

APPENDIX B

Excerpts from 1999 Streetscape Study

1.3.1 Overall Approach to Streetscape Design

Streetscape refers to the look, feel, and character of the roadway and other land within the road right-of-way. Key elements of the streetscape include:

- “The hardscape” – curb, gutter, sidewalk, crosswalks, etc;
- Plantings and landscaping;
- Street furniture – benches, tree grates, etc; and
- Lighting.

Careful attention to streetscape design can help tie the entire Route 175 corridor together, thereby reinforcing Odenton’s overall sense of place, and helping highlight the best features of each of the three sections. Our corridor-wide design approach is described in this section. Specific recommendations for West, East and Central Odenton are contained in the relevant section of the plan.

- Recognize differences between the three sections in the project area, but apply certain common design elements (such as street furniture and lighting) throughout all three sections to tie the entire corridor together.
- Design the streetscape so that the eastern and western sections of Route 175 serve as the “gateways” to the town center in the central portion of the study area.
- Provide similar design treatments for both the eastern and western sections of the study area, so that there is a consistent feel for those traveling into the town center from either the east or the west.
- Take a budget-conscious approach toward the project, but use quality design products throughout the corridor, that will stand the test of time. The most expensive streetscape elements should be those that are the most visible (such as light fixtures and street trees).
- Use the late 1920’s and early 1930’s architectural details seen throughout the corridor (such as art deco) as a guide for the treatment of project design elements (see Appendix B).
- Select site furnishings (such as tree grates and planters) that are made from natural-colored concrete. This will help create the look and feel of the paving that is already in place next to the MARC station (which has a classic, but modern, look, see Appendix C). Concrete furnishings will also fit in well with the poured-in-place concrete that is recommended for the sidewalks in both the eastern and western portions of the project area.

2.3.2 Streetscape

As discussed in Section 1.3.1, the approach to the streetscape design along Route 175 through Odenton is to apply common design elements in all three sections to tie the entire corridor together, while recognizing essential differences between the three sections. Details and specifications for all three sections are in Table 1 and Appendix D. Key elements for West Odenton are listed on the page following Table 1.

Hardscape elements. Roadway surfaces and bike trails would be asphalt. Crosswalks would be painted. Curbs and gutters, sidewalks, medians, and handicap ramps would be poured-in place-concrete.

Plantings. Recommended street trees are oaks, maples, and honey locusts. All three are excellent shade trees, but are less formal than the lindens recommended for the town center area. The honey locusts that are recommended for use in the commercial areas also provide the benefit of being very low-maintenance trees. Larger oaks and maples will be consistent with existing mature trees along the Fort Meade frontage.

Site Furniture. Site furniture and lighting would match existing “classic but modern” site furnishings around the MARC station. Security fencing in front of Fort Meade would be at the Fort’s discretion. For the Transition Zone the Fort’s Installation Design Guidelines (1995) recommend the “Stuccoed Free Standing Wall” (p. III 11.2-4). Chain Link Fence is not recommended (p. III 11.2-10).

Gateway. A gateway entrance feature by Reece Road and incorporating the Odenton logo would provide a sense of corridor continuity and arrival.

On Figure 6 we show how these recommendations would apply to the entire West Odenton section, by showing a detailed plan for a representative 600-foot strip, between North Odenton Plaza and the Food Max (road stations 369 to 374).

3.3.2 Streetscape

The design approach for East Odenton is similar to West Odenton (see Section 2.3.2 and Table 1) with respect to hardscape and street furniture. Recommended street trees are oaks, maples, and honey locusts, as in West Odenton. However, smaller trees such as flowering cherries should be used in sections where tall trees would conflict with overhead wires, especially on the north side of Route 175. A gateway entrance feature incorporating the Odenton logo would be installed in the proposed traffic circle at Sappington Station Road.

On Figure 10 we show how these recommendations would apply to the entire East Odenton section, by showing a detailed plan for a representative 500-foot section, between the Citizens National Bank and Washington Savings Bank (road stations 523 to 528).