WITH PLANT MATERIAL REQUIREMENTS AND THE PURPOSE OF THE PLANTING SUCH AS AESTHETICS AND SCREENING.
- (6) PERMANENT AUTOMATIC LOW WATER CONSUMING IRRIGATION FACILITIES SHOULD BE PROVIDED WHERE APPROPRIATE IN ALL LANDSCAPED AREAS.
- (7) TO MINIMIZE EXTERIOR WATER USE, DROUGHT-TOLERANT PLANTS SHOULD BE UTILIZED IN ALL LANDSCAPE AREAS.
- (8) EXHIBIT 5, LANDSCAPING MATERIALS, PROVIDES A LIST OF RECOMMENDED PLANT MATERIALS.



Tree Grate

# Public Spaces



Outdoor  
Eating Area  
Baltimore City

## D. PUBLIC SPACES

Public spaces are places for people to gather, relax and recreate. Spaces may also be used as outdoor theaters and special events. Public spaces can take many forms including:

Sidewalks • Parks • Public Plazas • Visual Views

- (1) FOCAL POINTS (E.G. FOUNTAINS, PUBLIC ART, ARCHITECTURAL ELEMENTS, LANDSCAPING FEATURES) AND PUBLIC AMENITIES (E.G. BENCHES, PLAY EQUIPMENT, ETC.) ARE ENCOURAGED IN THE DESIGN OF PUBLIC SPACES.
- (2) PUBLIC SPACES WITH EVENING USES SHOULD PROVIDE PEDESTRIAN-SCALE LIGHTING THAT COMPLEMENTS THE SURROUNDING BUILT AND NATURAL ENVIRONMENT. LIGHTING SHOULD BE SUBTLE, YET BRIGHT ENOUGH TO PROVIDE SECURITY AND MAKE THE AREA ATTRACTIVE FOR EVENING USE.
- (3) DRAINAGE FACILITIES FOR PUBLIC SPACES SHOULD BE DESIGNED AND LOCATED TO MINIMIZE VISIBILITY AND INTERFERENCE WITH PEDESTRIAN CIRCULATION.
- (4) ALL PUBLIC SPACES SHOULD CONTAIN SEATING, WHICH MAY OCCUR IN A VARIETY OF FORMS SUCH AS LOW WALLS, BENCHES, MOVEABLE CHAIRS, OR FIXED SEATING.
- (5) PUBLIC SPACES SHOULD INCLUDE SUNNY AND SHADED AREAS FOR SEATING. SHADED AREAS MAY BE CREATED USING LANDSCAPING ELEMENTS (E.G. CANOPY TREES) OR ARCHITECTURAL DEVICES (E.G. ARCADES, COLONNADES AND PERGOLAS).
- (6) PUBLIC SPACES SHOULD BE CLEARLY MARKED AND ACCESSIBLE FROM THE STREET AND SIDEWALK.

# Public Parking

## E. PUBLIC PARKING

- (1) PUBLIC PARKING SHOULD BE CONVENIENT, SAFE, AND EASILY ACCESSIBLE.
- (2) THE DESIGN AND DEVELOPMENT OF PUBLIC PARKING SHALL BE CONSISTENT WITH THE GUIDELINES SET FORTH IN THIS MANUAL REGARDING THE DEVELOPMENT OF PRIVATE PARKING FACILITIES ON PRIVATE PROPERTY.
- (3) THE DESIGN OF PUBLICLY-OWNED PARKING STRUCTURES SHOULD BE CONSISTENT WITH THE INTENT OF THESE GUIDELINES.
- (4) A FEE-IN-LIEU-OF PARKING PROGRAM SHOULD BE ESTABLISHED TO RELIEVE PRIVATE PROPERTY OWNERS OF THE BURDEN OF PROVIDING OFF-STREET PARKING AND TO PROVIDE A FUNDING SOURCE FOR ADDITIONAL PUBLIC PARKING.

# Waterfront VISTAS

## F. WATERFRONT VISTAS

Waterfront vistas provide a unique opportunity for residents and visitors to enjoy the natural beauty of Ocean City:

- (1) BUILDINGS OR SIGNAGE SHALL NOT OBSTRUCT WATER VIEWS WITHIN PUBLIC RIGHTS OF WAY.
- (2) SUCH VISTAS SHOULD BE ACCESSIBLE TO VISITORS AND RESIDENTS.

Street End Water View - Somerset Street



Water Vista Looking South To Assateague



M.R. Ducks  
Traditional Archway



Boardwalk Gateway



# GATEWAYS

## G. GATEWAYS

- (1) GATEWAYS SHOULD CREATE A VISUAL STATEMENT OF LOCATION AND CONTRIBUTE TO THE SENSE OF COMMUNITY.
- (2) GATEWAYS SHOULD REFLECT THE UNIQUE IDENTITY AND CHARACTER OF DOWNTOWN OCEAN CITY.
- (3) GATEWAY DESIGNS TO BE CONSIDERED SHOULD INCLUDE UNIQUE LANDSCAPE FEATURES, MONUMENTS, SIGNAGE OR STRUCTURAL ELEMENTS.

# PUBLIC Art

## H. PUBLIC ART

Art can help build a sense of community and enhance neighborhoods. It can add warmth and character, strengthen a community's unique identity, and encourage human interaction. Most projects, including a building, park, playground, garden, fence, pathway, etc., can be enriched by an art component.

(1) ART IS ENCOURAGED TO BE DIVERSE IN MEDIUM AND STYLE.

(2) PUBLIC ART, SUCH AS FOUNTAINS, SCULPTURES, MOSAICS, MURALS AND INLAID DESIGNS, IS ENCOURAGED WITHIN STREETScape DESIGN. AREAS THAT CAN BE ENRICHED BY PUBLIC ART MAY INCLUDE, BUT ARE NOT LIMITED TO, STREET FURNISHINGS, LANDSCAPE PLANTERS, STREET SURFACES, BUS SHELTERS, AND PUBLIC GATHERING SPACES.



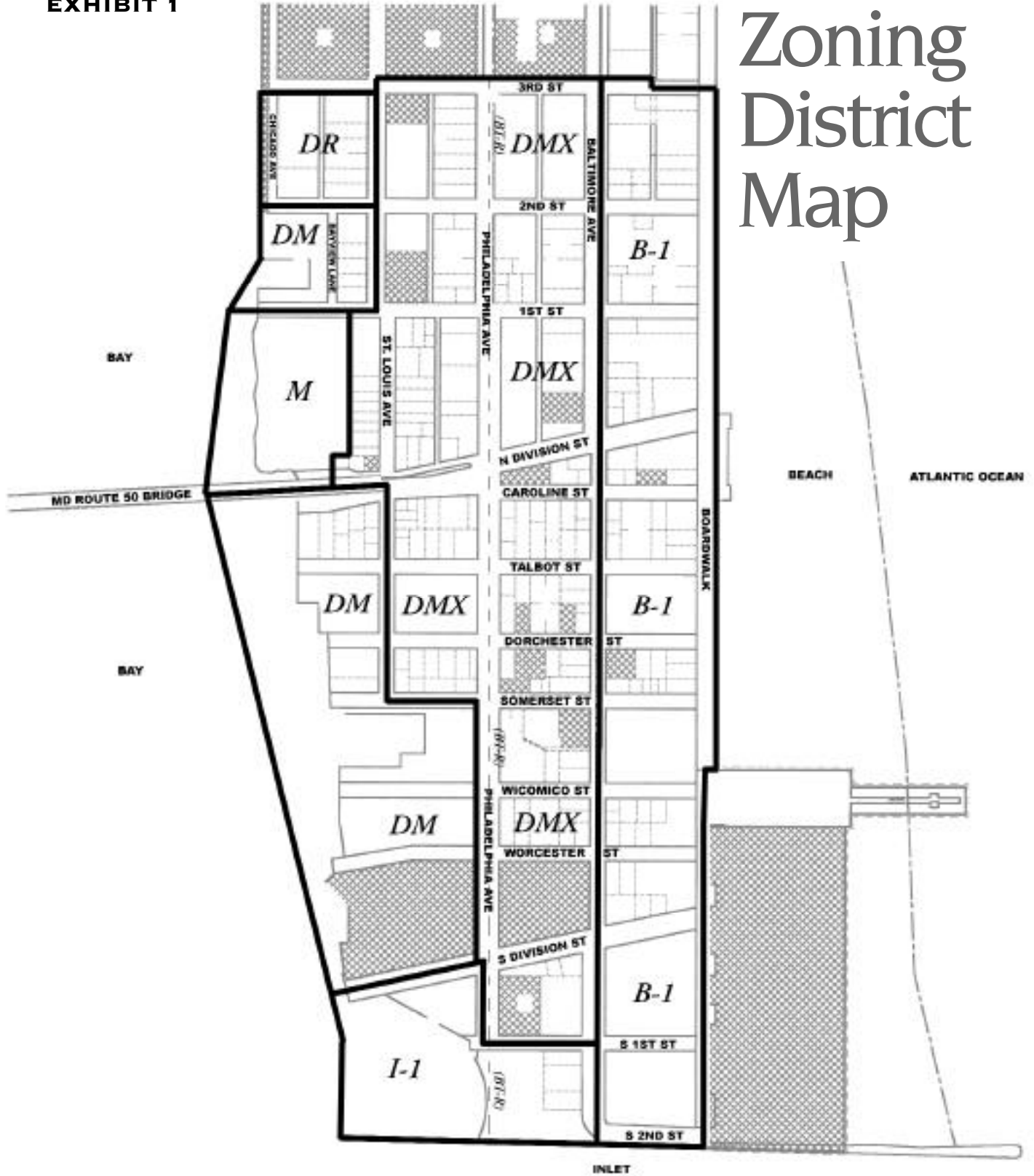
PART  
THREE

MAPS &  
exhibits

OCEAN CITY DEVELOPMENT CORPORATION

**EXHIBIT 1**

# Zoning District Map



# District Zoning Purposes

## **B-1 BOARDWALK COMMERCIAL DISTRICT**

**Purpose:**

The purpose of this district is to provide for an area of commercial uses whose clientele is almost exclusively pedestrians. Special design criteria and parking requirements are appropriate for this district. Residential development is to continue at relatively high intensity.

## **I-1 INLET DISTRICT**

**Purpose:**

The purpose of this district is to provide for an area of commercial uses whose clientele is almost exclusively pedestrians. Existing and future buildings are to be set back from the property lines. Special design criteria and parking requirements are appropriate for this district. Residential development is to continue at relatively high intensity.

## **DMX DOWNTOWN MIXED USE DISTRICT**

**Purpose:**

The purpose of this district is to create a mixed-use, pedestrian-oriented area that encourages development and redevelopment characteristic of the oldest part of Ocean City. The area will allow for commercial and personal services that meet the daily needs of residents and visitors as well as sufficient public open space that encourages pedestrian circulation throughout the entire district. Special design and development criteria with high-density residential development are appropriate for this district.

## **DM DOWNTOWN MARINE DISTRICT**

**Purpose:**

The purpose of this district is to provide for and to preserve waterfront land in appropriate locations for commercial docking, waterfront sales and storage and minor repair of small boats. Marinas are to be encouraged. The district is intended for the less intensive commercial marine activities related to tourism, vacationers, sport fishing and pleasure boating. Intensive residential use is permitted to encourage construction of on-shore living accommodations for boating enthusiasts.

## **DR DOWNTOWN RESIDENTIAL DISTRICT**

**Purpose:**

The purpose of this district is to encourage housing types that meet special design and development criteria, but are constructed in a relatively spacious form without tall buildings and intense use of land. Limited commercial activity is appropriate.

## **M MANUFACTURING DISTRICT**

**Purpose:**

The purpose of this district is to recognize an existing concrete plant on property immediately north of North Division Street on the bay.

**EXHIBIT 3**

# RECOMMENDED Downtown Zoning Uses

I: PERMITTED USE, 2: SPECIAL EXCEPTION, 3: CONDITIONAL USE, 4: ACCESSORY USE

Uses	Boardwalk B-I	Inlet I-I	Downtown DMX	Marine DM	Residential DR	Manufacturing M
Amusement arcades, more than 5 machines	3					
Amusement games	1					
Antique shops	1	1	1			
Aquariums	3	3	3	3		3
Art & school supply stores	1		1			
Art shops & galleries	1	1	1	4		4
Arts, crafts & entertainment activities incidental to primary use, w/in front yard	2	2	2	2		2
Bakeries, retail only	1	1	1	4		4
Banks & financial institutions	1	1	1			
Barbershops & beauty parlors	1	1	1			
Bicycle sales, rentals, repairs & service	1	1	1	4		4
Billiard parlors	1		1			
Boat docks, piers & anchorages		1		1		1
Boat sales, rentals & for hire		1		1		1
Boat & marine minor repair while boats are in the water		1		1		1
Camera & photographic supply stores	1	1	1	4		4
Candy shops	1	1	1	4		4
Catering services	4	4	4			
China & glassware stores	1	1	1			
Clothing, clothing accessory, wearing apparel stores	1	1	1	4		4
Clubs & lodges (non-profit), not on 1st floor	2	2	2	2		2
Coin & philatelic stores	1	1	1			
Commercial parking lots (3/4 ton maximum)	1	1	1	1		1
Communication equipment, printing & publishing, less than 2,000 sq. ft.			1			
Computer equipment sales, rental, service			1			
Concrete products or central mixing & proportioning plant						1
Confectionary manuf. as part of retail operations & as secondary use	1		1			
Convenience/carryout food store	1	4	1	4		4
Cultural institutions	1	1	1	2/marine oriented		2/marine oriented
Customary accessory structures incidental to permitted uses	4	4	4	4	4	4
Day care	2	2	2	2		2
Delicatessen business	1	1	1	4		4
Drug stores	1	1	1			
Dry cleaning: Pick-up & delivery only			1			
Dwellings: Detached single-family dwellings & townhouses	1	1		1	1	1
Dwellings: Detached single-family, townhouses & 2-family residential units			1			
Dwellings: Multiple-family residential/townhouse dwelling units		1		1		1
Dwellings: Multiple family residential dwelling units	1		1		1	
Dwellings: 2-family residential dwelling units			1		1	
Employee housing on-site	1	1	1	1		1
Entertainment: Indoor & outdoor	4	4	4	4		4
Essential services	4	4	4	4	4	4
Family day care	4	4	4	4	4	4
Fishing piers		1		1		1
Florist shops	1	1	1			



Uses	Boardwalk B-I	Inlet I-I	Downtown DMX	Marine DM	Residential DR	Manufacturing M
Food & beverage stores	1	4	1	4		4
General retail	1	1	1			
Gift shops	1	1	1	4		4
Government offices, services, & public safety facilities	1	1	1	1	1	1
Hardware stores	1		1	4		4
Hobby shops for retail sales of items assembled off-premise	1	1	1			
Home occupation	4	4	4	4	4	4
Hotels, motels, motor lodges, rooming, boarding & lodging houses	1	1	1	1		1
Interior decorating w/any manufacturing as secondary part of retail sales			1			
Jewelry stores including jewelry & watch repair	1	1	1			
Laundromats, self-service only			1	4		4
Leather goods & luggage stores	1	1	1			
Marina, wet slips		1		1		1
Marine supplies & fuel, retail only		1		1		1
Meeting halls, not on 1st floor	2	2	2	2		2
Museum	1	1	1	1		1
Music stores/musical instrument sales, rentals, service	1	1	1			
Nautical shops, retail trade only	1	1	1	1		1
Nightclubs	3	3	3	3		3
Nightclubs in hotels & motels w/more than 50 units	4	4	4	4		4
Office supply stores, maximum of 2,000 square feet	1		1			
Offices including business, professional, medical & dental	1	4	1	4		4
Optical sales & services	4	4	1	4		4
Outdoor display of merchandise	2	2	2	2		2
Package mailing services, including fax, photocopying, telegraph services			1			
Parking & loading, area reduction to design standards only				2		
Photostating establishments, less than 2,000 sq. ft.	1		1			
Physical therapy, health services & fitness centers	4	4	1	4		4
Public & private parking garages	4	4	3	4		4
Public telephones	4	4	4	4		4
Radio, television, broadcasting station	2	2	2	2		2
Religious institutions	2		2			
Restaurants, cocktail lounges, taverns, outdoor café dining	1	1	1	1		1
Schools			2			
Seafood markets, indoor	1	1	1	1		1
Seafood markets, outdoor				2		2
Shoe sales & repair	1	1	1	4		4
Special building moving	2	2	2	2	2	2
Special exception of up to 10% to building height	2	2				
Special parking exception	2	2	2	2	2	2
Special yard exception	2	2	2	2	2	2
Sporting goods stores	1	1	1	4		4
Studios for artists, photographers, teachers, sculptors & musicians	1	4	1	4		4
Tailor shops	1	1	1			
Temporary construction buildings & structures	4	4	4	4	4	4
Temporary tents & promotional activities	2	2	2	2		2
Theaters & opera houses	3	3	3			
Tobacco shops	1	1	1	4		4
Toy stores	1	1	1			
Travel agencies	1	1	1	4		4
Utility, private & public other than essential services	3	3	3	3		3
Vending machines: Outside, no more than 2 visible from public right-of-way	4	4	4	4		4
Water-related recreational activities		3		1		1

## EXHIBIT 4

# Bulk Regulations Ocean City Code

## **B-1 - BOARDWALK COMMERCIAL DISTRICT**

Bulk regulations are as follows except as otherwise provided in article V, division 2:

- (1) Minimum lot area requirements:
  - a. Lot area: 5,000 square feet, except subdivided townhouses shall be in accordance with Section 110-906.
  - b. Lot area per multiple-family dwelling unit:
    1. For the first two legal lots of record as of January 6, 1986, the single lot requirement applies as follows:
      - 2,999 square feet or less: Maximum two units.
      - 3,000-4,999 square feet: Maximum three units.
      - 5,000-7,250 square feet: Maximum four units.
      - 7,251-10,000 square feet: Maximum six units.
    2. For the first two legal lots created after January 6, 1986, the single lot requirement applies as follows:
      - 5,000-7,250 square feet: Maximum four units for first two lots.
      - 7,251-10,000 square feet: Maximum six units for first two lots.
      - 10,001-14,500 square feet: Maximum eight units.
    3. Projects containing more than two recorded lots shall apply the single lot requirement or the first two lots in accordance with subsections 1. and 2. above; and thereafter, lot area per dwelling unit shall be one dwelling unit per 1,000 square feet of remaining lot area.
    4. Parcels larger than 14,500 square feet: Eight units for first 10,000 square feet of lot area; thereafter, one dwelling unit per 1,000 square feet of lot area.
  - c. Lot area per hotel/motel guest room or suite: 500 square feet.
  - d. Lot area per roominghouse, boardinghouse, lodginghouse guest room: 500 square feet.
- (2) Minimum lot width: 50 feet; except subdivided townhouses shall be in accordance with Section 110-906.
- (3) Minimum lot depth: 100 feet.
- (4) Minimum depth of front yard: None required.
- (5) Minimum width of each side yard:
  - a. No side yard required on lots abutting Baltimore Avenue south of North Division Street.  
In all other areas:
  - b. Five feet for one-, two- or three-story buildings.
  - c. Ten feet for four- or five story buildings.
  - d. No side yard required on lots abutting the west side of Atlantic Avenue (boardwalk)
  - e. Subdivided townhouses shall be in accordance with Section 110-906.
- (6) Minimum depth of rear yard: Ten feet.
- (7) Maximum building height: Shall be no more than 50 feet; and shall be no more than five stories, except as otherwise provided under special height and yard regulations per Section 110-903 for buildings taller than five stories.

## **I-1 - INLET DISTRICT**

Bulk regulations are as follows except as otherwise provided in article v, division 2:

- (1) Minimum lot area requirements:
  - a. Lot area: 5,000 square feet, except subdivided townhouses shall be in accordance with Section 110-906.
  - b. Lot area per multiple-family dwelling unit:
    1. For the first two legal lots of record as of January 6, 1986, the single lot requirement applies as follows:
      - 2,999 square feet or less: Maximum two units.
      - 3,000-4,999 square feet: Maximum three units.
      - 5,000-7,250 square feet: Maximum four units.
      - 7,251-10,000 square feet: Maximum six units.
    2. For the first two legal lots created after January 6, 1986, the single lot requirement applies as follows:
      - 5,000-7,250 square feet: Maximum four units for first two lots.
      - 7,251-10,000 square feet: Maximum six units for first two lots.
      - 10,001-14,500 square feet: Maximum eight units.
    3. Projects containing more than two recorded lots shall apply the single lot requirement for the first two lots in accordance with subsections 1. and 2. above; and thereafter, lot area per dwelling unit shall be one dwelling unit per 1,000 square feet of remaining lot area.
    4. Parcels larger than 14,500 square feet: Eight units for first 10,000 square feet of lot area; thereafter, one dwelling unit per 1,000 square feet of lot area.
  - c. Lot area per hotel/motel guest room or suite: 500 square feet.
  - d. Lot area per roominghouse, boardinghouse, lodginghouse guest room: 500 square feet.
  - e. No lot area per unit required for on-site employee housing units.
- (2) Minimum lot width: 50 feet; except subdivided townhouses shall be in accordance with Section 110-906.
- (3) Minimum lot depth: 100 feet.
- (4) Minimum depth of front yard: Ten feet.
- (5) Minimum width of each side yard:
  - a. Five feet for one-, two- or three-story buildings.
  - b. Ten feet for four- or five-story buildings.
  - c. Subdivided townhouses shall be in accordance with Section 110-906.
  - d. A side yard of 20 feet in width adjacent to the water line shall be provided on properties which abut the inlet and/or the Sinepuxent Bay.
- (6) Minimum depth of rear yard:
  - a. Ten feet.
  - b. A rear yard of 20 feet in width adjacent to the water line shall be provided on properties which abut the inlet and/or the Sinepuxent Bay.
- (7) Maximum building height: Shall be no more than 50 feet; and shall be no more than five stories, except as otherwise provided under special height and yard regulations per Section 110-903 for buildings taller than five stories.

## **DMX - DOWNTOWN MIXED USE DISTRICT**

Bulk regulations are as follows except as otherwise provided in article v, division 2:

- (1) Minimum lot area requirements:
  - a. Lot area: 5,000 square feet, except subdivided two-family dwellings and townhouses shall be in accordance with Section 110-906.

- b. Lot area per multiple-family dwelling unit:
  - 1. For the first two legal lots of record as of January 6, 1986, the single lot requirement applies as follows:
    - 2,999 square feet or less: Maximum two units.
    - 3,000-4,999 square feet: Maximum three units.
    - 5,000-7,250 square feet: Maximum four units.
    - 7,251-10,000 square feet: Maximum six units.
  - 2. For the first two legal lots created after January 6, 1986, the single lot requirement applies as follows:
    - 5,000-7,250 square feet: Maximum four units for first two lots.
    - 7,251-10,000 square feet: Maximum six units for first two lots.
    - 10,001-14,500 square feet: Maximum eight units.
  - 3. Projects containing more than two recorded lots shall apply the single lot requirement for the first two lots in accordance with subsections 1. and 2. above; and thereafter, lot area per dwelling unit shall be one dwelling unit per 1,000 square feet of remaining lot area.
  - 4. Parcels larger than 14,500 square feet: Eight units for first 10,000 square feet of lot area; thereafter, one dwelling unit per 1,000 square feet of lot area.
- c. Lot area per hotel/motel guest room or suite: 500 square feet.
- d. Lot area per roominghouse, boardinghouse, lodginghouse guest room: 500 square feet.
- e. No lot area per unit required for on-site employee housing units.
- (2) Minimum lot width: 50 feet; except subdivided two-family dwellings and townhouses shall be in accordance with Section 110-906.
- (3) Minimum lot depth: 100 feet.
- (4) Minimum depth of front yard:
  - a. No front yard required on Baltimore Avenue.
  - b. Ten feet on all other street fronts.
- (5) Minimum width of each side yard:
  - a. No side yard required on lots abutting Baltimore Avenue south of North Division Street. In all other areas:
  - b. Five feet for one-, two- or three-story buildings.
  - c. Ten feet for four- or five-story buildings.
  - d. Subdivided two-family dwellings and townhouses shall be in accordance with Section 110-906.
- (6) Minimum depth of rear yard: Ten feet.
- (7) Maximum building height: Shall be no more than 40 feet; and shall be no more than four stories.

## **DM - DOWNTOWN MARINE DISTRICT**

Bulk regulations are as follows except as otherwise provided in article v, division 2:

- (1) Minimum lot area requirements:
  - a. Lot area: 5,000 square feet, except subdivided townhouses shall be in accordance with Section 110-906.
  - b. Lot area per multiple-family dwelling unit:
    - 1. For the first two legal lots of record as of January 6, 1986, the single lot requirement applies as follows:
      - 2,999 square feet or less: Maximum two units.

- 3,000-4,999 square feet: Maximum three units.
- 5,000-7,250 square feet: Maximum four units.
- 7,251-10,000 square feet: Maximum six units.
- 2. For the first two legal lots created after January 6, 1986, the single lot requirement applies as follows:
  - 5,000-7,250 square feet: Maximum four units for first two lots.
  - 7,251-10,000 square feet: Maximum six units for first two lots.
  - 10,001-14,500 square feet: Maximum eight units.
- 3. Projects containing more than two recorded lots shall apply the single lot requirement for the first two lots in accordance with subsections 1. and 2. above; and thereafter, lot area per dwelling unit shall be one dwelling unit per 1,000 square feet of remaining lot area.
- 4. Parcels larger than 14,500 square feet: Eight units for first 10,000 square feet of lot area; thereafter, one dwelling unit per 1,000 square feet of lot area.
  - c. Lot area per hotel/motel guest room or suite: 500 square feet.
  - d. Lot area per roominghouse, boardinghouse, lodginghouse guest room: 500 square feet.
  - e. No lot area per unit required for on-site employee housing units.
- (2) Minimum lot width: 50 feet; except subdivided townhouses shall be in accordance with Section 110-906.
- (3) Minimum lot depth: 100 feet.
- (4) Minimum depth of front yard: Ten feet.
- (5) Minimum width of each side yard:
  - a. Five feet for one-, two- or three-story buildings.
  - b. Ten feet for four- or five-story buildings.
  - c. Subdivided townhouses shall be in accordance with Section 110-906.
- (6) Minimum depth of rear yard: Ten feet.
- (7) Maximum building height: Shall be no more than 50 feet; and shall be no more than five stories.

## **DR - DOWNTOWN RESIDENTIAL DISTRICT**

Bulk regulations are as follows except as otherwise provided in article v, division 2:

- (1) Minimum lot area requirements:
  - a. Lot area: 5,000 square feet, except subdivided two-family dwellings and townhouses shall be in accordance with Section 110-906.
  - b. Lot area per multiple-family dwelling unit: 2,000 square feet.
- (2) Minimum lot width: 50 feet; except subdivided two-family dwellings and townhouses shall be in accordance with Section 110-906.
- (3) Minimum lot depth: 100 feet.
- (4) Minimum depth of front yard: Ten feet.
- (5) Minimum width of each side yard:
  - a. Five feet for one-, two- or three-story buildings.
  - b. Ten feet for four- or five-story buildings.
  - c. Subdivided townhouses shall be in accordance with Section 110-906.
- (6) Minimum depth of rear yard: Ten feet.
- (7) Maximum building height: Shall be no more than 50 feet; and shall be no more than five stories.

## **M - MANUFACTURING DISTRICT**

Bulk regulations are as follows except as otherwise provided in article v, division 2:

- (1) Minimum lot area requirements:
  - a. Lot area: 5,000 square feet, except subdivided townhouses shall be in accordance with Section 110-906.
  - b. Lot area per multiple-family dwelling unit:
    1. For the first two legal lots of record as of January 6, 1986, the single lot requirement applies as follows:
      - 2,999 square feet or less: Maximum two units.
      - 3,000-4,999 square feet: Maximum three units.
      - 5,000-7,250 square feet: Maximum four units.
      - 7,251-10,000 square feet: Maximum six units.
    2. For the first two legal lots created after January 6, 1986, the single lot requirement applies as follows:
      - 5,000-7,250 square feet: Maximum four units for first two lots.
      - 7,251-10,000 square feet: Maximum six units for first two lots.
      - 10,001-14,500 square feet: Maximum eight units.
    3. Projects containing more than two recorded lots shall apply the single lot requirement for the first two lots in accordance with subsections 1. and 2. above; and thereafter, lot area per dwelling unit shall be one dwelling unit per 1,000 square feet of remaining lot area.
    4. Parcels larger than 14,500 square feet: Eight units for first 10,000 square feet of lot area; thereafter, one dwelling unit per 1,000 square feet of lot area.
  - c. Lot area per hotel/motel guest room or suite: 500 square feet.
  - d. Lot area per roominghouse, boardinghouse, lodginghouse guest room: 500 square feet.
  - e. No lot area per unit required for on-site employee housing units.
- (2) Minimum lot width: 50 feet; except subdivided townhouses shall be in accordance with Section 110-906.
- (3) Minimum lot depth: 100 feet.
- (4) Minimum depth of front yard: Ten feet.
- (5) Minimum width of each side yard:
  - a. Five feet for one-, two- or three-story buildings.
  - b. Ten feet for four- or five-story buildings.
  - c. Subdivided townhouses shall be in accordance with Section 110-906.
- (6) Minimum depth of rear yard: Ten feet.
- (7) Maximum building height: Shall be no more than 50 feet; and shall be no more than five stories.

# Landscaping Materials

## FAVORABLE LANDSCAPING MATERIALS FOR OCEAN CITY

Due to the constant inundation of salt air emanating from the Atlantic Ocean to the east and often from our western bays, the list of plants which can sustain those conditions is short. On a barrier island, plants that are considered halophytes (salt-tolerant) are like gold, few and treasured. The following list is recommended for Ocean City because of availability, application, maintenance requirements and aesthetics.

Native plants are recommended wherever possible.

### TREES (deciduous)

- Platanus acerifolia "Bloodgood" . . . London Planetree
- Acer pseudoplatanus . . . . . Sycamore Maple
- Celtis occidentalis . . . . . Hackberry
- Elaeagnus angustifolia . . . . . Russian Olive
- Sophora japonica . . . . . Japanese Pagodatree/Scholartree
- Nyssa sylvatica . . . . . Sour Gum/Black Gum-Tupelo
- Quercus virginiana . . . . . Live Oak
- Gleditsia triacanthos . . . . . Honey Locust
- Ilex opaca . . . . . American Holly
- Eriobotrya japonica . . . . . Loquat
- Magnolia spp. . . . . Southern Sweetbay
- Prunus spp. . . . . Kwanzan, Yoshino, Acame
- Pyrus spp. . . . . Chanticleer, Aristocrat, Redspire
- Lagerstroemia var. . . . . Crepe Myrtle
- Amelanchier spp. . . . . Serviceberry

### TREES (coniferous)

- Pinus thunbergiana . . . . . Black Pine
- Juniperus spp. . . . . Hollywood, Virginiana
- Picea pungens . . . . . Colorado Spruce
- Thuja spp. . . . . American Green Arborvitae

### SHRUBBERY

- Juniperus spp
- Thuja spp.
- Clethra
- Elaeagnus umbellata . . . . . Autumn Olive
- Hippophae rhamnoides . . . . . Sea Buckhorn
- Hydrangea
- Ilex spp.
- Myrica spp . . . . . Bayberry
- Prunus spp. . . . . Cherry Laurel, Beach Plum
- Syringa spp. . . . . Lilac
- Ligustrum . . . . . Privet
- Rosa rugosa . . . . . Beach Rose
- Viburnum
- Spirea
- Forsythia
- Taxus
- Euonymus
- Contoneaster
- Yucca
- Berberis
- Pyracantha

### GRASSES

- Miscanthus spp.
- Erianthus spp.
- Pennisetum spp.
- Cortaderia
- Carex
- Festuca
- Arundo

