

ODENTON TOWN CENTER

SETBACKS AND STREETSCAPE STANDARDS BY STREET

Figure 38

STREET Street Segments	Classification**	R.O.W Estimate		Pavement width				Street scape			Bld. Setback**				
		Exist.	Min. Prop.	Travel lanes #	Median width y/n	Parking lanes #	width y/n	Bike lanes width	Min. Planting width	Min. Sidewalk width	Min. Hike/bike path width	Min.	Max.	Bld to Bld Width	
Rte. 175 West TC Blvd. to TC. Blvd	Urban Arterial		95'	2-4*	18'	no	2	11'	no	6'	12'	-	18.5'	30'	95'-118'
At RR Bridge		Varies		4	no		0	-	no	6'	10'	-	NA	NA	
on Bridge slopes		Varies		4	no		0	-	no	0'	6'	-	30'	40'	
embankment to 170		Varies		4	15'		0	-	yes	6'	6'	-	30'	40'	
Rte 170	Urban Arterial	Varies		4	yes		0	-	no	6'	8'	-	30'	50'	
Town Center Blvd in transition core area	Major Urban Collector	-	100'	4	12'	yes	0		yes	6'	NA	10'	18.5'	30'	100'-123'
At wetland crossings		-	100'		12'	no	0		no	0'	NA	10'	NA	NA	NA
in core		30'	100'		12'	yes	15'	0	yes	6'	12'	-	18.5'	23'	100'-110'
175 to Odenton rd		60'	85'		12'	no	0		yes	6'	12'	-	18.5'	23'	85'-95'
West Town Center Ave. 175 to Hale St	Minor urban collector	NA	60'	2	12'	yes	15'	0	no	6'	6'	-	18'	30'	
Hale St to TC Blvd.		NA	60'	2	12'	no		0	no	6'	6'	-	18'	30'	
at wetland crossings		NA	60'	2	12'	no		0	no	0	6'	-	18'	30'	
Hale St. in Core	Local urban comercial st.	20'	66'	2	12'	no		2	9'	6'	6'	-	12'	20'	66'-82'
Watts to West TC Ave.		20'	40'	2	12'			0	-	6'	6'	-	18'	23'	
Other Core Streets															
Duckens Street		60'	60'	2	12'	no	1+		no	6'		7.5	12'	20'	60'-76'
Nevada Ave.		20'	66'	2	12'	no		2	9'	6'	6'	-	12'	20'	66'-82'
Watts Ave.		20'	57'	2	12'	no		1	9'	6'	6'	-	12'	20'	57'-73'
Odenton Rd		30'+/-	40'	2	12'	no		1	9'	6'	6'	-	****	NA	Varies
Alleys - if developed		20'	20'							NA	NA		4'	NA	28'+

Notes

* Refers both to current county & state designations and street designations specific to OTC see Chapter III, Section 3.1.

** Minimum Building set backs are measured from back of curb as set by the planned road section or to the property line which ever is greater.

**** Setbacks shall be determined in field to reflect existing setbacks on adjoining & nearby set backs.

ROW widths are estimated for scale and planning purposes final widths will be determined at the time of road design and approval.