



# Odenton Town Center Master Plan

April 2016

Anne Arundel County  
Office of Planning and Zoning  
[www.aacounty.org](http://www.aacounty.org)



# **Odenton Town Center Master Plan**

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**Anne Arundel County, Maryland**

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# Chapter 1. Introduction

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## 1.0 Background

The Odenton Growth Management Area, known as the “Odenton Town Center” (OTC), is an area of 1,233 acres located in the western part of Anne Arundel County. It is located within 12 miles of the City of Baltimore, 16 miles of Washington, D.C., five miles from the Baltimore Washington International Airport, and is adjacent to Fort George G. Meade.

Odenton is one of three designated “Town Centers” in Anne Arundel County, the others being Parole to the southeast and Glen Burnie to the northeast. The OTC is strategically located in the Washington-Baltimore corridor at the junction of MD 32, MD 170, and MD 175, with close connections to the Baltimore Washington Parkway and I-97. Figure 1-1 depicts the location of the OTC within Anne Arundel County.

The historical founding of Odenton is closely linked to the development of rail transportation connecting Washington, DC, Baltimore, and Annapolis. In 1837, the second railroad in Maryland – the Annapolis and Elkridge – was chartered and by 1840 was in operation. This rail line connected Annapolis with the Baltimore and Ohio (B&O) Railroad’s Washington branch. The junction with the B&O Railroad in northwest Anne Arundel County became known as Annapolis Junction. This line ran southeast to Annapolis, spurring the establishment of small towns along the way, including Millersville and Crownsville, by 1860.

In 1860, Oden Bowie, from whom Odenton draws its name, became the President of the Baltimore and Potomac Railroad, which ran between Baltimore and Washington, DC. This line was later absorbed by the Pennsylvania Railroad and is the present line used by Amtrak. In 1868, a house and station (no longer standing) were built in Odenton on the east side of the Baltimore and Potomac tracks and Odenton was officially established. Service began in 1872 during the final year of Oden Bowie’s term as Governor of Maryland.

The Town of Odenton continued to grow into the 20th century, aided in large part by the adjacent establishment of Fort George G. Meade in 1917. This base has been, and will continue to be, an important economic influence on the area. Due to the town’s expansion, diverse infrastructure began appearing on the landscape and residential and commercial properties formed a village-like community.

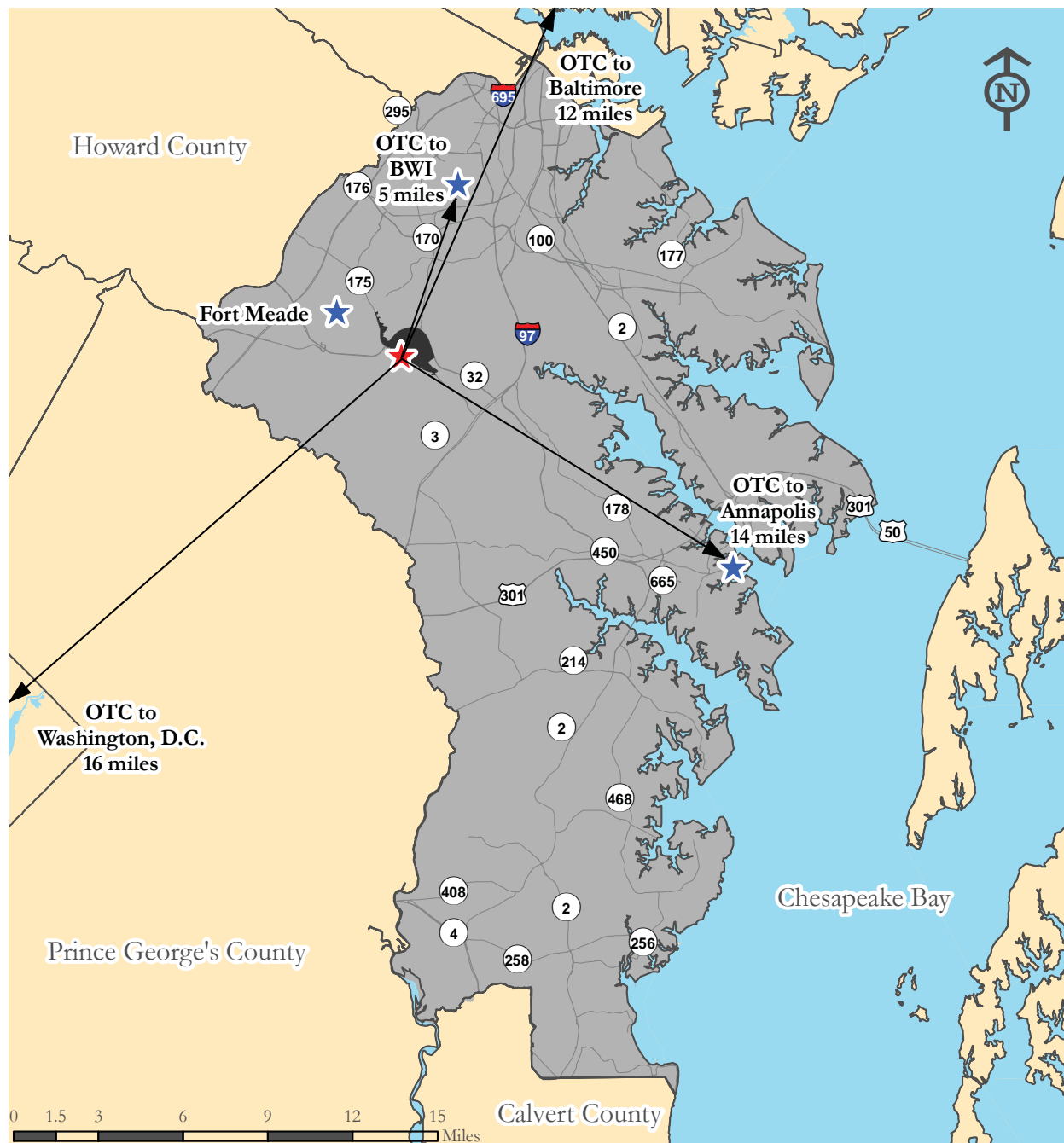
Planning for the Odenton Town Center began with the 1972 Odenton Plan. That plan envisioned channeling growth in the county to the Odenton area and defined the area around Odenton as a Town Center with the goal of creating an attractive, livable, and economically viable town center.

In May 1995, the Anne Arundel County Council adopted the Odenton Town Center Growth Management Area Plan. An oversight committee was also formed in 1995. An update to the Plan was produced in 1999, which reviewed progress toward the Plan’s goals and outlined a series of “Next Steps” to be taken.

In 2001, the Oversight Committee, in conjunction with the Odenton Small Area Plan Committee, participated in the creation of the Odenton Town Center Master Plan, which formalized a new vision for the Town Center. The new plan was completed in 2003 and took into consideration the design

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Figure 1-1. Vicinity Map



**Odenton Town Center  
Master Plan  
2016**



Anne Arundel County  
Office of Planning & Zoning

**Legend**

- ★ Odenton MARC Station
- ★ Odenton Town Center
- Anne Arundel County
- Major Roads
- County Boundaries
- Chesapeake Bay

recommendations of the 1999 Route 175 Streetscape and Roadway Improvement Plan, the ongoing Army Corps of Engineers Wetlands Permit Applications, and several other documents. The Plan contained several elements including a refined vision for the core, more detailed development controls, new design standards, and zoning recommendations.

Another update to the Master Plan was completed in 2009. This update provided adjustments and clarification to some of the Plan provisions in order to facilitate implementation, revised some of the functional controls and design standards to better accommodate current development proposals, and formalized a process to help secure enhanced designs and developments through an established Bonus Program.

Since that time, a significant amount of development activity has taken place in the Town Center. Key initiatives and accomplishments include the following:

- Odenton Gateway, The Village at Odenton Station, and Bonaventure developments were completed, bringing nearly 500 new apartment units and 28 new townhome units to the OTC as well as new medical office and retail space.
- Flats170 at Academy Yard was completed with approximately 370 new apartment units; Phase II of the Academy Yard development will provide additional residential units and retail space.
- The first phase of Town Center Commons was completed; additional townhomes are underway. The project will provide a total of 126 new townhomes.
- Construction of a new sewer interceptor through the Town Center was completed, which will provide needed capacity for planned and future development in the OTC. Improvements to the Severn Run Pump Station and upgrades to the Patuxent Water Reclamation Facility have been funded.
- A new water transmission main, extending from the Waugh Chapel area to Seven Oaks, was completed to address future water needs in the OTC and western areas of the County.
- A Developer Agreement was approved to fund construction of Town Center Boulevard from Seven Oaks to MD 175.
- A capital project was approved and funded in the County's Capital Program for planning and design of the Odenton Grid Streets, including Hale Street, Nevada Avenue, Duckens Street, and Dare Street.
- Portions of the OTC were approved by the MD Dept. of Business and Economic Development as a BRAC Revitalization and Incentive Zone.
- Portions of the OTC were approved by the MD Dept. of Transportation as a State-designated TOD Area.
- The OTC and portions of Severn were approved by the MD Dept. of Housing and Community Development as a Sustainable Community.

The above three official designations (BRAC, TOD, and Sustainable Community) will allow for eligibility and/or priority consideration when seeking competitive State funding.

- The partnership (County, MDOT, MTA, and private developers) formed to facilitate redevelopment of the MARC Station Transit-Oriented Development (TOD) site completed its conceptual planning and financial feasibility studies. This consortium is expected to finalize a Master Development Agreement in 2015.
- The County adopted legislation to establish a Tax Increment Financing (TIF) District, inclusive of the OTC, to provide a financing mechanism for redevelopment and provision of transportation infrastructure within the OTC.

As with the previous master plans, the 2015 OTC Master Plan provides planning and implementation guidance and requirements for development and redevelopment within the OTC and provides a basis for planning public expenditures needed to support future growth. The 2015 Plan includes some revised development requirements, concepts for the MARC Station TOD site redevelopment, revisions to permitted uses and mixed use requirements, changes to Sub-Area boundaries and creation of a new Historic Sub-Area, and updated design standards. The Master Plan was updated with input from the OTC Oversight Committee, targeted stakeholder meetings, and with general public feedback.

## 2.0 Master Plan for the Town Center

### 2.1 Generalized Development Plan

The Odenton Town Center is at the heart of an area that has experienced substantial residential and business growth in recent decades and is expected to experience even more growth in decades to come. As a result of the 2005 Federal Base Realignment and Closure (BRAC) Initiative, a number of federal positions were relocated to the Fort George G. Meade military base adjacent to the Odenton Town Center. This move brought both additional jobs and households to the County, as well as to the region in general. It is estimated that over 20,000 new jobs were relocated in Anne Arundel County as a direct result of growth at Fort Meade and the U.S. Cyber Command, including defense positions, government contractors, and service providers.

The Odenton Town Center is particularly well positioned to serve this new growth by offering new residential, office, and retail opportunities and thus providing a center of community activity to serve the growing population. The presence of a train station in the Odenton Town Center, the proximity of the Odenton Town Center to major highways and regional connector roads, the bus service to the Odenton Town Center, and the connection of the Odenton Town Center to area hiker/biker trails combine to make the Odenton Town Center accessible to all. The preservation of places of historical significance, special beauty, and environmental sensitivity together with the carefully planned development of the area, will make the Odenton Town Center a unique and special place and a source of pride and enjoyment for all who live, work, and visit.

Figure 1-2 depicts a Generalized Development Plan for the OTC. It reflects existing development as well as planned or approved development projects not yet constructed. For unimproved properties, it reflects how they may ultimately be developed in accordance with the goals and objectives of this Master Plan. Therefore, the Generalized Development Plan is partly conceptual and is non-binding, but serves to illustrate the overall development pattern as the Town Center continues to build out.



# Odenton Town Center Master Plan 2016



Figure 1-2. Generalized Development Plan

## 2.2 *Sub-Areas of the Town Center*

Six distinct sub-areas have been established within the Town Center. These are shown in Figure 1-3. Each sub-area has a specific character and purpose within the overall concept as defined below. The OTC sub-areas are official zoning districts as established in Article 18 of the County Code.

**Core** – This is the heart of the OTC. It is intended to be the most intensely developed area with a diverse mix of retail, office, civic, and residential uses combined to create a vibrant live/work community. The Core will also serve as a destination for the surrounding community, meeting shopping, business, service, entertainment, and transit needs. Development in this area will create a strong pedestrian environment and automobile traffic will be secondary to the needs of the pedestrian. Transit use from the MARC Station will be encouraged. Building designs will be created that relate directly to the pedestrian environment with interesting facades, attractive display windows, little or no setback, and easy and frequent access points. Figures 1-4 and 1-5 offer examples of development styles and features that are encouraged and provide some architectural concepts for development within the Core sub-area.

**Historic** – The Historic sub-area is the historic center of the community. The area includes a designated historic district that includes several historic properties that set the framework for the area's general character and scale. This traditional center of the community is envisioned as maintaining the historic village character and residential feel. Design and historic preservation standards are provided to help ensure that new development will complement the traditional architecture, yards, and street character. While new or revitalized commercial uses and denser residential uses will be encouraged near the MARC Station, and commercial uses along Piney Orchard Parkway, the main streets of Becknell Avenue and Odenton Road will retain their unique residential character and properties identified as contributing to the historic character of the neighborhood will be preserved. Historic properties outside of the Historic sub-area that are deemed contributing structures to the historic character of the community will also be preserved. Figure 1-6 offers examples of development styles and features encouraged in the Historic sub-area.









**Transition** – A mixture of moderate density office, housing, and retail is envisioned in this area just north and south of the Core. This area contains several isolated development sites that are interspersed with large areas of preserved wooded wetlands. Development in these areas will serve different needs than the pedestrian-oriented businesses in the Core and will serve to support, not compete with, the Core businesses. Transition areas to the south of the Core are within walking distance to the MARC Station and should include pedestrian connectivity with both the Core and the rail station.

**Industrial** – Large-scale industrial development has already set a pattern in the industrial area to the east of Telegraph Road. Large warehouse buildings sited to minimize visual impact on the surrounding area, wide roadways lined with trees, and natural wooded buffers are characteristic of the existing industrial development. Similar development character is envisioned as the industrial area expands across Telegraph Road. Pedestrian improvements will aid movement of pedestrians across Telegraph Road.

**East Odenton** – This area centers on the commercial corridor along Route 175 to the east of the Core and Historic sub-areas. The properties not directly along the corridor frontage are primarily residential,

# Odenton Town Center Master Plan 2016

## Legend

-  OTC Boundary
-  Railroad
- OTC Sub-Area**
-  Core
-  Historic
-  Transition
-  East Odenton
-  North Odenton
-  Industrial

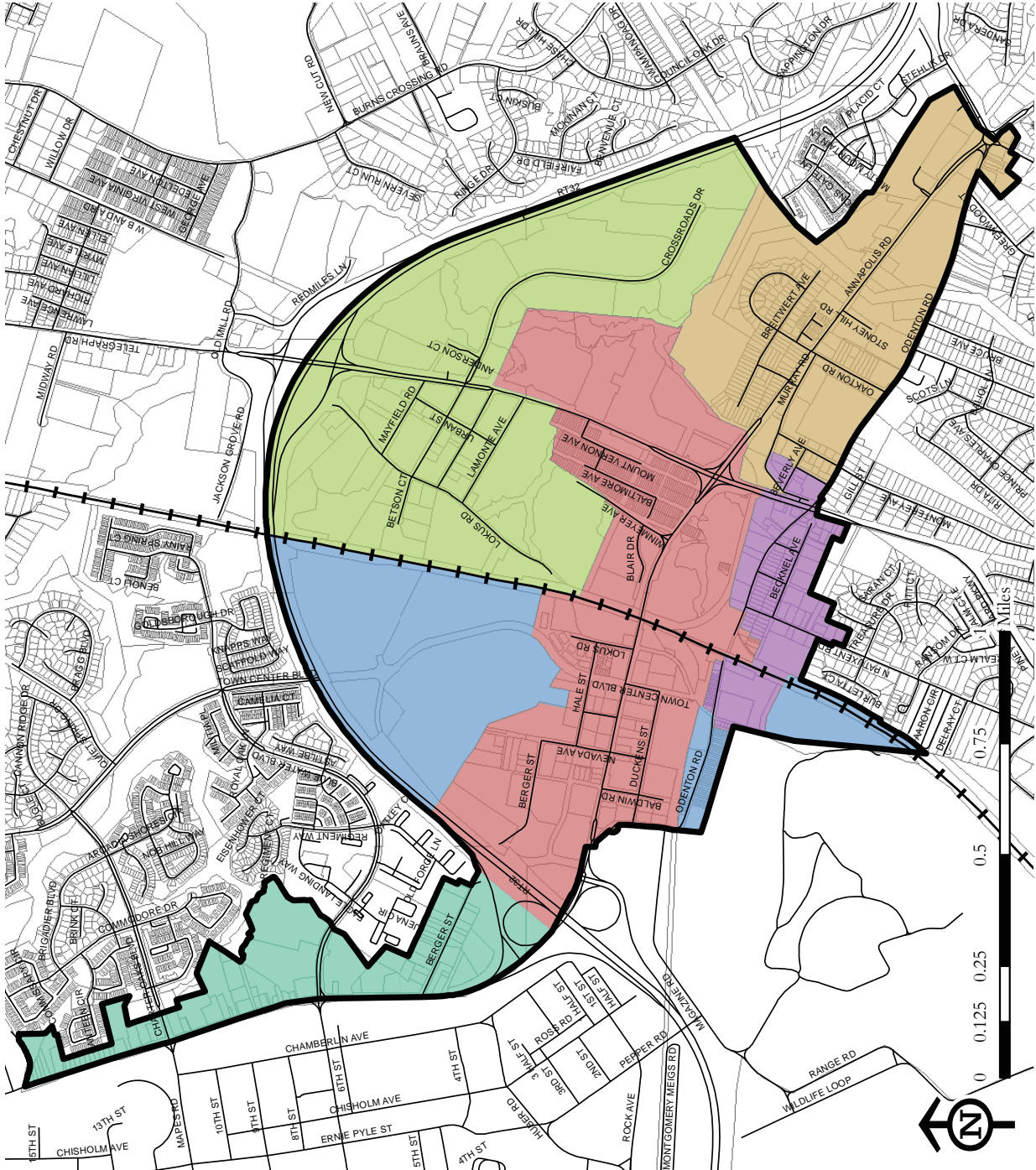


Figure 1-3. OTC Sub-Areas

single-family homes that are envisioned to remain. The corridor itself is lined with local service businesses and medical office buildings and is planned to continue to be a business center for the community. The character of the road will continue to be primarily auto-oriented with development patterns consistent with convenience retail and services; however, improvements to the pedestrian environment are intended to create better linkages between businesses and safer passage for people moving around the area on foot.

**North Odenton** – The MD 175 corridor along the edge of Fort Meade is envisioned to be a business community serving the needs of the local military personnel and their families, the surrounding neighborhoods, and local office development across MD 175 on Fort Meade. Improved access management will not only help ease ingress and egress along MD 175, but will also improve pedestrian safety and access along this primarily auto-oriented corridor. Façade enhancements and general area clean up and maintenance will improve the area’s ability to attract customers and retain businesses.



## Figure 1-4. Core Sub-Area Character



Urban mixture of offices with shops



Office buildings built to the sidewalk



Large and small stores with an urban character



Residences and offices over shops



Urban housing that interacts with the street

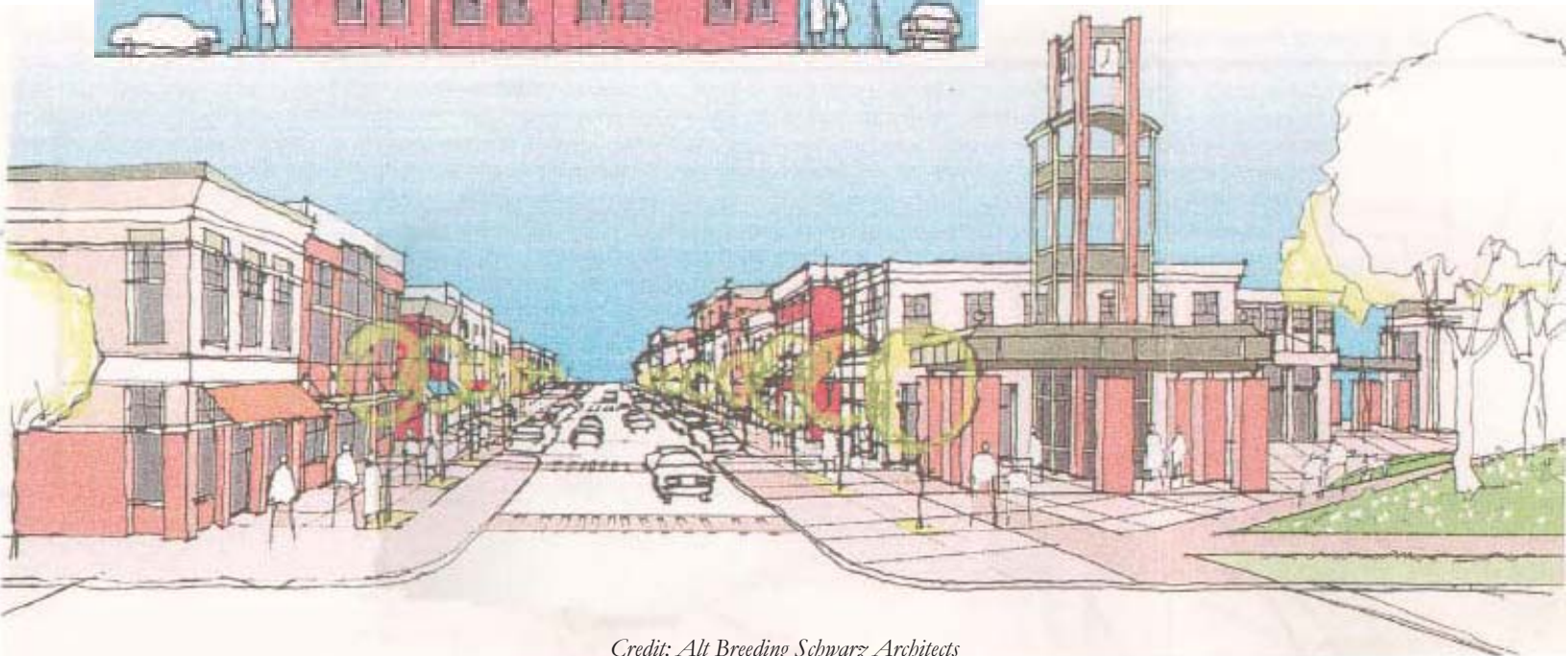


Low speed streets with on-street parking





**Figure 1-5. Core Sub-Area  
Architectural Concepts**



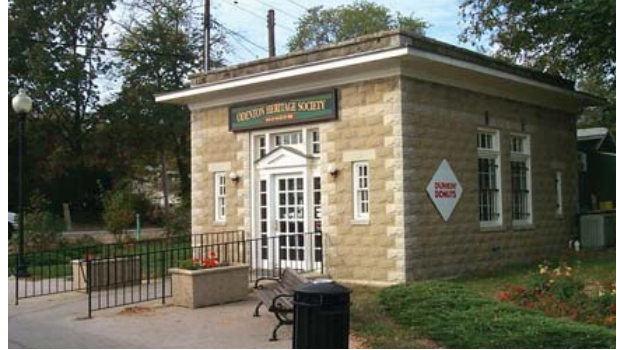
*Credit: Alt Breeding Schwarz Architects*



## Figure 1-6. Historic Sub-Area Character



Low-scale mixed use commercial buildings



Restored and reused buildings



Low-scale infill commercial buildings blending with existing historic buildings



Mixed-use buildings offering a village-like lifestyle with the opportunity to live, work, and shop



New developments built to blend with massing and character of existing historic buildings



New traditional-style homes infilling with existing historic homes



Preserve historic homes



Traditional two-story front retail

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### 2.3 *MARC Station TOD Concept*

In 2006, a Memorandum of Understanding was adopted by a partnership consisting of the Maryland Department of Transportation (MDOT), Anne Arundel County, and a private developer consortium. The mission of this partnership is to redevelop publicly-owned land parcels surrounding the Odenton MARC Station. A key objective is to replace the existing large surface parking lots with multi-level parking structures, providing additional parking capacity to meet future demand both for MARC ridership as well as the build out of the Town Center. By providing increased parking capacity in structures, this will also produce additional land area for redevelopment adjacent to the MARC Station, with the goal of creating a pedestrian-friendly mixed-use transit-oriented activity center that will serve as a centerpiece of the OTC Core.

This redevelopment scheme, known as the Odenton TOD project, involves five distinct sites as seen in Figure 1-7: the North MARC parking lot located north of MD 175; the West MARC parking lot located south of MD 175; the East MARC parking lot located at Odenton Road and North Patuxent Road; the Odenton Regional Library site; and the County Road Operations maintenance yard located at Nevada Avenue and Duckens Street. The County is assessing alternative sites in West County to relocate the existing maintenance yard in order to provide additional capacity for parking facilities within the OTC.

Development will be conducted in phases, beginning with construction of temporary surface parking lots at nearby locations in order to maintain the required number of parking spaces during project development. Ultimately, the new parking structures will contain a dedicated number of parking spaces for MARC riders with additional parking allocated for shoppers, diners, or other visitors to the Town Center.

In addition to new parking structures, additional TOD development components may include multi-story apartments or condominiums, townhomes, street-level retail space, and open green space. The specific details and site layouts as well as cost/revenue estimates are currently under study.

The Odenton Regional Library site is also being considered for additional development within walking distance of the train station. However, the site has significant environmental constraints due to wetland and floodplain areas, and opportunities for additional development on the site will be limited.

A potential element of the TOD concept plan will involve future acquisition of the railroad spur line that runs along the southern end of the library site. If acquired, this right-of-way would allow construction of a new road extending from MD 175 at Winmeyer Avenue, through the library site, and to the parking structures on the East lot site, alleviating some of the traffic demand along Odenton Road in the historic sub-area. The overall concept also includes the potential development of a public common on the northwest portion of the library site, with pedestrian connections to the rest of the TOD development.





#### Proposed TOD Sites

- ① County Road Operations Site
- ② West MARC Station Lot
- ③ East MARC Station Lot
- ④ North MARC Station Lot (Granite Site)
- ⑤ Library Site

#### Related Concepts

- Ⓐ Public Common
- Ⓑ TOD access from MD 175
- Ⓒ pedestrian link to MD 170

#### Other Development Projects

- ① Broadstone/West 32 (apartments)
- ② Novus Apartments (apartments, retail)
- ③ OTC at Seven Oaks (residential, future office)
- ④ Town Center Commons (townhomes)
- ⑤ The Village at Odenton Station (apartments, retail)
- ⑥ Odenton Station (townhomes, single-family homes)
- ⑦ Cannery Crossing (single-family homes)

- ⑧ Walgreens (retail pharmacy)
- ⑨ Academy Yard (residential, retail)

## Odenton Town Center Master Plan 2016



Figure 1-7. MARC Station TOD Concept

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## 2.4 Public Common Concept

Community members have expressed the desire for a central park or public common to serve the Odenton Town Center. A conceptual idea was developed for a public common on portions of the library site to provide a central gathering place in the OTC Core. This amenity could serve to link the planned TOD development surrounding the MARC station with the library. A concept plan is shown in Figures 1-8 and 1-9 and while not a final development plan, it provides an example of the types of features that could be incorporated into a public common at this location. This concept preserves the site's wetlands and existing old growth forest while providing pedestrian connections, public amenities, and a multifunctional event area for the community. Key features of the concept include the following:

- A combined community center with potential public amenities such as a swim center, community space, ice rink, dog park, and theater;
- An open green lawn area with seating surrounding the green;
- A performance pavilion for performances and other special events;
- A playground area;
- A pedestrian loop trail with specialty pavers extending along the existing railroad spur, sweeping around the public green, and linking to the library entrance road. Removable bollards at the trailheads allow for occasional vehicular access for event setup or emergency access;
- Raised boardwalks meander through the forest and wetlands, allowing visitors to experience the natural area;
- A new road provides access from MD 175 to the TOD development on the East MARC parking lot via the existing library entrance drive. Extending from the library drive along the railroad spur to the East lot development, the road minimizes the impact of additional traffic on Odenton Road.

It is envisioned that the Odenton public common would be owned and operated by Anne Arundel County. Funding for design and construction of the park would need to be allocated through the County's Capital Budget and Program, with possible funding sources including Program Open Space funds and/or the Tax Increment Financing program.

It is noted that this concept presents just one potential alternative for a central public park. Other alternatives will be explored, particularly if other sites become available for study. Depending on the site, available land area, and location other features or amenities can be considered such as recreational fields and courts, a farmers market, a community garden, or a community center which could be combined with amenities such as a swim center, community space, outdoor ice rink and/or a theater.



**Odenton Town Center  
Master Plan  
2016**

**Legend**

- ① proposed TOD mixed-use development
- ② performance pavilion (5,000 s.f.)
- ③ public common (35,000 s.f.)
- ④ decorative sound barriers
- ⑤ interactive splash fountain
- ⑥ play area (10,000 s.f.)
- ⑦ pergola
- ⑧ picnic area
- ⑨ east lawn (12,000 s.f.)
- ⑩ pedestrian route (limited vehicular access)
- ⑪ preserved wetland/forest conservation area
- ⑫ raised walks through wetland/forest (1,700 l.f.)
- ⑬ public art
- ⑭ Odenton Regional Library (existing)
- ⑮ pedestrian link to Piney Orchard Parkway



**Figure 1-8. Public Common Concept**







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## **Chapter 2. Goals, Objectives, and Planning Guidance**

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## 1.0 Goals

The goals for development of the Odenton Town Center are as follows:

- Goal 1: Create a strong sense of place for the Town Center that draws upon and respects Odenton's heritage.
- Goal 2: Expedite quality land use proposals through flexible and timely development approvals to support planned and future growth in the Town Center, in West County, and at Fort Meade.
- Goal 3: Create a mix of shopping, employment, entertainment, education, and other public services that serves the Odenton area.
- Goal 4: Capitalize on access to regional public transit by creating development conditions that promote transit use by both residents commuting out of and workers commuting into Odenton.
- Goal 5: Embrace the State's Smart Growth principles and create a compact, mixed-use urban core around the MARC station designed so that jobs, housing, and daily needs are within walking distance of each other.
- Goal 6: Protect the natural resources and environmentally sensitive areas in the Town Center.
- Goal 7: Provide community spaces and public amenities throughout the Town Center.
- Goal 8: Ensure accessibility of the Town Center by those traveling on foot or by bike, car, bus, or train.

## 2.0 Planning Objectives and Guidance

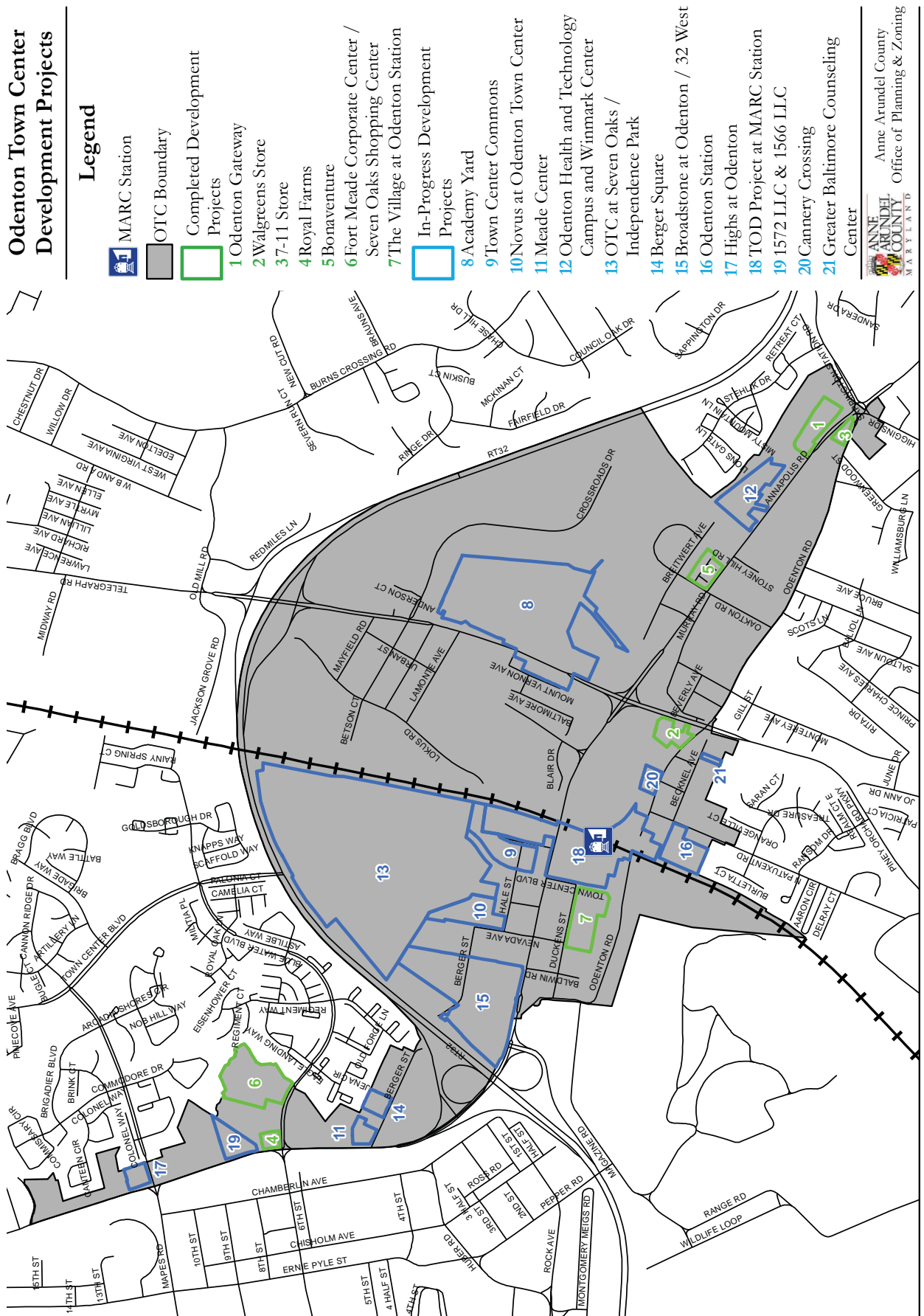
### 2.1 *Land Use and Development*

Figure 2-1 indicates the locations of development projects in the Town Center completed since 2010 as well as projects in progress. For the purpose of this figure, projects in progress include development projects that are partially completed, in the development pipeline, or currently under review and pending approval. These projects collectively provide a range of uses including retail space, office space, residential townhomes, and apartment units.

Unless specifically stated otherwise, all development projects within the Town Center must comply with the provisions in the OTC Master Plan. Other development requirements and procedures that apply within the OTC are found elsewhere in the County Code, principally in the following:

- Article 16 Floodplain Management, Erosion and Sediment Control, and Stormwater Management
- Article 17 Subdivision and Development
- Article 18 Zoning
- County Stormwater Management Practices and Procedures Manual.

Figure 2-1. Odenton Development



Requirements in the County Code that are superseded by provisions in the OTC Master Plan are so noted in the latter. Where a conflict between the two exists, the Master Plan shall govern.

The land use and development objectives of this Master Plan are:

1. Provide flexible development requirements and incentives that attract development activity to the OTC.
2. Require individual developments to follow consistent standards in order to create a cohesive town center with a strong sense of place and identity.
3. In the Core, encourage high-quality compact development with balanced land use mixes and defined development characteristics in order to promote pedestrian activity, transit use, and other transportation impact reductions.
4. Encourage new development and redevelopment that provides high-quality design, public amenities, and connectivity.

## 2.2 Design Guidance

Design standards provided in the OTC Master Plan serve to support the planning goals of developing a compact, mixed-use, pedestrian-friendly town center. To this end, the Master Plan includes standards related to urban form, streetscaping, parking, landscaping, site design, architecture, and signage.

The design objectives of this Master Plan are:

1. Require both development and public areas to be designed in a manner that gives Odenton a strong sense of place and identity and that will improve both the public and market perception of Odenton. Design character will vary among sub-areas.
2. Require development in the Core to include a mix of uses. This includes well-designed usable areas for public spaces with public amenities, green areas, and urban-style architecture with a pedestrian-oriented streetscape.
3. Provide standards and requirements that ensure the development of a coordinated network of protected natural greenways, natural and high quality urban public spaces, and pedestrian/bike ways. Provide for an overall unified design character for the streetscapes and public spaces of the various areas of the OTC.
4. Require development to build upon and acknowledge the OTC's history and heritage when naming places and streets and when creating public spaces for monuments to past events and places. Explore thematic links to other activities/attractions in the area.
5. Require development to create usable public activity spaces. In addition, encourage development to create a series of large and small "focal areas" with special features. Identify general locations for these focal areas and encourage specific types of development near them to give the area a unique "sense of place."

6. Plan for one or more centrally-located public activity spaces that will become the icon for Odenton's identity. These spaces should connect to parking, shops, and offices as well as other public and private activities.
7. In the Core, buildings should be harmonious with each other and be designed to create active street fronts. A single, unified thematic architectural character or style is not required in the Core; instead, a variety of expression is permitted within a general range of design standards to promote compatibility.
8. The streetscape network in the Core should create an environment where people will choose to walk, bike, or ride transit rather than drive. The street and open space should be lined with buildings that create a street wall. Ground floor uses and building designs need to provide entrances that face the street areas of active storefront retail and evening entertainment.

## 2.3 Transportation

The Odenton Town Center has access to a range of transportation facilities and services. These include a highway network that easily connects the Town Center to key regional destinations, bus transit service, MARC commuter rail service and AMTRAK regional service, and hiker-biker trails. The BWI Thurgood Marshall Airport is also accessible by rail from Odenton.

### Road Network

The Odenton Town Center has access from major State highways MD 175 (Annapolis Road), MD 170 (Telegraph Road), and MD 32 (Patuxent Freeway). These highways also connect to other key State highways including MD 198, MD 295, MD 100, MD 3, and I-97, making the OTC easily accessible by highway from points throughout the region. Local roads that provide access to and within the OTC include Town Center Boulevard, Odenton Road, Piney Orchard Parkway, and North Patuxent Road.

A transportation study for the Odenton Town Center, completed in June 2010, indicated that by 2035, growth and development in the Odenton area will generate increased traffic demands that will require additional road improvements to maintain adequate levels of service.

Improvements to MD 175 through the OTC are planned by the State Highway Administration (SHA), but not fully funded. Preliminary design has been completed for the sections between MD 32 and MD 170, and a feasibility study has been completed for the sections from MD 170 to Sappington Station Road. Improvements will include intersection improvements, medians, sidewalks, and a hiker-biker trail.








Other road improvements needed to complete the planned road network in the OTC are completion of Town Center Boulevard from Reece Road to MD 175 and completion of the "grid streets" in the OTC Core sub-area (Hale Street, Nevada Avenue, Duckens Street, and Dare Street).

### Bus Transit

Existing bus and shuttle routes serving the Town Center are shown in Figure 2-2. Transit service provides connections between the OTC and Arundel Mills, Fort Meade, Seven Oaks, Piney Orchard, and Crofton.

# Odenton Town Center Master Plan 2016

## Legend

-  MARC
-  NSA Shuttle (NSA)
-  Route 202/K (RTA) (daily)
-  Route 202/K (RTA) (weekends)
-  Route 203/M (RTA) (weekdays)
-  Fort Meade Shuttle (RTA - proposed)
-  OTC Boundary

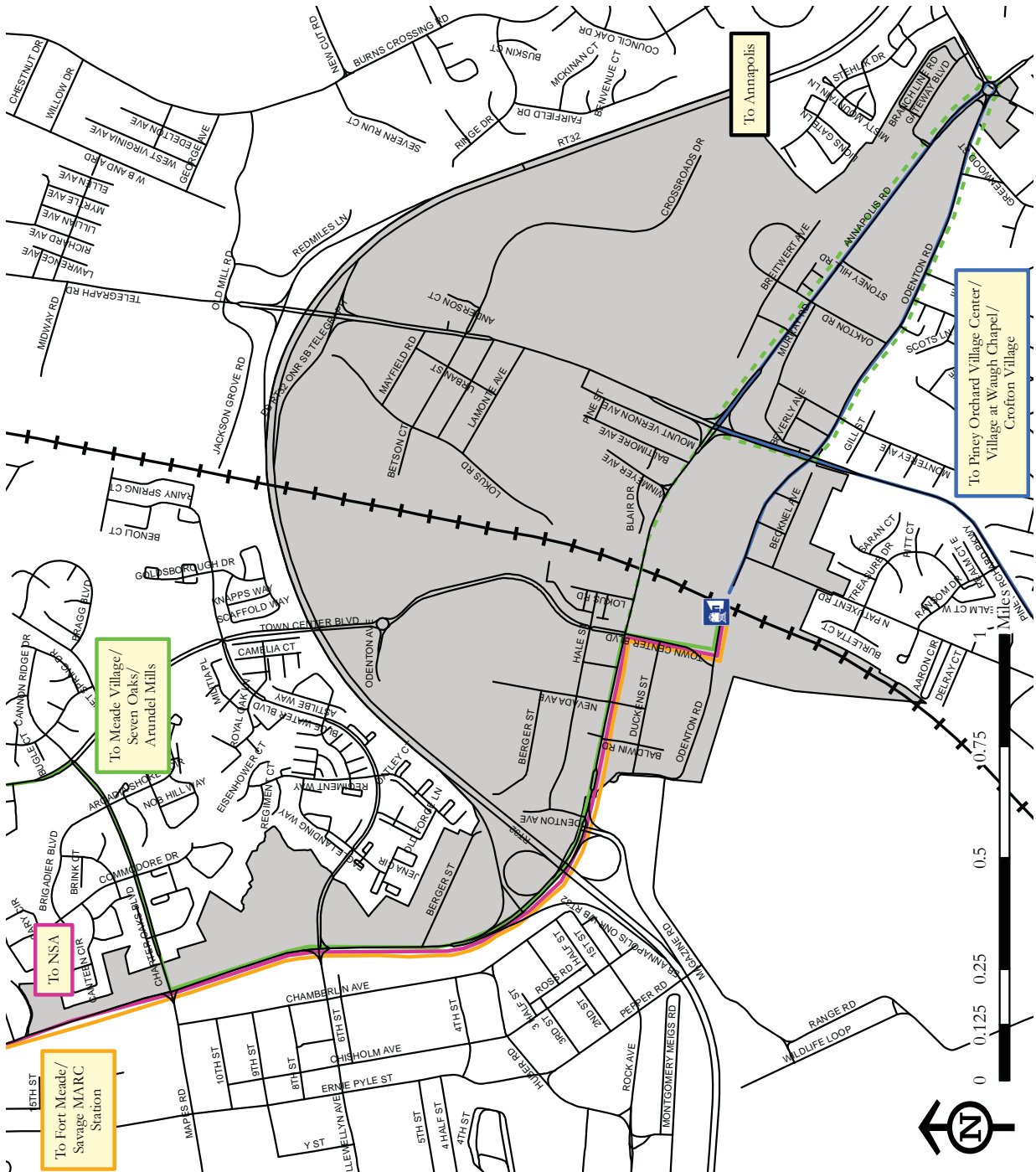


Figure 2-2. Odenton Bus and Shuttle Routes



In 2014 the County made some changes to bus transit providers. The Regional Transit Agency of Central Maryland (RTA) was formed as a partnership with Howard County and Anne Arundel County. Most areas that had previously been served will continue to have the same service, although some schedules and routing were modified. Future transit service will be subject to funding availability and identified demand and should include a Town Center circulator shuttle, connector service to Maryland City and Russett Green in Laurel, Arundel Mills Mall, Severna Park/Arnold, as well as express or Bus Rapid Transit (BRT) services to Columbia, Annapolis, Baltimore and Washington, DC.

In addition, the RTA is planning a new Fort Meade shuttle service which will run between the Odenton MARC Station, Fort Meade, and the Savage MARC Station in Howard County. This route will be restricted to those who have security clearance to enter the Fort Meade post. The shuttle service is expected to be in operation in early 2017.

### **Commuter Rail**

The Odenton MARC Station is located on the MARC Penn Line. This commuter line connects Baltimore's Penn Station with Union Station in Washington, DC and serves more than 20,000 average daily weekday trips. The Odenton MARC Station serves riders in the West County communities as well as Fort Meade, and experiences ridership of approximately 2,500 trips per day. The Odenton Station includes approximately 2,100 parking spaces arrayed over three separate surface lots. As discussed in Chapter 1 Section 2.3, there are plans for redevelopment of the surface parking lots to provide additional parking in structures along with new mixed-use development.

### **Ridesharing**

The BWI Business Partnership (BWIBP) and the Annapolis Regional Transportation Management Association (ARTMA) provide rideshare programs promoting carpooling, vanpooling, Guaranteed Ride Home, and public transit along with other commuter alternatives to help reduce single-occupancy vehicle traffic.

The programs also offer businesses valuable assistance in addressing issues related to the work commute, including establishing in-house transportation programs, commuter tax credit programs, and company-wide ride matching opportunities. BWIBP's Rideshare program is part of a multi-state network of providers and services are available to commuters and businesses throughout the Maryland and Washington, DC area. ARTMA's Rideshare program is part of a local initiative between Annapolis and Anne Arundel County.

### **Bicycle, Pedestrian, and Trail Amenities**

The planned pedestrian and bicycle network serving the OTC includes sidewalks, trails, and shared roadways.

Two hiker-biker trails will ultimately connect the OTC with other parts of the region. The South Shore Trail will be a paved multi-use trail that runs along the abandoned WB&A rail line between Annapolis and Odenton. The trail is being constructed in phases, and when completed it will be a component of the East Coast Greenway and American Discovery Trail.



The WB&A Trail will be a paved multi-use trail extending along the WB&A rail line south of Odenton. When completed, it will link the South Shore Trail in Odenton with the Patuxent River and an existing rail trail in Prince George's County.

A 2007 Odenton Trails Schematic Plan also recommended a system of multi-use trails connecting the OTC and MARC Station to nearby communities and activity centers as well as the South Shore and WB&A Trails. These recommended trails are also included in the 2013 Pedestrian and Bicycle Master Plan for Anne Arundel County. The proposals include a trail along Town Center Boulevard, sidewalk connections along Odenton Road, and improvements including bike lanes and a shared-use path along MD 175 and MD 170.

In addition, a pedestrian/bicycle gate was recently opened on Magazine Road providing a connection for bicyclists and pedestrians with security clearance travelling from Odenton Road in the OTC to the Fort Meade post via Pepper Road.

As the Town Center continues to build out, many of the sidewalk connections along local roads will be provided by private developers in conjunction with new development. The County will need to consider providing connections in areas where new development is not expected.

### **Airports**

Baltimore-Washington International Thurgood Marshall (BWI) Airport is located five miles from the OTC. BWI Airport is recognized as one of the most powerful economic engines in Maryland, carrying about 22.7 million passengers in 2012, generating about \$5.6 billion in business revenue, and generating about 93,800 direct or induced jobs. BWI Airport is easily accessible from the Town Center via MD 170, I-97, or MD 295. It is one of the only airports in the country to have direct rail service and is connected to Odenton by the MARC line.

Tipton Airport is a General Aviation facility that was taken over by Anne Arundel County in 1999 and is managed by an Airport Authority. Tipton is planned to be a state-of-the-art general aviation facility with a strong community presence and home to many sport, recreational, private, and business aircraft. Current efforts are focused on a proposed runway project that will include adding 1,200 feet to the east end, widening the runway, and constructing a new parallel taxiway. An environmental assessment has been completed and facilities planning is in progress.

### **Transportation Objectives**

The planning objectives for transportation services in the Town Center are:

1. Implement improvement projects that address the existing and projected failing road intersections in the Town Center and its approach roads.
2. Implement future transit service consistent with the Transit Development Plan.
3. Provide a multi-modal transportation system that facilitates access to and around the Town Center.
4. Promote traffic operational improvements other than road widening whenever possible.

5. Coordinate with developers, State and County agencies, and community representatives to implement significant OTC transportation projects.
6. Provide adequate parking facilities while encouraging expansion of ridesharing and transit use.
7. Design and construct roadway improvements to be compatible with the needs of bicyclists and pedestrians.
8. Continue to support commuter assistance and ridesharing programs within the Odenton area.
9. Promote the improvement, expansion, and connection of the hiker/biker trails in Odenton and West County. This includes the South Shore Trail and West County Trail with spurs to the Odenton Nature Area, Piney Orchard, WB&A Trail, and the BWI Trail.
10. Use the County's development regulations and Capital Improvement Program to facilitate the acquisition of right-of-way and construction of bike and pedestrian travel ways.

## 2.4 Public Utilities

The entire Odenton Town Center is either served by existing public water and sewer service or is planned for extension of public service. Planning for public utilities in the County is governed by the Master Plan for Water Supply and Sewerage Systems, which establishes policies for extension of services to existing and new development as well as petitions for public service extensions. Additional development requirements and procedures regarding utility extensions, adequate public facilities requirements, and allocation of capacity are found in the County Code as follows:

- Article 13 Public Works
- Article 17 Subdivision and Development

Two major utility capital projects were completed in 2014. A new 36-inch water transmission main was constructed through the OTC and Seven Oaks community to accommodate future water needs. Construction of a new gravity sewer interceptor through the Town Center was also completed. A planned expansion of the Patuxent Water Reclamation Facility is scheduled for completion in 2017 and will provide needed capacity for planned and future development in the OTC.

Planning objectives for provision of public utility services are:

1. Ensure that adequate water supply and wastewater treatment capacity will be available to areas programmed for service.
2. Water and sewer services shall be monitored and maintained in a manner that maximizes public health, safety, and welfare and minimizes environmental impact.

## 2.5 Historic Preservation

The OTC's Historic sub-area represents the highest concentration of surviving historic buildings in Odenton and its boundaries encompass a substantial portion of the National Register of Historic Places "Eligible" District, as determined by the Maryland Historic Trust. The buildings in the Historic sub-area include a mix of residential, commercial, and institutional properties, of which 53 are designated as historic contributing buildings. Architectural styles include Queen Anne, American Foursquare, Bungalow, Gable, and Vernacular styles.

A map of the Historic sub-area can be found in Figure 2-3, which also shows contributing properties. Not all historic resources are located within the sub-area. A full list of historic contributing structures can be found below.

**Contributing Historic Structures**

1355 Becknel Ave	450 N Patuxent Rd	1404 Odenton Rd
1357 Becknel Ave	451 N Patuxent Rd	1405 Odenton Rd
1359 Becknel Ave	453 N Patuxent Rd	1408 Odenton Rd
1361 Becknel Ave	1361 Odenton Rd	1410 Odenton Rd
1363 Becknel Ave	1363 Odenton Rd	1414 Odenton Rd
1367 Becknel Ave	1365 Odenton Rd	1416 Odenton Rd
1374 Becknel Ave	1366 Odenton Rd	1418 Odenton Rd
1307 Beverly Ave	1367 Odenton Rd	1419 Odenton Rd
1309 Beverly Ave	1369 Odenton Rd	1420 Odenton Rd
1311 Beverly Ave	1371 Odenton Rd	1423 Odenton Rd
1305 Murray Ave	1375 Odenton Rd	8376 Piney Orchard Pkwy
327 Nevada Ave	1381 Odenton Rd	8404 Piney Orchard Pkwy
432 N Patuxent Rd	1385 Odenton Rd	8406 Piney Orchard Pkwy
437 N Patuxent Rd	1390 Odenton Rd	431 Skyline Ave
438 N Patuxent Rd	1391 Odenton Rd	432 Skyline Ave
439 N Patuxent Rd	1395 Odenton Rd	433 Waco Ave
441 N Patuxent Rd	1401 Odenton Rd	Switch Tower in MARC lot
442 N Patuxent Rd	1402 Odenton Rd	

Provisions governing treatment of historic resources are found in Article 17 of the County Code, with tax incentives for preservation included in Article 4 of the County Code. In addition, Chapter 3 of this Master Plan includes requirements for retention and rehabilitation of historic contributing structures in the OTC, and Chapter 4 contains design standards for new construction, infill development, and treatment of non-contributing buildings in the Historic sub-area.

### Archaeological Resources

Based on models of the occurrence of Native American archaeological sites, there are several areas with a high potential for archaeological resources within the Odenton Town Center. Many of these areas are located along the numerous streams within the OTC. The potential for sites along streams is

equated with the occurrence of ecological zones providing food resources and potable water in these areas. Archaeological surveys and excavation just outside the Town Center limits have borne out these predictions.

The recent surveys of the grounds of Fort Meade and of the Piney Orchard community have recovered evidence of Native American settlements along streams dating to the period c. 7200 B.C. through c. 1650 A.D. It may even be possible to find evidence of the earlier occupants of Anne Arundel County dating to as early as 12,000 B.C. within the Odenton area. In addition to Native American sites, archaeological sites associated with earlier periods of the town's history can be expected. Sites listed on the County's Historic Inventory may contain historic archaeological resources.

To protect unique cultural resources, locations determined to be significant archaeological sites shall be avoided when feasible or mitigated in accordance with Federal, State, and local guidelines. Article 17 of the County Code addresses treatment of archaeological resources.

### **Historic Preservation Objectives**






The historic preservation objectives of this Master Plan are:

1. In the Historic sub-area, ensure that new construction, infill development, and additions or modifications to historic contributing buildings are compatible with the historic character of the neighborhood.
2. Provide flexible treatment requirements that will assist property owners in maintaining and rehabilitating historic contributing buildings.
3. Retain the status of the Historic sub-area as a National Register of Historic Places "Eligible" District.



# Odenton Town Center Master Plan 2016

## Legend

-  Railroad
-  Historic Sub-Area
-  Contributing Properties
-  Other Contributing Structures
-  Parcels

## Contributing Structures Outside the Historic Sub-Area

- Switch Tower Building (MARC parking lot)
- Odenton Station Building
- Disney House (327 Nevada Ave.)

*Determination of Contributing Structures is performed by the Cultural Resources Division of the County's Office of Planning and Zoning and may be updated as needed.*

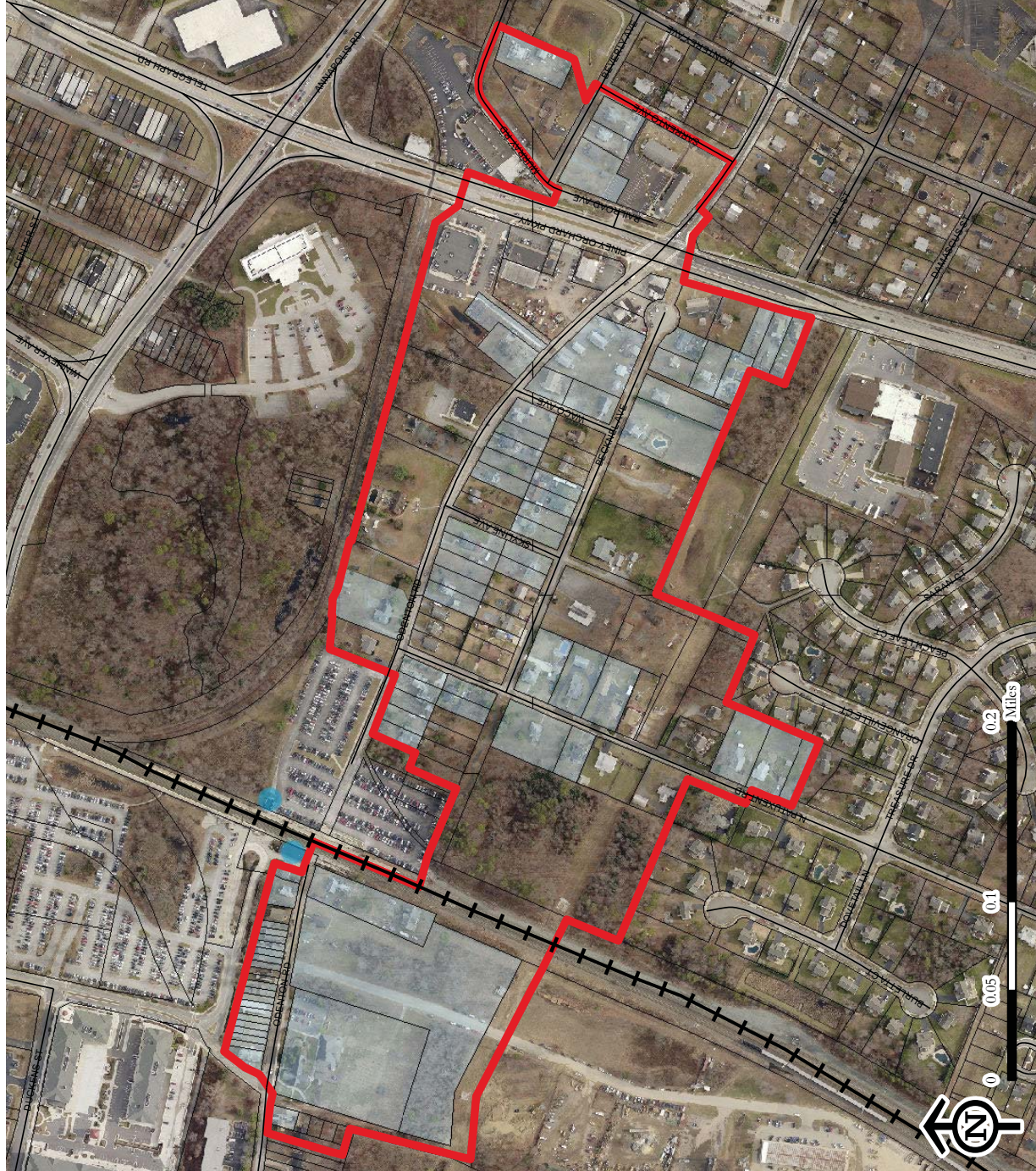


Figure 2-3. Historic Sub-Area and Contributing Resources



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## 2.6 Environmental Resources

The Odenton Town Center includes areas containing streams, floodplains, wetlands, and woodlands that require protection to minimize impacts from development. These features are shown in Figure 2-4. In particular, there are significant environmentally-sensitive features in the Core and Transition sub-areas west of the MARC rail line, in the Industrial and Core sub-areas east of MD 170, and on the Odenton Regional Library property.

Regulations and development requirements to protect environmental resources are found in the County Code and related documents as listed below:

- Article 16 Floodplain Management, Erosion and Sediment Control, and Stormwater Management
- Article 17 Subdivision and Development
- Article 18 Zoning
- County Stormwater Management Practices and Procedures Manual.







The OTC lies primarily within the Severn River Watershed, with a smaller portion located in the Little Patuxent Watershed. The County has developed comprehensive watershed management plans for each of these watersheds (see [www.aacounty.org/DPW/Watershed/WatershedStudies.cfm](http://www.aacounty.org/DPW/Watershed/WatershedStudies.cfm)). These plans help to prioritize where restoration and preservation investments should be focused and recommend alternative solutions and best management practices for watershed protection.

The environmental resources objectives of this Master Plan are:

1. Preserve and protect natural resources including streams, wetlands, floodplains, and forested areas.
2. Minimize development impacts on natural resources to the maximum extent possible using environmentally-sensitive site design.
3. Promote sustainable site and building design that will result in more environmentally-friendly buildings, conserve energy and water, improve air quality, and reduce solid waste.

# Odenton Town Center Master Plan 2016

## Legend

-  Streams
-  Sub-Watersheds
-  Floodplain
-  Wetlands
-  Railroad
-  OTC Boundary

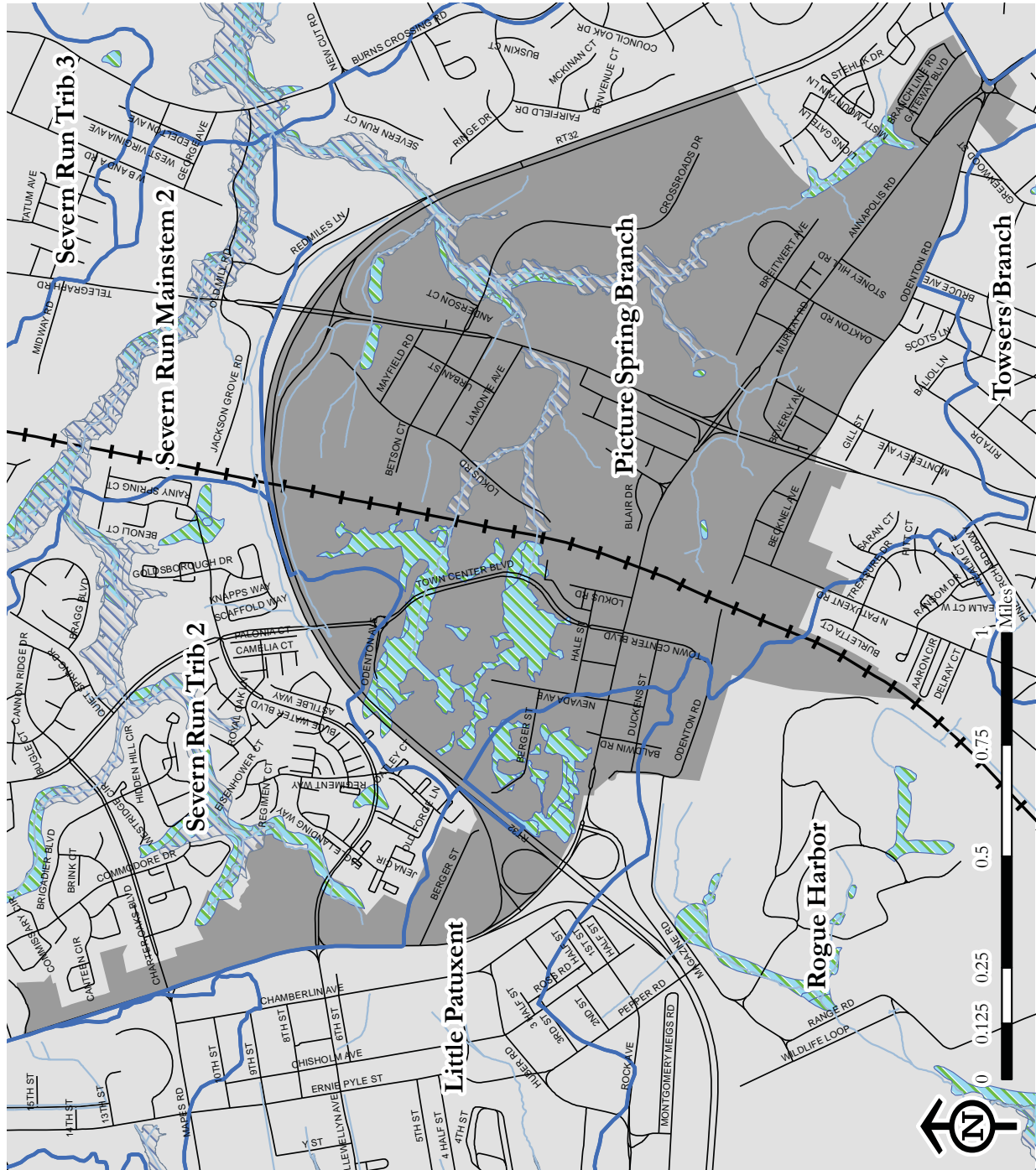


Figure 2-4. Environmental Features



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## 2.7 Special Designation Areas

There are five additional overlays or special designation areas in the Odenton Town Center that provide special incentives for revitalization, redevelopment, job creation, infrastructure, or design control. These are mapped in Figure 2-6 and include the following:

- *Commercial Revitalization Area* – Commercial Revitalization Overlay Districts are established in Article 18 of the County Code and include the North Odenton Sub-area along MD 175 adjacent to the Seven Oaks community. The County provides tax credits and other financial incentives for revitalization and improvement of eligible properties within these districts as well as flexibility with certain development requirements to facilitate redevelopment.
- *BRAC Zone* – BRAC Revitalization and Incentive Zones are established in accordance with the Economic Development Article of the Annotated Code of Maryland. The Odenton Town Center BRAC Zone was approved in 2008 and encompasses over 770 acres of the OTC. The BRAC program provides local governments with financial assistance for public infrastructure in these designated areas. More information may be obtained from the MD Department of Commerce, Office of Finance Programs.
- *Sustainable Community* – Sustainable Communities are geographic areas targeted for growth and revitalization and are approved by the Maryland Smart Growth Subcabinet. Projects within these areas are eligible and receive priority consideration for a variety of State revitalization resources through such programs as Community Legacy, Neighborhood BusinessWorks, Sustainable Communities Tax Credit, Job Creation Tax Credit, and others. The Odenton-Severn Sustainable Community was approved in 2014 and includes the Odenton Town Center as well as the communities of Seven Oaks, Meade Village, Spring Meadows and Stillmeadows. More information may be obtained from the MD Department of Housing and Community Development, Division of Neighborhood Revitalization.
- *Designated TOD Area* – The State's TOD Designation program supports the creation and implementation of transit-oriented development through public-private partnerships. The benefits associated with a TOD Designation may include technical assistance, priority consideration for capital funding, financing tools, and eligibility for other State financing programs. The Odenton TOD Designation was approved in 2015 and includes properties in the OTC located within a one-half mile radius of the MARC Station. More information may be obtained from the MD Department of Transportation.
- *Tax Increment Development District* – The entire Odenton Town Center was established as a Tax Increment Development District in 2014. This will allow a portion of the tax revenues in the district to be deposited into a special tax increment fund which can be used to fund development and revitalization projects as well as land acquisition, public facilities, and a variety of other projects within the district.

# Odonton Town Center Master Plan 2016

## Legend

-  MARC Station
-  Railroad
-  Streets
-  OTC & TIF Boundary
-  TOD Designation
-  Commercial Revitalization Overlay District
-  BRAC Zone
-  Odonton-Severn Sustainable Community Area

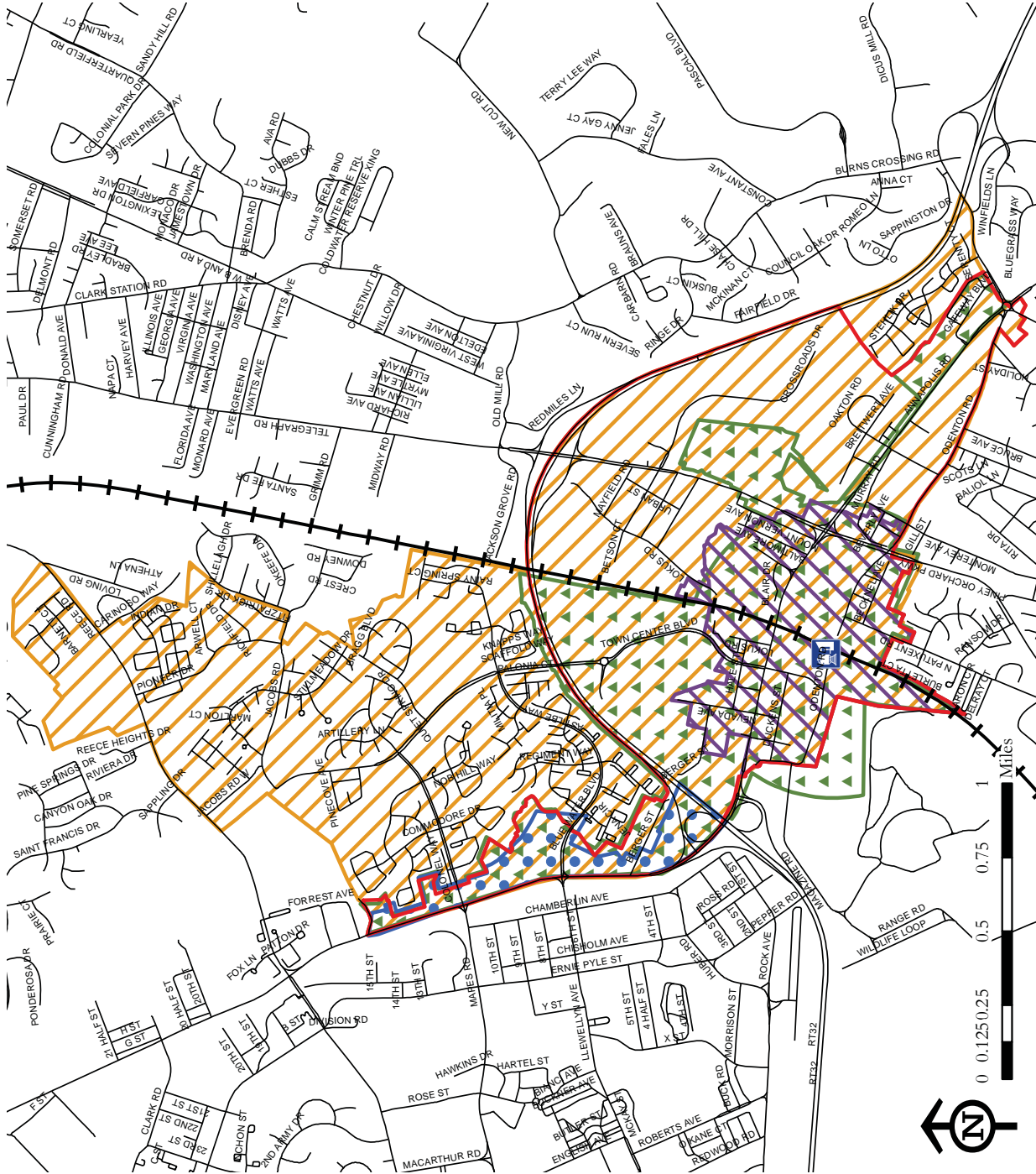


Figure 2-5. Special Designation Areas



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## Chapter 3. Development Requirements

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## 1.0 Development Approval Process

### 1.1 Plan Applicability

Unless specifically exempted, the Odenton Town Center Master Plan shall fully apply to all development within the Town Center. Partial or full exemptions may apply as described in the following sections.

Article 17, Subdivision and Development, of the Anne Arundel County Code governs the development review and approval process in the County. Development requirements are also found in Article 18, Zoning Ordinance; the Stormwater Management Practices and Procedures Manual; the DPW Design Manual; and other sections of the County Code. Many of these development requirements also apply to development within the Odenton Town Center, unless certain provisions of the Code are specifically superseded by provisions in the OTC Master Plan, as noted in this Plan or its enabling legislation. In cases of conflict between County development requirements and the OTC Master Plan, the latter will govern.

### 1.2 Requirements for New and Pre-Existing Development

1. **New development:** All new developments are required to follow the development review process as described in Chapter 5 of this Plan and to adhere to all applicable development requirements found in the Anne Arundel County Code and in the Odenton Town Center Master Plan.
  2. **Pre-Existing Development:** While all property owners are encouraged to improve their properties to achieve the Master Plan standards, pre-existing development shall not be required to conform to the Master Plan requirements except under the following conditions.
    - a. New signs to be installed on existing developed sites shall comply with the signage standards in the Master Plan.
    - b. **Renovation and Redevelopment:** Development projects that will renovate or redevelop existing developed sites and that will increase the existing developed floor area on the site by 50 percent or more shall be required to fully comply with the Master Plan requirements. Development projects that will increase the existing developed floor area on the site by less than 50 percent are not required to comply with the Master Plan requirements.
    - c. Existing uses that are no longer permitted uses in the zoning district in which they are located are considered non-conforming uses in accordance with Article 18 of the County Code. They will be required to register as legal non-conforming uses if filing an application for a subdivision plan, site plan, or building or grading permit.
    - d. **Single family dwellings:** Renovations, alterations, additions, and/or reconstruction of existing single family dwellings shall not be required to comply with the Master Plan requirements, unless they are located in the Historic sub-area.
    - e. **Properties in the Historic sub-area:** When located in the Historic sub-area, renovations and redevelopment projects including those for single family dwellings, shall comply with the Historic Preservation requirements and design standards in the Master Plan regardless of the increase in floor area on the site. Commercially-developed properties within the Historic sub-area that have access from a State-owned road are exempt from the Historic Preservation requirements and design standards.
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- f. For redevelopment projects on former industrial sites, design flexibility may be afforded at the discretion of the Planning and Zoning Officer with regard to design standards for parking, frontage, façades, minimum building height, building entrances and building setbacks. Flexibility may be necessary in cases where redevelopment of certain industrial sites involves environmental remediation and/or constraints, or requires special planning and design considerations to meet the requirements of a desired user.

### ***1.3 Requirements for Multi-Staged Developments***

For development projects that will be completed in two or more phases, the following shall apply.

#### **Requirements**

1. At the time of Site Development Plan and/or Subdivision Plan submittal, the applicant shall provide a multi-phase plan that includes a timetable for development of the proposed uses during each phase. For mixed-use projects, every effort should be made to provide a balance of uses at each stage of development; however, consideration will be given to allowing all of one use prior to other uses being constructed with suitable justification provided to the Office of Planning and Zoning.
2. Approved estimates of off-site trip generation for interim stage development shall not exceed the number of off-site trips approved for full build out in the multi-phase plan.
3. For mixed-use projects, the mix of uses at each stage of construction shall be as approved in the multi-phase plan. Any changes to the approved mix of uses in later phases of the development shall require an amendment to the approved Site Development Plan and/or Subdivision Plan.

### ***1.4 Requirements for Change of Use***

Land uses will change over time due to fluctuations in the real estate market, tenant changes and other forces. A reasonable amount of this is acceptable and even encouraged as long as the goals of this Plan are met. Applicants are encouraged to design and construct buildings that, in addition to meeting the design standards and plan requirements, have the capacity for flexibility.

For instance, Live/Work units designed to be both an office and residential unit are becoming more common. These suites are designed to be rented either as an office or residential unit and often sit above a retail space, or the unit may be designed like a town house with a storefront space on the ground floor.

#### **Requirements**

Change of Use applicants will be required to meet the following standards:

1. Permitted Use – The use must be permitted in that sub-area.
2. Joint Use Agreements – Applicants must include any existing agreements with other OTC sites regarding shared parking or cooperative mix of uses and show that the change of use will not violate these agreements.

3. **Land Use Ratio** – Applicants must show that the use change will not cause the site’s land use mix ratio to drop below the minimums established for the site unless agreements are provided with other sites to justify the variation.
4. **Parking Adequacy** – Applicants must show that there is adequate parking available either on-site or nearby in leased spaces or public facilities to meet the requirements for the new use per the parking facilities plan.
5. **Off-site Trips** - Applicants must either show that the use will not cause the site to exceed the approved maximum number of off-site trips established by the site’s approved traffic analysis or must seek approval for additional off-site trips.

## 2.0 Land Use Requirements

### 2.1 Regulatory Blocks

The Odenton Town Center is divided into a system of regulatory blocks for the purpose of establishing the types of land uses and development densities desired in different sections or neighborhoods within the town center. The 17 regulatory blocks are shown in Figure 3-1, and those unique to the Historic sub-area are shown again in Figure 3-2. The blocks are used to assign permitted uses, mixed use requirements, height and floor area ratio (FAR) allowances, and other bulk regulations as needed. Figure 3-3 summarizes these development requirements for each regulatory block. These are discussed further in the following sections.

### 2.2 Permitted Uses and Mixed Use Requirements

Permitted land uses in the Odenton Town Center are generally defined by sub-area, or in some cases by regulatory block. Figure 3-4 lists the permitted uses allowed in each of the six OTC sub-areas, and also within each of the Historic sub-area blocks. The uses permitted reflect the defined purpose and character of each sub-area or block.

The uses listed in Figure 3-4 are organized under five land use categories as follows:

- A. **Residential** – Includes medium to high-density residential activities with a wide range of unit types as well as other living environments such as group homes, rooming houses, and other related uses. The list of permitted residential uses varies from zone to zone in the OTC. On mixed-use sites, allowable residential density is defined as a portion of the site’s floor area.
- B. **Retail** – Includes a wide range of retail, service and entertainment functions that will serve the daily needs of workers and residents within the OTC and the region. For certain uses in certain Sub-Areas, a maximum floor area is established to ensure a community orientation. It also includes public or commercial parking to serve these needs.
- C. **Office** – Includes general offices for business, professional, administrative, medical scientific, financial and applied research and other similar activities.



- D. **Light Industrial** – Includes industrial research and development uses and a limited range of light manufacturing, fabrication, and flex space uses.
- E. **Civic/Institutional** – Includes government offices and services, private institutions and philanthropic organizations, such as museums, hospitals, libraries, community centers, religious facilities, performing art centers and theatres, and other similar activities for community use.

As noted in Figure 3-3, each regulatory block is assigned to one of five Mixed Use Categories. The amount of residential, retail, office, and/or industrial uses required in new developments varies among the mixed use categories as shown in the figure.

### Requirements

#### 1. Permitted Uses

All new development and redevelopment projects in the OTC are permitted to build any land use from any land use category in accordance with Figure 3-4. A use not specifically allowed in Figure 3-4 is prohibited. Uses are defined as in Article 18 of the County Code unless specifically defined otherwise in the OTC Master Plan.

#### 2. Mix of Uses

- a. All development projects on sites of five acres or greater must contain a mix of uses as indicated in Figure 3-3 for the regulatory block in which the project is located. Projects on sites of less than five acres are exempt from these requirements but may include a mix of uses if desired.
- b. Commercial parking lots and parking garages not utilized to meet the minimum onsite required parking, as described in Article 18 of the Anne Arundel County Code, are permitted as a retail use. Only that amount of parking area that is above the minimum onsite required parking can count toward the mixed use requirements in Figure 3-3.
- c. Uses listed as Civic/Institutional in Figure 3-4 may be allowed to count toward the retail percentage of a mixed use requirement in Figure 3-3 if approved through the Modification Process as outlined in Chapter 5.
- d. Mixed Use requirements may be met by any of the following arrangements:
  - i. Vertical mixed use development occurring in one or more buildings; or
  - ii. A mixed use site with several single use buildings that cluster larger amounts of uses together to create a critical mass, provided that the site and architectural design treatments are sufficient to ensure frequent pedestrian interaction between the uses and sharing of parking facilities.

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## 2.3 Bulk Requirements

The primary bulk regulations utilized in the majority of the OTC are building height and floor area ratio (FAR) limits. These are established to encourage efficient and compact development, to concentrate density in and near the Core sub-area, and to create a more uniform character.

The bulk regulations reward developments that provide multi-story buildings and mixed-use development, when possible with structured or shared parking that may be off site. The bulk regulations also encourage staged development and intensification over time. Common wall building masses and individual buildings that are designed for incremental horizontal and/or vertical expansion are encouraged.

Figure 3-3 indicates the maximum number of building stories and maximum FAR for each regulatory block in the OTC. It also includes a distinct set of bulk regulations for Block 10 in the Historic sub-area in order to retain consistency over time with the low density residential character of this historic neighborhood.

### Requirements

1. Building heights and FARs are limited by the development requirements shown in Figure 3-3. Only the building stories at street level or higher count towards maximum allowable stories. Maximum allowable stories apply to all sides of a structure that have a street frontage.
2. Maximum number of stories does not include any unoccupied mechanical space on the rooftop, decorative rooftop treatments that have no access from the main stairwells, and any exposed walk-out basements below the grade of the primary entrance.
3. In certain blocks, a minimum height of two apparent stories is required as noted by an \* in Figure 3-3 and as follows:
  - a. All exposed building facades that can be seen from a public street, not hidden by a common wall with other buildings, should have the appearance of at least two stories.
  - b. In buildings with varied heights, the minimum average number of floors for the building should be two and all exposed facades should appear to be two stories. Common wall building masses may be included in this calculation at the applicant's option.
  - c. The interior space on all unoccupied floors may be left unfinished until occupancy.
  - d. In approved multi-staged plans, buildings that do not meet the above standards may be designated and approved as an interim building to be either replaced or vertically expanded in later phases.

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## 2.4 Building Setbacks

In order to create a more walkable environment, it is important to relate buildings to adjoining rights-of-way and corresponding sidewalks and streetscapes. For this reason, the front building setbacks allowed in the OTC are very flexible and allow a minimum of no setback from the street frontage, with buildings located at the front property line. The maximum front setbacks vary based on the functional classification and design standards of the road on which a property fronts. No setbacks from side or rear property lines are mandated.

The exception to the above is Block 10 in the Historic sub-area. As seen in Figure 3-3, development in this block must adhere to front, side, and rear setbacks as well as other bulk requirements. This is to encourage retention of the historic character of the neighborhood, which is that of a low density residential neighborhood as opposed to a more urban character.

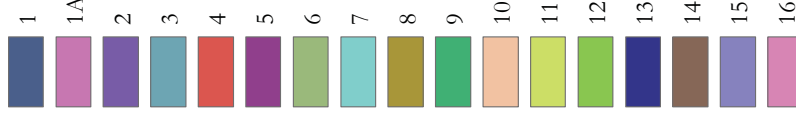
### Requirements

1. Allowable front setbacks are shown in Figure 3-11 and are listed for each individual road in the OTC.
2. Required setbacks for properties in Block 10 in the Historic Sub-area are shown in Figure 3-3.

# Odenton Town Center Master Plan 2016

## Legend

### Regulatory Blocks



Anne Arundel County  
Office of Planning & Zoning

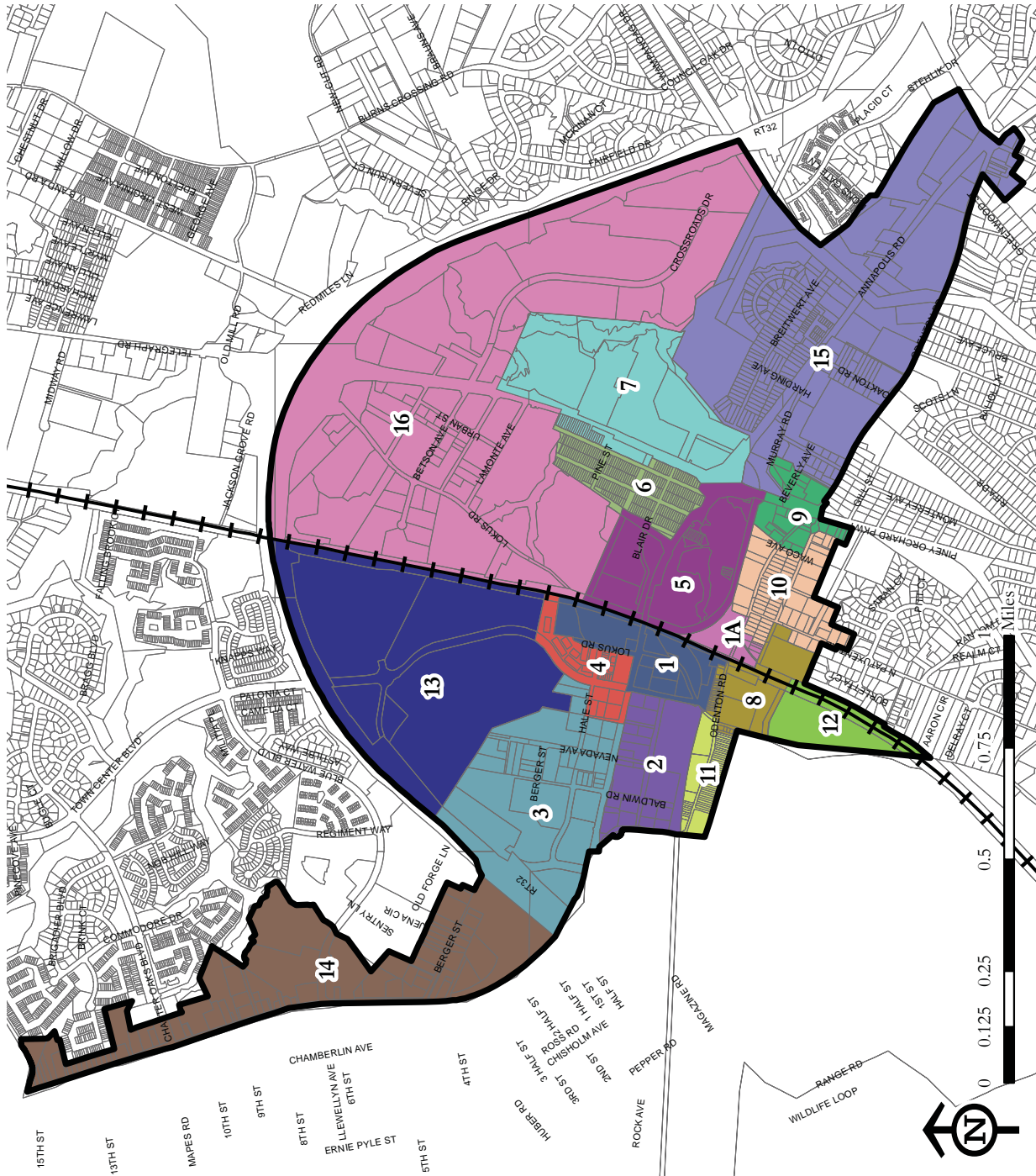


Figure 3-1. Regulatory Blocks



Figure 3-2. Historic Sub-Area Blocks

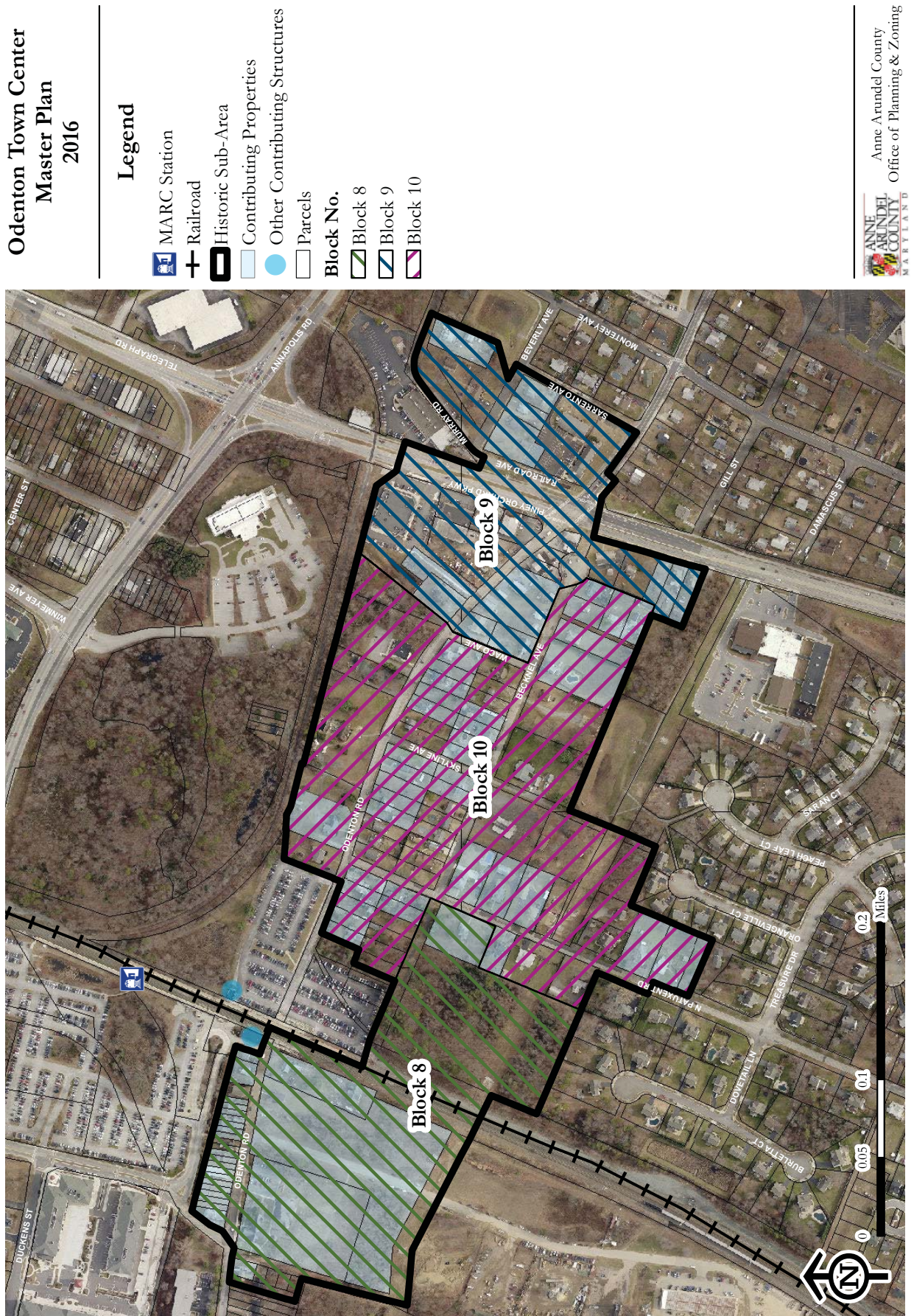




Figure 3-3. Development Requirements by Block

Block	Sub-Area	Mixed Use Category	Maximum Stories	Maximum FAR
1	Core	West Core Mix	8*	4
1A	Core	West Core Mix	4*	2
2	Core	West Core Mix	4*	4
3	Core	West Core Mix	8*	2
4	Core	West Core Mix	8*	4
5	Core	East Core Mix	8*	2
6	Core	East Core Mix	4*	1
7	Core	East Core Mix	8*	2
8	Historic	Historic Village Mix	3	1
9	Historic	Historic Village Mix	3	1
10	Historic	Residential	-	-
11	Transition	General Mix	3	1
12	Transition	General Mix	3	1
13	Transition	General Mix	8*	2
14	North Odonton	General Mix	4	1
15	East Odonton	General Mix	4	1
16	Industrial	Industrial Mix	4	1

\*Minimum height 2 apparent stories required.

Mixed Use Category	Percentage of Land Use Type Required (by Floor Area)		
	Residential	Retail	Office
Residential	0-100	0	0
Historic Village (1)	50-100	0-50	0-50
Industrial Mix (1)	0-40	0-60	0-60
General Mix (1)	0-85	0-85	0-85
East Core Mix(1)	0-85	15-80	0-85
West Core Mix	0-20 on street level; 0-100 on upper levels	50-100 on street level; 0-100 on upper levels	0-50 on street level; 0-100 on upper levels

(1) Development projects on sites of less than five acres in these categories will be exempt from the Mixed Use Requirements.

(2) Institutional uses are permitted in all Mixed Use Categories and may occupy 100% of the floor area on any site. See Permitted Uses table.

Block 10 Bulk Regulations	
Minimum Lot Size (SF)	14,000
Maximum Lot Coverage by Structures	20%
Minimum Lot Width	70'
Minimum Front Setback	30'
Maximum Front Setback	45'
Minimum Rear Setback	-
Minimum Side Setback	7'
Minimum Corner Side Setback	15'
Minimum Front Acc. Setback	50'
Minimum Side/Rear Acc. Setback	7'
Maximum Height Principal Structure	35'
Maximum Height Acc. Structure	25**
Maximum Density	3 du/ac

\*\*or the height of the principal structure, whichever is less

**Figure 3-4. Permitted Uses**

LIST OF LAND USES (2)	OTC SUB-AREAS						
	Core	Historic Blocks 8, 9	Historic Block 10	Tran- sition	Indust.	East	North
<b>Residential</b>							
Dwelling unit accessory	P	P	P	P	P	P	P
Dwelling Units, Adult Independent	P	P	P	P	P	P	P
Dwellings, duplex and semi-detached	P	P	P	P	P	P	P
Dwellings, Multifamily	P			P	P	P	P
Dwellings, Single-Family Detached	P	P	P	P	P	P	P
Dwellings, Townhouses	P	P		P	P	P	P
Group homes	P	P	P	P	P	P	P
Home occupations, subject to Article 18, Title 10	P	P	P	P	P	P	P
Rooming houses	P	P		P	P	P	P
<b>Retail</b>							
Adult daycare	P	P		P	P	P	P
Alcoholic beverage uses as accessory to other uses, subject to Article 18, Title 10	P	P		P	P	P	P
Arcades	P			P	P	P	P
Art galleries	P	P		P	P	P	P
Artisans and craft work	P	P		P	P	P	P
Assisted living facilities, subject to Article 18, Title 10	P			P		P	P
Automobile repair facilities	P			P	P	P	P
Automobile gasoline stations	P			P	P	P	P
Automobile parts and supply stores	P			P	P	P	P
Automobile and truck rental facilities	P			P	P	P	P
Bakery or doughnut shops	P	P		P	P	P	P
Banks	P	P		P	P	P	P
Banquet halls	P			P	P	P	P
Barbershops	P	P		P	P	P	P
Bed and Breakfast Homes, subject to Article 18, Title 10	P	P	P	P	P	P	P
Bed and Breakfast Inns, subject to Article 18, Title 11	P	P		P	P	P	P
Bicycle, skateboard, and roller blade sales and service	P	P		P	P	P	P
Billiard and pool halls	P			P	P	P	P

LIST OF LAND USES (2)	OTC SUB-AREAS						
	Core	Historic Blocks 8, 9	Historic Block 10	Tran- sition	Indust.	East	North
Bowling alleys	P			P	P	P	P
Business complexes	P			P	P	P	P
Business complexes with auxiliary use, subject to Article 18, Title 10	P			P	P	P	P
Business machines, sales and service	P	P		P	P	P	P
Cafeterias, snack bars, and lunchrooms	P	P		P	P	P	P
Carpet and vinyl flooring stores	P			P	P	P	P
Car washes	P			P	P	P	P
Catering establishments	P	P		P	P	P	P
Child care centers	P	P		P	P	P	P
Commercial recreational facilities, including miniature golf; driving ranges; tennis, racquet, and handball barns or courts; artificial ski slopes; indoor soccer; bowling alleys; skateboard or rollerblade parks; and skating rinks	P	P		P	P	P	P
Commercial parking lots or garages	P	P		P	P	P	P
Community swimming pools	P			P	P	P	P
Community centers	P	P		P	P	P	P
Computer goods, sales and service	P	P		P	P	P	P
Convenience stores	P	P		P	P	P	P
Country clubs, private clubs, service organizations, and nonprofit charitable or philanthropic organizations or institutions	P	P		P	P	P	P
Country clubs, private clubs, service organizations, and nonprofit charitable or philanthropic organizations or institutions in existence on or before December 31, 2015			P				
Craft breweries	P	P		P	P	P	P
Data processing services	P	P		P	P	P	P
Delicatessens	P	P		P	P	P	P
Department stores	P	P		P		P	P



LIST OF LAND USES (2)	OTC SUB-AREAS						
	Core	Historic Blocks 8, 9	Historic Block 10	Tran- sition	Indust.	East	North
Dry cleaning and laundry establishments, including pick up station, package plants, and coin-operated facilities, limited to establishments with less than 4,000 square feet of floor area	P	P		P	P	P	P
Electronic stores, including equipment service	P	P		P	P	P	P
Enclosed electric power public utility substations	P	P		P	P	P	P
Entertainment complexes	P			P	P	P	P
Equipment rental establishments					P		
Funeral establishments	P	P		P	P	P	P
Furniture, appliance, and carpet stores and showrooms	P			P	P	P	P
Garden supply stores	P	P		P	P	P	P
Grocery stores	P	P		P	P	P	P
Hair and nail salons	P	P		P	P	P	P
Hardware Stores	P	P		P	P	P	P
Health clubs, spas, gymnasiums	P			P	P	P	P
Heliports, subject to Article 18, Title 11	P			P	P	P	P
Home centers and building supply stores	P	P		P	P	P	P
Hotels, motels, and hostels	P			P	P	P	P
Household appliances, sales and service, except the repair of gasoline-powered equipment	P	P		P	P	P	P
Interior decorating	P	P		P	P	P	P
Janitorial supply stores	P	P		P	P	P	P
Kennels – Commercial					P		
Linen supply establishments	P			P	P	P	P

LIST OF LAND USES (2)	OTC SUB-AREAS						
	Core	Historic Blocks 8, 9	Historic Block 10	Tran- sition	Indust.	East	North
Linen, bath, and curtain stores	P	P		P	P	P	P
Locksmiths	P	P		P	P	P	P
Mailing and shipping services	P			P	P	P	P
Meat, seafood, and poultry markets, except live poultry markets	P			P	P	P	P
Messenger services	P	P		P	P	P	P
Motorcycle repair, sales, and rental facilities	P			P	P	P	P
Nightclubs and comedy clubs	P			P	P	P	P
Novelty shops	P	P		P	P	P	P
Nursing homes and nursing and care centers	P			P		P	P
Package goods stores, subject to Article 18, Title 10	P	P		P	P	P	P
Pet grooming and pet day care establishments without boarding	P	P		P	P	P	P
Pharmacies	P	P		P	P	P	P
Picture-framing establishments	P	P		P	P	P	P
Produce markets	P	P		P	P	P	P
Rental establishments	P	P		P	P	P	P
Restaurants	P	P		P	P	P	P
Retail or wholesale display rooms for the sale of products associated with the principal use	P	P		P	P	P	P
Retail specialty stores or shops for retail sales such as antique stores, art supplies, bookstore, candy, cards, clocks, clothing, consignments, electronics, fabrics, flowers, gifts, hobbies, housewares, ice cream parlors, jewelry, luggage, musical instruments, news publications, office supply, optical goods, pets, photographic supplies, sewing machines, shoes and shoe repair, sporting goods, stamps and coins, stationary, tobacco, toys, video tapes, wallpaper and paint, window coverings, works of art	P	P		P	P	P	P

LIST OF LAND USES (2)	OTC SUB-AREAS						
	Core	Historic Blocks 8, 9	Historic Block 10	Tran- sition	Indust.	East	North
Secretarial, telephone answering service, and message centers	P	P		P	P	P	P
Showrooms and sales of specialty building products, with less than 2000 sf of floor area	P	P		P	P	P	P
Showrooms and sales of specialty building products, with less than 5000 sf of floor area	P			P	P	P	P
Showrooms and sales of specialty building products, with 5000 sq ft or greater.				P	P	P	P
Tanning salons	P	P		P	P	P	P
Tattoo parlors and body-piercing salons	P	P		P	P	P	P
Taverns	P	P		P	P	P	P
Taxicab stands and services	P			P	P	P	P
Telecommuting centers	P	P		P	P	P	P
Television studios, radio broadcasting stations, and recording studios, excluding freestanding towers	P			P	P	P	P
Theaters except adult motion picture theaters	P			P	P	P	P
Tool sales and rental stores	P			P	P	P	P
Trade expositions	P			P	P	P	P
Travel agencies	P	P		P	P	P	P
Upholstering shops	P	P		P	P	P	P
Variety stores	P	P		P	P	P	P
Veterinarians provided overnight stays are limited to those necessary for medical treatment	P	P		P	P	P	P
Video sales and rental establishments	P			P	P	P	P
<b>Office</b>							
Office, professional and general	P	P		P	P	P	P
Office, professional and general in existence on or before December 31, 2015			P				

LIST OF LAND USES (2)	OTC SUB-AREAS						
	Core	Historic Blocks 8, 9	Historic Block 10	Tran- sition	Indust.	East	North
<b>Light Industrial</b>							
Breweries					P		
Building material storage					P		
Cabinetry and special lumber mill working and sales					P		
Coffee Roaster or Food Product Manufacturing					P		
Commercial telecommunications facilities, subject to Article 18, Title 10	P	P	P	P	P	P	P
Commercial telecommunications facilities that are antennas attached to a structure if the antennae does not exceed 15 feet in height above the structure, does not project more than two feet beyond the façade, does not support lights or signs unless required for safety reasons, and accessory structures meet the requirements of Article 18, Title 10.	P	P	P	P	P	P	P
Commercial parking lots or garages	P	P		P	P	P	P
Contractor shops					P		
Dry cleaning operations and laundry establishments, including pickup stations, package plants, and coin- operated facilities					P		
Laboratories, research or testing					P		
Lithographing					P		
Manufacturing, fabrication, and assembly uses					P		
Outdoor storage				P	P		
Photoengraving					P		
Printing and publishing establishments					P		
Public utility, essential services	P	P	P	P	P	P	P



LIST OF LAND USES (2)	OTC SUB-AREAS						
	Core	Historic Blocks 8, 9	Historic Block 10	Tran- sition	Indust.	East	North
Research and development establishments and testing laboratories, including prototype manufacturing					P		
Retail display rooms for sales at industrial establishments of products manufactured on site or other products of the corporation					P		
Self-service storage facilities, subject to Article 18, Title 10	P (3)			P	P	P	P
Warehousing and storage					P		
Wholesale trade, warehousing, and storage establishments					P		
Wholesale display rooms in industrial establishments for products of the corporation					P		
<b>Civic / Institutional (see footnote 1)</b>							
Civic facilities, including auditoriums	P	P		P	P	P	P
Libraries	P	P		P	P	P	P
Hospitals	P	P		P	P	P	P
Museums	P	P		P	P	P	P
Religious Facilities	P	P	P	P	P	P	P
Schools, public charter and schools, private, academic, arts, business, technical or trade	P	P		P	P	P	P
Parks, public or private	P	P	P	P	P	P	P
Transportation, multimodal station	P						
<b>Temporary Uses</b>							
Construction or sales trailers, temporary, in an approved development actively under construction	P	P	P	P	P	P	P

(1) These uses may be allowed to count toward the Retail Mixed Use requirements per Figure 3-3 if approved through the Modification Process.

(2) If a listed use is in conflict with any uses in Article 18 of the County Code, then the use listed in Figure 3-4 will supersede. Any use listed in this figure but not in Article 18 only applies to the Odenton Town Center.

(3) Permitted only in Regulatory Blocks 5, 6, and 7 in the Core sub-area.

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## 2.5 Amenities, Activity Spaces, and Open Area Requirements

Amenities are provided to create a network of open spaces and activity areas for use by residents, employees, and visitors in the Town Center.

Consistent with the goals and objectives of this Plan, amenity areas are intended to serve multiple functions. They provide green relief, promote infiltration and evapotranspiration and protect sensitive areas. They also provide areas where residents, workers, and shoppers can gather, recreate, and socialize. In the OTC, amenities may be provided on rooftops and in interior common spaces, as well as in exterior ground level areas. To encourage redevelopment of small sites, creation of a few unique focal areas in the OTC, and preservation of significant green areas, development applicants can seek reduction in the amenity requirements through modifications and/or the Bonus Program. To ensure that amenity areas fulfill these functions, defined spaces are required to meet different performance standards.

### Existing Amenities Inventory

Figure 3-5 shows the existing public and private activity spaces and amenities throughout the OTC. Amenities and spaces programmed for specific activities, such as playgrounds, recreation courts and fields, and fitness centers, are denoted by circles. Unprogrammed spaces and features, including benches, patios, gazebos, and apartment clubhouses, are denoted by squares. A ¼-mile radius around public amenities represents a 5-minute walking distance and helps reveal where amenities are lacking.

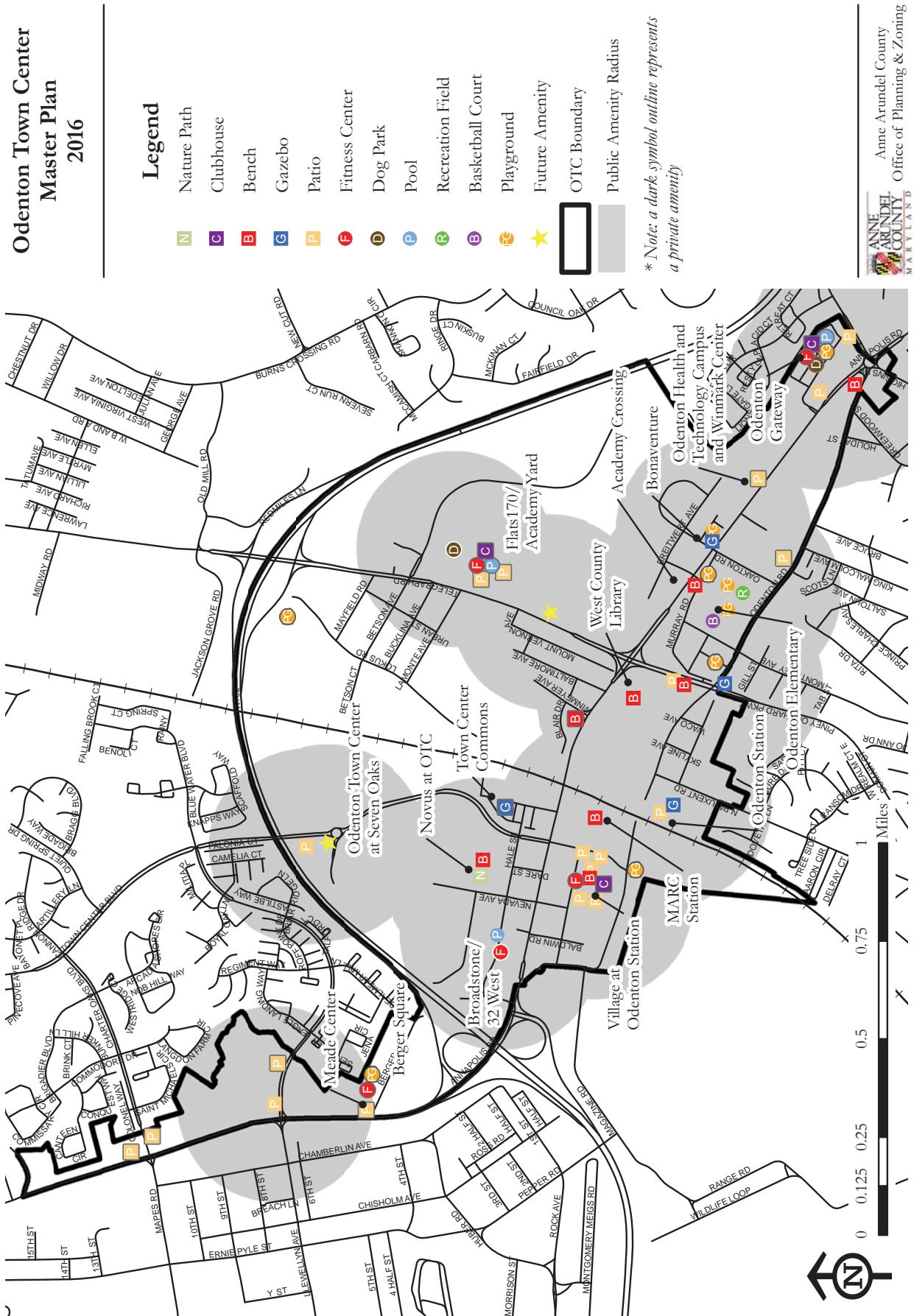
Playgrounds are the most common active recreational amenity, but most appear to be private, associated with churches, daycares, or residential developments. Most of these are located in East Odenton. Odenton Elementary School has public playground equipment, as well as the only outdoor recreation field and basketball court in the Town Center. The new residential development at Odenton Gateway offers a pool to its residents, as does Flats170 at Academy Yard.

Various passive recreational amenities, including benches, gazebos, and patios, are located throughout the developed parts of Odenton, with the exception of the Industrial sub-area. Most passive amenities are well-designed and appealing, though some are less likely to attract use because they are located in vehicular areas or away from pedestrian routes and building entries.

Future development should prioritize publically-accessible amenities. In areas with a large number of residential units, active recreational amenities should be coordinated. Development should consider spaces for recreation courts and amenities for a wider range of people, including adults, the elderly and the disabled. Facilities shared among several developments may expand the range of active recreational amenities. In addition, the feasibility of establishing a fee-in-lieu fund should be explored. Such a fund could be used to provide a few larger or unique public amenity areas to serve the OTC.

Passive amenities should be provided with all development. These should be strategically located to encourage use, in spaces dedicated to pedestrian use and human scale. Developers should begin to consider these amenities early in the design process. In addition to functional spaces and amenities, art and interpretive installations may be used to add to the aesthetic quality of a space.

Figure 3-5. Amenity Inventory and Needs



### **Types of Amenity Areas**

OTC regulations focus on two types of amenity areas: 1) Activity Spaces and 2) Green Areas. Activity Spaces are further broken down into Public Activity Space and Private (or Semi-Private) Activity Space. The intent of these spaces is as follows:

*Public Activity Space* - On development sites, a portion of the required amenity area should be designed for public activities. These areas are intended for the shared use of the public, site occupants and site residents, and will be designed for strolling, gathering, play, dining, cultural activity or other events. They may be in interior, exterior or rooftop locations and may include a wide range of features such as a village green, plaza or square, courtyard, pocket park, rooftop garden or terrace, atrium lobby, or food court.

*Private/Semi-Private Activity Spaces* - A portion of the required amenity area can be designed for the exclusive use of residents in individual developments or defined customers or clients in a commercial or office setting. They may be in interior, exterior or rooftop locations and include a wide range of features such as usable lawns and terraces, pool areas, fitness rooms, rooftop gardens and similar spaces.

*Green Areas* - A defined percentage of the required amenity area must meet the standards for a green area to provide adequate relief in urban areas. The definition of green area excludes all paved areas and counts exterior planted areas of almost any kind and size that contribute to creating green relief, infiltration or evapotranspiration in the OTC. Green areas can include usable, unusable and even inaccessible areas. They can include lawns, planters, green roofs, landscaped areas, forest and sensitive preservation areas, buffers, bio-retention areas, parking lot strips, flood plains, wetlands, tree pits, etc. The intent is to promote full development of OTC sites without sacrificing the goal of green relief and environmental sustainability inside the OTC.

### **Requirements**

1. A minimum of 10% of the gross site area must be provided as Green Area.
2. Minimum Activity Space required is one square foot for every 10 square feet of floor area. Activity space may be apportioned between Public Activity Space and Private/Semi-Private Activity Space in a manner appropriate to the site.



## 3.0 Urban Design Requirements

### 3.1 *Public Space Network*

An important component of the overall vision of the town center as a compact mixed-use activity center is a well-integrated public space network. A public space network consists of several elements that are planned or required in the OTC including amenity areas (active space and green areas), active street frontages, special features such as gateways or landmarks, trails and pedestrian amenities, and community facilities. These elements are discussed individually in various sections of this chapter. New development and redevelopment projects in the OTC should consider where these elements currently exist and/or are planned, and should incorporate connections or other features into their site design that will complete or enhance the public space network.

#### Requirements

1. Development projects shall be designed in a manner that interacts with the public space network, coordinates with adjoining properties, and creates a unified image for the sub-area.
2. When considering activity space, green area, active street frontage, streetscape, and environmental protection requirements during site design, developers should design these features to connect to the overall public space network and fill in gaps in the network wherever possible.

### 3.2 *Active Frontages*







Certain streets in the town center are designated as active frontage streets with a goal of providing active urban spaces and pedestrian corridors. The streets are shown in Figure 3-6 and are designated as either active frontage or semi-active frontage streets. Along these street frontages building facades, architecture, streetscapes, on-street parking, and open areas should be designed to create an attractive setting suitable for urban street activity.

#### Requirements

1. Development along active frontage and semi-active frontage streets shall comply with the design standards in Chapter 4.

# Odenton Town Center Master Plan 2016

## Legend

-  OTC Boundary
-  MARC Station
-  Railroad
-  Roads
-  Active Frontage
-  Semi-Active Frontage

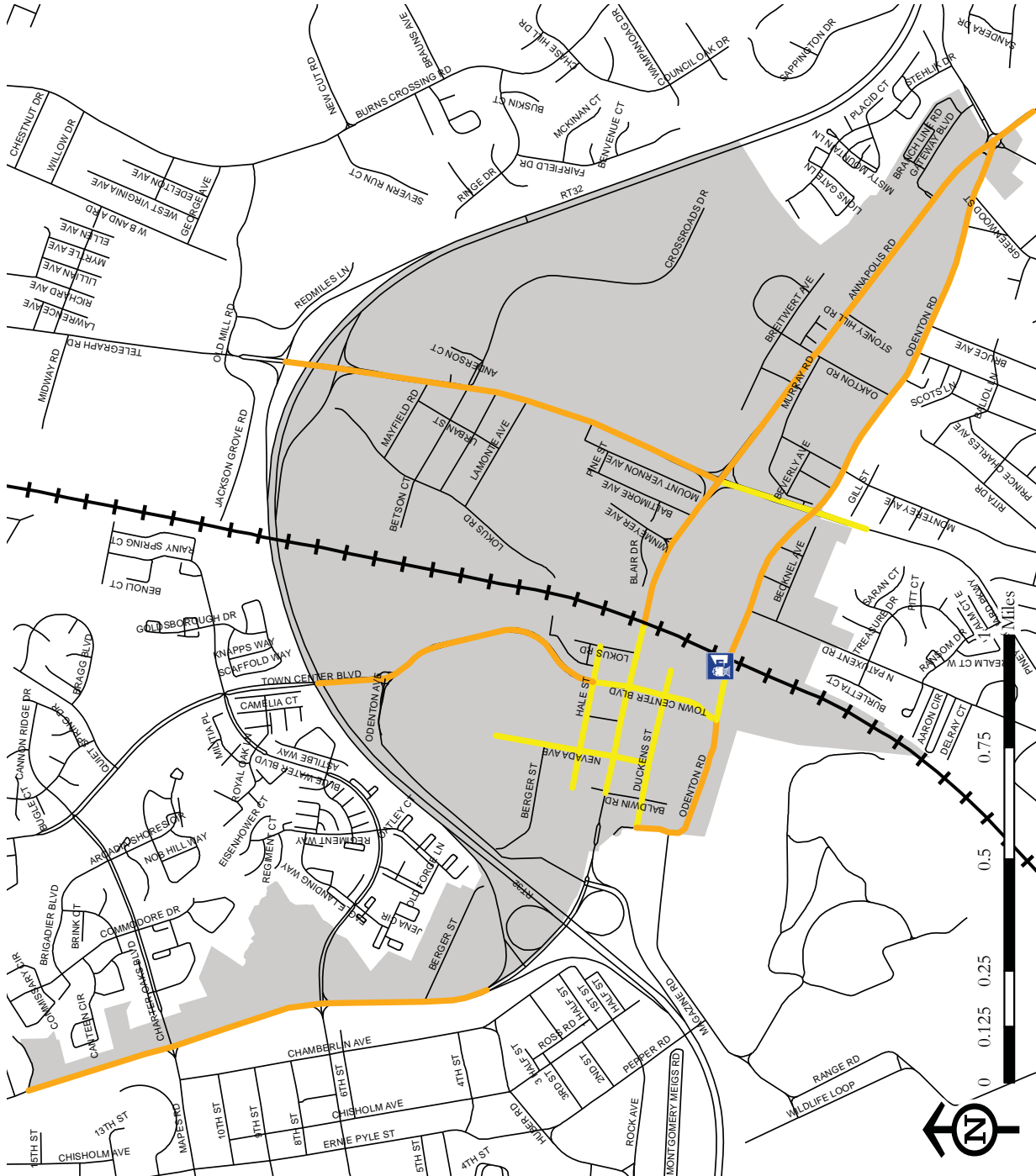


Figure 3-6. Active Frontage Streets

### 3.3 Special Features

Special features such as landmark buildings, gateways, focal areas, and vistas contribute to the vision of the town center as a unique place with its own distinct character. General locations where these features should be sited are shown in Figure 3-7.

#### Requirements

1. **Landmark Locations:** Development located at the street intersections shown in Figure 3-7 should incorporate the design standards for landmarks found in Chapter 4 in order to help create special character at key intersections, focal areas (when designated) and gateways.

All buildings over six stories in height, regardless of location are also required to meet these minimum design standards for landmark locations. Property owners at other locations with structures of six or less stories are encouraged to use landmark design standards.

2. **Gateways:** At the gateway locations shown in Figure 3-7 improvements such as streetscape features, signs and plantings are intended to help create an attractive sense of arrival in these locations. Development that abuts these gateway locations should incorporate the design standards found in Chapter 4 and in addition should incorporate the design standards for landmark buildings where applicable.
3. **Focal Areas:** The focal areas identified in Figure 3-7 are located at key intersections on active frontage streets within or at the edge of the Core sub-area, along existing or proposed transit routes, and/or where there will be a high level of pedestrian activity. Development in these areas should adhere to the design standards for focal areas found in Chapter 4 as well as those for landmark buildings where applicable.
4. **Vistas:** Figure 3-7 indicates areas where development may be visible from the highway approaches into the Town Center. In order to provide an attractive sense of arrival, a visual gateway to the OTC should be created with an attractive façade as seen from the highway. Buildings in these vista areas that are of a height or location that is visible from these approaches should apply the design standards found in Chapter 4.

## 4.0 Historic Preservation Requirements

In order to preserve the unique character of the Historic sub-area, the requirements below are established to govern the retention of contributing historic buildings both within and outside of the Historic sub-area. Contributing historic buildings are identified in Figure 2-3. A contributing resource is a building or structure that has historic, architectural, cultural, or archaeological significance. The period of significance for the Historic sub-area is between the years 1870-1940. This was the major period of development during which the majority of buildings were constructed.

In addition, Chapter 4 Section 9.0 establishes design standards that apply to contributing historic buildings as well as new construction, infill development, and non-contributing buildings within the Historic sub-area.

# Odenton Town Center Master Plan 2016

## Legend







-  Focal Areas
-  Gateways
-  Landmark Locations
-  MARC Station
-  Vistas
-  OTC Boundary



Figure 3-7. Special Features Plan



---

**Requirements**

1. All contributing structures within the Historic sub-area as designated in Figure 2-3 that contribute to the general and architectural history of Odenton shall be retained.
2. There are three contributing historic buildings in the OTC that are located outside of the Historic sub-area, as seen in Figure 2-3. These buildings must be retained and subject to the same requirements as contributing historic buildings within the Historic sub-area. Relocating these buildings will only be permitted as a last resort if there is no other viable alternative for their preservation. If relocated, they shall be appropriately sited on public or private land within the Historic sub-area.
3. In order to preserve the historic character of all existing contributing buildings, exterior changes, alterations, additions, and/or reconstruction of contributing historic buildings shall comply with the design standards in Chapter 4, Section 9.0. The design standards apply only to building exteriors and do not apply to interior features.
4. In order to preserve the character of a cohesive community in the Historic sub-area, new buildings as well as changes, alterations, additions, and/or reconstruction of existing non-contributing buildings and their sites shall comply with the design standards in Chapter 4, Section 9.0.

## **5.0 Transportation Facilities Requirements**

A wide range of techniques have been combined to ensure mobility in the OTC and to support a wide array of travel mode choices in a cost-effective manner. These include programs and regulations as well as recommendations for specific physical improvements. The following sections identify needed capital projects, planned roads and pedestrian facilities, road and streetscape design standards, and requirements for adequate public facilities, parking, and transit facilities.

### **5.1 Priority Transportation Projects**

Transportation projects either planned or in progress in the OTC are listed in Figure 3-8. These projects are considered critical to providing the traffic and pedestrian capacity necessary to support build out of the OTC in accordance with the Master Plan. Funding of these projects may come from a variety of sources including State and County capital programs as well as private developers. The list is reviewed and updated annually as part of the OTC Annual Report, and the projects should be given priority consideration for funding during the County's capital budget and program development. New development projects should also be coordinated with the planned completion of these projects in order to maintain adequate transportation facilities.

**Requirements**

Developers in the OTC who are required to provide transportation improvements shall contribute to implementation of the priority transportation projects, planned road network, right-of-way reservations, pedestrian and bicycle network, and parking needs identified in this master plan to the extent possible.

#### **1. Arterial Corridor Improvements**

- a. Develop the MD 175 corridor throughout the Odenton area per the MD 175 Location and Design Approval, Environmental Assessment/Finding of No Significant Impact. For the corridor section from Telegraph Road (MD 170) to Sappington Station Road, the design should be consistent with the *MD 175 (Annapolis Road) Phase II Feasibility Study* (January 2010).
- b. Assist in developing Town Center Boulevard and Odenton Avenue. Town Center Boulevard will be constructed in accordance with a Developers Rights and Responsibilities Agreement between the County and a private developer. All emphasis should be placed on obtaining the engineering and permitting approvals needed to complete construction of this road at the soonest possible date.

## 2. Interconnected Street System Improvements and Additions

- a. Assist in developing the roadway network as per the OTC Roadway Typical Sections and Streetscape Requirements throughout the OTC.
- b. Assist in providing pedestrian facilities such as sidewalks, street lighting, pedestrian ramps and crosswalks.
- c. Assist in the development and enhancement of the hiker-biker network throughout the OTC.

## 3. Highways

- a. Assist in relocating the MD 32 (Eastbound) interchange with MD 175 to correctly align with Odenton Avenue per the approved wetlands permit.

## 5.2 Planned Road Network

Figure 3-9 identifies planned roadways being evaluated for potential expansion and/or construction in the Odenton Town Center. These include the extension of some existing roads like Hale Street and Baldwin Road in the Core sub-area, as well as some new road alignments.

The planned roads are at various stages of development. Some will require a feasibility study and/or further traffic studies. For others such as Odenton Avenue, land has already been set aside for the required right-of-way. Town Center Boulevard is being designed and budgeted for construction utilizing public/private funding. In addition to the planned roads shown, traffic issues may be further addressed by improvements to existing roads to increase capacities, or by Transportation Demand Management alternatives, Transportation System Management alternatives or additional planned roads.

Previous studies of the MD 175 corridor include the MD 175 Phase I Study (2005), MD 175 Phase II Study (2009), and an Environmental Assessment of MD 175 between MD 295 and MD 170. These studies collectively identified unacceptable traffic levels of service under both existing and future conditions along MD 175 from MD 32 to MD 170, unless future road improvements or other alternatives are implemented. The principal locations of substantial delay are at the intersections of MD 175 with Town Center Boulevard and Telegraph Road (MD 170)/Piney Orchard Parkway.

In an effort to address this problem the County completed a transportation planning study of the Odenton Town Center area in June 2010. Of particular concern is the forecast delay at the intersection of MD 175 at MD 170/Piney Orchard Parkway which serves as a gateway to the Town Center. This intersection also

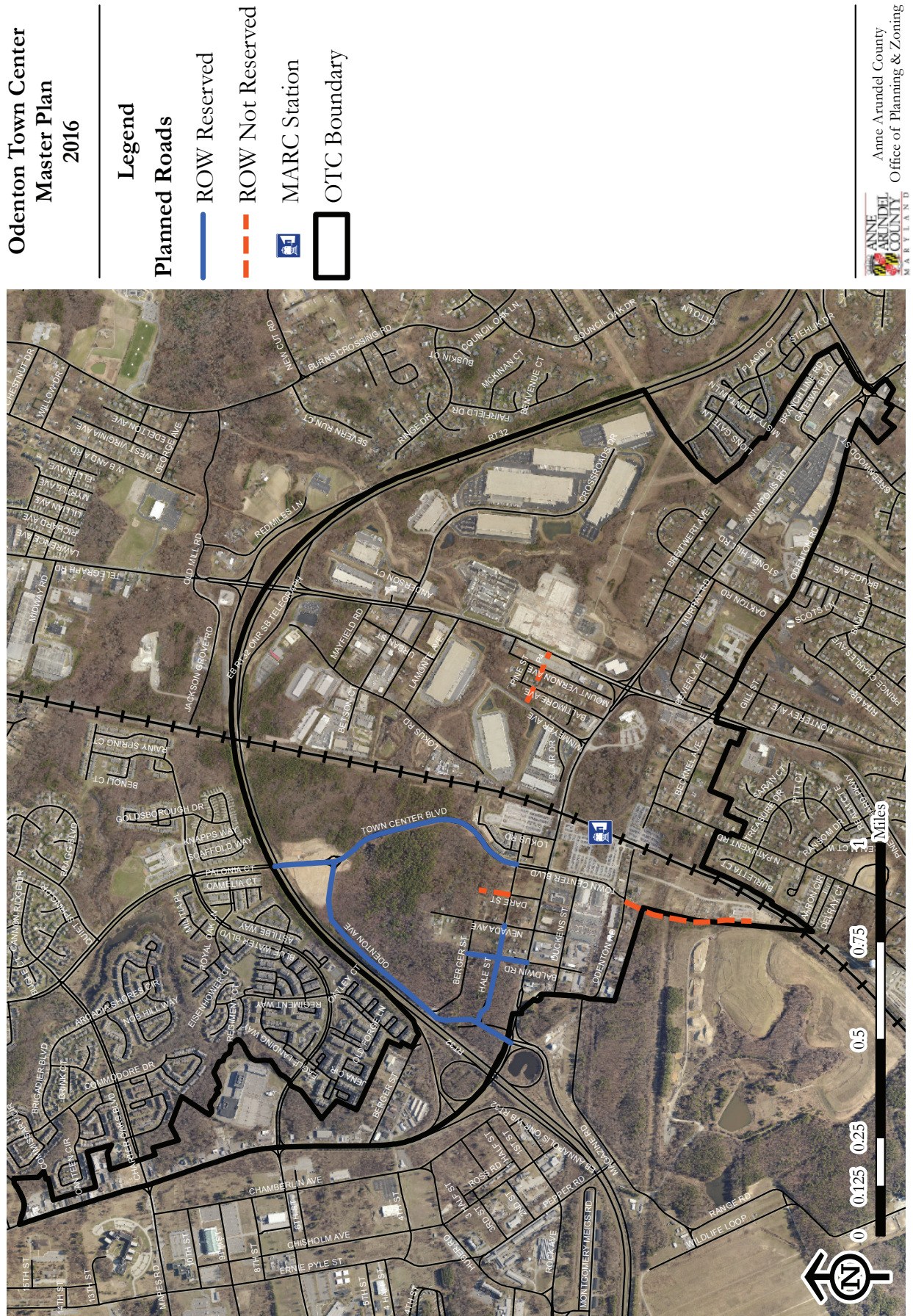
**Figure 3-8. Priority Transportation Projects**

<b>Project Title</b>	<b>Project Description</b>	<b>Funding Sources</b>	<b>2015 Status</b>
<b>Current / Ongoing Projects (Funded or Partly Funded)</b>			
Transit Oriented Development (TOD)	Complete a Master Development Plan and Agreement for a multi-use, high-density TOD complex that enhances transit use and provides a nucleus for the OTC.	MDOT, County, Private	MOU with Odenton Town Square Ventures LLC (OTSV) and partners was amended in 2014 to revise project scope and timeline. TIF District was established by legislation as a financing tool. Development concept plan is under review. County FY16 Capital Budget funds \$19.1 M for Phase 1 and 2A of the redevelopment.
Public Garages	Provide structured parking garage(s) at TOD/MARC Station and other strategic locations as necessary to support both mass transit and town center uses.	County, State, Consider Parking District	Current MOU with OTSV to plan, design, and construct up to 3,200 public spaces for shared use when not needed by MARC passengers. County completed parking study in 2015 to determine feasibility and funding strategy.
Grid Streets in the Town Center Core	Complete the design of all streets and begin capital budgeting and planning for right-of-way acquisition and construction of all County-owned Grid Streets per the OTC Master Plan. Specifically include the design of all grid street intersections with MD 175 including a signal warrant study.	County to fund design; Construction funded by County and/or Private Developers	Conceptual design is identified in the OTC Master Plan and 2010 OTC Transportation Study. Project is funded for planning and engineering. Design and preliminary engineering will begin in 2015. The design study will include an assessment of the feasibility of a one-way circulation system.
MD 175 Improvements: MD 32 to MD 170	Complete improvements along MD 175 from MD 32 to Telegraph Road. Includes intersection improvements, medians, sidewalks, and hiker/biker trail.	MD SHA	Design is approximately 30% complete. SHA has identified the section of MD 175 from MD 32 to MD 170 as Phase 4 of 7. Anticipate funding for final design to be allocated by SHA in the FY15-20 CTP, with construction funding to follow in 2-3 years.
Town Center Boulevard	New boulevard with sidewalks from Seven Oaks to Annapolis Road (MD 175).	Private	In permit phase. Subject to DRRRA with Halle Companies. Construction is expected to be completed in 2016.
WB&A Trail	Design and construction of a paved multi-use trail on portions of the roadbed of the former WB&A Railroad. The trail will link the South Shore Trail in Odenton with the Patuxent River and an existing rail trail in Prince George's County.	State/County	Phase III of the WB&A Trail from Conway Road to the Patuxent River is part of the Two Rivers subdivision to be constructed by the developer of Two Rivers. A pedestrian bridge over the Patuxent will be a cooperative effort by MDOT, Prince Georges County, and Anne Arundel County. Funding is in place for a cooperative design effort among State and Local agencies. Future Transportation Enhancement Program Funds (federal) will be pursued to match future local funding to construct the bridge.

<b>Project Title</b>	<b>Project Description</b>	<b>Funding Sources</b>	<b>2015 Status</b>
South Shore Trail	Acquire property, design, and construct a trail utilizing the abandoned WB&A Railroad between Annapolis and Odenton.	State/County	Under design.
<b>Priority Projects Not Currently Funded</b>			
MD 175 Improvements: MD 170 to Arundel HS	Complete final design for improvements along MD 175 from Telegraph Road to Arundel High School.	County, MD SHA	Feasibility study is completed, but no Environmental Assessment has been conducted. No funding has been allocated for design and project is not on County's construction priority list at this time.
Odenton Shopping Center and Odenton Health & Technology Intersection	Improve pedestrian safety. Create signalized crosswalks. Relocate intersection and traffic signals to align Odenton Shopping Center with Odenton Health & Technology Campus.	Private, State, and County	Conceptual design is complete. Installing pedestrian improvements will require participation by owners of Odenton Shopping Center.
MD 170 Streetscape	Retrofit MD 170 per OTC Streetscape Design Standards.	State/County	Apply design standards as developed in the MD 175 Improvements project.
Odenton Road Sidewalk	Provides pedestrian improvements to Odenton Road recommended in the Master Plan including sidewalks and biking improvements.	State, County, and Private	Funding source for the segments from Baldwin Road to the MARC Station and from the MARC Station to Piney Orchard Pkwy is to be determined. Segment from Piney Orchard Pkwy to Sappington Station Rd was completed by State.
Odenton Avenue	Design and construction of planned road connecting Annapolis Road (MD 175) and Town Center Boulevard.	Private, State, and County	Alignment concept is complete and right-of-way is reserved. Funding for design has not been allocated.



Figure 3-9. Planned Road Network





provides a major highway connection to a freeway (MD 32), to the Odenton MARC Rail Station, and to Fort Meade. The study evaluated two new locations for crossings of the AMTRAK/Penn Line, or Northeast Corridor (NEC) and potential improvements at the MD 175/MD 170 intersection. Those two crossings were identified as two new minor arterial facilities labeled P2 (south of MD 175) along an existing utility corridor and P3 (north of MD 175) as an extension of Lamonte Avenue. The study indicated that either roadway segment sufficiently reduces traffic demand at the intersection of MD 175 at MD 170/Piney Orchard Parkway and provides a measurable improvement of the level of service and reduction of delay. However, the northern alignment (P3) would require extensive wetlands avoidance or mitigation in addition to the cost of constructing a bridge across the NEC, and the southern alignment (P2) has since been determined to be impractical due to the high cost of bridge construction. Therefore, no new roads alignments crossing the AMTRAK/Penn Line are planned at this time.

In Figure 3-9, a planned road (P4) is indicated connecting MD 170 to Winmeyer Avenue. The purpose of the planned road is to offer an alternative route through this area that avoids the MD 170/MD 175 intersection and that will support and enhance redevelopment of these Core blocks. While the specific alignment of P4 has not been determined, the short term goal will be to align the eastern end of P4 with the new access point into the Academy Yard development at a signalized intersection on MD 170, obtain the right-of-way needed for the easternmost segment, and to use the existing Mt. Vernon Avenue and Pine Street right-of-way to complete the connection to Winmeyer Avenue. As a longer term goal, it may be feasible to obtain future right-of-way needed to extend the easternmost segment of P4 straight over to Winmeyer Avenue.

To reduce the extensive cost of acquiring right-of-way and constructing new road facilities, the Office of Planning and Zoning may require that land in a subdivision be reserved for acquisition by the County for future County or State roads if it is determined that the land is needed and the road is funded in the County's Capital Improvement Program or the State's Consolidated Transportation Plan. Specific conditions for land reservation are in Article 17 of the Anne Arundel County Code.

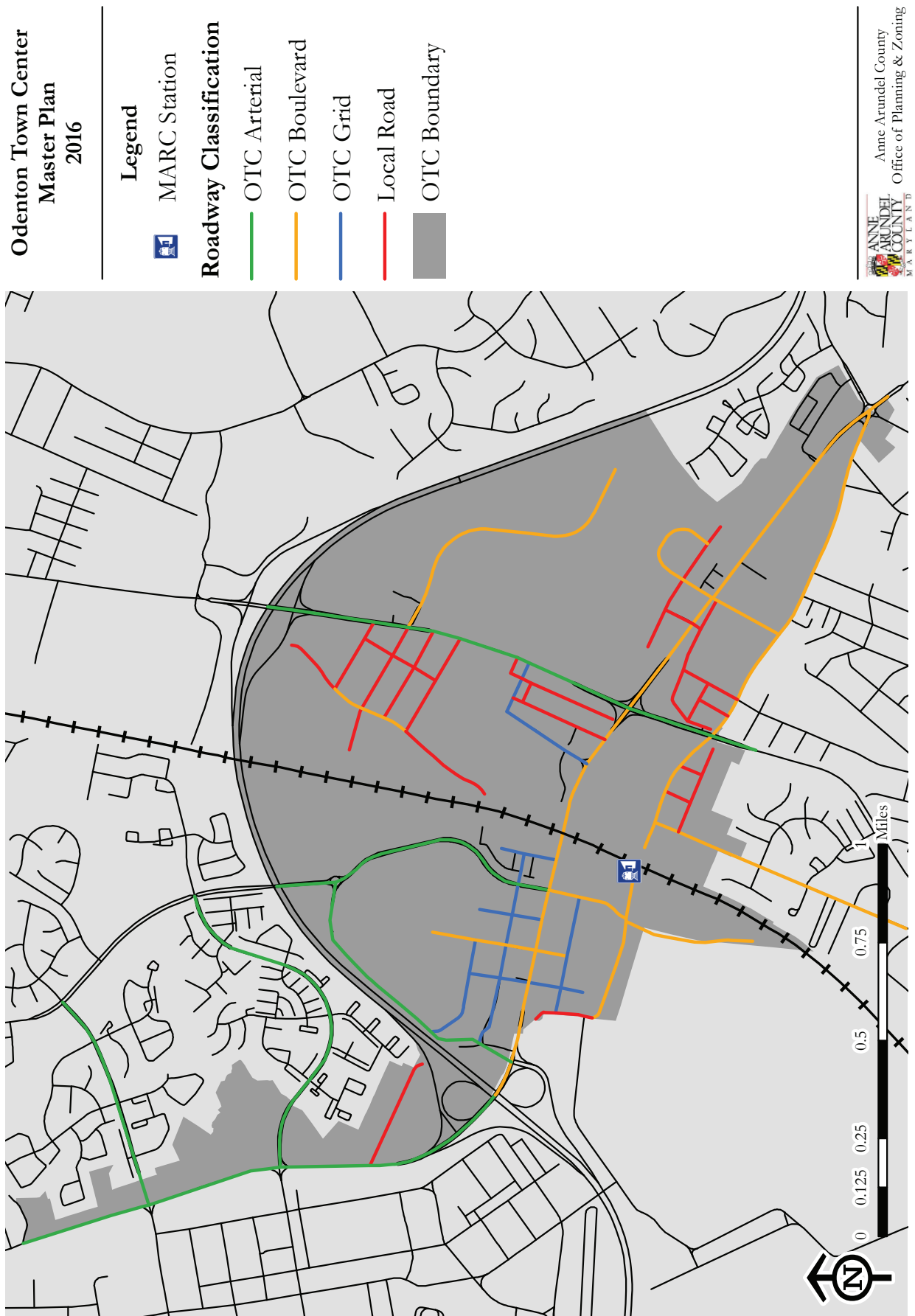
### ***5.3 Road Classifications and Streetscape Requirements***

This section establishes requirements for road and streetscape design in the OTC. The intent is to create multi-purpose roads and streetscapes that can safely move cars, transit, pedestrians, and bikes while serving as the public space network of the OTC.

Each road in the Town Center is assigned to a road classification as shown in Figure 3-10. For each road, Figure 3-11 provides the governing road typical sections and streetscape requirements including minimum right-of-way, number of travel lanes, and requirements for medians, on-street parking, bike lanes, sidewalks, and other streetscape features. Figure 3-11 also lists the corresponding Roadway Functional Classification from the County's Design Manual. The engineering standards from the Design Manual must be followed in addition to the other requirements in Figure 3-11. In the case of a conflict between the two, the Master Plan requirements will govern.

The road classifications used in the OTC are as follows:

Figure 3-10. Road Classifications



**OTC Arterial**

A multi-lane (divided or undivided) roadway that provides both access and mobility with the emphasis on the movement of through traffic; provides primary access to or through communities of residential, commercial, retail, or industrial land uses and distributes traffic to smaller geographic areas; and partially controls access to abutting commercial, industrial and residential properties at predetermined locations to discourage direct access to individual properties at other locations. These roadways will typically provide a hiker/biker trail and no on-street parking.

**OTC Boulevard**

These roadways serve both functions of access and mobility for traffic circulation within residential, commercial and industrial areas. They provide sidewalks of five feet or wider and are lined with street trees and specialty plantings. Some roadway sections will have a hiker/biker trail and/or bike compatible lanes.

**OTC Grid**

These are typically a two or more lane roadway; most roadway sections will have on-street parking; retail frontage is prominent along the street; transparency of the first floor of building is maintained; buildings are separated from the roadway by a sidewalk of at least six-foot width; some specialty planting areas line the sidewalk. Lighting and other pedestrian features are provided; service and other major parking areas are located in the rear of the buildings.

**OTC Local Road**

Local roads provide direct access to adjacent properties and residences. They provide the lowest level of mobility and speed and discourage through traffic movement. These roads will accommodate pedestrian flow when providing a direct link between various uses within the OTC.

**Alley**

A trafficway which provides service access for vehicles and pedestrians to the side or rear of abutting properties; generally runs along the backside of the building; allows access to garages as well as service and loading areas.

In addition to the requirements set forth in this section, Chapter 4 includes additional design standards for streetscape design, street landscaping, and access and circulation.

**Requirements**

1. All new roads, improvements to roads and development adjacent to roads shall comply with the design criteria set forth in Figure 3-11, Roadway Typical Sections and Streetscape Requirements. The Planning and Zoning Officer may approve modifications from these standards in accordance with the modification provisions in Chapter 5. In multi-phased developments, interim improvements may be approved, provided that the final standards are in place in the final phase.
2. In order to reserve space for anticipated road improvements and widening in accordance with the provisions for land reservation in Article 17 of the County Code, street setbacks along certain roads may be increased by the Office of Planning and Zoning and streetscape improvements may be setback



Figure 3-11. Roadway Typical Sections and Streetscape Requirements

Street Name	Road Segment		Functional Classification	Min. ROW Width	# of Lanes	Min. Roadway Width	Median (Y/N)	Parking Lanes	Dedicated Bike Lane	Building Setback		Min. Planting Width	Min. Sidewalk Width	Min. Hiker/ Biker Trail Width
	From	To								Min.	Max.			
OTC Arterial														
Annapolis Rd. (MD 175)	Jackson Grove Rd.	MD 32	Principal Arterial	126' - 147'	6	96' – 117'	Y	N	Y	0'	45'	0' - 10'	5'	10'
Blue Water Blvd.	Annapolis Rd. (MD 175)	Town Center Blvd. (P)	Minor Arterial	100'	4	65'	Y	N	Y	0'	45'	5'	5'	10'
Charter Oaks Blvd.	Annapolis Rd. (MD 175)	Town Center Blvd. (P)	Minor Arterial	100'	4	65'	Y	N	Y	0'	45'	5'	5'	-
Odonton Ave. (P)	Annapolis Rd. (MD 175)	Town Center Blvd. (P)	Minor Arterial	92'	4	65'	Y	N	Y	0'	45'	5'	5'	10'
Piney Orchard Pkwy. (MD 170)	Odonton Rd.	Annapolis Rd. (MD 175)	Minor Arterial	100'	4	72'	Y	N	Y	0'	45'	5'	5'	10'
Telegraph Rd. (MD 170)	Annapolis Rd. (MD 175)	MD 32	Principal Arterial	100'	4	72'	Y	N	Y	0'	45'	5'	5'	10'
Town Center Blvd. (P)	Annapolis Rd. (MD 175)	Blue Water Blvd.	Minor Arterial	100'	4	65'	Y	N	Y	0'	45'	5'	5'	10'
OTC Boulevard														
Annapolis Rd. (MD 175)	MD 32	Town Center Blvd. (P)	Principal Arterial	80'	4	50'	Y	N	N	0'	45'	0' - 10'	5'	10'
Annapolis Rd. (MD 175)	Town Center Blvd. (P)	MD 170	Principal Arterial	88'	5	58'	N	N	N	0'	45'	0' - 10'	5'	10'
Annapolis Rd. (MD 175)	MD 170	Harding Ave.	Principal Arterial	88'	5	58'	N	N	N	0'	45'	0' - 10'	5'	0'
Annapolis Rd. (MD 175)	Harding Ave.	Oakton Rd.	Principal Arterial	98'	5	72'	N	N	Y	0'	45'	4'	5'	0'
Annapolis Rd. (MD 175)	Oakton Rd.	Sappington Station Rd.	Principal Arterial	98'	4	72'	Y	N	Y	0'	45'	4'	5'	0'

Street Name	Road Segment		Functional Classification	Min. ROW Width	# of Lanes	Min. Roadway Width	Median (Y/N)	Parking Lanes	Dedicated Bike Lane	Building Setback		Min. Planting Width	Min. Sidewalk Width	Min. Hiker/Biker Trail Width
	From	To								Min.	Max.			
OTC Boulevard (continued)														
Crossroads Dr.	Telegraph Rd. (MD 170)	Western Terminus	Collector	66'	2	36'	N	N	Y	0'	55'	8'	6'	-
Lokus Rd.	Lamonte Ave.	Mayfield Rd.	Collector	66'	2	42'	N	Y	N	0'	55'	5'	6'	-
Nevada Ave.	Duckens St.	Northern Terminus	Collector	90'	2-4	48'	Y	Y	Y	0'	20'	Sidewalk trees	10'	-
Oakton Rd.	Odenton Rd.	Brietwert Ave.	Local	64'	2	36'	N	Y	Y	0'	45'	5'	6'	-
Odenton Rd. (MD 677)	Magazine Rd.	MARC Station (West)	Collector	64'	2-4	48'	N	Y	N	0'	45'	5'	6'	-
Odenton Rd.	MARC Station (East)	Piney Orchard Pkwy. (MD 170)	Collector	56'	2-3	34'	N	N	N	0'	45'	5'	6'	-
Odenton Rd.	Piney Orchard Pkwy. (MD 170)	Sappington Station Rd.	Minor Arterial	70'	2-3	48'	N	N	Y	0'	45'	5'	6'	10'
Patuxent Rd. N	Old Waugh Chapel Rd.	Odenton Rd.	Collector	56'	2-3	34'	N	N	N	0'	45'	5'	6'	-
Town Center Blvd. (P)	Odenton Rd.	Annapolis Rd. (MD 175)	Collector	90'	4	65'	Y	Y	Y	0'	45'	5'	10'	-
Town Center Blvd. (P)	Odenton Rd.	Southern Terminus	Minor Arterial	90'	4	65'	N	Y	Y	0'	45'	5'	10'	-

Street Name	Road Segment		Functional Classification	Min. ROW Width	# of Lanes	Min. Roadway Width	Median (Y/N)	Parking Lanes	Dedicated Bike Lane	Building Setback		Min. Planting Width	Min. Sidewalk Width	Min. Hiker/ Biker Trail Width
	From	To								Min.	Max.			

### OTC Grid

Baldwin Rd.	Berger St.	Southern Terminus	Local	66'	2-4	48'	N	Y	N	0'	20'	Sidewalk trees	10'	-
Berger St.	Odenton Ave. (P)	Nevada Ave.	Collector	66'	2-4	48'	N	Y	N	0'	20'	Sidewalk trees	10'	-
Dare St.	Annapolis Rd. (MD 175)	Hale St.	Local	66'	2-4	48'	N	Y	N	0'	20'	Sidewalk trees	10'	-
Dare St. Extended (P)	Hale St.	Northern Terminus	Local	66'	2-4	48'	N	Y	N	0'	20'	Sidewalk trees	10'	-
Duckens St.	Baldwin Rd.	Town Center Blvd. (P)	Collector	66'	2-4	48'	N	Y	N	0'	20'	Sidewalk trees	10'	-
Duckens St.	Odenton Rd.	Baldwin Rd.	Local	66'	2-4	48'	N	Y	N	0'	20'	Sidewalk trees	10'	-
Hale St.	Baldwin Rd.	Lokus Rd.	Collector	66'	2-4	48'	N	Y	N	0'	20'	Sidewalk trees	10'	-
Hale St. Extended (P)	Odenton Ave. (P)	Baldwin Rd.	Collector	66'	2-4	48'	N	Y	N	0'	20'	Sidewalk trees	10'	-
Lokus Rd.	Annapolis Rd. (MD 175)	Northern Terminus	Local	66'	2	48'	N	Y	N	0'	20'	Sidewalk trees	10'	-
Pine St.	Baltimore Ave.	Mt. Vernon Ave.	Collector	50'	2	28'	N	N	N	0'	20'	Sidewalk trees	10'	-
Planned Rd. (P4)	Telegraph Rd. (MD 170)	Winnmeyer Ave.	Collector	50'	2	28'	N	N	N	0'	20'	Sidewalk trees	10'	-
Winnmeyer Ave.	Annapolis Rd. (MD 175)	Northern Terminus	Collector	62'	2	42'	N	Y	N	0'	20'	Sidewalk trees	10'	-

Street Name	Road Segment		Functional Classification	Min. ROW Width	# of Lanes	Min. Roadway Width	Median (Y/N)	Parking Lanes	Dedicated Bike Lane	Building Setback		Min. Planting Width	Min. Sidewalk Width	Min. Hiker/Biker Trail Width
	From	To								Min.	Max.			

### OTC Local Road

Baltimore Ave.	Annapolis Rd. (MD 175)	Northern Terminus	Collector	54'	2	28'	N	N	N	0'	20'	5'	6'	-
Becknel Ave.	Western Terminus	Patuxent Rd. N	Local	54'	2	28'	N	Y (south side)	N	0'	45'	5'	6'	10'
<b>Becknel Ave.</b>	<b>Patuxent Rd. N</b>	<b>Eastern Terminus</b>	<b>Local</b>	<b>54'</b>	<b>2</b>	<b>28'</b>	<b>N</b>	<b>N</b>	<b>Y</b>	<b>0'</b>	<b>45'</b>	<b>5'</b>	<b>6'</b>	-
Berger St.	Annapolis Rd. (MD 175)	Eastern Terminus	Local	54'	2	28'	N	Y	N	0'	45'	5'	6'	-
Betson Ave.	Lokus Rd.	Telegraph Rd. (MD 170)	Collector	54'	2	28'	N	N	N	0'	55'	5'	6'	-
Betson Ct.	Western Terminus	Lokus Rd.	Local	54'	2	28'	N	N	N	0'	45'	5'	6'	-
Beverly Ave.	Murray Rd.	Monterey Ave.	Local	54'	2	28'	N	Y	N	0'	45'	5'	6'	-
Brietwert Ave.	Western Terminus	Eastern Terminus	Local	54'	2	28'	N	Y	N	0'	45'	5'	6'	-
Bucklina Ave.	Lokus Rd.	Telegraph Rd. (MD 170)	Collector	54'	2	28'	N	N	N	0'	55'	5'	6'	-
Harding Ave.	Murray Rd.	Brietwert Ave.	Local	54'	2	28'	N	Y	N	0'	45'	5'	6'	-
Lamonte Ave.	Lokus Rd.	Telegraph Rd. (MD 170)	Collector	54'	2	28'	N	N	N	0'	55'	5'	6'	-
Lokus Rd.	Southern Terminus	Lamonte Ave.	Local	54'	2	28'	N	Y	N	0'	45'	5'	6'	-



Street Name	Road Segment		Functional Classification	Min. ROW Width	# of Lanes	Min. Roadway Width	Median (Y/N)	Parking Lanes	Dedicated Bike Lane	Building Setback		Min. Planting Width	Min. Sidewalk Width	Min. Hiker/Biker Trail Width
	From	To								Min.	Max.			

### OTC Local Road (continued)

Lokus Rd.	Mayfield Rd.	Northern Terminus	Local	54'	2	28'	N	Y	N	0'	45'	5'	6'	-
Mayfield Rd.	Lokus Rd.	Telegraph Rd. (MD 170)	Collector	54'	2	28'	N	N	N	0'	55'	5'	6'	-
Monterey Ave.	Odenton Rd.	Murray Rd.	Collector	54'	2	28'	N	Y	N	0'	45'	5'	6'	-
Mt. Vernon Ave.	Southern Terminus	Telegraph Rd. (MD 170)	Collector	54'	2	28'	N	N	N	0'	20'	5"	6'	-
Murray Rd.	Beverly Ave.	Oakton Rd.	Local	54'	2	28'	N	Y	N	0'	45'	5'	6'	-
Odenton Rd.	Magazine Rd.	Northern Terminus	Local	54'	2	28'	N	Y	N	0'	45'	5'	6'	-
Railroad Ave.	Southern Terminus	Beverly Ave.	Local	54'	2	28'	N	Y	N	0'	45'	5'	6'	-
Sarrento Ave.	Odenton Rd.	Beverly Ave.	Local	54'	2	28'	N	Y	N	0'	45'	5'	6'	-
<b>Skyline Ave.</b>	<b>Becknel Ave.</b>	<b>Odenton Rd.</b>	<b>Local</b>	<b>54'</b>	<b>2</b>	<b>28'</b>	<b>N</b>	<b>Y</b>	<b>N</b>	<b>0'</b>	<b>45'</b>	<b>5'</b>	<b>6'</b>	-
Urban St.	Lamonte Ave.	Mayfield Rd.	Local	54'	2	30'	N	Y (east side)	N	0'	45'	5'	6'	-
<b>Waco Ave.</b>	<b>Becknel Ave.</b>	<b>Odenton Rd.</b>	<b>Local</b>	<b>54'</b>	<b>2</b>	<b>28'</b>	<b>N</b>	<b>Y</b>	<b>N</b>	<b>0'</b>	<b>45'</b>	<b>5'</b>	<b>6'</b>	-

Note:

1. Road segments located in Regulatory Block 10 should adhere to the front setback requirements in Figure 3-3.
2. Planning and Zoning Officer can grant modifications to the Roadway Typical Sections and Streetscape Requirements as described in Chapter 5.
3. Street names in bold italics indicate a road segment listed on the County's Scenic and Historic Roads inventory.
4. P: Planned road.

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from the existing curb edge. The exact depth of the setback required shall be established at the time of Site Development Plan and/or Subdivision Plan application.

3. In cases where the maximum building setbacks would preclude development of defense industry buildings, which often require greater setback distances from road frontages, modifications to the requirements in Figure 3-11 may be granted.

## ***5.4 Right-of-way Dedication and Reservation***

Right-of-way dedication and reservation will be required to preserve the land areas needed to develop the OTC transportation network of roads, bikeways and walkways in accordance with this master plan, including the planned improvements noted in Figures 3-8, 3-9, and 3-11.

Furthermore, along Grid streets in the Core it is desirable for buildings to be placed at the edge of the site just behind the sidewalk with little or no front yard. As a result, road expansion can become very difficult and expensive. These standards are intended to allow urban style development while preserving a reasonable amount of capacity for incremental expansion.

### **Requirements**

#### **1. Right-of-way Dedications**

At the time of Site Development Plan, Subdivision Plan, and/or Building Permit approval, all development applicants are required to provide right-of-way dedications consistent with the road and streetscape improvements required by this Plan in accordance with the provisions for land reservation in Article 17 of the County Code. Such dedications may be credited towards Adequate Public Facilities (APF) requirements. Transfers of dedicated land within approved multi-staged developments may be delayed until needed, subject to the approval of the Office of Planning and Zoning.

#### **2. Pedestrian Easements**

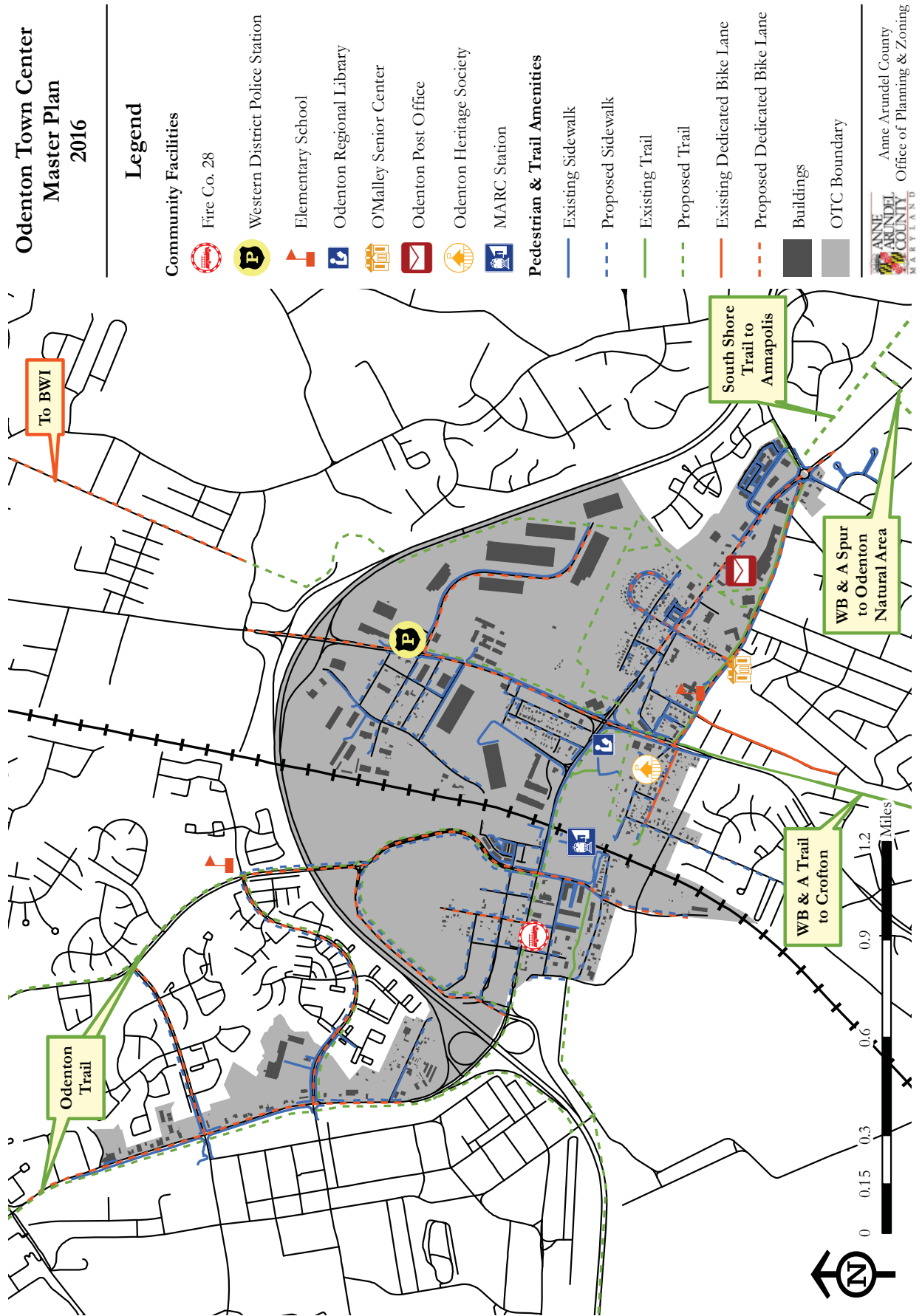
On street sections where required streetscape widths exceed five feet with a minimum of four feet completely clear, the additional width may be provided in the form of a pedestrian easement at the discretion of the Office of Planning and Zoning.

On sites where full dedication of the needed right-of-way is not proportionately related to the site, development applicants shall reserve undedicated portions of needed rights-of-way for up to two years after the date of any building permit approval.

#### **3. Limitations for Development in Future Roadway Areas**

No permits for structures will be granted on land reserved as future rights-of-way for new roads, road expansions or other public facilities. Permits for air rights to build structures over or under right-of-way segments, may be approved, provided planned road expansions can be accommodated.

Figure 3-12. Pedestrian and Trail Amenities



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## 5.5 Pedestrian and Bicycle Network

The Office of Planning and Zoning updated its countywide Pedestrian and Bicycle Master Plan in 2013. The new master plan incorporated and/or updated recommendations from the 2003 Pedestrian and Bicycle Master Plan as well as those from the 2007 Odenton Trails Schematic Plan prepared by the Department of Recreation and Parks. The resulting pedestrian and bicycle network in the Odenton Town Center is shown in Figure 3-12. The figure indicates both existing and planned sidewalks, trails, and shared road lanes throughout the OTC.

Together with the roadway typical sections and streetscape requirements noted in Figure 3-11, these figures identify where improvements will be required for sidewalks, trails and bike lanes. Ultimately, the goal is that the OTC will include a pedestrian and bicycle circulation system that connects all major activity centers, transit centers, and community facilities. This will help reduce the need for short vehicle trips, alleviate traffic congestion, and create a more urban and active atmosphere. A number of these pedestrian and bicycle facilities are already in place. While some of the planned facilities will be completed as County capital projects, many will be provided as elements of approved development projects in accordance with the requirements below.

### Requirements

#### 1. On-site Improvements

- a. Development applicants are required to provide the necessary on-site improvements to accommodate the pedestrian and bicycle amenities required in Figure 3-11, Roadway Typical Sections and Streetscape Requirements and Figure 3-12, Pedestrian and Trail Amenities, and to comply with the detailed design standards for bicycle and pedestrian systems and facilities in Chapter 4. Additional rights-of-way and/or pedestrian easements shall be provided as needed to accommodate these improvements through right-of-way dedication.
- b. Multi-phased developments are required to establish a continuous perimeter pedestrian network on-site that will connect to the OTC pedestrian network as part of phase one improvements. Such staged projects may use an interim standard for streetscape design initially and construction of final streetscape treatments proportionate to the site construction of each phase.
- c. Pedestrian access corridors that are wider than five feet with a minimum of four feet completely clear may be created in the form of a pedestrian easement, rather than a right-of-way, if approved by the Planning and Zoning Officer.

#### 2. Road Projects

- a. All improved intersections shall accommodate pedestrians and bicycles with improvements including but not limited to marked crossings, green light time, and other design protections such as ADA standards, pedestrian refuges and/or walkway bump-outs on wider streets and appropriate signage.
- b. All road widening, repaving and other maintenance projects shall be used as opportunities to add pedestrian and bicycle facilities to existing roads as planned.



- c. Promote the use of sharrows on shared lanes, bike lane markings, and “Share the Road” signage on roadways that see regular bicycle traffic.
- d. Promote the use of bicycle wayfinding signage to direct cyclists to destinations such as the library, schools, MARC station, trails and other key destinations and routes.

## 5.6 Corridor Access Management

The goal of corridor access management is to ensure that traffic on major roads flows smoothly and that traffic delays are not caused by drivers attempting to turn into driveways along the major roads. Within the OTC, many major roads have a large number of curb cuts. The high volume of left turn movements causes congestion. Further, many developments have no point of access other than onto these major roads. Therefore, developing a high degree of connectivity to alleviate these issues is desirable throughout Odenton. The creation of alleys, frontage roads, shared driveways, curb cuts, and parking lot connections should be provided where practical in order to manage congestion, create multiple access routes and preserve traffic capacity on arterial roads.

Several roadway segments are designated as access managed corridors. These include MD 175 and MD 170. These areas have been designated in an effort to ensure systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections, as well as median and auxiliary lane treatments and the spacing of traffic signals.

In addition to the requirements below, Chapter 4 includes design standards to help achieve improved access management throughout the OTC.

### Requirements

1. Where access to and from State-maintained roadways is involved, comments and concerns provided by the Maryland State Highway Administration shall govern the requirements for this section. Left-hand turning movements that cross opposing lanes should only be considered if studies can adequately demonstrate that full access can be achieved without compromising safety of the motorists and pedestrians or bringing capacity of the roadway below an acceptable level of service. Median cuts in existing and planned medians should be limited to those needed for safety, access, and mid-block u-turns, where approved, to increase road capacity. Curb cuts for right-in, right-out movements should be limited. Developments along these corridors shall be required to provide shared alleys, drive lanes, frontage roads and/or parking connections that will direct movements to signalized intersections, and to coordinate these improvements with adjoining properties.

## 5.7 Adequate Public Facilities (APF) for Roads

Adequate Public Facility (APF) requirements for roads in the OTC differ somewhat from those applied elsewhere in the County. In general, APF requirements restrict development that cannot meet defined standards for mobility and ensure that all development projects contribute a fair share to the effort to maintain adequate traffic capacity in the area. Within the OTC, the rationale is that urban levels of congestion should be acceptable at some locations in the OTC and/or at peak travel times in order to accommodate the development densities envisioned in the town center; however, regional through traffic

should be able to flow through the OTC in a reasonable amount of time on roads designated for that purpose.

All developments in the OTC that generate more than a very modest amount of traffic will be required to prepare transportation impact studies and may be required to help improve specific parts of the transportation network if studies reveal problems. Required improvements may include road, public transit, pedestrian, and/or bicycle facilities. New development shall have the right to use available traffic capacity on a first come, first serve basis and permanent reserves of capacity by inactive projects will not be approved unless that capacity was created and paid for by that development. Further, required mitigation for inadequate capacity must be functional before occupancy can occur.

### **Requirements**

The following requirements shall apply for traffic circulation with regard to all Site Development Plans, Building Permits, Subdivision Plans and/or Zoning Certificate of Use applications in the OTC.

#### **1. Standards**

Each intersection inside the OTC, from all site access points to and including the first arterial intersection and other intersections identified by the Office of Planning and Zoning, shall operate within a defined measurement of intersection congestion during peak hours. Intersection congestion shall be measured using either Critical Lane Volume (CLV) or the comparable Highway Capacity Manual (HCM) measurement of delay equating to level of service (LOS). Congestion levels at OTC intersections shall be at or less than the following:

- a. 1450 CLV at all intersections within the OTC that are outside the Core, or current delay standard per the HCM.
- b. 1600 CLV at all intersections in the OTC Core, or current delay standard per the HCM.

In order to analyze traffic during the most congested times of the day, traffic volumes and congestion will be measured during weekday AM and PM peak hours and Saturday mid-day peak hours.

#### **2. Mitigation Measures**

If the traffic generated to or from the site fails to meet the standards set forth in this section as determined by an approved traffic impact analysis, a site shall not be developed unless an applicant agrees to undertake mitigation measures per Article 17, Title 5 of the Anne Arundel County Code which may include one or more of the mitigation measures listed below. In selecting mitigation measures, an applicant must present, through a traffic analysis, that the mitigation measures will ensure that the projected intersection failure(s) will not be caused by or worsened by the project's projected trips.

Mitigation measures include, but are not limited to the following:

- a. Improvements to each substandard intersection that improve the intersection's level of service (LOS);

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- b. Construction of one or more new roads, improvements to other existing roads, provision of smart signalization systems, diversion of person trips from auto to other modes, or other measures that will have a positive effect on the substandard intersection(s) and improve the failing intersection's level of service (LOS);
  - c. Contribution to a County capital project for road improvements and construction within the OTC;
  - d. A significant improvement, as determined by the Planning and Zoning Officer, that will improve the County's ability to provide public transportation in the Odenton Town Center Growth Management Area;
  - e. Provision of or contribution to long-term satellite parking placed beyond the congested intersection (either inside or in the vicinity of the OTC) and served by adequate public transit, privately-funded shuttle service and/or ride sharing; or provide shuttle service to the satellite parking; or
  - f. Provision of traffic design and traffic directions using Intelligent Transportation Systems (ITS), Transportation System Management (TSM) and other measures to direct traffic to alternate routes through less congested intersections.

In areas where, as a result of these requirements, multiple construction projects may be needed along the same road network over a short period of time, the County may elect to require developer contributions to a single County project rather than permit numerous small and over-lapping construction projects to occur.

Whenever feasible, applicants shall select mitigation measures that are part of, or consistent with, the Priority Transportation Projects listed in Figure 3-8.

### 3. Traffic Impact Study Procedures

#### a. All development sites in the OTC

All development applicants submitting for a Site Development Plan, Subdivision Plan, Building Permit or Change of Use Permit are required to provide a traffic generation calculation for the site defining the number of net new off-site trips for the site during each of the defined peak periods, unless specifically exempted. This calculation shall include both base development and any requested bonus development.

Off-site means all the trips that leave or enter the site, and excludes the trips that are generated among the uses on the site. This calculation shall be undertaken in accordance with the Traffic Impact Study Guidelines and Article 17, Title 5 of the Anne Arundel County Code and shall consider the following:

- i. The number of existing off-site trips generated by the site.
  - ii. Estimates of the number of trips generated by each proposed land use using the current ITE trip generation standards or other County approved standard trip generation resource.
  - iii. Off-site trip reductions of up to 15 percent can be approved by Planning and Zoning Officer with written justification, due to one or more of the following:
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- (1) The planned mix of uses on-site;
  - (2) Public transit service availability, proximity to a transit center, and adequacy of the existing pedestrian and bikeway network;
  - (3) An acceptable privately funded shuttle operation or Transportation Demand Management program such as car and van pooling, telecommuting or staggered hours that reduces peak hour trips; or
  - (4) Provision of a series of off-site improvements such as walkways and bikeways that are sufficient to accommodate a portion of the person trips generated by the proposed use.
- iv. Estimates of the total net new off-site trips during each required peak hour period. Where a traffic analysis has been accepted by the Office of Planning and Zoning for trips attributable to the most recent pre-existing uses on a renovation and/or redevelopment site, those trips shall be used to reduce the estimates of total net new off-site trips during each required peak hour period.

Land use mixes and site designs that replace vehicle trips with walking, biking, or transit trips, encourage chaining of trips through the provision of multiple convenience destinations, or that delay trips beyond peak hours through the provision of evening activities and housing can make significant reductions in a development's off-site trip counts.

The County will maintain an OTC traffic model for purposes of monitoring transportation adequacy and evaluating development requests. All applicants are required to provide traffic data in a format suitable for inclusion in the County transportation database in order to maintain the transportation model.

**b. Sites with 250 average daily trips (ADT) or more off-site trips**

All applicants for a Site Development Plan, Subdivision Plan, Building Permit, Zoning Certificate of Use or other permit that will generate 250 or more new average daily off-site trips are required to prepare a traffic impact study to determine whether traffic generated on roads within the OTC complies with the acceptable level of congestion.

In order to better promote timely funding and construction of needed projects, capital projects must be listed as construction projects in the County Capital Budget and Program (CIP) or the State Consolidated Transportation Plan (CTP), or be fully bonded by a private party before they can be counted in traffic impact studies.

After completing the traffic impact analysis, if mitigation measures are required, the applicant shall develop a traffic mitigation plan with the following elements, if they cannot meet the standards.

- i. A list of mitigation measures for each proposed development phase and full build-out.
  - ii. A developer's cost and schedule of contributions to County CIP projects and/or State CTP projects, if any.
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- iii. A schedule and staging plan for both public and private construction projects.
  - iv. A Public Works Agreement and/or an agreement with the Maryland Department of Transportation (MDOT).

**c. Pre-Existing Vehicle Trips on Renovation and/or Redevelopment Sites**

Notwithstanding any provision herein to the contrary, if a site can be renovated and/or redeveloped, the owner shall be entitled to an offset for the vehicle trips generated by the most recent pre-existing uses on the site, whether or not the uses are currently in operation. The owner shall submit a traffic analysis to the Office of Planning and Zoning (OPZ) that illustrates the pre-existing uses on the site, the square-footage attributable to such uses, and the trips generated by such uses. If the analysis is accepted, the number of trips attributed to the pre-existing uses may be used to offset the total net new off-site trips generated during each required peak hour period by the uses proposed in the renovation and/or redevelopment of the site for the purposes of complying with the standards regarding Adequate Public Facilities for Roads in Section 5.7. The offset shall be available upon OPZ's acceptance of the analysis; a Site Development Plan shall not be required. The offset shall not be forfeited even if one or more of the structures that contained the pre-existing uses is demolished or otherwise removed from the site.

## **5.8 Private Parking**

Future development in the town center, particularly in the Core sub-area, should include effective use of shared parking lots and parking structures, as opposed to single use surface parking lots, in order to concentrate parking over a smaller area. Property owners are encouraged to work with adjoining properties to create shared parking and access opportunities. Additionally, application of the design standards in Chapter 4 will result in more environmentally friendly and attractive parking lots and garages.

In order to promote and facilitate shared use of private parking, the development of public parking, and the redevelopment of existing surface parking lots throughout the OTC, applicants for new development and redevelopment are required to comply with standards for parking that are specific to OTC. Developers may also be eligible for development bonus rewards if they proffer items such as shared parking lots or parking amenities in accordance with Chapter 6. As an added incentive, commercial parking lots and garages may count toward the retail square footage requirement for applicable mixed use projects, as noted in Section 2.2.

It is also recommended that an evaluation of current parking generation standards be conducted to match the anticipated demand for parking in a transit-oriented community with the necessary supply. Suburban parking standards demand more land area and/or parking spaces than may be necessary to support parking demand in the more dense, walkable community planned in the Core.

### **Requirements**

#### **1. Parking Requirement Calculations**



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- a. Location - Required off-street parking spaces shall be located so that the parking structure's pedestrian entrance is within 600 feet of the primary building entrance as measured along a defined pedestrian route, except that designated overflow parking spaces shall be within 800 feet.
  - b. Quantity –Until appropriate studies have been completed and adopted that may reduce the number of spaces required in the OTC, the number of parking spaces required shall be in accordance with Article 18, Title 3 of the Anne Arundel County Code.

## 2. Parking Reduction Calculations

Development applicants can reduce the number of parking spaces needed to support their development by several means as follows and/or as in Sections 18-3-105 and 18-3-106 of the Anne Arundel County Code:

- a. Reduced need for parking by providing uses within walking distance of each other.
- b. Shared parking between on-site uses over a 24-hour period.
- c. Shared parking between adjoining and nearby uses.
- d. Use of leased or shared off-site public or private commercial parking spaces.

Several methods for calculating the parking needs of each user in shared parking areas are available. Applicants are required to use a method that is approved by the Office of Planning and Zoning. Reductions from parking requirements may be permitted at the discretion of the Office of Planning and Zoning based on an approved Parking Needs Study as described in Section 18-3-105 of the Anne Arundel County Code.

The Office of Planning and Zoning can approve parking reductions based on many factors. Some of the factors are:

- a. Reductions due to trips converted to walking between on-site uses.
- b. Reductions due to walking to nearby existing uses within 600 feet of a building's front door as measured on existing sidewalks or those that are fully funded for construction.
- c. Reductions due to public transit service availability and use strategies, if the development is within 600 feet of a Transit System route, or within 1,300 feet of the MARC Station as measured on walkways, and not divided by a major highway.
- d. Reductions due to existing or proposed connections to the existing pedestrian and bikeway network within 1,300 feet of the site.
- e. A privately funded shuttle operation or TDM program such as car and van pooling, telecommuting or staggered hours that reduce peak hour trips.

Shared parking may not include reserved parking for residential uses. Parking spaces that are reserved for a specific business (e.g., reserved for doctors only) or designated and marked for use by handicapped persons shall not be counted toward meeting the general shared parking requirements.

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The sharing of the required parking shall be guaranteed by a legally binding Shared Parking Agreement duly executed and acknowledged among all owners of record.

### 3. Overflow Parking

Development applicants are permitted to designate up to 20 percent of parking as “overflow parking.” Overflow parking is defined as those spaces that are anticipated to be used less than twice a week on average or only for peak periods (such as holidays) during the year. Overflow parking areas may be surfaced with grass, paved with semi-pervious materials, or placed on existing pervious surfaces as approved. Additional design standards are covered in Chapter 4.

### 4. Off-Site Parking

- a. Development applicants are permitted to meet up to 100 percent of their parking needs in off-site lots or structures, provided those spaces are within 600 feet of the primary door of the building as measured from the edge of the parking lot along a planned or existing walkway.
- b. Off-site parking not controlled by the applicant shall be guaranteed with a legally binding Shared Parking Agreement duly executed and acknowledged among all owners of record. Joint-use or reserved-use agreements shall include a provision that the agreement may not be abrogated unless a new source of parking can be obtained or if the need ceases to exist. The same standard applies to reserved public spaces.
- c. Remote parking lots or structures that are over 600 feet away may be approved by the Office of Planning and Zoning if adequate transit or shuttle service is made available and these spaces are used by employers who require employees to use the spaces. For instance, retail centers may use these standards for employee parking during peak seasons.

## 5.9 Public Parking

A Public Parking District system may be an option for the OTC in order to establish a mechanism to fund, construct and operate public parking, primarily in the Core area. A parking management entity would be designated to run this system. This entity would be charged with managing, leasing, acquiring, and/or contracting public parking lots and/or structures in the OTC. The district would be funded through an ad-valorem tax that will allow businesses to pay in lieu of building onsite parking.

The OTC Public Parking District could be organized into sub-parking districts of a size suitable to share one or more parking facilities. Each facility would serve the activities within walking distance. Figure 3-13 provides a Public Parking District Plan that illustrates the conceptual location of these sub-districts and highlights several suggested locations for public or public/private parking structures.

Each sub-parking district could be activated when interest and demand is demonstrated for public parking or for public participation in a public/private parking facility. Activation means that the ad-valorem tax is collected in that sub-district and a facility is created. Parking facilities may be built either in anticipation of projected parking demand, or in response to existing parking demand within a defined sub-parking district area. Development applicants will most likely locate interim parking lots on-site to be built upon in later development stages, as off-site parking facilities become available.

The need and feasibility of a Public Parking District system will be influenced by the MARC Station TOD project. As discussed in Chapter 1, that project involves redevelopment of the MARC parking lots to provide parking structures through a public-private partnership. The project scope, cost and funding is still under discussion as well as how the parking facilities would be managed and operated and how many parking spaces can be provided. Pending the outcome of this project, the need to establish a public parking district system can be further evaluated.

#### **Parking District Recommendations**

1. As the Town Center develops, the County may conduct a parking demand study and if warranted, establish a parking district system wherein development projects pay an ad-valorem tax in lieu of constructing or leasing the required number of parking spaces in areas where adequate parking supply exists.

#### **Parking Structure Recommendations**

The general site selection criteria for public or shared private/public parking structures are as follows:

1. Sites where the greatest amount of development intensification, redevelopment and greatest amount of multi-modal travel is desired and anticipated, particularly in the Core sub-area.
2. Sites in the larger OTC blocks where a critical mass of parking needs can be generated within walking distance of 600 feet without crossing a major arterial, and where a diversity of existing and planned land uses will promote 24-hour use of constructed spaces.
3. Sites should be near existing or planned transit routes, pedestrian access and bike paths, near focal areas, or on or near streets with an active street-front and retail uses that activate the area during the evening hours to make garage users feel more secure.
4. Locations where land has been dedicated for use as public parking.
5. Locations such as under or over public roads will be considered.
6. Sites where private partners step forward to demonstrate need and a desire to cooperate.

### ***5.10 Transit Service, Facilities and Development***

The OTC is intended to be a transit-oriented area. Elements throughout this document are designed to ensure that transit becomes an increasingly important mode of travel. Overall in the County, the 2010 Census data estimate that approximately five percent of commuters use public transit and approximately fifteen percent use a travel mode other than a single occupancy vehicle (SOV). Based on current population in Odenton and the availability of transit options, the percentage of person trips made to the workplace are assumed to be slightly higher than the County average. The County's goal is to substantially increase non-SOV commuter trips to reduce the transit operating costs, reduce air emissions from automobiles, and increase mobility choices for residents of the County.

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As a result of this target, the objective is to increase development densities surrounding existing transit facilities as well as to increase the existing transit area of service, number of routes, route frequencies and ridership of both the local and regional bus system. The State of Maryland has established a goal to double transit ridership over the next twenty years. Residents and employers in the Odenton Town Center should see additional MARC service which will create a need for greater accessibility to commuter rail via walking, biking, public transit, private shuttle, and additional automobile trips. This strategy for transit use addresses the following forms of transit:

1. Private and public shuttles, vans, carpools, sidewalks, and bike trails and lanes.
2. Future MTA commuter buses to Annapolis and Columbia.
3. Increased commuter rail service to BWI Airport, Baltimore, and Washington D.C.
4. Park and ride lots for bus riders and carpools.

### **Requirements**

1. All developments are required to be designed in a manner that supports transit use and that links the development to adjoining or nearby transit stops, in accordance with the design standards in Chapter 4. Additionally, developers are encouraged to provide transit amenities through the OTC Bonus Program (see Chapter 6). Recognition is given to the reduced traffic impact that results from increased transit use as defined in the APF requirements described earlier in this section.

### **2. Transit Oriented Design**

- a. Provide a high quality pedestrian environment, with direct and safe pedestrian links to the transit center.

### **3. Transportation Demand Management (TDM) Participation or Transit Fee**

The 2010 Transportation Study for the Odenton Town Center Master Plan identified a need to further reduce PM peak hour automobile use. It indicates that there will be a need to implement policies and programs to manage travel demand in the OTC area and encourage the use of alternative modes of travel. To achieve the recommended target of 20 percent of the additional person trips using alternative transportation, the following strategies are recommended:

- a. Designate one public parking facility near the MARC Station as a transportation center within the OTC where connections between private and public transit, motorized and non-motorized modes, can be seamlessly made;
- b. Create a multi-modal task force and/or use a local Transportation Management Association to advise and advocate for Transportation Demand Management (TDM) efforts and plans for the OTC;
- c. TDM strategies may include development of a Parking Management Plan to include some or all of the following elements: shared parking, satellite parking facilities, car share programs (such as Zipcar), carpool priority parking, performance parking (timed meters), bicycle amenities, taxi services, private shuttles, local circulator buses or vans, alternative work schedules, and telecommuting;



- d. Encourage developers and/or businesses operating in the OTC to join an existing Transportation Management Association (TMA) or create a new TMA which can provide assistance such as educational materials about travel choices and economic benefits, promotion and coordination of ridesharing opportunities, park and ride locations, transit schedules and services, and telecommuting;
- e. Regularly monitor and report on mode sharing through counts of vehicles, success of alternative modes of travel, parking demand surveys and employee surveys; and/or
- f. Encourage employers with over 50 employees to prepare and implement their own Transportation Demand Management program that will reduce their weekday PM peak hour off-site trip generations by at least eight percent.

## 6.0 Environmental Protection Requirements

### 6.1 Special Protection Areas

As noted in Chapter 2 and Figure 2-5, there are some environmentally sensitive areas in the Odenton Town Center that warrant special protection. These include the following:

- There are significant wetland areas located west of the MARC rail line in the Transition sub-area to the north of the Core, and also in portions of the Core sub-area. These areas drain to the Picture Spring Branch tributary to the east.
- The Odenton Regional Library site contains a large wooded area that includes a drainage course and abutting wetlands.
- A stream valley with associated floodplain, wetlands and steep slopes constitutes the headwaters of the Picture Spring Branch. This area is located in East Odenton north of MD 175 and the Winmark Center.
- Another segment of Picture Spring Branch crosses Crossroads Drive and MD 32 in the Industrial sub-area. This segment contains significant wetland areas as well as steep slopes.

In these areas, development impacts should be minimized by providing effective buffers and stormwater management controls and by incorporating environmental features into site designs as green areas and passive recreation amenities.

#### Requirements

1. Protect sensitive environmental features in special protection areas from development impacts by maximizing buffer areas, minimizing grading, and preserving wooded areas to the maximum extent possible.
2. Use environmental site design techniques to incorporate natural features into any site development or redevelopment plans in special protection areas.
3. When developments in special protection areas require Modifications from the master plan provisions, developers should utilize the Bonus Program and the environmental proffer techniques listed in Chapter 6 in exchange for the Modifications sought.

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## 6.2 *Greenways Network*

The benefits of a greenways network include protection of water quality, flora and fauna, and wildlife corridors as well as providing green relief and passive recreation opportunities. The County adopted a Greenways Master Plan in 2002 and although that adopted greenways network does not extend into the Odenton Town Center, there are tributaries, floodplain, wetlands, and wooded areas in the town center that if preserved will provide a connection to the Countywide greenway network.

Figure 3-14 illustrates how these various environmental features connect to each other and to the County greenways. These features include tributaries, floodplain, wetlands, buffer areas, forested areas or conservation easements, publicly owned green buffers and landscape areas along highways, and County owned property such as the library site. The goal is to maintain a connected green corridor throughout the town center. Although portions of this corridor are conservation areas and therefore not open to public use, they nevertheless provide aesthetic as well as environmental benefits.

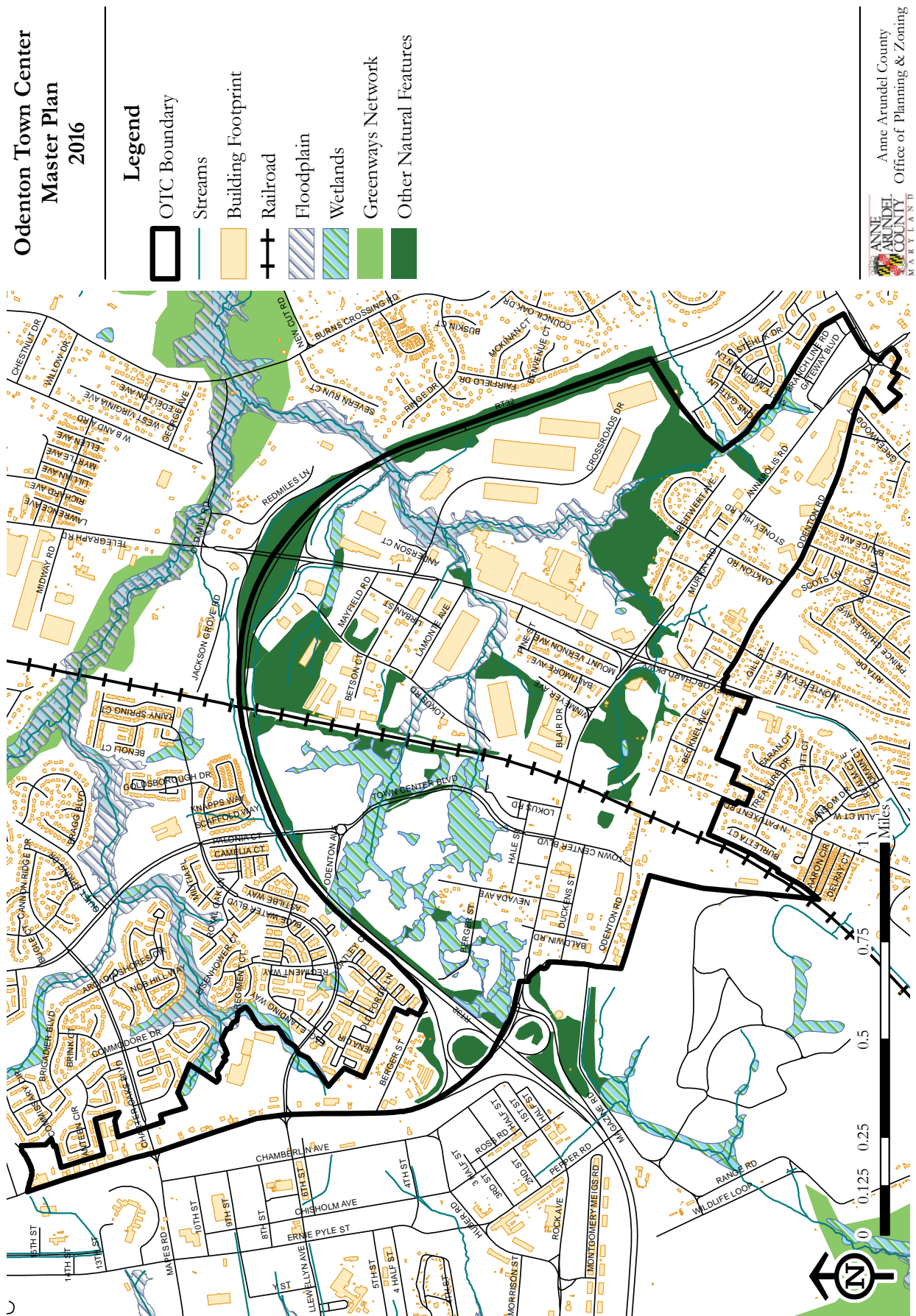
### Requirements

1. Use protective mechanisms to permanently protect green corridors and sensitive features in the OTC. Such mechanisms include:
  - a. Conservation easements,
  - b. Dedication of open space and floodplain areas to the County in accordance with Article 17 of the County Code, and
  - c. Forest conservation easements.
2. Use open area requirements in Chapter 3 and landscaping requirements found in the County Landscape Manual and in Chapter 4 to ensure that landscape plantings and green areas contribute to, enhance, and where possible connect to the area-wide green corridor.
3. Developers of small sites that are connected in any way to area-wide natural features or green areas may contribute a fee-in-lieu of forest conservation requirements which can be used for off-site forest planting or conservation in accordance with the County Forest Conservation regulations.

## 6.3 *Stormwater Management Requirements*

The County's Stormwater Management Practices and Procedures Manual underwent an extensive rewrite in 2009 to bring it into compliance with new State mandated regulations for improved stormwater management practices. The new regulations promote techniques such as environmentally-sensitive site design to reduce the impacts of stormwater runoff to local tributaries. The updated stormwater regulations apply to development throughout the County including the Odenton Town Center. The OTC Master Plan does not establish stormwater planning controls beyond those required countywide, since the countywide controls are comprehensive and current. However, a development may choose to use innovative stormwater management techniques beyond those required by law, and if so may be eligible for development bonuses in accordance with the provisions of Chapter 6.

Figure 3-14. Natural Areas and Greenways Plan



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## Chapter 4. Design Standards

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## 1.0 Introduction

### 1.1 *Applicability*

The requirements of this Chapter apply to all development within the OTC. The extent and limitations of applicability to new construction, improvements, renovation, and expansion of pre-existing uses and structures is defined in Chapter 3.

Development requirements are also found in Article 17, Subdivision and Development; Article 18, Zoning Ordinance; the Stormwater Management Practices and Procedures Manual; the DPW Design Manual; and other sections of the County Code. Many of these development requirements also apply to development within the Odenton Town Center, unless certain provisions of the Code are specifically superseded by provisions in the OTC Master Plan, as noted in this Plan or its enabling legislation. In cases of conflict between County development requirements and the OTC Master Plan, the latter will govern.

### 1.2 *Organization and Use*

This chapter establishes design requirements for urban form, streetscaping, parking, landscaping, site design, architecture, signage, and historic preservation for the various areas within the Town Center based on their differing functions, character, and location. These requirements provide specific guidance while permitting flexibility by the County in response to changing conditions, creative development proposals, and individual site limitations. In order to determine the applicable requirements for a site, the applicant should review the following based on the site's physical location and land use type:

- **Sub-area Location** - Identify the site's sub-area location. The OTC is divided into six sub-areas as defined in Figure 1-3.
- **Land Use Types** - Identify the site's land use since requirements for retail, office, industrial, and residential product types vary.
- **Street Relationships** - Identify the required design character and relationships that development must give to the adjoining and internal streets. These are defined in Chapter 3, Section 5.3.

In this chapter, Sections 2.0 through 9.0 include development requirements and standards that apply in all sub-areas. Section 10.0 covers development standards that apply only in each individual sub-area.

### 1.3 *Overall Design Goals*

- Promote a cohesive development pattern that creates identity and a sense of place.
- Promote and retain a healthy mix of business, residential, institutional, recreational, and entertainment uses in the OTC that grows and changes to serve the evolving needs of Odenton's residents, employees, visitors, and the County's economy.
- Develop an attractive system of gateways, landmarks, and vistas to reinforce clarity in the roadway system upon entering, leaving, or moving through the Odenton area and to expose meaningful symbols related to the history and function of the area.

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- Develop a strong interface between the transit station and the surrounding Odenton development through clear pedestrian movement patterns and attractive visual connections.
  - Create an identifiable community center and a unique focus for community life.
  - Develop a well-connected pedestrian system that allows for ease of access and safety of movement through all areas of the OTC.
  - Use good site design, architecture, and landscaping to create memorable spaces and an attractive image for the OTC.
  - Achieve a unity among streetscape elements including building scale, setback, materials, signage, and landscaping.
  - Guide redevelopment and infill development to enhance the vision for the OTC while respecting its historic context.

## 2.0 Urban Form

Urban form requirements can help create a cohesive community identity with landmarks and other focal points that give visitors a sense of place. Urban form is particularly important in the OTC Core area since it serves as the center of activity in the Town Center.

### 2.1 Vista and Views

In locations where development is visible from adjacent roads and from highway approaches in the Town Center, particular attention should be given to creating attractive views. Building rooflines, placement, orientation, character, and massing all contribute to how the view down a road or from a hill will combine all of the elements into a visual whole. Section 10 of this chapter includes design standards for development in vista areas in individual OTC sub-areas.

### 2.2 Landmarks

Landmarks can serve as orientation and reference points. Landmarks are often located at intersections, termination points of corridors, high points, or in association with focal areas. Landmark buildings and spaces should be strategically located at important intersections, at the terminus of an important view or vista, or in the center of a high activity area.

#### Requirements

Landmark locations are in the Core sub-area and are designated in Figure 3-7. Buildings in these locations shall incorporate special architectural features such as:

1. Distinctive rooflines such as decorative pitched roofs, penthouses, cupolas, towers, spires, or artwork at the cornice line that are designed to enhance the street view.
2. Over-scaled ornamental entrances and building corner features facing diagonally into major intersections and designed to reinforce the pedestrian activity at the corner.

3. Decorative facades with arcades, balconies, and roof terraces designed to encourage building occupants to interact with adjoining public spaces.
4. An activity space or a series of spaces along the street or at the corner that includes a significant public amenity.

## 2.3 Gateways

Gateways are landmarks at the physical entry points into the OTC, typically located at an intersection or along a roadway corridor, which people must pass through to enter into Odenton.

### Requirements

1. Gateway locations are designated in Figure 3-7. Developments at these intersections or other noted gateway points shall incorporate ornamental plantings or other soft or hard landscaping features in locations visible along the roadway as permitted by SHA and County regulations, where possible.
2. Developments at gateway designations shall incorporate special landmark architectural features such as described in Section 2.2.

## 2.4 Focal Areas

Focal areas are designated locations for major gathering spaces within the OTC found at important intersections, transit centers, and other important nodes where people come together. Figure 3-7 indicates planned focal areas.

### Requirements

1. Development in focal areas should include public activity space or a series of linked spaces, to include one or more Significant Public Amenity or other feature that gives the space a strong sense of identity.
2. Activity spaces in focal areas should connect to parking, shops, and offices and should offer an active experience that attracts pedestrians and visitors.
3. Buildings in focal areas should also address the design standards for active frontage streets and should include one or more landmark structures.
4. A group of property owners may cooperatively provide focal area activity space or a Significant Public Amenity. This cooperation must be in the form of a legal agreement, a partnership, or an easement.

## 3.0 Streetscape Standards

The streetscape requirements describe the design treatment of Odenton's public rights-of-way and how adjoining properties should connect into the right-of-way system.

### 3.1 Pedestrian System

Pedestrian accessibility reduces traffic impacts and enables the development to project a friendlier, more inviting image. Public sidewalks and internal site walkways need to work together to create a logical

system of pedestrian flow. This section sets forth requirements for public sidewalks and internal pedestrian circulation systems that can provide user-friendly pedestrian access as well as a pedestrian amenity, safety, shelter, and convenience within the OTC.

### **Requirements**

1. Sidewalks shall be provided along all sides of the lot abutting a public street in accordance with the minimum widths set forth in Figure 3-11.
2. An alternative to a street sidewalk may be approved if determined by the County or State that a surface pedestrian crossing is unfeasible or unsafe due to one or more of the following constraints:
  - a. High volume of traffic and/or speed of traffic on an adjacent street;
  - b. Landform; or
  - c. An established pattern of existing buildings that makes a pedestrian-oriented street front unfeasible.

Such an alternative to the street sidewalk must include a hiker/biker trail, a connecting walkway internal to the site, or other directly connecting outdoor spaces such as plazas, courtyards, squares, or gardens. An alternative route must effectively prohibit pedestrians from crossing the street by use of barriers or other means.

3. Marked crosswalks and ADA-compliant pedestrian on-demand traffic signal systems must be provided at all intersections as required by County, State and Federal law.
4. The pedestrian system in the Core and along active frontages shall take precedence over vehicular traffic whenever conflicts or crossings arise. This means that clear pedestrian crossings shall be provided, and vehicular traffic shall be made to slow for pedestrians through signage, raised crossings, rumble strips or other means as approved by the County or SHA depending on ownership of the roadway or intersection.
5. Paving materials, colors, patterns, and design as well as detailing of elements such as ADA-accessible ramps and tree pits, shall be coordinated where possible throughout the Core sub-area and along active frontage streets to create a unified character. Crosswalk markings shall be standardized, and shall be either painted or constructed of decorative paving, as directed by the County or SHA depending on ownership of the roadway or intersection.
6. A pedestrian walk that coordinates with those of adjacent properties shall be provided between any high concentrations of uses. This includes links between areas such as housing and shopping as well as where dirt paths indicate extensive pedestrian traffic.
7. Sidewalk links must be provided between parking and commercial building entries, and between the public sidewalk and these entries. Landscaping must be provided in customer entry and parking areas.

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### 3.2 Sidewalk Cafés

Outdoor cafes are encouraged throughout the OTC, particularly in the Core sub-area. The following requirements apply to cafes that sit next to or on the public sidewalk or on required private sidewalks where the maintenance of the public rights-of-way or of pedestrians' ability to pass needs to be preserved.

#### Requirements

1. There shall be a minimum of eight feet clear distance or 50 percent of the sidewalk width, whichever is greater, free of all obstructions, in order to allow adequate pedestrian movement along the sidewalk. This minimum distance shall be measured from the portion of the café that is nearest either the curb line or the nearest obstruction. For the purpose of this minimum clear path, parking meters, traffic signs, and trees that have gratings flush to grade without fences or guards, shall not count as obstructions. At least 3 feet of clear space without any obstructions is required per ADA.
2. All sidewalk cafes shall maintain a clear width of at least 15 feet from bus stop shelters, newsstands, or any other objects greater than 15 square feet in area. The closed end of a kiosk may abut a sidewalk café.
3. Sidewalk café furnishings shall consist solely of moveable elements such as tables, chairs, and other moveable accessories.
4. No structure or enclosure to accommodate the storage of garbage may be erected or placed adjacent to the sidewalk café in the public right-of-way.
5. Awnings over sidewalk cafes are encouraged. Where provided, they shall be adequately secured and made of a non-combustible frame covered with flame-proofed canvas or cloth, slow burning plastic, or other equivalent material (not including glass), as approved by the Office of Planning and Zoning.
6. No part of a sidewalk café's awning shall be lower than seven feet above finished grade level.
7. All planters, railings, and fences placed within an unenclosed sidewalk café shall be self-supporting.
8. In order to maximize visual access, the height of all railings or planters, including the vegetation therein, shall not be greater than 30 inches.
9. All obstructions shall be removed from the sidewalk during periods when the unenclosed sidewalk café ceases operation for the season, except for planters that may alternatively be placed with their longest sides against the wall of the restaurant, provided that such planter does not prevent egress from the building.
10. Paint, grass, artificial turf, carpet, platforms, or any other surface cover or treatment of any kind shall not be permitted to be placed upon the area designated for an unenclosed sidewalk cafe at any time.

### 3.3 Merchandise Displays

Merchandise displays are intended to be temporary sales displays that are set up outside of shop entrances to bring activity to the street. They are intended to allow retailers to display small racks of books, sidewalk sale items, or other teaser items intended to draw customers into adjacent stores. They are not intended to be outdoor storage areas or permanent displays.



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**Requirements**

1. Merchandise displays are permitted wholly, or in part, on the sidewalk between the building and the curb along portions of streets designated as either active or semi-active street frontages, as per Figure 3-6.
2. Where merchandise displays are permitted, adequate sidewalk clearance widths should be maintained to allow safe pedestrian traffic.
3. All merchandise displays must be completely moveable and may only be displayed during a business' operating hours.

**3.4 Lighting**

These requirements are intended to ensure that adequate light levels are provided for pedestrian and vehicular safety in all areas of the OTC. Furthermore, they are intended to protect the residential components and the adjoining areas from both glare and inappropriate light levels, and to protect drivers from disruption to their night vision.

**Requirements**

1. All light fixtures to be placed in County rights-of-way shall be approved in accordance with the DPW Design Manual. Streetlights are encouraged along all streets and sidewalks.
2. Adequate streetscape light levels outside the public rights-of way shall be provided as follows:
  - a. 0.5 foot-candles along public walkways in non-residential areas
  - b. 0.2 foot-candles along public walkways in residential areas
3. Lighting fixtures shall be selected to coordinate with the acorn fixture styles specified by BGE as used at the MTA station and along MD 175.
4. Any streetlight that is installed or maintained at the expense of the County must be included in the Public Service Commission's public street light schedule.

**3.5 Street Furniture**

Permanent outdoor furniture and amenities such as lighting fixtures, planters, benches, trash receptacles, and bus stop shelters should be integral elements of the streetscape and should reflect and enhance the landscape design in the right-of-way. Furniture styles and colors should be coordinated throughout the OTC to the extent possible.

**Requirements**

1. At least one bench per 100 feet of frontage along active frontage streets shall be provided.
  2. Hanging baskets and planter boxes should be placed on light poles and building fronts whenever possible and shall have a vertical clearance of seven feet.
  3. Civic art should be integrated into streetscape elements such as bollards, fencing, and paving. In addition, art should be integrated into public activity spaces.
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4. Exterior vending machines are discouraged; however, they may be provided if enclosed within a special architectural feature designed to be compatible with the neighboring architecture.
5. All streetscape furniture and design elements shall be shown on all site and landscape plans.
6. Streetscape furniture must be maintained by the property owner unless otherwise agreed to by the County.

## 4.0 Parking

The following requirements apply to the design of surface and structured parking. Where conflicts exist between this document and the County Landscape Manual, the requirements in this document shall supersede.

Parking areas should be de-emphasized in the Odenton Town Center, particularly in the Core area, and the visual impact and presence of vehicles shall be minimized by siting parking areas to the rear or side of buildings rather than along street frontages, providing structured parking, and screening parking areas from views both interior and exterior to the site. Parking area arrangement, circulation patterns, and screening methods shall be designed to promote shared use between lots.

### 4.1 Parking Structures

#### Requirements

1. Structured parking shall be placed behind buildings and away from street edges wherever possible. When placed adjacent to a public street that is not designated for active street frontage, the structure's shortest dimension shall be sited along the street edge.
2. Structured parking adjacent to a public street that is designated as a location for active street frontage shall include active uses such as shops, offices, or other commercial space along the ground level of the active street frontage.
3. Structured parking adjacent to an OTC Grid Street that is not designated as a location for active street frontage is encouraged to have active uses such as shops, offices, or other commercial space along the ground level. On facades along these streets that do not have active uses, merchandise or exhibit display windows, public art, or other approved means shall be incorporated to mimic the pedestrian scale of the active street frontages.
4. Facades of above-ground structured parking shall be architecturally consistent with the project and the surrounding area.
5. Pedestrian walks from streets to garages shall incorporate active street frontage elements, landscaping, and/or other means of making an attractive pedestrian connection.
6. Garage and emission exhaust systems shall be located away from fresh air intakes, public plazas, and pedestrian ways.
7. Landscape berms and other landscape techniques shall be used to screen parking garage facades that do not maintain an active street frontage.

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## 4.2 Surface Parking Lots

### Requirements

1. Surface parking lot design standards shall adhere to the requirements of Article 17, Title 6 of the Anne Arundel County Code.
2. New surface parking lot areas shall, where practical, not be placed between a building and a public street or a major site entrance, nor shall parking be placed at lot corners abutting street intersections. Surface parking lot areas shall be placed to the rear, between, or to the side of buildings.
3. Surface parking lots shall, where practical, be screened from public rights-of-way with a solid evergreen hedge or solid wall that is no less than three feet and no more than five feet tall. Wall materials, color, and detailing shall be coordinated with the adjoining buildings.
4. Curb stops shall be provided to prevent vehicles from encroaching on adjoining landscaping and walkways.
5. Walkways through parking lots shall be provided and separated from vehicular circulation, where possible. When a pedestrian walkway must cross a vehicular way, distinct markings such as striping or paving changes shall be used to define the walkway.
6. Parking areas devoted to the storage of trucks, boats, recreation vehicles, and other vehicles in association with dealerships, marinas, contractors' yards, storage facilities, or other commercial enterprises shall follow guidelines for outdoor storage outlined in Section 6.5.
7. Parking lots shall connect with alleys or local service roads where possible, instead of feeding directly onto major public roads. Screening is not required along alleys or local service roads, except where parking areas are visible from other public spaces such as activity spaces or neighboring roadways. In those cases where screening is necessary, evergreen vegetative buffers, decorative low walls, or decorative fences may be used.
8. Parking lots shall not abut OTC Grid Streets. Developments in blocks along OTC Grid Streets shall locate parking in the center of the block permitting buildings to surround the parking areas along the street edges.
9. Parking lots for properties along OTC Boulevards and OTC Arterials shall minimize their frontage along the roadway. Parking lots shall comply with one of the following:
  - a. Placed behind buildings so that the buildings are up against the road and the parking is visually screened behind, or
  - b. Placed beside buildings that are up against the road such that the parking lot's shortest dimension is along the roadway and that shortest dimension does not exceed the length of the building façade against the roadway.
10. In certain cases, where appropriate for high volume short-term parking turnover, a single double-loaded row of parking between the building and the roadway, specifically reserved for short-term parking, may be permitted. This parking area shall be visually screened from the roadway using level changes, berms, plantings, hedges, low walls, or other approved means.

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### ***4.3 Parking Lot Best Management Practices***

#### **Requirements**

1. Design all surface parking areas to promote infiltration on sites with soils determined to be suitable for infiltration. All parking lots must use at least two of the techniques listed below or other approved techniques:
  - a. Create infiltration strips in lieu of landscaping islands required in the County Landscape Manual and grade lots to direct water to infiltration strips.
  - b. Use discontinuous curbing, wheel stops, bollards, or other means to protect plantings and keep vehicles in designated areas while allowing free flow of water to infiltration areas.
  - c. Use pervious paving on parking stalls with infiltration beds underneath the stalls, or in the case of overflow lots, use reinforced or non-reinforced grass depending on frequency of use.

### ***4.4 Parking Lot Landscaping***

#### **Requirements**

1. All surface parking lots will be landscaped in accordance with the requirements in the County Landscape Manual.

### ***4.5 Bicycle Parking***

#### **Requirements**

1. Safe and secure bicycle racks shall be provided where practical for development in the OTC at a rate of one space per 20,000 square feet of building, or five spaces, whichever is greater. The maximum number of spaces that shall be required is 50 spaces. Racks shall be located in well-lit areas of parking lots and along public walkways where widths are sufficient to accommodate the bicycle traffic to the parking spaces. For each bicycle parking space required, a stationary object shall be provided to which a user can secure both wheels and the frame of the bicycle.
2. All racks and lockers shall be consistent with their environment in color and design and be incorporated whenever possible into building and street furniture design.
3. Bicycle parking shall generally be provided in a visible and prominent location that is lit at night and physically protected from automobile parking to prevent vehicles from intruding into the bicycle parking area.
4. A minimum aisle of five feet shall be provided for bicycles to maneuver when accessing the rack.
5. Bicycle lockers provide secure weatherproof storage for bicycle parking. Lockers are recommended for employee and longer-term parking.

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## 5.0 Landscaping Standards

Landscape material selection needs to be carefully considered to include plants that are sensitive to environmental concerns such as water usage and fertilization, maintenance issues, and relationships with plant materials already in place.

### Requirements

1. All developments must comply with the landscaping guidance and standards provided in the County Landscape Manual in addition to the requirements of this Chapter, except that landscape buffers required in the County Landscape Manual do not apply in the Core and North Odenton sub-areas.
2. When any provision of the OTC Master Plan is in conflict with the County Landscape Manual, the OTC Master Plan will supersede.

### 5.1 Streetscape Landscaping

#### Requirements

1. Street trees should be placed along all OTC roadways where practical, with the exception of local roads and Scenic and Historic roads. Street trees may be used to meet up to 50% of other site-oriented landscaping obligations.
  2. Street trees should be planted in roadway planting strips or tree wells, along each side of the road, at a maximum average interval of 40 feet on center. This spacing may be modified to accommodate utilities, sight distances, and visibility for traffic control signs.
  3. Street trees along OTC Grid Streets shall be accommodated in tree wells set in the sidewalk, abutting the curb. A minimum clearance width of six feet must be maintained from the tree trunk to the building edge. Greater clearance widths may be required to ensure that trees do not block streetlights, traffic signs, or sightlines at intersections.
  4. Where provided, street trees along all roadways other than OTC Grid Streets shall be accommodated in a planting strip of the minimum width indicated in Figure 3-11. This planting strip shall be located at the back of the curb. Trees located in planting strips shall be centered between the sidewalk edge and the curb. If the required planting strip width is proven not to be achievable, then the maximum width possible must be established; however, if the maximum feasible width is proven to be less than five feet, the trees shall be planted three feet from the outside edge of the sidewalk.
  5. Active street frontage directly abutting roadways is preferred to street trees. If a building directly abuts the sidewalk and meets the requirement for active street frontage, street trees are not required for the length of the active frontage; however, along the length of the façade where street trees are not provided, a permanent awning or arcade providing shade must be provided. In addition, stationary or moveable planters, window boxes, or other planted areas shall be provided and maintained with plantings along at least 25 percent of the façade.
  6. Where provided, roadway medians shall be landscaped with trees, groundcovers, and/or specialty plantings. Landscaping materials must be planted in a manner that ensures sight distances and clearance to obstruction guidelines are observed, especially at intersections. Landscaping should also consider maintenance problems and costs, utilities, additional lanes, and possible bicycle facilities.
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Plantings such as trees should be located carefully as they could cause visual obstruction for turning motorists.

7. Streetscape plant species and planting methods used along all roadways shall be consistent with other plantings along the street to provide an effective tree canopy, avoid sidewalk damage, minimize water consumption, and provide alignment and unity of species where practical.

## 5.2 *Site Landscaping*

### Requirements

1. All plant materials shall be sized so that the landscaping has an attractive appearance at the time of installation and a mature appearance within three years of planting.
2. At least 50 percent of the required trees for each site shall be at least 2.5-inch caliper.
3. All proposed shrubs except accent, color, or ground cover planting shall be a minimum five-gallon size.
4. Shrubs and ground cover plants shall be spaced close enough to ensure an attractive and mature planting effect.
5. Native plant species should be used wherever possible.
6. Tree species with root growth habits that will not cause damage to sidewalks shall be selected or such tree species shall be sited away from hardscape areas.
7. Proposed landscaping should coordinate with landscaping of surrounding properties where practical.

## 5.3 *Residential Landscaping*

### Requirements

1. Residential buffers shall be located within a site's open space area unless the use of an easement or other alternative is deemed appropriate and is authorized.
2. In addition to any other landscaping requirements, each single-family attached development shall be planted with an additional shade tree for every dwelling unit. Minor deciduous or evergreen trees may be substituted at a rate of two to one for up to one-third of the major shade tree requirements. Shade trees shall be of at least two-inch caliper and 10 feet in height. Trees may be located on individual lots or community property.
3. In addition to any other landscaping requirements, each multi-family development shall be planted with an additional shade tree for every three dwelling units. Minor deciduous or evergreen trees may be substituted at a rate of two to one for up to one-third of the major shade tree requirements. Shade trees shall be of at least two-inch caliper and 10 feet in height. Trees may be located on individual lots or community property.

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## 5.4 Landscape Buffers

### Requirements

1. Developments that abut a property containing an existing single-family residential home shall provide a minimum 10-foot wide buffer from the property line.
2. Any development not fully complying with the design standards contained in this chapter due to the staging of development shall be required to provide a vegetative buffer, a wall, a fence, or other screening to buffer neighboring residential uses or screen large parking areas or other interim conditions from the street.

## 6.0 Site Design

### 6.1 Setbacks

In order to create a uniform character along streets and create pedestrian friendly environments, the design requirements specify a minimum and maximum range of setbacks. Proposed setbacks for each development will be reviewed based on these design layout objectives and minimum/maximum range. Setbacks shall generally be calculated from the property line.

### Requirements

1. Both minimum and maximum setbacks for buildings fronting public streets are set forth in Figures 3-11 and 3-3.
2. Vertical setbacks are covered further in Section 7.4.
3. Projections into and over the sidewalk portions of the setback or public rights-of-way are permitted in the OTC as follows:
  - a. Awnings, lights, canopies, balconies, projecting signs, and other similar overhead projections may encroach into the required setback or public rights-of-way provided they do not interfere with traffic sight distances, pedestrian circulation, vertical clearance, or utilities.
  - b. Building extensions may also extend over sidewalks by means of covered arcades. Such building extensions shall be no taller than two stories or 30 feet, as measured from the street.
  - c. Temporary intrusions are allowed for outdoor merchandise displays and sidewalk café seating.
  - d. In all cases, projections, intrusions, and extensions shall preserve the required sidewalk width for pedestrians.

### 6.2 Site Access and Internal Circulation

Site access and circulation is a critical feature of the site design process. Pedestrian and bicycle routes as well as motorists' needs must be given careful consideration in order to avoid conflicts and coordinate systems with neighboring properties and public roadways. In addition, access management is a critical issue for roads in the Town Center attempting to reduce congestion and improve the pedestrian environment. The following requirements call for careful site design of circulation systems and coordinated efforts among property owners to solve and reduce future problems.

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**Requirements**

1. Circulation systems shall be designed to avoid conflicts between vehicular, bicycle, and pedestrian traffic.
2. Pedestrian system requirements can be found in Section 3.1 of this chapter.
3. When a commercial, institutional, or multi-family site abuts a planned or existing County or regional trail for bicycle users, trail connections shall be provided that are coordinated with the nearby properties.
4. Redevelopment and new development shall help to create street connections consistent with the Plan. Where vehicular connections are not feasible, pedestrian walkways and visual connections are encouraged.
5. All circulation patterns must be designed to minimize curb cuts onto OTC Arterials and OTC Boulevards. Adjoining properties may be required to share or coordinate curb cuts, service alleys, frontage roads, and other features to achieve this standard.
6. Driveways must be coordinated with existing or planned median openings when the abutting road has existing or planned medians.
7. In certain locations, property owners may be required to create alley linkages with neighboring properties to create a continuous service alley and access to signalized intersections.
8. Circulation patterns shall be designed to minimize paving surface area.

***6.3 Public and Private/Semi-private Activity Spaces***

Developments in the OTC are required to provide, or contribute to, public activity areas. The design of these activity spaces shall comply with the requirements in this section.

Activity spaces offer attractive and inviting pedestrian scale features, spaces, and amenities. The features and spaces shall enhance the buildings and the development, and shall be designed as an integral part of the community fabric.

**Requirements**

1. The scale, size, and shape of the activity spaces shall be coordinated with the buildings, circulation patterns, and sequence of other public activity spaces to create interaction between public activity spaces and a sensitively designed, unified environment for various activities.
  2. Public activity areas shall have direct access to the public sidewalk network.
  3. Activity spaces shall be located in a manner that allows good visibility from the street or residential developments. They should be located adjacent to a public sidewalk where feasible.
  4. Where possible, activity spaces in the Core should be placed so that they are bounded by a building wall on at least one side, are not shaded by buildings during midday, and are protected from winter winds. Buildings entrances, overlooking balconies, and windows looking into the activity space are encouraged.
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5. No driveways, parking spaces, passenger drop-offs, loading areas, or trash collection facilities larger than 45 gallons shall be permitted in an activity space. If such uses are located near an activity space, they shall be separated and visually screened through the use of walls or plant materials.
6. Developments shall arrange activity spaces to provide southern exposure where possible in order to provide maximum sunlight in the spaces.
7. All amenities included in activity spaces shall be compatible with the architectural character of the building where the establishment is located in terms of style, color, materials, and similar elements.

## 6.4 Screening and Service Areas

Service areas for loading, trash collection, and outdoor storage need to be screened from neighboring properties and public streets in order to mitigate visual and noise impacts.

### Requirements

1. Areas for outdoor storage, truck parking, automobile storage, trash collection or compaction, loading, or other such uses shall be screened from abutting streets.
2. Loading docks, truck parking, outdoor storage, utility meters, HVAC equipment, trash collection, trash compaction, and other service functions shall be incorporated into the overall design of the building and the landscaping so that the visual and acoustic impacts of these functions are minimized and screened from view from adjacent properties and public streets.
3. Non-enclosed areas for the storage and sale of seasonal inventory shall be permanently defined and screened with walls and/or fences. Materials, colors, and designs of screening walls and/or fences, as well as any covering, shall conform to those used as predominant materials and colors of the building.
4. Loading zone requirements may be met with dedicated on-street parking areas rather than off-street locations. Such loading areas shall be on private or County streets where on-street parking is permitted. These on-street loading areas shall be approved by County staff on a case-by-case basis.

## 6.5 Outdoor Storage

### Requirements

1. Where permitted, outdoor storage areas shall be visually screened from public streets by placing them behind or between buildings and by screening them with a dense evergreen hedge, attractive wall, berm, combination of these, or other approved methods.
2. Parking areas for the long-term parking of boats, recreational vehicles, trucks, or other vehicles shall be considered outdoor storage.

## 6.6 Lighting

The following requirements refer specifically to lights located on private development sites. For requirements regarding lighting in public rights-of-way, see Section 3.4.

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**Requirements**

1. Private development lighting fixtures shall be chosen to coordinate and complement public street lighting fixtures. In choosing the site fixtures, structural ability of poles to hold hanging baskets and banners shall be considered.
2. Lighting levels provided on private sites shall be designed to coordinate with light patterns from public streetlights and shall not create glare into neighboring properties or the roadway.
3. Site lighting shall be directed to shine on both public and private pedestrian areas within and abutting the site but shall not be directed into residential land.
4. Except where the County DPW determines light levels in the public rights-of-way, evaluation of parking lot lighting designs shall be based on the following criteria:
  - a. **Light Intensity Level**
    - i. Illumination level: Not greater than 4.0 horizontal foot-candles, average maintained, nor less than 0.2 horizontal foot-candles, average maintained.
    - ii. Illumination levels beyond the property line of a parking lot: Illumination levels attributable to a parking lot lighting system shall not exceed 0.5 horizontal foot-candles, average maintained, on other properties in residential areas, except public rights-of-way.
  - b. **Uniformity ratio:** No greater than 4:1 average to minimum foot-candles over the entire parking lot.
  - c. **Glare control:** Luminaires shall have a cutoff classification with no more than 2.5 percent of the candle power above 90 degrees from vertical nor more than 10 percent above 80 degrees from vertical. As an alternative, shields may be installed on the luminaires to achieve the cutoff requirements or a non-cutoff luminaire having a light source that emits no more than 10,000 lumens at each pole location can be installed. The luminaires shall be designed to eliminate glare.

## ***6.7 Site Maintenance***

All property owners of both private properties and public rights-of-way should regularly maintain their sites to keep the OTC looking clean and attractive.

**Requirements**

1. The exterior of each structure and walkway, landscape area, paved area, and open area that is constructed, erected, or installed shall be kept in a neat, orderly, and sanitary condition and all refuse and rubbish shall be removed promptly. Snow and ice shall be removed promptly from walkways and parking areas.



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## 7.0 Architectural Standards

The following architectural requirements are not intended to prescribe specific architectural styles or images. Instead, they are intended to provide a set of good design principles for generating consistency and compatibility within a healthy diversity of styles.

These requirements seek to raise the quality of architectural design within Odenton to create a more urban, community-oriented, and pedestrian-friendly pattern of development while respecting Odenton's historic character. Requirements may be less stringently applied in the Industrial Sub-area for project elements that are not visible from entry corridors or adjacent residential areas.

### 7.1 Massing

Care should be taken in how the size and bulk of a building is distributed to relate in an attractive and considerate manner to neighboring uses and developments. Good massing techniques can improve solar exposure in pedestrian spaces, make a large building appear to be a series of smaller buildings, and create visually interesting architectural features.

#### Requirements

1. Buildings shall be designed to avoid undesirable environmental impacts on adjacent open spaces and other properties. Environmental factors to consider include sun, wind, noise, shadow, and reflection.
2. Buildings and/or structures shall be designed so as not to have a substantial adverse impact on the distribution of natural and artificial light and the quality of views on adjacent properties. Reviewing agencies may require developers to provide the following analyses for review and approval as part of the permitting process:
  - a. A solar impact analysis that indicates the location of shadows cast by the building on the development site as well as its adjoining properties, with associated dates of the year.
  - b. A visual analysis that identifies to what extent existing views may be blocked, including graphic illustrations depicting views before and after, utilizing photographs of the area and drawings derived from at least two points from which the project will be commonly viewed. This analysis shall be accompanied by a map or plan of the area that indicates the locations and orientation of the views.
  - c. A summary of key conclusions derived from the analysis and steps to be taken to comply with the adverse impact standard. Developers must design and construct building structures to mitigate any adverse impacts.
3. Creation of a single, large dominating building mass shall be avoided, where feasible. Divide the project into multiple buildings, or provide architectural articulation to reduce the building's visual mass.
4. Buildings and their extensions shall be designed to form, overlook, and interact with outdoor spaces. Use of building shapes and elements such as courtyards, balconies, arcades, terraces, and decks will help integrate the building with the surrounding landscape, streetscape, and public spaces to the extent feasible.

5. Towers, spires, chimneys, and other similar uninhabited features may extend a maximum of 15 feet above the roofline on all buildings and may extend a maximum of 30 feet above the roofline on all buildings on sites designated for landmarks, as shown in Figure 3-7. A tower, antenna, or monopole for a commercial telecommunication facility will not be subject to these height limitations, provided it is located in an area to minimize its appearance from public streets and any neighboring residential area.

## 7.2. Orientation

The following requirements are intended to guide the siting of buildings to relate to the street and to help provide a strong street wall edge to create a comfortable pedestrian environment.

### Requirements

1. The front façades and primary pedestrian entrances of buildings in the Core and along active frontage streets shall generally be oriented to face the abutting street that is most designated for pedestrian activities and that serves as the main pedestrian way within the site or as the primary connection to the site.
2. The longest dimension of a building shall be oriented parallel to the street most designated for pedestrian activities, wherever feasible.
3. Buildings on corner sites shall generally be oriented to have their primary façades and primary pedestrian entrances facing the corner of streets with pedestrian activity.
4. New major civic buildings, performing arts facilities, and transit centers shall be placed in central locations and located in close proximity to a transit stop when feasible.
5. Sites that consist of larger developments that establish a main entryway as well as an internal parking area and automobile and pedestrian interconnectivity may be designed so that the focus and activity frontage are internal, but still must establish a functional façade with pedestrian walkways along roadway frontages.
6. Elements of all development plans shall be arranged to maximize the opportunity for privacy by the residents of the development, if needed, and minimize infringement on the privacy of adjoining land uses. Additionally, the plan shall create opportunities for interactions among neighbors without sacrificing privacy or security.
7. Intersections are natural nodes of high activity and the spaces created by the four corners of the surrounding blocks create a significant public space within the urban environment. Intersections are places that deserve special architectural treatments.
  - a. The tallest buildings and/or tallest features of buildings shall be placed at the corners of the blocks to make the most effective use of the space and prominence.
  - b. Building corners at intersections shall be treated with prominent building entries, retail display windows, or other architectural features creating an active pedestrian environment.

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- c. Gateway corners and vista locations shall take priority when deciding which corners and locations will contain the most prominent entrances and features. (See Figure 3-7 for gateway and vista locations.)

### 7.3 *Facades*

Building facades are key to creating an active street frontage that encourages pedestrian activity and creates an interesting character along the street. In order to achieve consistent interaction between pedestrians and businesses, building facades should be created using human scale features, large windows, colorful detailing, creative signage, and quality materials. All facades of large buildings, visible from adjoining properties and/or public streets, should be designed in a manner that visually reduces the massive bulk and uniform appearance typical of such buildings.

#### Requirements

1. The ground floor facades of all non-residential buildings located in areas except the Industrial Sub-area shall be differentiated from upper stories in recognition of the differences in the character of activities at the pedestrian level. Architectural devices such as cornice lines, changes of material, stepped building faces, sign bands, and other devices shall be used to create a distinction.
2. In certain areas of the OTC, buildings are recommended to have the appearance of at least two stories. See Figure 3-3 for building height requirements. Buildings in these areas may use dormers, extra tall ceilings, or other creative means to achieve a two-story appearance if an occupied second floor is not planned.
3. The exterior wall facades oriented towards the public street shall be well articulated to provide visual interest. Wall plane projections, wall recesses, fake windows, projecting windows, window boxes and planters, overhangs, and other design features should be used to add texture and to break one large façade into multiple smaller wall facades.
4. Side and rear walls that will be visible from public streets and/or activity spaces shall be articulated with windows, recesses, chimneys, downspouts, or other architectural features that provide contrast and shadow patterns on an otherwise plain façade. Such detailing shall be consistent with the style and level of finish on the front façade.
5. When approved by County staff, side facades located in areas away from pedestrian activity may be detailed with faux architectural murals to simulate three-dimensional architectural relief. Realistic architectural style consistent with the front façade is recommended. Scenery style murals shall be avoided.
6. Window openings shall generally be created in all facades visible from public streets.

### 7.4 *Active and Semi-Active Frontage*

Active Frontage requirements are divided into Active and Semi-Active corridors as indicated in Figure 3-6. Active Frontages have building design elements such as human-scale features, large windows, colorful detailing, creative signage, public gathering spaces, and quality materials that all lend to a strong street edge that attracts pedestrians and encourages them to perceive the street as a place. Semi-Active frontages

have wide sidewalks, are pedestrian-friendly, and tend to serve as a connector between the more intensified uses.

### **Requirements**

#### **1. Edges**

- a. Commercial facades along Active Frontage edges shall have continuous building facades along at least 80 percent of the street frontage, except where unobtainable due to existing historic buildings that are to remain.
- b. Commercial facades along Semi-Active Frontage edges shall have continuous building facades or be edged with fences, walls or hedges along at least 80 percent of the street frontage.
- c. Residential facades for each individual property shall be continuous along at least 80 percent of the frontage on Active Frontage streets.
- d. Residential facades along Semi-Active Frontage edges shall have continuous building facades or be edged with fences, walls or hedges along at least 80 percent of the street frontage.
- e. Edge elements, other than building facades, shall be at least three feet tall and no higher than six feet tall measured from the pedestrian pathway level.
- f. Residential facades along active frontages are encouraged to feature individual residential unit entrances that connect directly to the sidewalk.

#### **2. Variation**

- a. Facades that face active frontage corridors shall develop a complex street face that incorporates at least four of the following: projecting windows; window boxes or other planters; porches; contrasting window framing or shutters; pedestrian-oriented signage; more than two colors; awnings; canopies or porticos; overhangs; recesses and/or projections; arcades; peaked roof forms; arches; architectural details such as tile work and moldings integrated into the building's structure and design; or other form of variation by approval of the Office of Planning and Zoning.
- b. Facades that face Semi-Active Frontage corridor pathways shall develop a complex street face that incorporates at least three of the elements listed above.

#### **3. Transparency & Windows**

- a. Commercial ground floor facades that face Active Frontage corridor pathways shall be transparent for at least 75 percent of the horizontal length of the building façade.

## **7.5 Entryways**

Entrances define where pedestrian activity will occur and how pedestrian movement will happen. Entrances also create architectural focal points and break up large facades. On larger buildings, multiple entrances reduce walking distances from cars, facilitate pedestrian and bicycle access from public sidewalks, and provide convenience where certain entrances offer access to individual stores or identified departments in a store. Entryway design elements and variations shall give orientation and aesthetically pleasing character to the building.

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**Requirements**

1. All commercial buildings except those within the Industrial sub-area shall feature at least one customer entrance on the side of the building directly abutting the primary street.

**7.6 Roofs****Requirements**

1. Variations in rooflines shall be used to add interest to and reduce the massive scale of large buildings.
2. Roof features shall complement the character of neighboring structures.
3. All roofs shall have at least two of the following features:
  - a. Parapets concealing roofs and rooftop equipment, such as HVAC units, from public view. The use of three-dimensional cornice treatments on the parapets is encouraged.
  - b. Overhanging eaves extending past the supporting walls.
  - c. Sloping roofs that do not exceed the average height of the supporting walls.
  - d. Two or more roof slope planes.
4. Roofs on buildings greater than 100 feet in length, measured horizontally on any side, shall incorporate a minimum of three of the features listed in Section 7.6 (3). Roofs shall be designed to create the impression of multiple buildings side by side where practical.
5. Flat-roofed buildings shall feature three-dimensional cornice treatments on all walls visible from public streets (excluding alleys) or walkways unless they are stepped and terraced back to form usable roof terrace area(s).
6. All penetrations (e.g., plumbing vents, exhaust vents, pipes, flues, but excluding chimneys) must be located on the least visible roof side and painted to match the sloped roof.
7. All rooftop heating, air conditioning, and ventilating equipment shall be screened from view or located in a manner to be screened from all views above and below. Noise, odor, and heat-generating equipment shall be located well away from pedestrian areas and set well above such areas where possible.

**7.7 Accessory Structures**

Accessory structures must be as appropriate to the character of the OTC as primary buildings. It is important that these structures blend into the landscape and do not detract from the Odenton's overall visual quality.

**Requirements**

1. All on-site storage structures that are greater than 120 square feet in floor area shall meet the basic design requirements for buildings of this section and shall be designed to complement the design of the primary structure on the site.



2. The use of shipping containers, trailer boxes, or unlicensed trucks for onsite storage is prohibited outside of the Industrial sub-area.
3. Play structures (indoor or outdoor) shall not be permitted as the dominant feature of a building's façade.
4. Shopping cart storage structures shall be designed to blend with the associated architecture and landscaping. Any signage other than identification of the function will count in the site's Frontage Signage area calculation.

## 7.8 *Canopies & Awnings*

Canopies and awnings are not required elements of building facades, but may be incorporated to meet entry requirements for signage or decorative purposes.

The intent of the following requirements is to encourage the use of modestly-sized awnings and canopies at building entries and along facades to shelter pedestrian walkways. Canopies greater than 200 square feet in area, used to cover automobile service areas and drive-thru businesses, are generally discouraged. In the Core, walk-up windows for pedestrians are preferred to drive-through canopies. Where canopies greater than 200 square feet in area do occur, they must be designed as integral features of the building.

### Requirements

1. Awnings shall be constructed of canvas type fabric on internal metal frames, metal, or other approved material.
2. An awning may be permanently attached to a building in one position or can be raised or retracted to a position against the building when not in use.
3. Awnings and canopies may be provided at any floor level, but their lowest point shall be at least seven feet from ground level.
4. Awnings may not exceed 200 square feet in area, unless they cover the linear length of a walkway and project no more than 10 feet from the face of the attached building.
5. The color of an awning and/or canopy shall be compatible with and complementary to the color and material of the building to which it is attached.
6. Canopies greater than 200 square feet in area shall be designed to complement the primary structure on site.

## 7.9 *Materials and Colors*

Exterior building materials and colors comprise a significant part of a building's visual impact. They should be aesthetically pleasing and compatible with materials and colors used in neighboring structures.

### Requirements

1. Predominant exterior building materials shall be high quality materials as noted below.

2. Walls shall have a primary and one or more accent materials. The accent materials may be a different color than the primary material.
3. The following materials are discouraged: cement block with a plain finish; prefabricated tilt-up metal; and corrugated metal.
4. Building materials shall not create excessive glare.
5. Walls, fences, and planters used throughout the OTC, except in the Industrial sub-area, shall be designed to match or be consistent with the style and colors of nearby buildings. Brick, stone, or other masonry may be required for walls or fence columns.

### ***7.10 Additional Requirements for Special Uses***

#### **Requirements**

1. **Auto-Oriented Businesses** (e.g., Auto Repair, Service Shops, Car Washes)
  - a. In the Core sub-area, paved service areas, fueling areas, and/or service bay areas shall be screened from the public sidewalk and when feasible should be placed in the rear or side of the principal structure opposite the street front. Vehicles under repair should be kept either inside the structure or in an area behind the building screened from the public street.
  - b. Service areas and car washes shall provide adequate queuing space that does not impede vehicle circulation through the site or result in vehicles stacking into the street.
  - c. Architecture of auto-oriented businesses shall follow the requirements in Section 7.0. In general, the building architecture shall be designed to provide an attractive appearance that is compatible with the surrounding environment. Prefabricated buildings are discouraged unless substantially modified and embellished to create a product that meets the community standards. All architectural details shall be consistent with the design requirements for architecture in this Section.
  - d. Car washes shall be well integrated into a building design that is attractive and compatible with the design requirements whether they are stand-alone operations or part of a larger service station. Car wash openings shall be screened as much as possible from public streets. Site design shall address the issues of noise, adequate on-site drainage systems, and circulation patterns to prevent stacking.
  - e. The amount of monotonous pavement or asphalt area in the site shall be limited through the use of efficient site circulation design, landscaping, and creative paving to provide a variety of colors and textures.
  - f. Auto service areas shall be screened from the public rights-of-way with a solid evergreen hedge or solid wall that is no less than three feet and no more than five feet tall. Wall materials, color, and detailing shall be coordinated with the adjoining buildings.
2. **Franchise or Thematic Corporate Architecture**
  - a. Architecture of franchise and/or thematic corporate businesses shall follow the requirements in Section 7.0. In general, building architecture shall be designed to provide an attractive appearance that is compatible with the surrounding environment. Prefabricated buildings are discouraged

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unless substantially modified and embellished to create a product that is consistent with the OTC Design Standards. All architectural details shall be consistent with the design requirements for architecture in this Section.

## 8.0 Signage

### 8.1 Signage Systems

An effective signage and graphics system functions not as a separate entity, but as an integral part of the built environment. Carefully planned signs communicate essential advertising and directional information while also ordering and enhancing the area. Particularly in the OTC Core, sign size, height, location, and material should strongly relate to building design and scale, the streetscape, and the landscape features to create a coordinated, legible environment. Standardized or corporate signage that does not relate to building architecture is discouraged.

#### Requirements

##### 1. General

- a. All signs shall complement their surroundings without competing with each other, shall convey their message clearly and legibly, and shall be made from a durable material and properly maintained.
- b. New signs for pre-existing development shall comply with all applicable signage standards in the Plan.
- c. New building and building renovation design shall provide logical sign areas, allowing flexibility for new users as the building is re-tenanted over time. Designs shall provide for convenient and attractive replacement of signs.
- d. New construction of mixed-use developments shall develop a sign program that unifies the building signage through colors, typefaces, and/or materials. The sign program shall:
  - i. contribute to the efficient utilization of the development;
  - ii. minimize visual clutter;
  - iii. make use of directional signs in the parking areas and pedestrian circulation system;
  - iv. be in harmony with the architecture, landscaping, and other design elements of the development; and
  - v. be compatible with existing or potential development in the neighboring developments if the signage is along the periphery of the site or visible from public streets or roads.
- e. All signs shall be of quality materials and construction techniques. Exposed supports or guy wires to stabilize signs are not permitted in the Core sub-area.
- f. Irrigation on all sites shall be designed so it does not damage signage.
- g. Landscaping shall be designed around the base of all freestanding signs in the Core sub-area to screen out any low-level floodlights.

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## 2. Sign Location

- a. A sign may not project into or be located within any public or platted right-of-way without the written approval of the Department of Public Works, the State Highway Administration, or both. Portable signs may be placed within the public right-of-way along OTC Grid Streets without approval from DPW or SHA, provided they leave clear the minimum sidewalk width required according to Figure 3-11 and are removed from the sidewalk at all times when the associated establishment is closed for business.
- b. Awning and canopy signs, post and arm signs, and other projecting signs may encroach into the required front setback or right-of-way provided they do not interfere with traffic sight distances, pedestrian circulation, vertical clearance, or utilities.
- c. A sign and its supporting structures may not interfere with a traffic sight line or signal.
- d. Signs may not be posted on any pole, building, tree, or other property of a public utility company except with written permission of the public utility company.

## 3. Signage Quantity

- a. Wall Signs, Awning and Canopy Signs, Hanging Signs, Window Signs, Display Boxes, Banner Signs, and Electronic Message Boards that are attached to a building façade shall constitute Façade Signage for the purposes of calculating allowable signage area quantity.
- b. Monument Signs, Freestanding Pedestrian Directory Signs, Portable Signs, Directional Signs, Post and Arm Signs, Electronic Message Boards, and Banner Signs that hang from lights, poles or other elements away from the building façade shall constitute Frontage Signage for the purposes of calculating allowable signage area quantity.
- c. Multi-tenant office buildings, single tenant office buildings, individual commercial buildings, and uses other than dwellings and business complexes may have:
  - i. Façade signs on all facades, as long as the combined area of the signs does not exceed 12 percent of the area of each façade and the combined area of all signs does not exceed 400 square feet.
  - ii. One façade sign at each service entry, as long as the area of each sign does not exceed four square feet. Service entry signage will not count toward the total allowable signage area.
- d. A business complex may have:
  - i. Façade signage for the name of the business complex on all facades, so long as the area of the signs does not exceed 12 percent of the area of each façade and the combined area of all signs does not exceed 400 square feet.
  - ii. Façade signage for each tenant on all facades, as long as the area of the signs does not exceed, for each tenant façade, the lesser of 10 percent of the area of the façade or 200 square feet.
  - iii. One façade sign at each service entry, as long as the area of each sign does not exceed four square feet. Service entry signage will not count toward the total allowable signage area.

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- iv. The tenant façade square footage shall be measured from center of demising wall or edge of exterior wall horizontally, and from finished floor of tenant to finished floor of adjacent floor above or top of parapet or roofline, whichever is appropriate.
  - e. The total area of Frontage Signage may not exceed the lesser of one square foot for each one foot of property road frontage or 200 square feet.
  - f. One monument sign used for identifying the development or building name and street number is permitted for each 500 feet, or fraction of 500 feet, of frontage along the street facing the building façades with customer entrances. The Monument Sign shall be visible from the abutting streets.
  - g. One Freestanding Pedestrian Directory Sign is permitted for each 250 feet, or fraction of 250 feet, of frontage along the street facing the primary building façade. In addition, one Freestanding Pedestrian Directory Sign is permitted for each 500 feet, or fraction of 500 feet, of frontage along the street facing other building facades featuring a customer entrance.
  - h. Freestanding Pedestrian Directory Signs may be integrated throughout the development site as needed. In addition, Pedestrian Directory Wall Signs may be incorporated into the Façade Signage package as needed.
  - i. Sign area is measured as the smallest rectangular area enclosing all elements of the sign face unless otherwise specified. Sign area includes all ornamental attachments and inner-connecting links but does not include the main supporting structure of the sign.

#### 4. Face Design

- a. Only one face of a freestanding sign shall be measured for sign area, provided that the faces are placed back to back no more than two feet apart, are of the same dimensions, and have identical copy except for minor differences necessary for directional purposes.
- b. Signs shall be smaller if they are oriented to pedestrians. The pedestrian-oriented sign is usually read from a distance of fifteen to twenty feet; the vehicle-oriented sign is viewed from a much greater distance. The closer a sign's viewing distance, the smaller the sign needs to be.
- c. Lettering shall be in proportion to the size of the sign. As a rule of thumb, the recommended size of letters is between one-third to one-half the height of the sign.
- d. Flat sheet signs (such as plywood) shall have a trimmed edge or frame to improve the finished appearance of the sign.

#### 5. Lighting

- a. All signage in the Core and Historic Sub-areas shall be illuminated in such a manner that excessive light does not shine into adjacent property or adversely affect the night vision of motorists and pedestrians.
  - b. In Sub-areas other than the Core and Historic, signage may be illuminated using external spot or floodlighting, provided that the light source is screened from direct view by passersby, and so that the light is directed against the sign and does not shine into adjacent property or impair motorist or pedestrian vision.
  - c. Lighting levels for signage shall be designed to coordinate with the site lighting as well as the streetscape lighting.
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## 8.2. Specific Signage Types

Many types of signage designs are permitted for a variety of uses. Creative signage design can add immeasurably to the character of the Town Center. It is imperative that signage is carefully designed to add to the total aesthetic environment as well as to serve the purpose for which it was intended.

### Requirements

1. **Inflatable Signs:** Inflatable signs are prohibited in the OTC.
2. **Roof Signs:** The use of roof signs is prohibited in the OTC.
3. **Directional Signs:** On-site driveway directional signs shall only be used for projects where circulation is complex and traffic must proceed through the site along a specific path for service. Directional signs shall not exceed four square feet in area for each face or a height of three feet above grade.
4. **Off-site directional signs:** Signs shall follow the regulations for such in Article 18 of the Anne Arundel County Code.
5. **Service Signs:** One freestanding or façade sign may be installed in relation to the operation of a business or service that is permitted to operate a ticket, drive-through, or ordering window. This sign may not exceed a total area of 32 square feet or a height of five feet. This sign may not be visible from the primary abutting street. Signs may be an integral part of a fuel-dispensing pump, vending machine, or service appliance permitted within the OTC, but total sign area for this type of signage shall not exceed 100 square feet. Signage on vending machines, pumps, or other service appliances will not count toward this total if completely screened from public streets.
6. **Theater Marquee Signs:** One sign attached to a marquee is permitted for a theater establishment. The sign may not exceed a total area of 400 square feet. This sign is in addition to the other signage allowable by this Section.
7. **Display Boxes:** Display boxes are permitted as part of the allowable amount of Façade Signage. Display boxes in the Core sub-area shall be placed at pedestrian eye level and mimic proportion, placement, height, and trim details of the windows on the building. Incorporated display signage shall follow the requirements for Window Signs in this Section.
8. **Post and Arm Signs:** A Post and Arm sign shall be a panel hung from a cross arm on a freestanding post no taller than seven feet and shall have a sign face area of no more than 12 square feet as measured on one side. Post and Arm signs shall have no more than two sides.
9. **Wall Signs:** Wall signs shall be mounted flush to the building face. Wall signs may take the form of panels or individual letters; however, signs with individual letters, either internally or externally lit, are preferred to internally-lit sign panels.  
  
Typically, wall signs shall be located within a sign band above the ground floor door and window level, but below the second floor windowsill level.
10. **Monument Signs:**
  - a. A monument sign shall be a horizontal freestanding sign that sits flush to or no more than 6" above the ground with a base that is as wide or wider than the sign face.

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- b. Monument signs shall be no taller than five feet in height measured from grade to the top of the structure, except along OTC arterials and boulevards where they can be up to ten feet in height.
  - c. When a development does not directly abut the right-of-way, a monument sign shall include the identification of the street address. Multi-store developments shall display the range of store addresses for that development on their sign.
  - d. The sign faces on a monument sign shall use the same sign color.
  - e. Monument signs shall be located to ensure that vehicular and pedestrian sight distances at entry driveways and sidewalks are not impaired.
  - f. Monument signs shall be set back out of the public right-of-way.
  - g. Monument signs shall be constructed of a solid architectural base and side of durable, long-lasting materials, preferably matching the finish and color of the associated building.
  - h. Monument signs shall have a maximum of 50 square feet of sign face area per side and shall have no more than two sign faces separated by no more than a 30-degree angle.

**11. Pole signs:** Pole signs are prohibited throughout OTC.

**12. Freestanding Pedestrian Directory Signs:**

- a. Pedestrian Directory Signs shall be located in areas of complex pedestrian circulation, or in areas with a high intensity of uses.
- b. Freestanding Pedestrian Directory Signs shall be designed so that the sign face is at eye level with pedestrians along the sidewalk.
- c. Pedestrian Directory Signs shall incorporate a directory of area businesses and a map or other graphic means of direction.
- d. Freestanding Pedestrian Directory Signs shall be no taller than seven feet in height measured from grade to the top of the structure.
- e. No more than 50 percent of the area between the top and the outer edges of a Freestanding Pedestrian Directory Sign and the ground shall be open space.
- f. Freestanding Pedestrian Directory Signs shall be set back out of the public right-of-way.
- g. Freestanding Pedestrian Directory Signs shall have a maximum of 30 square feet of sign face area per side.
- h. In addition to a freestanding design, a Pedestrian Directory Sign may be a Wall Sign attached to a building façade.

**13. Awning & Canopy Signs:**

- a. Awning signs are any message painted, sewn, stained, or otherwise attached to the shed, flap, or valance of an awning.
- b. The portion of the awning that counts as a sign shall be defined by the smallest rectangular shape that encompasses the written and graphic symbols on the awning.

- c. Signs on awnings may be approved on the shed portion of the awning, but are preferred on the valance flap so they can be read from the sidewalk.
- d. Letter sizes on awnings shall be no more than eight inches tall in the Core and Historic Sub-areas and 12 inches tall in all other Sub-areas.
- e. The sign area of the awning shall not overwhelm the awning. In most cases, no more than 50 percent of the valance areas shall be part of a sign area.
- f. The color of an awning or canopy sign shall be compatible with and complementary to the color and material of the building to which it is attached.
- g. Canopy signs may be painted onto the rim of a canopy or may be freestanding letters attached to the canopy.

#### 14. Portable Signs:

- a. A portable sign shall be any sign or advertising device that rests on the ground and is not designed to be permanently attached to a building or permanently anchored to the ground.
- b. Although portable signs may take other forms, the A-frame sign, which is constructed of two boards hinged at the top to open at an angle for standing, is generally the most appropriate portable sign type for attracting pedestrians, not passing motorists.
- c. A-frame signs shall have a maximum sign area of six square feet. The maximum height, from ground level, shall be three feet, and the maximum width shall be two feet. Other portable signs may stand up to four feet tall, provided they have a pole base and the sign face does not exceed two square feet.
- d. Portable signs shall only be located on private property or within the public right-of-way, provided they do not interfere with vehicular access, pedestrian movement, or wheelchair access to, through, and around the site. A minimum access width of 10 feet must be maintained along all sidewalks and building entrances accessible to the public along retail streets. A minimum access width of six feet must be maintained along all sidewalks and building entrances accessible to the public along all other streets. Portable signs may not be placed closer than 18 inches to the curb. The signs shall not encroach into required off-street parking areas, public roadways, or alleys, and may not be arranged so as to create sight distance conflicts or other traffic hazards. Portable signs shall not be placed within the corner curb return areas of intersections.
- e. Portable signs shall be used only during business hours and shall be removed during non-business hours.
- f. Materials for portable signs shall be of a permanent nature and not be subject to fading or damage from weather. The use of paper or cloth is not permitted unless located within a glass or plastic enclosure.

#### 15. Banners:

- a. A banner is a decorative panel of lightweight material that may be rigid or designed to move with the wind. Banner signs shall not be confused with flags or pennants. A banner sign is intended to add liveliness, color, and a sense of movement to a pedestrian-oriented street and sidewalk.

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Decorative banners, without a logo or message, shall not be considered a sign but shall meet the following requirements in all other respects.

- b. A banner shall be fabric or a lightweight flexible material that is fixed in place with supports to a freestanding pole or treated as a projecting sign on a building.
- c. Banners are encouraged along pedestrian-oriented streets, in plazas, and in commercial centers, and may be mounted either on light poles or building facades. Banners on public light poles shall generally be restricted to community-based identification, events, and seasonal decorations. Banners that are less than two feet by three feet in size and provide no commercial message (written or graphic) shall not be counted as part of the sign area.
- d. All banners shall be properly secured to a building in a structurally sound manner. Banners mounted flush to a building facade are not permitted for use as permanent signs.
- e. Light poles to which banners are attached shall be designed to support the wind loads resulting from the banners. Banners shall be placed no less than eight feet above ground.
- f. Banners shall not extend more than five feet from the building or one-third the width of a public sidewalk, whichever is less. In addition, a banner shall be placed eight feet above ground at its lowest point.
- g. Banners along the same block of a street shall be set at generally the same angle from the buildings.
- h. All banners must be approved by the Office of Planning and Zoning.

#### **16. Hanging Signs:**

- a. A hanging sign is a sign suspended from a support and projecting from the building wall. Similar to awning signs and banners, a hanging sign can add interest and vitality to a street. Hanging signs can include pictorial images, logos, and symbols. A hanging sign is generally intended to be read by pedestrians along a sidewalk or arcade and motorists in slow-moving vehicles.
- b. The size of a hanging sign shall not exceed 10 square feet.
- c. A hanging sign shall be hung perpendicular to and shall not project more than four feet from the face of the building and shall have no less than 7.5 feet clearance above grade.
- d. To minimize visual clutter, hanging signs shall not be located within close proximity to other hanging signs or projecting signs, preferably being at least 25 feet from each other.
- e. The placement of a hanging sign shall not impede the safe movement of people or vehicles within a public right-of-way and shall be properly secured to a building in a structurally sound manner.

#### **17. Window Signs:**

- a. A window sign is a permanent sign painted on, or attached to, the inside of a window and designed to be viewed principally from outside the business by pedestrians and motorists.
- b. To minimize clutter, window signs shall not occupy more than 25 percent of the total area of the window in which they are displayed.
- c. Window signs in the Core sub-area shall be restricted to ground floor windows facing the primary street frontage or adjoining parking lot.

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**18. General Temporary Signs:**

- a. Temporary signs are intended to advertise a particular event or service for a limited duration of time. The signs must be easily removable and taken down as soon as the event or service is completed.
- b. Temporary signs are permitted within the OTC in accordance with Section 18-3-306 of the Anne Arundel County Code as well as according to the following requirements.
- c. One construction sign is permitted. The sign may not exceed 48 square feet in area or 10 feet in height above grade. The sign is permitted during the construction or renovation of a structure and shall be removed on the issuance of a Certificate of Occupancy.

**19. Vehicle-Mounted Signs:**

- a. Vehicle-mounted signs will not be permitted to act as site signage by parking in strategic locations to attract the attention of passersby. Vehicle-mounted signs may only be used as temporary signage for very specific, time-limited events.
- b. No vehicle upon which a vehicle-mounted sign is affixed may be parked on any parking lot for the primary purpose of directing or attracting the attention of the public unless acting as a temporary sign for the purposes of advertising a specific event taking place on the parking lot at the time of display (such as a parade, a fair, a circus, a carnival, a concert, or other approved temporary event). Except for purposes of advertising these temporary events, all vehicles upon which a vehicle-mounted sign larger than three square feet is affixed, shall park out of sight of public roads and walkways.

**20. Real Estate Signs:**

- a. Multi-Family Residential
  - i. A permanent single sign not exceeding 48 square feet in area is permitted for each apartment house, complex, or subdivision. If the complex or subdivision contains more than 100 units, additional signage shall be permitted not to exceed two signs, with a total sign area of not more than 64 square feet. In lieu of multiple signs as allowed herein, the total sign area may be allocated to one sign. Permanent real estate signs shall take the form of Monument Signs or Wall Signs. The permanent real estate sign may identify the development name, the street number, the leasing company, and leasing availability, when appropriate. Long-term leasing signage needs shall be addressed in the design of the permanent sign.
  - ii. During the development and sale or leasing of a residential housing project, one temporary sign naming the development and other pertinent sales information, having an area not exceeding 16 square feet, shall be permitted on the associated property. If the development has multiple street frontages, one additional sign of lesser or equal size shall be allowed to face another frontage direction.
- b. Individual Residential Units

One temporary real estate sign offering the sale, rental, or lease of the property on which it is located, is permitted. The sign may not exceed six square feet in area or a height of five feet above grade unless placed in a unit window. The sign shall be removed within 30 days after the date of settlement or the execution of the lease. No more than one individual unit real estate sign may

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take the form of a post and arm sign on each property. Additional unit signs must be placed in windows, or preferably, one general sign is posted with contact information for all units.

c. **Other Real Estate Signs**

One real estate sign placed on the façade of the primary customer entry façade wall offering the sale, rental, or lease of the property on which it is located is permitted. Such sign may not exceed 16 square feet. The sign shall be removed within 30 days after the date of settlement or the execution of the lease. One real estate sign for each road frontage, offering the sale, rental, or lease of the property on which it is located, is permitted. The sign shall be removed within 30 days after the date of settlement or the execution of the lease. The sign may not exceed a height of 10 feet above grade. The maximum sign area of such sign shall not exceed:

- i. Twenty-four square feet for a property with less than 250 feet of road frontage;
- ii. Forty-eight square feet for property with at least 250 feet but less than 500 feet of road frontage; or
- iii. Sixty-four square feet for property with 500 feet or more of road frontage.

**21. Electronic Message Boards:** Except on properties listed on the County Inventory of Historic Resources and properties located in Block 10 of the Historic Sub-area, electronic message boards may be used in conjunction with allowed wall and monument signs if the message is on a cycle of not less than ten seconds. Each message change shall be instantaneous; images and words displayed shall remain static. The placement of an electronic message board within sight of a property listed on the County Inventory of Historic Resources or on a scenic and historic road shall mitigate any adverse visual impact of the electronic message board in a manner determined by the Office of Planning and Zoning.

## 9.0 Historic Preservation

The purpose of these design standards is two-fold:

- to provide appropriate treatment requirements to assist property owners with the maintenance and rehabilitation of contributing historic buildings so that the sub-area retains its historic integrity and eligibility as an historic district, and
- to ensure that the design of all new construction, including infill development and new additions or modifications to contributing and non-contributing buildings, is compatible with the existing Historic sub-area character.

Application of these design standards will protect the defining features and characteristics of the Historic sub-area while allowing for sensitively designed development that is compatible with the existing community and its landscape. Character defining features are the visual and physical features that make up the appearance of historic buildings including the overall shape, form and mass of the building, its materials, craftsmanship, decorative details, and site and landscape features.

The design standards are based on concepts and strategies found in the nationally-accepted ‘best practices’ guidebook for historic preservation, the Secretary of Interior Guidelines for Rehabilitation. Rehabilitation

is defined as the process of altering or adding onto an historic property to meet the continuing or changing uses while retaining its historic character and it is the most common treatment.

### **Character of the Historic Sub-area**

The Historic sub-area reflects a high concentration of historic resources that both retain physical integrity and are representative of the building styles and streetscapes of old Odenton. Historically, the developed landscape consisted of single family homes on large lots, with small-scale commercial and institutional uses interspersed and concentrated along transportation routes. Today, the central portion of the Historic sub-area, designated as regulatory Block 10 as shown on Figure 3-2, exhibits a predominantly residential character consisting of single family homes and has the highest concentration of contributing historic buildings.

To the east and west are portions of the Historic sub-area with a higher concentration of institutional and commercial uses. These have been designated as regulatory Blocks 8 and 9. While these two blocks have less cohesive streetscapes, higher variation in lot sizes, and occupy a transitional space with relation to adjacent blocks in the larger Town Center, they still retain a high concentration of historic contributing resources and convey the historic significance of old Odenton. Blocks 8 and 9 have three unique characteristics that distinguish them from Block 10. Both are bisected by a major transportation route, with the railroad running through Block 8 and Piney Orchard Boulevard running through Block 9. These blocks have seen more recent infill development, have less regularized lot sizes, and currently have more commercial uses, all of which must be considered when discussing their respective “character.” Blocks 8 and 9 are also adjacent to other blocks which have higher allowable FARs and building heights. As such, the design standards for these two blocks take into account the need for transitional infill development that respects the Historic sub-area while providing a sympathetic and compatible transition to adjacent higher density areas.

## ***9.1 Design Standards for Rehabilitation of Contributing Historic Buildings***

As noted in Chapter 3, contributing historic buildings must be retained, though additions and modifications are allowed. Sensitively planned rehabilitation will ensure that historic buildings can be adapted for modern uses while retaining the historic character. These rehabilitation standards will guide property owners in improving, preserving, and maintaining the historic character of their property.

### **Requirements**

1. Historic building features and historic materials shall be retained and preserved through proper maintenance and repair, rather than be removed, replaced or altered.
  - a. Original building materials, if present, shall be retained.
  - b. Original windows, dormers and doors, if present, shall be retained.
    - i. Window and door openings shall not be made smaller or larger than the original.
    - ii. Storm windows and doors are permitted as long as they are installed in a sensitive manner.
  - c. The original roofing style must be maintained and if present, the chimney style.

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- i. Roof mounted solar panels shall comply with Article 18, Title 10 of the County Code, which requires that solar panels be situated in the least visual obtrusive location possible.
  - d. Repairs to the structure of a porch shall not change the visual character of the porch.
    - i. Enclosing porches is allowed, but shall be done in a sensitive manner that does not create opaque walls where they did not originally exist.
    - ii. Screening porches is preferred to glass.
    - iii. Porch enclosures must maintain transparency and be visually readable as a porch.
    - iv. Prominent porch fixtures such as columns, railings, and piers shall be retained and visible.
  - e. Original exterior features including shutters, trim, cornices, columns, and other architectural embellishments shall be retained.
  - f. Contributing accessory structures such as detached garages shall be retained unless the structure is deemed unsafe and is deteriorated beyond repair.
2. Replacement of severely deteriorated features that are beyond repair shall be replaced with in-kind materials. In-kind materials are materials of the same type and design that match in color, pattern, texture, profile and appearance the original or existing material.
  3. Restoration, replacement, or reconstruction of any building feature shall be substantiated by documentary, physical, or pictorial evidence, if available, or be historically appropriate to the architectural style (ie. roof restoration, siding restoration, porch restoration/reconstruction, window restoration or replacement).
    - a. The design for a new accessory structure such as a detached garage (after the original is removed) shall be based on the original and substantiated by documentary, physical, or pictorial evidence, or guided by the design of the primary structure or nearby secondary structures of the same architectural style.
  4. Alternate materials will be considered if using historically appropriate replacement materials or in-kind materials (ie. wood) is not economically feasible or available.
    - a. The use of alternative building materials will be determined on a case by case basis by the Office of Planning and Zoning. The decision will be based on the building feature, the type of material, and the property's integrity.
    - b. Approved alternate materials shall match the old in design, texture, and appearance.
  5. If a site or structure is determined by research to possess high historic, archeological, or architectural significance, these regulations shall be strictly interpreted. Interpretation shall be more lenient for sites or structures that have less historic significance or where physical integrity has been compromised.

## ***9.2 Design Standards for Additions to Contributing Historic Buildings***

New additions onto existing contributing historic buildings are permitted, including decks and porches; however, they shall be done in a sensitive manner so as to respect the architectural integrity of the original historic building and the historic neighborhood as a whole.

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**Requirements**

1. Additions to existing contributing historic buildings shall be subordinate to the main structure in mass, height, scale, and detail.
2. The design of the addition shall respect the design characteristics of the original building; however, the addition should be differentiated so that it is not mistaken as part of the original building.
3. Wherever possible, additions shall be located on a secondary façade, not visible from the public road (i.e. the rear of side façade).
4. Front porch additions shall only be added to a house where the architectural style of the house traditionally exhibits this feature. New porch designs shall be sensitive to the architectural style of the house.
5. Additions shall be constructed so that they can be removed in the future without damage to the historic building.
6. Materials and exterior features of new additions shall respect those of the historic building.
  - a. Roofing materials on additions shall be compatible with materials on the existing structures.
  - b. Windows and doors in a new addition shall relate to the scale and proportion of original openings in the historic building.
  - c. Exterior lighting of new additions shall be compatible with the historic area.
7. Construction of a new addition shall not destroy the significant historical or architectural fabric of the historic contributing building.

### ***9.3 Design Standards for Contributing Historic Buildings and Compliance with the Americans with Disabilities Act (ADA)***

**Requirements**

1. Ramps, elevators, or other modifications to historic structures required in order to comply with ADA requirements are allowed. Note that there are alternatives under ADA in certain cases involving qualified historic properties.
  2. Ramps, elevators, or other means of access must comply with the most recent edition of the ADA Accessibility Guidelines.
    - a. Every effort shall be made to locate ramps in the least obtrusive areas of the site, preferably at the rear or side of the structure that they serve. If these locations do not meet the ADA guidelines, an alternative location will be considered.
    - b. When exterior doorway widening is required, secondary entryways located on the side or rear of the house are preferred. The primary front entryway shall be considered if secondary entryways cannot be used and alternative ADA compliance is not possible.
    - c. Ramp construction shall not result in the damage or removal of original historic material and shall be readily reversible.
    - d. The ramp shall be constructed of materials compatible with the existing structure.
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- e. Wooden ramps shall either be of simple design and configuration or designed to match existing porch railings, and shall be compatible in scale, mass, and design with the existing porch.
  - f. If located substantially in the public view, the ramp shall be screened with landscaping where possible.

#### ***9.4 Design Standards for Site and Landscape Features with Contributing Historic Buildings***

Site and landscape features can include driveways, parking areas, walkways, fencing, lighting, signage, accessory structures, and other vegetation features. These elements also contribute to the character of the Historic sub-area and help to create continuity throughout.

##### **Requirements**

1. Parking shall be located so as to minimize the impact on the streetscape. Where possible, parking shall be located behind structures and in the rear of the lot. Driveways shall be sited to minimize visual impacts to existing streetscapes.
  2. Accessory structures are those not attached to the principal building on the lot, including storage sheds and garages. Many of the contributing historic properties have a detached garage in the rear of the property. Maintaining this spatial relationship between principal and secondary structures is important in maintaining the visual character of the street and neighborhood.
    - a. New accessory structures shall be secondary in size and scale to the principal structure on the site and shall not exceed the principal structure in height.
    - b. The design of new accessory structures shall compliment the period and style of the principal building on the site.
  3. Exterior lighting of new buildings shall be compatible with the historic area.
  4. New signs shall be compatible with the scale, proportions, form and architectural character of the buildings that they identify or to which they are applied.
    - a. Backlit signs shall not be permitted in the Historic sub-area.
  5. Fences and walls shall be compatible with the architectural character and design of the existing and surrounding buildings.
    - a. Fences and walls shall not be more than four feet high along a public right-of-way.
    - b. The use of solid board fences is discouraged, especially on the primary or public façade of the building. Consideration shall be made for corner lots and for special needs, such as pool fencing or animal enclosures.
    - c. Wood is the preferred fencing material in the Historic sub-area but is not required.
    - d. Wooden fences should be painted or stained in an appropriate fashion.
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## 9.5 Architectural Design Standards for New Construction, Infill Development, and Non-Contributing Buildings

The design standards in this section apply within the Historic sub-area to both new development as well as improvements to existing non-contributing buildings. The purpose is to maintain a cohesive relationship between the historic and non-historic structures, which will serve to preserve the character and charm of the community.

New development should be compatible with other contributing historic buildings in the immediate neighborhood. Architectural compatibility is achieved by applying building design principles that will ensure that new construction is in keeping with the existing community character. The principles include respecting the predominant scale, massing, setbacks, orientation and site coverage, rhythm, height, materials, and site and landscape features of the immediate streetscape and neighborhood. These Architectural Design Standards are not intended to supersede the Development Requirements by Block (Figure 3-3) or Permitted Uses (Figure 3-4) of Chapter 3.

### Requirements

1. **Scale** is defined as a measure of the relative size of a building or building component in relation to a known unit of measure and the visual relationship between a new building when viewed in context of existing buildings and landscape features in the immediate neighborhood.

- a. General Infill Requirements

New infill construction, the size and proportion of the proposed structure (i.e. roof line and mass) and its individual building elements (i.e. windows and doors) shall be compatible with existing contributing buildings in the immediate neighborhood. The immediate neighborhood is considered that within two to three blocks, or that which shares common streetscape or landscape features or is otherwise visually connected.

- b. Requirements specific to Block 10

Block 10 retains a high degree of historic integrity and exhibits a residential scale with its regularly placed single family homes, most of which are typically of the Bungalow or American Foursquare style, no more than 2 stories tall and sited on fairly large lots. In Block 10, new infill construction, the size and proportion of the proposed structure (i.e. roof line and mass) and its individual building elements (i.e. windows and doors) shall be comparable and compatible with existing contributing historic buildings in the immediate neighborhood.

- c. Requirements specific to Block 8 & 9

The appropriate scale for new or infill development within Blocks 8 and 9 shall find a balance that relates to both the Historic sub-area and to the more densely developed adjacent regulatory blocks. When infill development is immediately adjacent to a contributing historic structure, care should be taken to respect the scale of that historic building.

2. **Massing and Rhythm.** Massing is the volume of a building combined with the overall composition of the façade. Rhythm refers to the spacing between and repetition of buildings and building elements such as windows, doors, and porches on a streetscape. Both are essential in establishing the character of a particular street.

a. General Infill Requirements

New infill development shall be compatible with the existing massing and rhythm of buildings and their lots on both the immediate street and surrounding neighborhood in the respective regulatory block. On corner and through-lots, the building facades facing the existing street shall relate to the scale and massing of buildings facing and immediately adjacent to those on their respective streets. Corner buildings shall be designed to complete the predominant street form.

b. Requirements specific to Block 10

Infill development within Block 10 shall respect the existing massing and rhythm of the historic contributing buildings and their lots in the immediate neighborhood. The 1- and 2-story single family homes which form the core of this block provide the visual cues to achieve an infill proposal that is appropriate in mass and rhythm.

c. Requirements specific to Block 8 & 9

New infill shall be compatible with the immediate neighborhood, which may include areas both in and outside of the Historic sub-area. Large new buildings such as townhouses, showrooms, storefronts, and other commercial establishments shall be designed as a series of masses in order to compartmentalize the volume of the overall structure. Use of building elements and forms that are evocative of the historic character of the entire sub-area is a useful method for ensuring compatibility while not replicating an historic building. The range of design solutions for ensuring that a larger new building is compatible with the more commonly seen detached dwellings found in the Historic sub-area can vary widely and each project may have a unique solution that can be considered appropriate under these standards. Particular consideration shall also be given to how new infill will visually transition to development outside the Historic sub-area.

3. **Building height** as defined in Article 18 of the County Code means the vertical distance from the average height of the highest roof surface for a structure with a roof or from the highest point of a structure without a roof to the grade plane. The “grade plane” means the average of the finished ground levels between the structure and a point six feet from the structure or, if the lot line is closer than six feet from the structure, the lot line.

a. General Infill Requirements

As shown in Figure 3-3, the maximum height is 35 feet in Block 10; the maximum height is 3 stories in Blocks 8 and 9. New infill development should be cognizant and sensitive to the prevailing heights and scale seen in the immediate neighborhood to ensure a compatible design.

b. Requirements specific to Block 10

New principal buildings shall not exceed a maximum height of 35 feet. The typical contributing historic buildings in Block 10 are one- or two- story detached dwellings that vary from 18 to 34 feet in height, like the Bungalow and American Foursquare shown here.



The height of a proposed new building shall be visually compatible with immediately adjacent buildings, particularly the height of each floor, and the height, form, and pitch of the roof. The façade height and proportions of new buildings shall be compatible with the predominant character of other buildings in the streetscape.

*Note: Architectural historians commonly refer to a “half-story” when describing these low-pitched roof forms which offer viable living space within the roof form. For the purposes of these regulations, buildings shall be discussed in whole stories, which typically, for a residential dwelling, are considered the livable space within fully vertical walls that are on average 10 feet in height. The reference to a “half-story” is provided here to describe the stylistic characteristic seen in the above examples and throughout Block 10.*

c. Requirements specific to Block 8 & 9

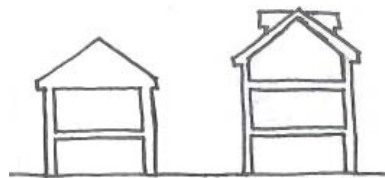
Blocks 8 and 9 include residential buildings intermixed with commercial buildings, modern infill, larger irregularly shaped lots, and institutional structures, such as churches. With less defined regularity of the building stock on a given streetscape, and more variation in structure heights, especially as the Blocks transition into areas outside the Historic Sub Area, determining a compliant height shall consider the transition from the more residential scale of Block 10 to the more urban and higher density character of the regulatory blocks outside of the historic subarea. Proximity to non-residential features, open space, and transportation corridors shall also be considered.

The maximum height permitted for new principal buildings is 3 stories. The height of a proposed building shall be compatible with adjacent buildings and the immediate neighborhood in the respective regulatory block and should offer a sympathetic visual transition to the blocks they abut, including those outside of the Historic sub-area. When new infill development is proposed adjacent to a contributing historic building, the prevailing height of the streetscape should heavily influence the proposed height of the new structure. If new infill is sited on a larger lot, or

on the interior of a parcel, and lacks a direct visual connection to contributing resources, greater variation in height is appropriate if sensitively designed.

*Note:*

*When possible, architectural and design solutions that minimize the buildings perceived height should be applied. The above example shows how one might incorporate a third story of 'living space' into the roof structure. The use of dormer windows is encouraged in new building designs as they increase the usable space. Utilizing below grade space to attain more usable interior space while minimizing the apparent height on the exterior is encouraged. Stepping the third story back, towards the rear of the structure may also offer a design solution that reduces the perceived height of a building when viewed from the streetscape.*



The building on the right has three livable stories, and is compatible in scale and height with the two-story adjacent building.

4. **Orientation and Site Coverage.** The orientation of a building is the direction the primary façade faces. In the Historic sub-area, the contributing buildings' principal facades are oriented toward the street. This is a consistent pattern throughout which shall be preserved to maintain the visual continuity. Site coverage is the percentage of lot area covered by buildings on a lot.

- a. General Infill Requirements

Infill development shall respect the prevailing orientation of neighboring buildings. Site coverage shall be governed by the allowable bulk regulations, and when appropriate should be tempered to respect the prevailing conditions of the immediate neighborhood and surrounding environment.

- b. Requirements specific to Block 10

The maximum lot coverage permitted is 20%. Infill development should be of a similar proportion to the site coverage on adjacent lots. The overall proportions of building-to-lot area shall remain consistent from lot to lot along the block. The minimum lot size permitted is 14,000 sq. ft. The minimum lot width permitted is 70 ft. See Figure 3-3.

- c. Requirements specific to Block 8 & 9

A maximum FAR of 1 is permitted. Lenience shall be given in cases where a property is adjacent to transportation corridors, adjacent to land that is not used for residential purposes, not visible from the public way, or on large vacant lots. For development on existing lots, or if lots are combined to create a larger development, compatible building-to-lot proportions of adjacent lots shall be suggested by breaking large building masses into smaller elements.

5. A **setback** is the distance between the curb, property line, or structure within which building is prohibited. The relationship of the historic streetscape is largely defined by the prevailing setbacks. Maintaining setbacks that are compatible with the immediate neighborhood promotes the compatibility of the new building with the neighborhood.

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a. General Infill Requirements

Any new construction should address the street in a manner consistent with neighboring structures and the overall street form and character. The prevailing setback line from existing street edge should be preserved. Maintaining uniform setbacks promotes the compatibility of the new building with the neighborhood.

b. Requirements specific to Block 10

Setback requirements are found in Figure 3-3. The façade of a new building shall respect the alignment of existing building facades in the immediate neighborhood. Setbacks shall not be more than the largest setback of a subject property's adjacent properties and shall not be less than the smallest setback of adjacent properties. Adjacent property is defined as every property that shares a common boundary with the subject property.

c. Requirements specific to Block 8 & 9

The prevailing setback line of buildings along an existing streetscape from the street edge will suggest an appropriate setback for new infill development. If new infill is proposed between or adjacent to an existing contributing building, the prevailing setback line from the shared road frontage shall be preserved.

The setbacks for proposed new infill construction within Blocks 8 and 9 shall be visually compatible with existing conditions, adjacent buildings and the immediate streetscape, and should provide for a sensitive and sympathetic visual transition to the blocks they abut, including those both inside and outside of the Historic sub-area.

6. **Materials.** Construction materials include natural and synthetic substances that form the building elements of a structure including the roof (shingles), walls, windows, doors, trim, porches, and other exterior elements. The fabric from which a building element is made has an important place in retaining and reinforcing the historic integrity of a resource.

a. General Requirements for Blocks 8, 9, & 10

Materials for new buildings shall be compatible to materials found on existing contributing buildings in the Historic sub-area. Materials that would have traditionally been available and used during the historic period of significance are preferred, but modern materials may be used on new construction. Roofing materials for a new building shall relate to the design of the building and be compatible with the prevailing roofing materials of contributing historic buildings in the immediate neighborhood. New masonry construction shall be compatible with existing buildings in the historic district. Windows and doors in new buildings shall relate to the scale and proportion of openings on contributing historic buildings in the immediate neighborhood and to the design of the new building. Porches on new buildings shall be compatible in location, size, and design to porches on contributing historic buildings.

7. **Parking and Driveway Access**

a. General Requirements for Blocks 8, 9, & 10



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Parking shall be located so as to minimize the visual impact of the parking on the existing streetscape. Wherever possible, parking shall be located behind structures and in the rear of the lot. Parking areas shall be landscaped so that they are screened from the public view. Driveway or vehicle access to a parcel shall be located in such a way as to minimize visual impacts to the streetscape.

b. Requirements specific to Block 8 & 9

Commercial parking areas shall be sited to the interior or rear of the property and landscaped so that the parking area is screened from the public view. Front loaded attached garages are prohibited for new infill construction.

## 8. Accessory Structures

a. General Requirements for Blocks 8, 9, & 10

Accessory structures shall be sited behind the primary dwelling, towards the rear of the lot and wherever possible, shall be located so that they cannot be seen from the public right-of-way.

b. Requirements specific to Block 10

See Figure 3-3 for height and setback requirements for accessory structures.

## 9. Signage

a. General Infill Requirements

New signs shall be compatible with the scale, proportions, form and architectural character of the buildings that they identify and/or to which they are applied. Backlit signs shall not be permitted in the Historic sub-area.

b. Requirements specific to Block 10

Electronic message boards are not permitted.

c. Requirements specific to Blocks 8 & 9

Electronic message boards are permitted in Blocks 8 and 9 and shall comply with Section 8.2.

## 10. Fences and Walls

a. General Requirements for Blocks 8, 9, & 10

Fences and walls shall be compatible with the architectural character and design of the existing and surrounding buildings. Fences and walls shall not be more than four feet high along a public right-of-way. The use of solid board fences is discouraged, especially on the primary or public façade of the building. Consideration shall be given for corner lots and for special needs, such as pool fencing, animal enclosures, efforts to screen parking from the public view or for private property boundaries. Wood is the preferred fencing material in the Historic Sub Area, but is not required. When used, wooden fences should be painted or stained in an appropriate fashion.

## 11. Subdivision

### a. General Infill Requirements

Properties containing either contributing historic structure(s) or non-contributing structures may be further subdivided in accordance with the development requirements in Chapter 3.

## 10.0 Additional Design Standards for Sub-Areas

In addition to the general Design Standards listed in this chapter, development projects in the Odenton Town Center shall also follow the Design Standards listed in Section 10.0 for specific Sub-areas. Figure 4-1 illustrates the specific design standards that are applicable to each of the relevant Sub-areas in the Odenton Town Center.

**Figure 4-1. Design Standards for Individual Sub-Areas**

		Core	Transition	Industrial	East Odenton	North Odenton
Urban Form	Vista and View		■		■	■
	Focal Areas					
Streetscape Standards	Pedestrian System	■	■		■	■
	Street Furniture	■	■			
Parking Standards	Surface Parking	■	■			
Site Design	Development Layout	■	■		■	■
	Setbacks	■	■			
	Activity Spaces	■	■			
	Outdoor Storage	■	■	■		
Architecture	Massing	■		■		
	Facades	■	■		■	■
	Entryways	■	■		■	■

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## 10.1 Core Sub-Area

### 10.1.1 Streetscape Standards

#### Requirements

#### 1. Pedestrian System

- a. Sidewalks shall be set directly against the curb unless a planting strip is called for in Figure 3-11.
- b. All non-residential buildings not directly set against the right-of-way edge shall provide sidewalk pavement as needed to extend the public sidewalk edge to the building face. This area shall be paved in a similar material as the sidewalk.
- c. All residential buildings not directly set against the right-of-way edge shall provide pedestrian walkways of no less than five feet in width, from the public sidewalk or right-of-way to the principal resident entrance of all principal buildings on the site, and shall feature adjoining landscaped areas that include trees, shrubs, benches, flower beds, ground covers, or other such materials for at least 50 percent of their length.
- d. Mid-block pedestrian alleys shall be created in Core areas as needed to connect parking and/or courtyard spaces behind buildings to front sidewalks. Generally, building façades shall be no longer than 150 feet without a connection to rear parking, or one-half the length of the block, whichever is less. Spaces between Core buildings shall be treated as pedestrian alleys. These pedestrian alleys shall be a minimum of 20 feet wide. A minimum illumination level of 0.5 foot-candles shall be provided.
- e. At a minimum, additional walkways of at least eight feet in width shall be provided to connect focal points of pedestrian activity (e.g., transit stops, street crossings, building and store entry points) and shall feature adjoining landscaped areas that include trees, shrubs, benches, flower beds, ground covers, or other such materials for at least 50 percent of their length.

#### 2. Street Furniture

- a. Pedestrian scale streetlights shall be provided along all Core Sub-Area streets.
- b. Waste receptacles shall be provided at a minimum of three per block per side of the street on streets with commercial uses or every 300 feet, whichever is less.

### 10.1.2 Parking Standards

#### Requirements

1. In the Core Area, surface parking areas shall be kept to a minimum. Any site in the Core containing less than 30 surface parking lot spaces is exempt from the surface lot landscaping requirements, if they provide additional open space on site at a rate of 200 square feet per 10 parking spaces.
2. All sites in the Core Area containing more than 30 surface parking lot spaces must follow the surface lot landscaping requirements, unless it is proven that a reduction of this landscaping requirement in return for the contributions of additional open space significantly reduces the visual impact of the parking lot and improves function from the surrounding properties and streets.

3. Development in blocks between MD 175 and Hale Street, and between MD 175 and Duckens Street, shall locate parking in the interior of the block permitting buildings to ring the parking areas along the street edges and creating active street edges on at least two sides of the blocks. Parking areas shall not abut Hale Street. Off-site parking in other nearby blocks is encouraged.
4. Where blocks along Hale Street are developed in conjunction with blocks along parallel streets, the parking required in blocks along Hale Street may be relocated to the outer blocks. When this occurs, the interior of the Hale Street block shall be developed with a combination of building footprint and activity space. An access connecting Hale Street to the parallel business street shall run through the activity space and connect sidewalk to sidewalk. The court may be otherwise surrounded by building or may front directly onto a public sidewalk.
5. Developments on the north side of Hale Street shall have buildings that front onto the next parallel street over from Hale Street with parking located to the rear.
6. Parking lot areas shall not exceed 55,000 square feet without division of internal accesses or landscaped buffers of five feet to the back of the perimeter curb stop.
7. Property owners must make a good faith effort to work with adjoining property owners to create shared parking lot arrangements and curb cuts, as well as driveways and service alleys. Connections between parking lots may be required to minimize curb cuts onto the street.
8. Where surface parking in the Core is approved adjacent to a public sidewalk, it may abut the back of the public sidewalk if screened with a solid wall that is at least three feet tall. It shall be set back a minimum of five feet when screened with a hedge that is at least three feet tall.

### 10.1.3 Site Design

#### Requirements

##### 1. Development Layout Objective

Development patterns shall create urban-scaled blocks and modified street grids. Buildings shall line the streets, and parking lots and service alleys shall be placed internal to the block. Public roadways and sidewalks shall be treated as essential pedestrian environments that are reinforced and enhanced by abutting development. Buildings shall be placed close to each other and at the back of the public sidewalks. Customer entrances shall be oriented toward a pedestrian-friendly street so that customers use the public walk to arrive at the building entrance. All the streets shall be lined with generously wide streetscapes. Street trees, pedestrian-scaled street lighting and street furniture, sidewalk cafes, and awnings covering the walk are encouraged. Wherever possible, streets shall have on-street parking. Development sites shall have plazas, courtyards, and village green-like spaces along the street edge to provide areas for people to gather. Off-street parking shall be placed along the street, between or behind the buildings.

##### 2. Setbacks

- a. All buildings are encouraged to meet the minimum setback along public roadways.

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- b. All buildings must meet the minimum setback along active urban roadways or shall provide pedestrian pavements as needed to meet the public streetscape edge using a similar material as the sidewalk.
  - c. Side yard and rear yard setbacks shall be minimized to create an urban character where applicable.

### 3. Activity Spaces

Each activity space in the Core Sub-Area shall incorporate at least three of the following features that are of sufficient size, amount, and quality to adequately enhance the space: bus shelter; pedestrian plaza with benches or tables/chairs; walkway adjacent to retail display windows; outdoor play area; kiosk area; water feature; clock tower; or other deliberately shaped area and/or a focal feature that, in the judgment of the Office of Planning and Zoning, adequately enhances public spaces.

Interior or rooftop spaces may count toward meeting a portion of the public activity space requirement if they are highly visible and easily accessible from the street through the use of transparent facades and easily visible entrances. Such areas must remain open to the public during business hours.

### 4. Outdoor Storage

Non-enclosed areas for the storage and/or sale of merchandise, such as outdoor garden centers or lumberyards, are not permitted.

## 10.1.4 Architectural Standards

### Requirements

#### 1. Massing:

In order to minimize the bulk of tall buildings, all building facades that face public streets and/or activity spaces must have a design that minimizes building bulk and shadows by being creative with the vertical setback. The vertical setback shall be accomplished through architectural articulations such as stepped terraces and off-sets. Stepping-back upper stories helps to minimize bulk shadows on the street while creating opportunities for outdoor terraces for building users. No building mass footprint area in the Core, including single-buildings and groupings of buildings, may exceed 160,000 square feet without a pedestrian cut-through that allows pedestrians direct access through the block. This cut-through may be located outdoors between buildings or indoors through a store or lobby as long as access is direct, unimpeded, and clearly marked from the hours of 8a.m. to 8p.m. or until dusk, whichever is later. The cut-through may only be considered part of an urban activity space if it follows the requirements for activity spaces in Section 6.3.

#### 2. Facades:

Most streets within the Core are designated as Active or Semi-Active Street Frontage locations; therefore, facades along these streets must follow the requirements for such in Chapter 3, Section 3.2.



### 3. Entryways:

- a. The primary entrances of buildings shall be oriented to face the public sidewalk and street, not interior parking lots.
- b. Buildings located on corner lots abutting primary street intersections shall have a customer entrance at the corner facing the intersection.
- c. Each principal building on a site shall have clearly defined, highly visible primary entrances featuring no less than three of the following: canopies or porticos; overhangs; recesses/projections; arcades; raised cornice parapets over the door; peaked roof forms; arches; outdoor patios; windows; architectural details such as tile work/moldings integrated into the building structure and design; or integrated planters or wing walls that incorporate landscaped areas and/or places for sitting.

## ***10.2 Transition Sub-Area***

### ***10.2.1 Urban Form***

#### **Requirements**

##### **1. Vista and Views**

Views and vistas into and throughout the Transition Sub-area shall not detract from the neighboring Core. Buildings must be designed either to be lower-scale complements to the Core skyline features or unobtrusive and visually screened with natural buffers.

### ***10.2.2 Streetscape Standards***

#### **Requirements**

##### **1. Pedestrian System**

- a. Sidewalks shall be set directly behind the required planting strips specified in Figure 3-11.
- b. Continuous pedestrian walkways at least five feet in width, shall be provided from the public sidewalk or right-of-way to the principal customer entrance of all principal buildings on the site, unless the entrance leads directly into a private residential unit, and shall feature adjoining landscaped areas that include trees, shrubs, benches, flower beds, ground covers, or other such materials for at least 25 percent of their length.
- c. At a minimum, additional walkways at least five feet in width shall be provided to connect focal points of pedestrian activity such as, but not limited to, transit stops, street crossings, and building and store entry points and shall feature adjoining landscaped areas that include trees, shrubs, benches, flower beds, ground covers, or other such materials for at least 25 percent of their length.
- d. Special design features such as towers, arcades, porticos, pedestrian light fixtures, bollards, planter walls, and/or other architectural elements shall be used to define pedestrian walkways.

## 2. Street Furniture

Waste receptacles shall be provided at a minimum of one per block on each side of the street. An additional receptacle shall be provided for each 250 feet of street frontage on each side of the street.

### *10.2.3 Parking Standards*

#### Requirements

1. The driveway entryway of a commercial development shall provide sufficient queuing room for cars entering from the street.
2. Parking lot areas shall not exceed 55,000 square feet without division of internal accesses or landscaped buffers of five feet to the back of the perimeter curb stop.
3. Parking areas shall be set back a minimum of 10 feet behind the sidewalk prior to starting the first parking space. The setback area shall be attractively landscaped. Parking buffer requirements may be included in the 10-foot setback.

### *10.2.4 Site Design*

#### Requirements

## 1. Development Layout

Freestanding buildings shall be placed near a public or private sidewalk. Larger buildings shall be located behind a screen of smaller out-parcel buildings along the street to maintain the pedestrian environment along the street, if practical. No more than a single row of parking and a single drive lane may be placed between a building and the street. Internal circulation patterns shall create street-like spaces lined with on-street parking and buildings and shall connect to adjoining sites. Building customer entrances shall face or be visible from the street. Sidewalks shall connect all buildings with the site and to adjoining sites. Sidewalks shall have street trees and pedestrian lighting. Development sites shall have seating nooks, café spaces, plazas, courtyards, and/or village green spaces within the site near building entrances or inside the building to provide areas for people to gather. Parking shall be placed on-street or between or behind street edge buildings rather than in lots in front of buildings.

## 2. Setbacks

- a. All buildings must meet the minimum setback along public roadways.
- b. On large, deep parcels, selected buildings may be exempted from the maximum setback requirements if all of the following are met.
  - i. Other buildings on the development site have ground level walls within the maximum setback along public streets to maintain the pedestrian environment for at least 50 percent of the street frontage. These buildings must be designed so they are not only oriented toward the fronting streets, but have a relationship and orientation toward the other buildings in the development. These buildings must also be constructed before or at the same time as the exempt building.

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- ii. Internal circulation system. An internal circulation system that meets the following requirements must be provided.
    - Internal accesses that are similar to streets must divide the site into parking areas that are no greater than 55,000 square feet.
    - Each internal access must have at least one auto travel lane with curbs and sidewalks along both sides. Sidewalks shall be at least eight feet wide.
    - Along each internal access that intersects a public street, parking may be provided except for within 75 feet of the public intersection.
    - Curb extensions that are at least the full depth of the parking stall must be provided at the intersections of internal accesses that have parking.
  3. Activity Spaces

Each activity space in the Transition Sub-Area shall incorporate at least three of the following features that are of sufficient size, amount, and quality to adequately enhance the space: bus shelter; pedestrian plaza with benches or tables/chairs; walkway adjacent to retail display windows; outdoor play area; kiosk area; water feature; clock tower; or other deliberately shaped area and/or a focal feature that, in the judgment of the Office of Planning and Zoning, adequately enhances public spaces.

Interior or rooftop spaces may count toward meeting a portion of the public activity space requirement if they are highly visible and easily accessible from the street through the use of transparent facades and easily visible entrances. Such areas must remain open to the public during business hours.
  4. Outdoor Storage

Outdoor storage is permitted in accordance with Section 6.5. Outdoor storage is not to exceed 15 percent of the total site area.

### *10.2.5 Architectural Standards*

#### **Requirements**

1. Entryways

Each principal building on a site shall have clearly defined, highly visible customer entrances featuring no less than two of the following: canopies or porticos; overhangs; recesses/projections; arcades; raised cornice parapets over the door; peaked roof forms; arches; outdoor patios; windows; architectural details such as tile work/moldings integrated into the building structure and design; or integrated planters or wing walls that incorporate landscaped areas and/or places for sitting.
  2. Facades
    - a. Create a minimum amount of window space on all ground floor facades, between the height of three feet and eight feet measured from sidewalk grade, facing the primary public street or internal street designated as the primary pedestrian path to the building as follows:
      - i. Retail Buildings shall have at least 70 percent transparency.
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- ii. Office Buildings shall have at least 45 percent transparency.
  - b. Auxiliary structures, including freestanding pad structures, shall be architecturally consistent with the primary structures on the site in the use of color, material, and detailing, if not form. Where multi-building developments require updating, auxiliary and pad buildings shall be remodeled in conjunction with an upgrade of the entire development.
  - c. When multi-tenant buildings require remodeling, comprehensive upgrades for the entire center, not just one tenant, are strongly encouraged.

### ***10.3 Industrial Sub-Area***

#### ***10.3.1 Site Design***

##### **Requirements**

##### **1. Outside Storage**

Outdoor storage is permitted in accordance with Section 6.5. Outdoor storage is not to exceed 15 percent of the total site area.

#### ***10.3.2 Architectural Standards***

##### **Requirements**

##### **1. Massing**

A tower, antenna, or public utility structure may exceed 15 feet above the roofline provided it does not exceed 60 feet in height and is located in an area to minimize its appearance from public streets and any neighboring non-industrial area.

### ***10.4 East Odenton and North Odenton Sub-Areas***

#### ***10.4.1 Urban Form***

##### **Requirements**

##### **1. Vistas and Views**

Both of these corridors are primarily commercial strips surrounded by residential development. In these areas, it is important to consider both the views down the corridor from MD 175 and the views into the corridor from the surrounding residences. Looking down the corridor, development shall visually blend rather than compete for attention. Scale, setbacks, and signage shall relate and work together. Pedestrian facilities and streetscaping shall provide consistency along the length of the corridor. From the surrounding residential areas, views into the rear of buildings along the corridor shall be carefully screened with landscaped and natural buffers.

### ***10.4.2 Streetscape Standards***

#### **Requirements**

##### **1. Pedestrian System**

- a. Sidewalks shall be set directly behind the required planting strips.
- b. Continuous pedestrian walkways at least five feet in width, shall be provided from the public sidewalk or right-of-way to the principal customer entrance of all principal buildings on the site, unless the entrance leads directly into a private residential unit. These walkways shall feature adjoining landscaped areas that include trees, shrubs, benches, flowerbeds, ground covers, or other such materials for at least 50 percent of their length.
- c. At a minimum, additional walkways at least five feet in width shall be provided to connect focal points of pedestrian activity such as, but not limited to, transit stops, street crossings, and building and store entry points and shall feature adjoining landscaped areas that include trees, shrubs, benches, flower beds, ground covers, or other such materials for at least 50 percent of their length.
- d. A pedestrian walk that coordinates with adjacent properties shall be provided between any high concentrations of uses.
- e. All pedestrian walkways shall be distinguished from driving surfaces through the use of durable, low maintenance surface materials such as pavers, bricks, or scored concrete to enhance pedestrian safety and comfort, as well as the attractiveness of the walkways.
- f. Special design features such as towers, arcades, porticos, pedestrian light fixtures, bollards, planter walls, and/or other architectural elements shall be used to define pedestrian walkways.

### ***10.4.3 Site Design***

#### **Requirements**

##### **1. Development Layout**

The corridors themselves are the primary focus of improvements in these areas. Away from the corridor frontage, these areas are primarily comprised of residential neighborhoods that will maintain their existing residential character. Along the corridors, development will be primarily freestanding commercial buildings oriented toward the street. Parking areas shall be connected from site to site, and individual curb cuts minimized, to improve access management onto MD 175. The pedestrian environment shall be continuously safe and attractive along the commercial corridor to facilitate pedestrian movement among businesses and from the surrounding neighborhoods.



#### ***10.4.4 Architectural Standards***

##### **Requirements**

##### **1. Facades**

- a. Create a minimum amount of window space on all ground floor facades, at least between three feet and eight feet measured from sidewalk grade, facing the primary public street or internal street designated as the primary pedestrian path to the building.
- b. Auxiliary structures, including freestanding pad structures, shall be architecturally consistent with the primary structures on the site in the use of color, material, and detailing, if not form. Where multi-building developments require updating, auxiliary and pad buildings shall be remodeled in conjunction with an upgrade of the entire development.
- c. When multi-tenant buildings require remodeling, comprehensive upgrades for the entire center, not just one tenant, are strongly encouraged.

##### **2. Entryways**

- a. Each principal building on a site shall have clearly defined, highly visible primary entrances featuring no less than two of the following: canopies or porticos; overhangs; recesses/projections; arcades; raised cornice parapets over the door; peaked roof forms; arches; outdoor patios; windows; architectural details such as tile work/moldings integrated into the building structure and design; or integrated planters or wing walls that incorporate landscaped areas and/or places for sitting.



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## Chapter 5. Process and Procedures

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## 1.0 OTC Plan Amendment, Modification and Oversight

### 1.1 Comprehensive Plan Review

The OTC Master Plan will be comprehensively reviewed every five years, and any revisions or amendments to the master plan will require legislation. This will allow adjustments to be made to accommodate changing conditions, such as market conditions, as well as changes in development requirements and regulations. Any significant adjustments to the OTC boundary, sub-areas, regulatory blocks, permitted uses, development requirements and design standards will be made during this comprehensive review process. Any proposed revisions to the master plan will be made available for public review and comment prior to legislation.

### 1.2 Plan Oversight

The three principal components involved in implementation of the master plan are a County staff team, an advisory committee, and a tracking mechanism. These are described below.

#### 1. Office of Planning and Zoning

The Office of Planning and Zoning (OPZ) is the lead agency in overseeing implementation of the master plan, with support from other County agencies including the Department of Inspections and Permits, Department of Public Works, and Anne Arundel Economic Development Corporation. OPZ staff is responsible for reviewing development applications and assisting developers, identifying capital project needs, pursuing other funding sources, conducting planning studies as needed, and providing regular status updates to local officials and the public. OPZ staff also serves as primary liaison to the OTC Advisory Committee.

#### 2. OTC Advisory Committee

The Odenton Growth Management Area will have an advisory committee known as the Odenton Town Center Advisory Committee. The duties of the Committee will be as follows:

- a. To be advocates for the goals and objectives of the Master Plan by working with property owners, developers, business owners, and government officials on development and infrastructure investments in the Growth Management Area and those actions that may affect the area;
- b. To review and comment on Sketch Plans, Preliminary Plans, and Modifications to the Master Plan as part of the development review process; and
- c. To regularly review conditions and activity in the Growth Management Area to keep the Master Plan and its recommendations up-to-date, relevant, and on course.

The following provisions apply to the OTC Advisory Committee:

- a. The Committee will be comprised of nine volunteer members who are appointed by the County Executive. Ex officio members may also be appointed at the discretion of the County Executive.
- b. Committee members will be appointed for terms of up to three years, with appointments staggered so that three members are appointed each year. Committee members may serve for no more than three terms.



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- c. The Committee will maintain a balanced representation covering community, business, and developer interests.
  - d. A Chairperson will be appointed by the County Executive from among the nine committee members. The Chairperson will serve for a two-year term and may be reappointed by the County Executive for more than one term.
  - e. The Committee will meet on a regular basis as necessary to fulfill its duties. Committee meetings will be open to the public and will be advertised in the County's public meetings calendar. Meetings will have representation by the Office of Planning and Zoning staff.
  - f. Vacancies will be filled by appointment of a new Committee member by the County Executive. In such cases, the vacancy will be advertised by the County, and interested parties will be requested to submit a resume to the Office of Planning and Zoning. Resumes will be reviewed by the Office of Planning and Zoning and the OTC Advisory Committee, and a recommendation will be forwarded to the County Executive. Vacancies shall be filled within three months of the departing member's termination.

### 3. Plan Benchmarking and Tracking

To assist in tracking progress toward implementation of the Master Plan, the Office of Planning and Zoning will prepare an Odenton Town Center Annual Report each year. The report will monitor development and capital project activity and will identify additional needs and strategies. It will be submitted to the County Executive and County Council and will be available on the County website for use by developers, realtors, business owners, citizens, and other stakeholders in the area.

The OTC Annual Report will include the following information, as available:

- a. A record of development applications approved and under review, including subdivision plans, site plans, modifications, development proffers and bonus rewards, and building, grading and occupancy permits.
- b. The square footage of new construction and building renovations.
- c. The status of public facilities planned or under construction.
- d. Any current or projected deficiencies in the operational capacity of existing public facilities including roads, schools, water supply and wastewater treatment.
- e. Population and employment forecasts for the OTC area.
- f. The status of grant applications and other funding requests for OTC projects or programs.
- g. The status of Capital Budget and Program projects in the OTC.
- h. A description of any new project requests to be submitted for the coming fiscal year's Capital Budget and Program.
- i. A list of additional projects that will require capital program funds or funding from other sources, ranked in order of priority. Projects should include roads, parking, transit, pedestrian and bicycle

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facilities, streetscapes, open space, stream restoration, public amenities, public utilities, and stormwater management.

### ***1.3 Plan Modifications***

Applicants submitting development plans for projects in the OTC may request modifications to the requirements of this Master Plan or other provisions of the County Code as specified below.

1. The Planning and Zoning Officer may approve an application for a modification to this Master Plan based upon the findings below, or to other provisions of the County Code as specified in Article 17-2-108:
  - a. practical difficulties or unnecessary hardship will result from strict application of this Master Plan;
  - b. the purposes of this Master Plan will be served by an alternative proposal;
  - c. the modification is not detrimental to the public health, safety, or welfare or injurious to other properties; and
  - d. the modification does not have the effect of nullifying the intent and purpose of this Master Plan.
2. An application for a modification may be denied if requested solely because compliance would add significantly to development costs or if requested solely for the convenience of the developer, such as when the land is not usable because of error or poor assumptions on the part of the developer.
3. In granting a modification, the Planning and Zoning Officer may require conditions to secure the objectives of the provision that has been modified.
4. Modifications may be granted to the following provisions of this Master Plan in accordance with Part (1) above:
  - a. Development Requirements by Block (Figure 3-3);
  - b. Road and Streetscape Design Standards (Figure 3-11);
  - c. Open Area Requirements (Chapter 3, Section 2.5);
  - d. Design Standard Requirements related to Urban Form, Streetscape, Parking, Landscaping, Site Design, Architecture, Signage, and Historic Preservation (Chapter 4).
5. Applicants seeking relief from any of the requirements of this Master Plan or applicable provisions of the County Code are encouraged to explore the use of the optional Bonus Program, as described in Chapter 6, as a mechanism for achieving enhanced design aspects or community benefits in exchange for relief from the desired development requirements.

### ***1.4 Appeals***

For development projects in the Odenton Town Center, persons aggrieved by the approval or denial of a modification, sketch plan, or final plan may file an appeal to the Board of Appeals in accordance with the provisions in Article 17-2-109 of the Anne Arundel County Code.

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## 2.0 Development Approval Process

The Odenton Town Center Master Plan encourages high quality development while expediting the development approval process. The Master Plan allows for a specified timeline for the development approval process that is applicable to all development projects within the Odenton Town Center. The development timeline is illustrated in Figure 5-1. In addition, the requirements for Sketch Plans, Preliminary Plans, Final Plans, and Site Development Plans that are designated in Article 17 of the Anne Arundel County Code governing application, contents, and completion of subdivision, compliance, agreements, and expiration of Site Development Plans will also be applicable to all development projects in the Odenton Town Center. In cases of conflict between development requirements in the Code and in the OTC Master Plan, the latter will govern.

For development projects within the Odenton Town Center, all required public notice and community meetings for Modifications, Sketch Plans and Preliminary Plans will be conducted in conjunction with the Odenton Town Center Advisory Committee monthly meetings as published on the County monthly public meetings calendar. At least 21 days before the date of the OTC committee meeting, the applicant will send by first class mail a notice of the date, time, and location of the meeting to all property owners and homeowners associations within 175 feet. The 175-foot distance will be measured as a linear radius to any point that touches a surrounding property. This notice requirement applies to all surrounding parcels and lots, regardless of zoning classification.

All subsequent Final Plan and Site Development Plan public meetings will be held in compliance with Article 17-2-107. If the OTC Advisory Committee requests the applicant to report back to them at the time of the Final Plan or Site Development Plan submittal, the process outlined above will be repeated with the OTC Advisory Committee at the next step in the development process rather than following the requirements of Article 17-2-107.

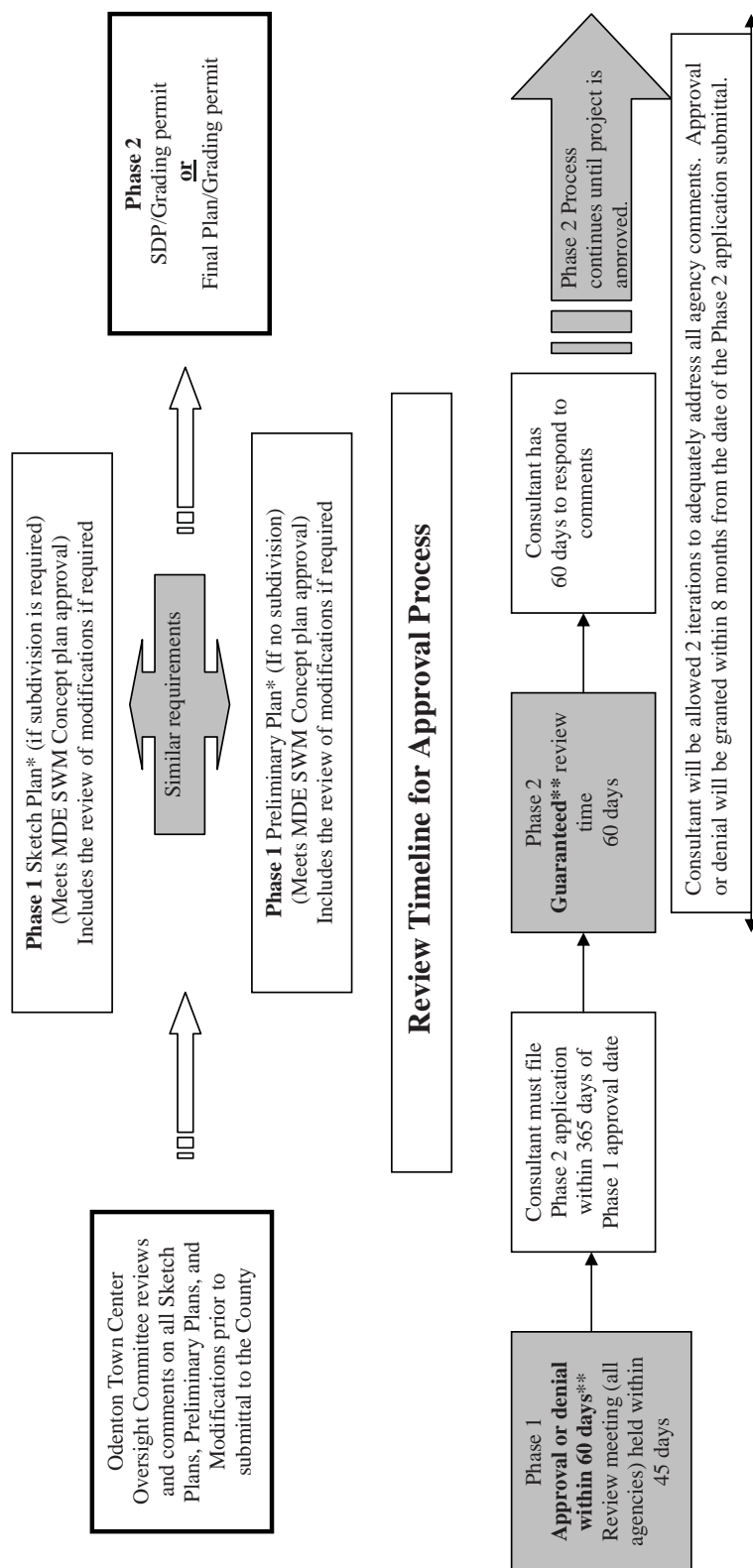
### 2.1 *Role of the OTC Advisory Committee*

As specified in Section 1.2 of this Chapter, the OTC Advisory Committee will review and comment on applications for Sketch Plans, Preliminary Plans, and Modifications to the Master Plan as part of the development review process. Sketch and/or Preliminary Plans and Modification applications will be presented to the Committee by the development applicant prior to submittal to the Office of Planning and Zoning or at the meeting of the Committee immediately following submittal. The Committee will be responsible for providing written comments to the Office of Planning and Zoning regarding the consistency of the proposed development plans with the goals and objectives of the OTC Master Plan, as well as any specific recommendations or concerns related to the development plans. All comments of the Committee are advisory only.

### 2.2 *Adequate Public Facilities Requirements*

The Odenton Town Center is an area designated for significant growth in Anne Arundel County, and it is important to integrate the need to facilitate that growth in the processes the County uses in its review of development projects within the Town Center. As in other provisions within this master plan document, flexibility is the key to addressing fluctuations in the economy and in market demand. This principle needs to be part of the County's approach when determining whether to grant conditional approval of initial

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\*If vesting of APF is desired then additional details will be required to be submitted at this phase. See Section 2.2.

\*\* **Consultants will be required to meet specific criteria that pertain to clarity of information presented on the plans, layout of plans and computations.** This information will be indicated on the checklists for each type of plan (roads, storm drainage, final development etc). Submittal packages will also be carefully reviewed, prior to distribution within OPZ, in order to determine if the submittal is complete. Packages that are incomplete will not be reviewed until a complete package is received. A new review date will be generated subject to receipt of complete review packages.

Figure 5-1. Development Approval Process for Projects in the Odenton Town Center

stages of the review process. This can be achieved by deferring site plan changes and construction details that have been agreed upon by the applicant and the county, to the final stages of design. Perhaps more importantly, flexibility needs to be an integral principle in the decision making process for determining Adequacy of Facilities for projects in the Odenton Town Center. The development time line as illustrated in Figure 5-1 accomplishes this by allowing the vesting of adequacy of public facilities to occur at either the Phase 1 Sketch Plan or Preliminary Plan phase or later in the review process under Phase 2.

As an example, if the County is planning a significant capital project in the Odenton Town Center and the timing does not coincide with the development review process time frames, the Planning and Zoning Officer has the discretion to allow an applicant to proceed through the review process if:

1. the applicant is working in concert with the goals of the County's capital project,
2. the applicant is willing to submit any required reservation fees for allocation of public utilities,
3. the applicant agrees they are proceeding at their own risk as to obtaining any off-site easements and funding necessary to construct the capital project, and
4. the applicant agrees to hold the County harmless for any costs associated with moving forward to final design without the capital project being funded or released for service.

### 3.0 Future Actions

The following actions should be completed prior to the next comprehensive review and update of the OTC Master Plan.

1. Determine the feasibility and applicability of establishing a Commercial District Management Authority.

Article 25A of the State Code grants the County authority to establish a Commercial District Management Authority, which would allow the imposition of taxes and fees to pay for the provision of security, maintenance, or amenities within the district. While such districts are generally intended to apply to commercial or business districts, there may be a potential for application within a mixed use area such as OTC.

2. Determine the feasibility and applicability of establishing a Special Community Benefit District.

Article 4, Title 7 of the County Code allows for the establishment of Special Community Benefit Districts within the County. Within such a district, the County may levy special taxes on properties to pay the costs of providing and maintaining special benefits or amenities to serve the district. Administration of these districts is typically conducted by an incorporated community or civic association. The County should determine the applicability of this type of district in the OTC.

3. Determine the feasibility and applicability of establishing a Business Improvement District.

A business improvement district (BID) is a designated area within which businesses pay an additional tax in order to fund projects within the district's boundary. BIDs may be used to fund capital



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improvement such as pedestrian or streetscape enhancements, or to provide services such as security, street and sidewalk cleaning, and marketing.

For 1), 2), and 3) above, the Office of Planning and Zoning shall coordinate with the Offices of Law and Budget to develop a framework for establishing these types of districts in the Odenton Town Center and an analysis of the costs and benefits. This analysis should then be presented to key stakeholders in the OTC to assess the feasibility of implementing these districts.

4. Pursue grant funds available to facilitate development and redevelopment opportunities.  
State and Federal grant funds may be available through programs offered by the MD Department of Commerce, the MD Department of Housing and Community Development, and the U.S. Departments of Transportation, Commerce, and Housing and Urban Development, as well as through County grant programs administered by the Anne Arundel Economic Development Corporation or Arundel Community Development Services. The County should pursue all opportunities for funding assistance to facilitate development of the OTC and should assist private developers and/or property owners in the same.
5. Execute a Master Development Agreement between all partners for development of the MARC Station TOD project.
6. Identify projects and improvements to be funded by the Tax Increment Finance fund and develop a short and long term capital improvement program for completion.
7. Determine the feasibility of establishing a fee-in-lieu fund for open area and activity area requirements to help fund and/or maintain public amenities in the town center.
8. Determine the feasibility and applicability of soliciting an independent research firm to conduct an analysis of development market challenges, planning, vision, and potential in the Odenton Town Center.
9. Should property owners in the Odenton historic sub-area decide to apply for a designation as a National Register historic district, the Office of Planning and Zoning shall, upon request, provide any relevant information and research as needed to complete the application.



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## Chapter 6. Bonus Program

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In the OTC, a defined increment of additional development capacity and other rewards may be earned by development applicants who provide desirable amenities beyond those required. The Odenton Town Center Bonus Program is set up to assist and reward developers who are willing to enhance their development projects for the betterment of the community through green building practices, enhanced open space, additional public activity areas, traffic congestion solutions, or other desirable provisions. This Bonus Program is intended to:

1. Encourage growth and development in accordance with the goals of the OTC Plan;
2. Obtain desired development densities that will help transform Odenton Town Center into a mixed use, transit oriented and walkable community;
3. Reward willing property owners for creating high quality projects by exceeding the minimum development requirements of the OTC Plan;
4. Obtain community betterment through creation of public amenities, facilities, and open spaces;
5. Obtain additional real estate revenues and promote urban infill; and
6. Provide enhanced environmental protection.

## **1.0 Application Process**

An application for use of the Bonus Program shall be made by a property owner or development applicant and shall include a description of the proposed proffer(s) which may include exceptional design quality, architectural features, streetscape improvements, enhancement of open space, workforce housing, or other elements that exceed the standards set forth in the Odenton Town Center Master Plan and County Code. The applicant must request the specific bonus rewards desired and must specify where the rewards will be applied. An applicant must submit calculations, drawings, plans, and textual documentation that show how the requirements of each incentive item and each requested bonus will be met, the benefit to the community, and a site development plan.

The Office of Planning and Zoning will provide forms and instructions to assist applicants in understanding and using the Bonus Program.

## **2.0 Evaluation of Applications**

The Office of Planning and Zoning shall evaluate the application based on the following criteria:

1. Consistency with the Odenton Town Center Master Plan;
  2. Public access to uses and amenities;
  3. Community benefit;
  4. Consistency with the current County Capital Program;
  5. Compatibility and quality of design;
  6. Pedestrian and vehicular access and circulation; and
  7. Environmental enhancement and mitigation.
-



### 3.0 Development Proffers

The Office and Planning and Zoning can grant various bonuses in the Odenton Town Center based on different incentive items that are undertaken by the development applicants. All proffer items shall be consistent with and shall further the intent of the Odenton Town Center Master Plan. The proffer items that are undertaken to earn development bonuses shall exceed the requirements of the Odenton Town Center Master Plan.

The following list of proffers will serve as a guide for development applicants, and applicants are encouraged to come up with more innovative proffer items that will help in achieving the vision of the Odenton Town Center Master Plan.

#### 3.1 *Transportation Proffers*

1. Structured parking on non-Active Streets, as defined in Figure 3-6, with uses such as office or commercial uses on the street level.
2. Adjacent property owners create shared parking lot arrangements, curb cuts, driveways and service alleys.
3. Employment centers establish an acceptable privately funded shuttle operation or TDM program such as car or van pooling or car sharing programs.
4. Employment centers provide bicycle parking spaces, lockers, and shower facilities to accommodate and encourage employees to walk or bicycle to work.
5. Contribution to regional transit programs or providing public transportation such as shuttle bus service to the MARC Station.
6. Provision of, or funding for, off-site road improvements that will improve traffic flow to and through the Odenton Town Center, beyond what is required by the OTC Plan.
7. Provide a MTA and/or County specified transit shelter for at least one existing or proposed transit stop.

#### 3.2 *Environmental Proffers*

1. A minimum of 50 percent of impervious surfaces like walkways or activity spaces to have porous paving materials.
2. The site landscaping will be comprised of at least 50 percent Native Plant Species as listed in the County Landscape Manual.
3. Green Areas to exceed five percent of the gross site area in the core and 10 percent of the gross site area in other sub-areas of the OTC. Green area features are defined in Chapter 3, Section 2.5.
4. Exceed regional storm water management or regional water quality improvement standards of the County Stormwater Management Manual.

5. Provision of a significant area of green roof treatment that promotes SWM infiltration, evapotranspiration and minimizes heat gain, in a manner that exceeds applicable County SWM standards. Significant is considered to be a minimum of 60 percent of an individual roof top area or 20,000 square feet, whichever is greater.
6. Provision of a building design that meets the minimum standard of LEED Silver for Green Construction.
7. Rehabilitate or remediate environmentally damaged or contaminated sites, such as a Brownfield site.
8. Use of a rainwater harvesting system(s).
9. Exceed the surface parking lot landscaping standards of the County Landscape Manual.
10. Maximize water efficiency within buildings through use of high efficiency plumbing fixtures, composting toilet systems, non-water using urinals, etc. Consider reuse of stormwater and greywater for non-potable applications such as toilet and urinal flushing and custodial uses.
11. Stream restoration including bank stabilization, increased stream buffering, or other restoration techniques.
12. Reduce the heat island effect to minimize impact on the microclimate. Use roofing materials with optimum Solar Reflectance Index and colored (reflective) asphalt.

### ***3.3 Architectural Proffers***

1. Buildings with six stories or less on sites that are non-landmark building locations on Figure 3-7, will be constructed in accordance with the landmark building design standards in Chapter 4.
2. Land dedication for public and pocket parks, focal areas, or gateways. Land dedication shall exceed the OTC Master Plan open space requirements.

### ***3.4 Streetscape and Urban Design Proffers***

1. Focal area locations as depicted on Figure 3-7 will have a public activity space as described in Chapter 4.
2. Art to be placed in exterior activity spaces and building facades where it can be seen from the public sidewalk.
3. Maintenance of medians, plantings, and landscaped areas along public roadways or in focal areas, gateways, or public activity areas.

### ***3.5 Historic Preservation Proffers***

1. Rehabilitation or renovation of historic buildings within the Historic sub-area to include historically compatible treatments beyond those required in Chapter 4.
2. Placing a contributing historic resource under a historic preservation easement so that it is preserved in perpetuity.

### **3.6 Workforce Housing**

1. Provision of residential units that qualify as workforce housing units under the State's definition of workforce housing. Workforce housing units may be eligible for exemption from development impact fees under Article 17, Title 11 of the County Code.

## **4.0 Bonus Rewards**

After reviewing an application for use of the Bonus Program, the Office of Planning and Zoning may award various bonuses to the development applicants. The following list of bonus rewards shall serve as a guide and the Planning and Zoning Officer can award additional bonuses taking into consideration market conditions, community benefits and the intent of the OTC Plan.

1. Flexibility with the land use mix requirements as presented in Figure 3-3.
2. Additional building heights, as determined by the Planning and Zoning Officer and as deemed compatible with surrounding development.
3. Additional building FAR, subject to the following limits:
  - a. FAR cannot exceed 4.5 for the blocks where the maximum allowable FAR is 4.0 as shown in Figure 3-3.
  - b. FAR cannot exceed 2.25 for the blocks where the maximum allowable FAR is 2.0 as shown in Figure 3-3.
  - c. FAR cannot exceed 1.125 for the blocks where the maximum allowable FAR is 1.0 as shown in Figure 3-3, with the exception of any blocks in the Historic sub-area where the maximum FAR will remain as shown in Figure 3-3.
4. Reduction in the Open Area requirements as described in Chapter 3, Section 2.5, subject to the following limits:
  - a. Reduction in open area cannot exceed 30 percent of the open area requirements in the OTC.
  - b. Developments shall maintain the required percentage ratio between activity area and green area as shown in Chapter 3, Section 2.5.

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## Glossary

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**Active Street Frontage** – A streetfront with building design elements such as human-scale features, large windows, colorful detailing, creative signage, public gathering spaces, and quality materials that all lend to a strong street edge that attracts pedestrians and encourages them to perceive the street as a place.

**Activity Space** – A publicly- or privately-owned area featuring amenities to encourage sitting, eating, playing, and/or lingering. There are two types of activity spaces defined in the standards. See Public Activity Space and Private/Semi-Private Activity Space.

**Activity Shelter** – A one-story, unoccupied structure that is open-air on all four sides. Examples include a band shelter, picnic shelter, or gazebo.

**Alley** – A roadway that provides service access for vehicles and pedestrians along the side or rear of abutting properties. An alley generally runs along the rear of the building and allows access to garages as well as service and loading areas.

**Arcade** – A continuous covered space that extends along a walkway. It may be attached on one edge to a building façade and open for its entire length to the sidewalk except for columns, or it may be a continuous covered passage between two buildings. Both configurations must be accessible at all times.

**Awning** – A roof-like covering, usually constructed of canvas or other fabric, but could be constructed of metal or other material that extends over a pedestrian walkway from the side of a building.

**Awning Sign** – Any message painted, sewn, stained, or otherwise attached to the shed, flap, or valance of an awning. The portion of the awning that counts as a sign shall be defined by the smallest rectangular shape that encompasses the written and graphic symbols on the awning.

**Banner Sign** – A decorative panel of lightweight material that may be rigid or designed to move with the wind. Banner signs should not be confused with flags or pennants. A banner sign is intended to add liveliness, color, and a sense of movement to a pedestrian-oriented street and sidewalk.

**Building Height** – Building heights in the Odenton Town Center are regulated by the number of building stories. Only the building stories at street level or higher count towards the maximum allowable stories. The maximum allowable stories apply to all sides of a structure that have a street frontage. The maximum allowable stories do not include any unoccupied mechanical space on the rooftop, decorative rooftop treatments that have no access from the main stairwells, or any exposed walk-out basements below the grade of the primary entrance.

**Building Masses** – Clusters of buildings built with common walls but separate structures, such that each building can be added or removed independent from the other buildings.

**Building Rooftop Features** – Any unoccupied mechanical space, exterior public activity space features, and/or decorative rooftop treatments such as flag poles, steeples, and cupolas, that have no direct access from the main stairwells or elevator shafts.

**Business Complex** – A development on a lot or lots under single ownership or control that combines two or more of the permitted, conditional, or special exception uses allowed in the district in which the development is located.

**Canopy** – A permanent overhead structure constructed of wood, metal, or other approved material that shelters a service area such as a drive-through window or gasoline pumps.

**Canopy Sign** – A message painted on, printed on, or otherwise attached to a canopy. The portion of the canopy that counts as a sign shall be defined by the smallest rectangular shape that encompasses the written and graphic symbols on the canopy, unless the canopy is colored and internally lit, in which case the entire area shall be counted.

**Color Band** – A color band is a continuous or repeating band of accent color that often rings a canopy or lines a building façade above the primary entrance. The color band often includes logos or signage, or is intended to act as a corporate icon itself.

**Contributing Resource** – A building, structure, or site that has historic, architectural, cultural, or archaeological significance.

**Entrance Recess Area** – A recession in the building façade that houses the entrance doors to a building.

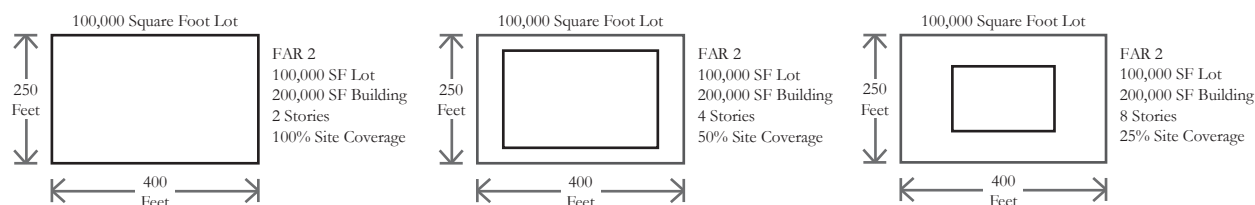
**Façade** – The primary front, side, or rear walls of a building.

**Flap (Awning)** – The portion of an awning that hangs down from the shed perpendicular to the sidewalk.

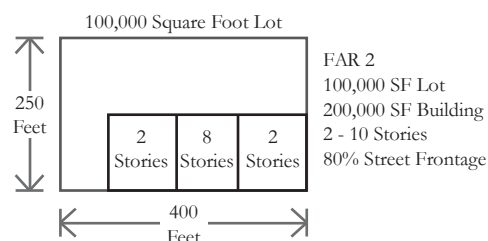
**Floor Area** – The sum of all enclosed floor area as measured from the exterior face of the exterior wall or from the centerline of common walls, including both primary and accessory buildings, occupied penthouse space, elevator shafts, interior balconies and mezzanines, attic space (whether or not the floor is laid) if the structural headroom exceeds eight feet, as well as any other floor area not specifically excluded for each specific calculation. For the purposes of calculating floor-to-area ratio, floor area excludes all structured parking areas, all interior public activity spaces, and all floor area more than 50 percent below grade. For the purposes of calculating activity space and parking requirements, floor area excludes all structured parking areas and all interior public activity spaces.

**Floor-to-Area Ratio (FAR)** – The floor area of the building(s) divided by the gross area of the parcel on which the building sits.

*Example:* If a development parcel is 100,000 square feet and the proposed building is 200,000 square feet, then the FAR is 2. FAR is an indicator of development density, since it explains how much development is occurring versus how much land it is occurring upon. However, for any given site, many different building configurations can have the same FAR. On that 100,000 square foot parcel a 200,000 square foot building could cover the whole site at two-stories, 50 percent of the site at four stories, or 25 percent of the site at eight stories. Although, each of these solutions has an FAR of 2, the amount of open space in the lot and the height of the building vary dramatically.



FAR standards are intended to direct appropriate massing characteristics for buildings, but they are not intended to imply that a building should be designed as one massive block. In the following diagram, a 100,000 square foot lot is again host to a 200,000 square foot building providing an overall FAR of 2.



This building maintains a street frontage of 80 percent, with at least two along the entire frontage. In addition, the central portion of the building is eight stories tall, providing a more urban character. Creatively exploring ways to work with FAR standards will provide for variety in architecture while creating unity along town center streets.

**Focal Area** – Highly visible locations that serve as gathering places for employees, residents, and visitors. Focal areas are often centered near a major intersection, a transit facility, or other high-activity node. They take the form of a significant activity space such as a village square, a park, or an urban plaza, and provide potential for special treatment to neighboring buildings.

**Front** – To front on a street means to be contiguous to the street edge or to a sidewalk along the street edge.

**Gateways** – Significant entrances/exits to be marked with special features to let people know they are entering or exiting from the Odenton Town Center.

**Green Area** – All non-paved areas and exterior planted areas of almost any kind and size that contribute to creating green relief, infiltration or evapotranspiration. Green areas can include usable, unusable and even inaccessible areas. Green Areas may include but are not limited to the following:

- Planted portions of green roofs, roof gardens and terraces.
- Planted areas of activity spaces.
- Attractive bio-retention or detention areas if designed in County Staff's judgments as visual amenity.
- All preserved forest preservation and reforestation area, and riparian and sensitive areas buffers.
- Landscape buffers, lawns and green islands in parking lots.
- Significant open tree pits and planters (more than 32 square feet each).
- Wetlands, floodplains and small water bodies.

**Hanging Sign** – A sign suspended from a support and projecting from the building wall.

**Internal Road** – A privately owned vehicular way providing access and circulation within a development site.

**Kiosk** – A one-story structure either freestanding or attached on one side to a building wall that houses an occupied use such as a newsstand, flower stand, or information booth.

**Landmark** – A visually prominent public or private site most often located at an important intersection, at the termination of a significant vista, and often in association with a focal area.

**Local Road** – A road that provides direct access to adjacent properties and residences. Local Roads provide the lowest level of mobility and speed and discourage through-traffic movement. These roads will accommodate pedestrian flow when providing a direct link between various uses.

**Massing** – The volume of a building combined with the overall composition of the façade.

**Monument Sign** – A horizontal freestanding sign that sits flush to or no more than 6” above the ground, with a base that is as wide or wider than the sign face.

**New Development** – All concept plans, final development plans, subdivision plans, building permits, sign permits, grading permits, and occupancy permits issued after the original adoption date of this Master Plan (May 2004).

**Obstruction** – Any element in the pedestrian path that must be circumvented when walking through the space such as light poles, trash receptacles, and benches.

**Open Air Café** – An open-air café is an unenclosed area for restaurants, eating, or drinking, which may have waiter or table service and is located wholly within an activity space area.

**Open Area** – All areas on a site not occupied by buildings, roadways, or parking.

**Orientation** – The orientation of a building is the direction the primary façade faces. For purposes of building and activity space orientation requirements, a north-facing, south-facing, east-facing, or west-facing building or activity space means that the edge of the primary building façade or activity space is within 30 degrees of the directions indicated.

**OTC Arterial** – A multi-lane (divided or undivided) roadway that provides both access and mobility with the emphasis on the movement of through traffic; provides primary access to or through communities of residential, commercial, retail, or industrial land uses and distributes traffic to smaller geographic areas; and partially controls access to abutting commercial, industrial and residential properties at predetermined locations to discourage direct access to individual properties at other locations. These roadways will typically provide a hiker/biker trail and no on-street parking.

**OTC Boulevard** – Roadways that serve both functions of access and mobility for traffic circulation within residential, commercial and industrial areas; they provide sidewalks of five feet or wider and are lined with street trees and specialty plantings. Some roadway sections will have a hiker/biker trail and/or bike compatible lanes.

**OTC Grid** – A two or more lane roadway with on-street parking, retail frontage is prominent along the street; transparency of the first floor of buildings is maintained, buildings are separated from the roadway by a sidewalk of at least six-foot width, and some specialty planting areas line the sidewalk. Lighting and other pedestrian features are provided and service and other major parking areas are located in the rear of the buildings.

**Public Activity Space** – The portion of the required amenity area that is designed for public activities on development sites with non-residential uses. These areas are intended for the shared use of the public, site occupants and site residents, and will be designed for strolling, gathering, play, dining, cultural activity or other events. They may be in interior, exterior or rooftop locations and may include a wide range of features such as a village green, plaza or square, courtyard, pocket park, rooftop garden or terrace, atrium lobby, or food court.

**Pavilion** – A one-story, enclosed structure for the use of the public constructed predominantly of transparent materials such as glass or plastic.

**Pole Sign** – A freestanding sign with a visible support structure that does not meet the definition of a monument sign.

**Portable Sign** – Any sign or advertising device which rests on the ground and is not designed to be permanently attached to a building or permanently anchored to the ground.

**Pre-existing sites including Structures, Uses and Lots** – Uses that existed or that had an approved building permit prior to the original adoption date of this Plan, and legal lots that were recorded prior to the original adoption date of this Plan, are considered pre-existing for purposes of compliance with this Master Plan.

**Primary Entrance** – The entrance of a building that faces the street and is the main entrance customers will use to enter and exit the building.

**Private/Semi-Private Activity Space** – The portion of the required amenity area designed for the exclusive use of residents in individual developments or defined customers or clients in a commercial or office setting. They may be in interior, exterior or rooftop locations and include a wide range of features such as usable lawns and terraces, pool areas, fitness rooms, rooftop gardens and similar spaces.

**Redevelopment Sites** – Pre-existing sites, structures, uses or lots for which a development application has been submitted requesting to enlarge the existing structure by more than 5,000 square feet, to add an additional building of more than 1,000 square feet, or to disturb more than 5,000 square feet of the site. This limitation applies both to a single application and to multiple smaller expansions.



**Renovation Sites** – Pre-existing sites, structures, uses or lots for which a development application has been submitted requesting to enlarge the existing structure by no more than 1,000 square feet, to add an additional ancillary building of no more than 1,000 square feet, or to disturb less than 5,000 square feet of the site. This limitation applies both to single applications and to multiple smaller expansions.

**Residential Floor Area** – For the purposes of creating a uniform measure of development in mixed use areas, residential development is expressed in terms of floor area rather than dwelling units. Due to the differences in development techniques with residential development, an agreed upon average floor area per unit shall be established at concept plan approval and at final development plan approval in order to define the number of dwelling units and mix of units prior to building permit.

**Rhythm** – The spacing and repetition of building elements such as windows, doors, and porches along a streetscape.

**Scale** – A measure of the relative size of a building or building component in relation to a known unit of measure.

**Semi-Active Frontage** – A streetfront that has wide sidewalks, is pedestrian-friendly, and tends to serve as a connector between the more intensified urban uses.

**Sensitive areas** – Those areas including intermittent and perennial streams extending from the headwaters to tidal and steep slopes in the stream valley of more than 25 percent outside the Critical Area and 15 percent within the Critical Area.

**Setback** – The minimum distance between a lot line and a structure.

**Shared Parking** – A binding agreement that allows the same parking spaces to be assigned to more than one use at the same time based on staggered periods of peak parking demand.

**Shed (Awning)** – The portion of an awning that extends from the face of the building over the sidewalk.

**Short-Term Parking** – Customer parking intended to serve a retail business or other customer-oriented commercial activity that has regular turnover many times throughout the day.

**Sidewalk Café** – An enclosed or unenclosed area for restaurants, eating, or drinking that may have waiter or table service and is located wholly or in part within public sidewalk areas.

**Significant Change of Use** – Sites, structures, uses or lots for which a change of use application has been submitted that will generate a higher number of average daily trips off the site than the existing use average daily trips and/or will require additional off-street parking.

**Significant Public Amenity** – Amenities that include, but are not limited to, the following items. Each item must be designed, constructed, and in place prior to occupancy permit approval. All items must be approved by the Office of Planning and Zoning as part of the first submission for plan review:

- 
- a. Art placed in exterior public activity spaces, on building facades or in interior spaces where they can be seen from the public street.
  - b. Significant memorials, monuments, or other one-of-a-kind decorative streetscape features that support a historical heritage or thematic message.
  - c. Significant amenities in association with bus stops that are designed to further encourage ridership such as heated or indoor shelters and/or seating space, or manned street edge vendors of coffee, food or periodicals that are placed convenient to the bus stop.
  - d. Decorative fountains or features such as decorative street clocks, public drinking fountains, or other one-of-a-kind streetscape features that enrich street life.
  - e. Decorative activity shelters or pavilions for organized public use and events such as open-air markets or farmers markets, musical or theatrical performances, or fairs.
  - f. Manned tourist informational kiosks.
  - g. Ice skating rinks, skateboard parks, and other exterior public recreational facilities.
  - h. Unusually high-quality plazas and generously-sized active streetscapes with finishes and/or features well above the basic level of finish required by this design manual.
  - i. Other amenities as approved by the Office of Planning and Zoning.

**Site Coverage** – The percentage of lot area covered by buildings.

**Skyline Viewsheds** – Areas providing an expansive view of Odenton's skyline.

**Stream** – Any intermittent or perennial drainage-way that appears on the Anne Arundel County Soils map.

**Through-Block Activity Space** – An activity space that extends through a block connecting two parallel streets or two streets that are within 45 degrees of being parallel to each other.

**Transparency** – A strong relationship between a building interior and the outside area surrounding the façade created by features such as un-tinted windows and doorways.

**Urban** – Relating to or characteristic of a city. Urban areas are generally characterized by moderate and higher density residential development (i.e. three or more dwelling units per acre), commercial development, industrial development, as well as the availability of public services required for that development, specifically central water and sewer, an extensive road network, public transit, and other such services.

**Urban Design** – The attempt to give form, in terms of both beauty and function, to selected areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

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**Urban Form** – The general pattern of building height and development intensity and the structural elements that define an area physically, such as natural features, transportation corridors, open space, public facilities, as well as activity centers and focal elements.

**Vista** – A visual gateway created with an attractive façade and roofline, as seen from the highway, in order to provide an attractive sense of arrival. Buildings in designated vista areas of the Odenton Town Center are required to meet design standards regarding the appearance of the upper floors and rooflines.

**Window Sign** – A permanent sign painted on, or attached to, the inside of a window and designed to be viewed principally from outside the business by pedestrians and motorists.

FINAL

AMENDED  
April 4, 2016

COUNTY COUNCIL OF ANNE ARUNDEL COUNTY, MARYLAND

Legislative Session 2016, Legislative Day No. 4

Bill No. 20-16

Introduced by Mr. Fink, Chairman  
(by request of the County Executive)

By the County Council, February 16, 2016

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Introduced and first read on February 16, 2016  
Public Hearing set for and held on April 4, 2016  
Public Hearing on AMENDED BILL set for and held on April 18, 2016  
Bill Expires May 21, 2016

By Order: Elizabeth E. Jones, Administrative Officer

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A BILL ENTITLED

1 AN ORDINANCE concerning: The Odenton Growth Management Area and Plan  
2 Review  
3

4 FOR the purpose of repealing the 2009 Odenton Town Center Master Plan and  
5 amendments; adopting the 2016 Odenton Town Center Master Plan that consists of an  
6 Introduction and Chapters concerning Goals, Objectives and Planning Guidance,  
7 Development Requirements, Design Standards, Process and Procedures, and Bonus  
8 Program; amending provisions of the Subdivision and Development and Zoning  
9 Articles relative to the Odenton Town Center Master Plan; establishing a method of  
10 development within the Odenton Growth Management Area; repealing certain  
11 provisions providing for functional planning controls and design standards within the  
12 Odenton Growth Management Area; repealing certain provisions relating to pre-  
13 existing development, modifications, and a bonus program within the Odenton  
14 Growth Management Area; modifying the applicability of the Odenton Town Center  
15 Master Plan in certain circumstances; prohibiting variances to provisions of the 2016  
16 Odenton Town Center Master Plan; and generally relating to the 2016 Odenton Town  
17 Center Master Plan.  
18

19 BY repealing: §§ 17-7-802; and 17-7-808 through 17-7-812  
20 Anne Arundel County Code (2005, as amended)

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EXPLANATION: CAPITALS indicate new matter added to existing law.  
[Brackets] indicate matter stricken from existing law.  
Asterisks \*\*\* indicate existing Code provisions in a list or chart that remain unchanged.  
Underlining indicates amendments to bill.  
~~Strikeover~~ indicates matter stricken from bill by amendment.



BY repealing and reenacting, with amendments, and renumbering: §§ 17-7-803 through 17-7-807 to be §§ 17-7-802 through 17-7-806, respectively  
Anne Arundel County Code (2005, as amended)

BY repealing and reenacting, with amendments: §§ 17-7-801; 18-2-103(a)(3); 18-2-105; 18-9-101; 18-9-102; 18-9-103; 18-9-104; and 18-16-305(g)  
Anne Arundel County Code (2005, as amended)

SECTION 1. *Be it enacted by the County Council of Anne Arundel County, Maryland,* That Sections 17-7-802 and 17-7-808 through 17-7-812 of the Anne Arundel County Code (2005, as amended) are hereby repealed.

SECTION 2. *And be it further enacted,* That §§ 17-7-803 through 17-7-807 of the Anne Arundel County Code (2005, as amended) are hereby renumbered to be §§ 17-7-802 through 17-7-806, respectively.

SECTION 3. *And be it further enacted,* That Section(s) of the Anne Arundel County Code (2005, as amended) read as follows:

## **ARTICLE 17. SUBDIVISION AND DEVELOPMENT**

### **TITLE 7. DEVELOPMENT REQUIREMENTS FOR PARTICULAR TYPES OF DEVELOPMENT**

#### **17-7-801. Definitions.**

In this subtitle, the following words have the meanings indicated:

(1) ["Functional planning controls and design standards" means the regulations that conform the use of land and design of improvements to a comprehensive plan.]

[(2)] "Odenton Growth Management Area" means a part of the County ESTABLISHED BY THE ENACTMENT OF BILL NO. 68-03 AND designated in the [General Development Plan] ODENTON TOWN CENTER MASTER PLAN for the development of regional commercial and employment uses and for the development of high density residential uses.

[(3)] (2) "Odenton Town Center Master Plan" means a plan [for] THAT GOVERNS DEVELOPMENT IN the Odenton Growth Management Area adopted by the County Council.

#### **[17-7-803.] 17-7-802. Establishment of the Odenton Growth Management Area.**

The Odenton Growth Management Area was established by the enactment of Bill No. 68-03 AND IS DESIGNATED IN THE ODENTON TOWN CENTER MASTER PLAN.

#### **[17-7-804.] 17-7-803. The Odenton Town Center Master Plan.**



1 (A) **Force of law.** THE DEVELOPMENT REQUIREMENTS AND DESIGN STANDARDS IN  
2 THE ODENTON TOWN CENTER MASTER PLAN HAVE THE SAME FORCE AND EFFECT OF  
3 LAW AS IF EXPRESSLY SET FORTH IN THIS CODE.  
4

5 [(a)] (B) **Required inclusions.** The Odenton Town Center Master Plan shall include:  
6

7 (1) GOALS, OBJECTIVES, AND planning guidance;  
8

9 (2) designation of one or more zoning districts into which land in the Odenton  
10 Growth Management Area will be classified;  
11

12 (3) [functional planning controls] DEVELOPMENT REQUIREMENTS and design  
13 standards with which development in [an] THE Odenton Growth Management Area  
14 [Zoning District] shall comply; and  
15

16 (4) recommendations for future action.  
17

18 [(b)] (C) **Permissible inclusions.** The Odenton Town Center Master Plan may  
19 include, BUT IS NOT LIMITED TO:  
20

21 (1) [standard and optional methods of development;  
22

23 (2)] provisions having the force and effect of law as land use regulations that  
24 satisfy the requirements of Land Use Article, § 1-417, of the State Code;  
25

26 [(3)] (2) programs for bonus densities, credits, transfers of development rights, and  
27 other incentives; and  
28

29 [(4)] (3) other provisions intended to permit a higher density of development and  
30 economic return in exchange for enhanced environmental protections, a better quality of  
31 design, and other amenities that promote the goals and objectives of the Odenton Town  
32 Center Master Plan.  
33

34 **[17-7-805.] 17-7-804. Development Rights and Responsibilities Agreements.**  
35

36 (a) **Petition.** A person satisfying the qualifications described in Land Use Article, § 7-  
37 305, of the State Code, may petition the Planning and Zoning Officer to enter into a  
38 Development Rights and Responsibilities Agreement as described in Land Use Article,  
39 §§ 7-301 through 7-306, of the State Code, for development [under the optional method]  
40 in [an] THE Odenton Growth Management Area [Zoning District].  
41

42 (b) **Authority.** The Planning and Zoning Officer shall exercise the authority of the  
43 public principal under this section and as described in Land Use Article, §§ 7-301  
44 through 7-306, of the State Code, including the authority to execute a Development  
45 Rights and Responsibilities Agreement.  
46

47 (c) **Pre-conditions to execution.** The Planning and Zoning Officer may execute a  
48 Development Rights and Responsibilities Agreement only after the public hearing  
49 required by Land Use Article, §§ 7-301 through 7-306, of the State Code, and a

recommendation by the Planning Advisory Board that the Development Rights and Responsibilities Agreement is consistent with the Odenton Town Center Master Plan and, as appropriate, each of the plans listed in § 18-2-103 of this Code.

(d) **Contents.** A Development Rights and Responsibilities Agreement shall include the contents required by Land Use Article, § 7-303, of the State Code, and may include the contents allowed by Land Use Article, § 7-303, of the State Code.

(e) **Consolidation with another agreement.** With the approval of the Planning and Zoning Officer, a Development Rights and Responsibilities Agreement may be consolidated with a public works agreement or with any other plan or agreement required for development in the Odenton Growth Management Area.

(f) **Council ratification.** A Development Rights and Responsibilities Agreement or an amendment to an agreement shall not take effect unless ratified by resolution or ordinance of the County Council after review by the Odenton Town Center [Oversight] ADVISORY Committee, but the Council shall not have the power to change the individual terms and conditions of the Agreement.

**[17-7-806.] 17-7-805. Odenton Growth Management Advisory Committee.**

The Odenton Growth Management Area shall have an Advisory Committee appointed by the County Executive, as set forth in the Odenton Town Center Master Plan [, dated December 2009. The duties of the Committee shall be to advise the Planning and Zoning Officer on the implementation of the Odenton Town Center Master Plan and on other matters as requested by the Planning and Zoning Officer or as designated by law].

**[17-7-807.] 17-7-806. Method of development.**

[(a)**Standard or optional.**] Development in [an] THE Odenton Growth Management Area [District] shall be governed by [the standard method of development or by the optional method of development as described in] THE PROVISIONS OF the Odenton Town Center Master Plan, EXCEPT THAT A DEVELOPER MAY OPT FOR AN APPLICATION FOR DEVELOPMENT IN THE ODENTON GROWTH MANAGEMENT AREA THAT WAS SUBMITTED BEFORE THE EFFECTIVE DATE OF BILL NO. 20-16 TO BE GOVERNED BY THE ODENTON TOWN CENTER MASTER PLAN AS IT EXISTED PRIOR TO THE EFFECTIVE DATE OF BILL NO. 20-16.

[(b)**Election required.** An owner shall make election in the form required by the Office of Planning and Zoning to proceed under the standard method or optional method before beginning any activity that requires a building or other construction permit in an Odenton Growth Management Area District or before filing an application for a variance.

(c) **Compliance with functional planning controls and design standards for standard method.** Development under the standard method shall comply with the functional planning controls and design standards, except that single-family dwellings shall be subject only to those functional planning controls and design standards specified in the Odenton Town Center Master Plan.]



## ARTICLE 18. ZONING

### TITLE 2. GENERAL PROVISIONS

#### 18-2-103. Planning for future development.

(a) **Guides.** The following documents shall be used as a guide in the future development of land in and the location of public services and facilities by the County:

(3) the Odenton Town Center Master Plan dated [December 2009] FEBRUARY 2016, as adopted by [Bill No. 90-09] BILL NO. 20-16;

#### 18-2-105. Zoning districts created.

The following zoning districts are created:

Category	District
***	
Other Zoning Districts	Odenton Growth Management Area Districts: O-COR Core [O-VIL Village] O-HIS HISTORIC O-TRA Transition O-IND Industrial O-EOD East Odenton O-NOD North Odenton [O-FTM Fort Meade Areas] OS-Open Space TC-Town Center SB-Small Business

### TITLE 9. OTHER ZONING DISTRICTS

#### 18-9-101. Scope.

The provisions of this subtitle apply to the [following] Odenton Growth Management Area [Districts: (1) O-COR Core; (2) O-VIL Village; (3) O-TRA Transition; (4) O-IND Industrial; (5) O-EOD East Odenton; (6) O-NOD North Odenton; and (7) O-FTM Fort Meade].

#### 18-9-102. Definitions.

In this subtitle, [the following words have the meanings indicated:

(1)]“Odenton Town Center Master Plan” [means the growth management area plan for the Odenton Growth Management Area required by § 17-7-803 of this Code]

HAS THE MEANING STATED IN § 17-7-801 OF THIS CODE.

[(2)“Optional method” means the optional method of development in which more intense development is permitted in return for the development being subject to greater discretionary approval over all elements of the development so as to achieve the goals and objectives of the Odenton Town Center Master Plan.

(3) “Standard method” means the standard method of development allowed as a matter of right under applicable zoning and other regulations.]

#### **18-9-103. Uses.**

The uses allowed [under the standard and optional method of development] IN THE ODENTON GROWTH MANAGEMENT AREA are those uses that conform to the requirements of the Odenton Town Center Master Plan.

#### **18-9-104. Applicability of other law.**

Except as provided otherwise in the Odenton Town Center Master Plan, the Odenton Town Center Master Plan supersedes [Title 3 in its entirety,] other provisions of this article [to the extent of any conflict,] and Article 17 of this Code to the extent of any conflict.

### **TITLE 16. ADMINISTRATIVE HEARINGS**

#### **18-16-305. Variances.**

(g) **Odenton Growth Management Area Districts.** [In the Odenton Growth Management Area, a variance may be granted from the provisions of this article that are applicable to development under the standard method of development, except that a developer who obtained a modification from the Office of Planning and Zoning may not subsequently apply for a variance from the same provision.] A VARIANCE MAY NOT BE GRANTED TO THE PROVISIONS OF THE ODENTON TOWN CENTER MASTER PLAN.

SECTION 4. And be it further enacted, That the Odenton Town Center Master Plan for Anne Arundel County, dated February 2016, is hereby amended as follows:

1. On page 12 of the Plan, in the third paragraph titled ‘Historic’, in the ninth line, after the period, insert ‘Historic properties outside of the Historic sub-area that are deemed contributing structures to the historic character of the community will also be preserved.’

(Amendment No. 1)

2. On page 20 of the Plan, after the first paragraph, insert a new bullet point at the beginning of the list as follows:

‘● A combined community center with potential public amenities such as a swim center, community space, ice rink, dog park, and theater;’

In the second bullet point, strike ‘at the western end of the green’ and in the third



bullet point, strike 'at the eastern end of the green';

In the 4<sup>th</sup> line of the last paragraph, strike 'a community center, a farmers market, or a community garden' and substitute 'a farmers market, a community garden, or a community center which could be combined with amenities such as a swim center, community space, outdoor ice rink and/or a theater'.

(Amendment No. 2)

3. On page 30 of the Plan, in the first paragraph, in the fifth line, strike 'could' and substitute 'should'; and after 'to' insert 'Maryland City and'; in the sixth line strike 'connector service to' and substitute 'Arundel Mills Mall,'; in the second paragraph, in the last line, strike '2016' and substitute '2017'.

(Amendment No. 3)

4. On page 33 of the Plan, after the Chart, in the first line after 'Code', insert ', with tax incentives for preservation included in Article 4 of the County Code'.

(Amendment No. 4)

5. On page 89 of the Plan, under 'Parking Structure Recommendations', in the first line of subparagraph 3, after 'routes', insert 'pedestrian access and bike paths,'; under '5.10 Transit Service, Facilities and Development' after the second paragraph in subparagraph 1, after 'Private' insert 'and public' and after 'trails' insert 'and lanes'.

(Amendment No. 5)

6. On page 157 of the Plan, after paragraph '7.' insert the following:

'8. Determine the feasibility and applicability of soliciting an independent research firm to conduct an analysis of development market challenges, planning, vision, and potential in the Odenton Town Center.'

(Amendment No. 6)

7. On page 52 of the Plan, in Figure 3-4. Permitted Uses, in the header, after "LIST OF LAND USES" insert '(2)'.

On page 58, also in Figure 3-4, in the third row which begins with 'Self-service storage facilities', in the first column entitled 'Core', insert 'P (3)'; in the second header reading 'Civic/Institutional', after 'footnote' strike '3' and substitute '1'; and at the end of the page, after item '(2)' insert:

'(3) Permitted only in Regulatory Blocks 5, 6, and 7 in the Core sub-area.'

(Amendment No. 7)

8. On Page 122, under '10. Monument Signs:' in subparagraph 'a.' after 'to' insert 'or no more than 6" above', after 'ground' insert 'with a base that is as wide or wider than the sign face'.

On page 170, strike in its entirety the sixth paragraph entitled "Monument Sign" and substitute:



1 'Monument Sign - A horizontal freestanding sign that sits flush to or no more than 6"  
2 above the ground, with a base that is as wide or wider than the sign face.'

3 (Amendment No. 8)

4  
5 9. On page 157 of the Plan, after paragraph '7.' insert the following:

6  
7 '8. Should property owners in the Odenton historic sub-area decide to apply for a  
8 designation as a National Register historic district, the Office of Planning and Zoning  
9 shall, upon request, provide any relevant information and research as needed to  
10 complete the application.'

11 (Amendment No. 9)

12  
13 10. On page 143 of the Plan, in Section '10.2.3. Parking Standards', under  
14 "requirements", delete requirement number 1 in its entirety and substitute the following:

15  
16 '1. The driveway entryway of a commercial development shall provide sufficient  
17 queuing room for cars entering from the street.'

18 (Amendment No. 10)

19  
20 11. On page 68 of the Plan, in the chart entitled 'Figure 3-8. Priority Transportation  
21 Projects' in the fourth column of the third row, after the last sentence add 'The design  
22 study will include an assessment of the feasibility of a one-way circulation system.'

23 (Amendment No. 11)

24  
25 12. On page 167 of the Plan, in the seventh paragraph entitled 'Awning Sign' strike the  
26 first sentence and substitute 'Any message painted, sewn, stained, or otherwise attached  
27 to the shed, flap, or valance of an awning.'; and in the third and fourth lines, strike "  
28 unless the awning is colored and internally lit, in which case the entire area shall be  
29 counted'

30 (Amendment No. 12)

31  
32 13. On page 61 of the Plan, in the section entitled 'Requirements', delete items "1." and  
33 '2.' in their entirety and substitute the following :

34  
35 '1. A minimum of 10% of the gross site area must be provided as Green Area.

36  
37 2. Minimum Activity Space required is one square foot for every 10 square feet of  
38 floor area. Activity space may be apportioned between Public Activity Space and  
39 Private/Semi-Private Activity Space in a manner appropriate to the site.'

40 (Amendment No. 13)

41  
42 14. On page 132 of the Plan, in Section '9.5 Architectural Design Standards for New  
43 Construction, Infill Development, and Non-Contributing Buildings', in the last line of the  
44 second paragraph, after the period insert 'These Architectural Design Standards are not  
45 intended to supersede the Development Requirements by Block (Figure 3-3) or Permitted  
46 Uses (Figure 3-4) of Chapter 3.'

47 (Amendment No. 14)

48  
49 15. On page 74 of the Plan, in the table entitled 'Figure 3-11. Roadway Typical Sections

1 and Streetscape Requirements' under 'OTC Arterial', in the 4th row entitled 'Odenton  
2 Avenue', in the 5<sup>th</sup> column entitled 'Min ROW Width', strike '100'' and substitute  
3 '92''.

4 (Amendment No. 15)

5  
6 16. On page 152 of the Plan, in subsection '3. Plan Benchmarking and Tracking', in item  
7 'a.' in the second line, after 'modifications' insert 'development proffers and bonus  
8 rewards.'

9 (Amendment No. 16)

10  
11 17. On page 49 of the Plan, delete 'Figure 3-1. Regulatory Blocks' in its entirety and  
12 substitute new Figure 3-1, attached as Exhibit 1.

13  
14 On page 51 of the Plan, delete 'Figure 3-3. Development Requirements by Block' in  
15 its entirety and substitute new Figure 3-3, attached as Exhibit 2.

16 (Amendment No. 17)

17  
18 18. On page 90 of the Plan, delete 'Figure 3-13. Public Parking District Plan' in its  
19 entirety and substitute new Figure 3-13, attached as Exhibit 3.

20 (Amendment No. 18)

21  
22 19. On page 26 of the Plan, delete 'Figure 2-1. Odenton Development' in its entirety and  
23 substitute new Figure 2-1, attached as Exhibit 4.

24 (Amendment No. 19)

25  
26 20. On page 80 of the Plan, delete 'Figure 3-12. Pedestrian and Trail Amenities' in its  
27 entirety and substitute new Figure 3-12, attached as Exhibit 5.

28 (Amendment No. 20)

29  
30 21. On page 50 of the Plan, delete 'Figure 3-2. Historic Sub-Area Blocks' in its entirety  
31 and substitute new Figure 3-2, attached as Exhibit 6.

32  
33 On page 13 of the Plan, delete 'Figure 1-3. OTC Sub-Areas' in its entirety and  
34 substitute new Figure 1-3, attached as Exhibit 7.

35  
36 On page 35 of the Plan, delete 'Figure 2-3. Historic Sub-Area and Contributing  
37 Resources' in its entirety and substitute new Figure 2-3, attached as Exhibit 8.

38 (Amendment No. 21)

39  
40 22. On page 70 of the Plan, delete 'Figure 3-9. Planned Road Network' in its entirety  
41 and substitute new Figure 3-9, attached as Exhibit 9.

42  
43 On page 71 of the Plan, after the first partial paragraph, add a new paragraph to read  
44 as follows:

45  
46 'In Figure 3-9, a planned road (P4) is indicated connecting MD 170 to Winmeyer  
47 Avenue. The purpose of the planned road is to offer an alternative route through this area  
48 that avoids the MD 170/MD 175 intersection and that will support and enhance  
49 redevelopment of these Core blocks. While the specific alignment of P4 has not been



1 determined, the short term goal will be to align the eastern end of P4 with the new access  
2 point into the Academy Yard development at a signalized intersection on MD 170, obtain  
3 the right-of-way needed for the easternmost segment, and to use the existing Mt. Vernon  
4 Avenue and Pine Street right-of-way to complete the connection to Winmeyer Avenue.  
5 As a longer term goal, it may be feasible to obtain future right-of-way needed to extend  
6 the easternmost segment of P4 straight over to Winmeyer Avenue.'

7 (Amendment No. 22)

8  
9 23. On page 43 of the Plan, in section 1.2, paragraph 2(e), after the period insert,  
10 'Commercially-developed properties within the Historic sub-area that have access from a  
11 State-owned road are exempt from the Historic Preservation requirements and design  
12 standards.'

13 (Amendment No. 23)

14  
15 SECTION 4. 5. And be it further enacted, That all references in this Ordinance to "the  
16 effective date of Bill No. 20-16", or words to that effect, shall, upon codification, be  
17 replaced with the actual date on which this Ordinance takes effect under Section 307 of  
18 the County Charter as certified by the Administrative Officer to the Country Council.

19  
20 SECTION 5. 6. And be it further enacted, That the Odenton Town Center Master  
21 Plan for Anne Arundel County, dated February 2016, as amended by this Ordinance, is  
22 hereby adopted and incorporated herein by reference as if fully set forth.

23  
24 SECTION 6. 7. And be it further enacted, That a certified copy of the Odenton Town  
25 Center Master Plan for Anne Arundel County, dated February 2016, as amended by this  
26 Ordinance, and prepared by the Office of Planning and Zoning, shall be permanently kept  
27 on file in the office of the Administrative Officer to the County Council, and a certified  
28 copy of same shall be permanently kept on file in the Office of Planning and Zoning.

29  
30 SECTION 7. 8. And be it further enacted, That this Ordinance shall take effect 45  
31 days from the date it becomes law.

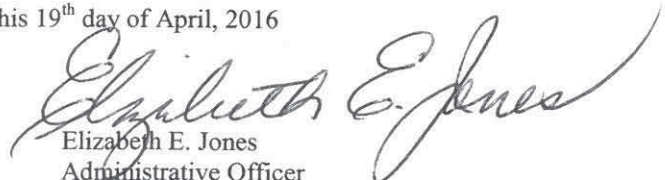
AMENDMENTS ADOPTED: April 4, 2016

READ AND PASSED this 18<sup>th</sup> day of April, 2016

By Order:

  
Elizabeth E. Jones  
Administrative Officer

PRESENTED to the County Executive for his approval this 19<sup>th</sup> day of April, 2016

  
Elizabeth E. Jones  
Administrative Officer

APPROVED AND ENACTED this 21 day of April, 2016



Steven R. Schuh  
County Executive

EFFECTIVE DATE: June 5, 2016.

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF BILL NO.  
20-16. THE ORIGINAL OF WHICH IS RETAINED IN THE FILES  
OF THE COUNTY COUNCIL.



Elizabeth E. Jones  
Administrative Officer



Figure 3-1. Regulatory Blocks

Bill No. 20-16  
Amendment No. 17  
Exhibit No. 1

# Odenton Town Center Master Plan 2016

## Legend

### Regulatory Blocks

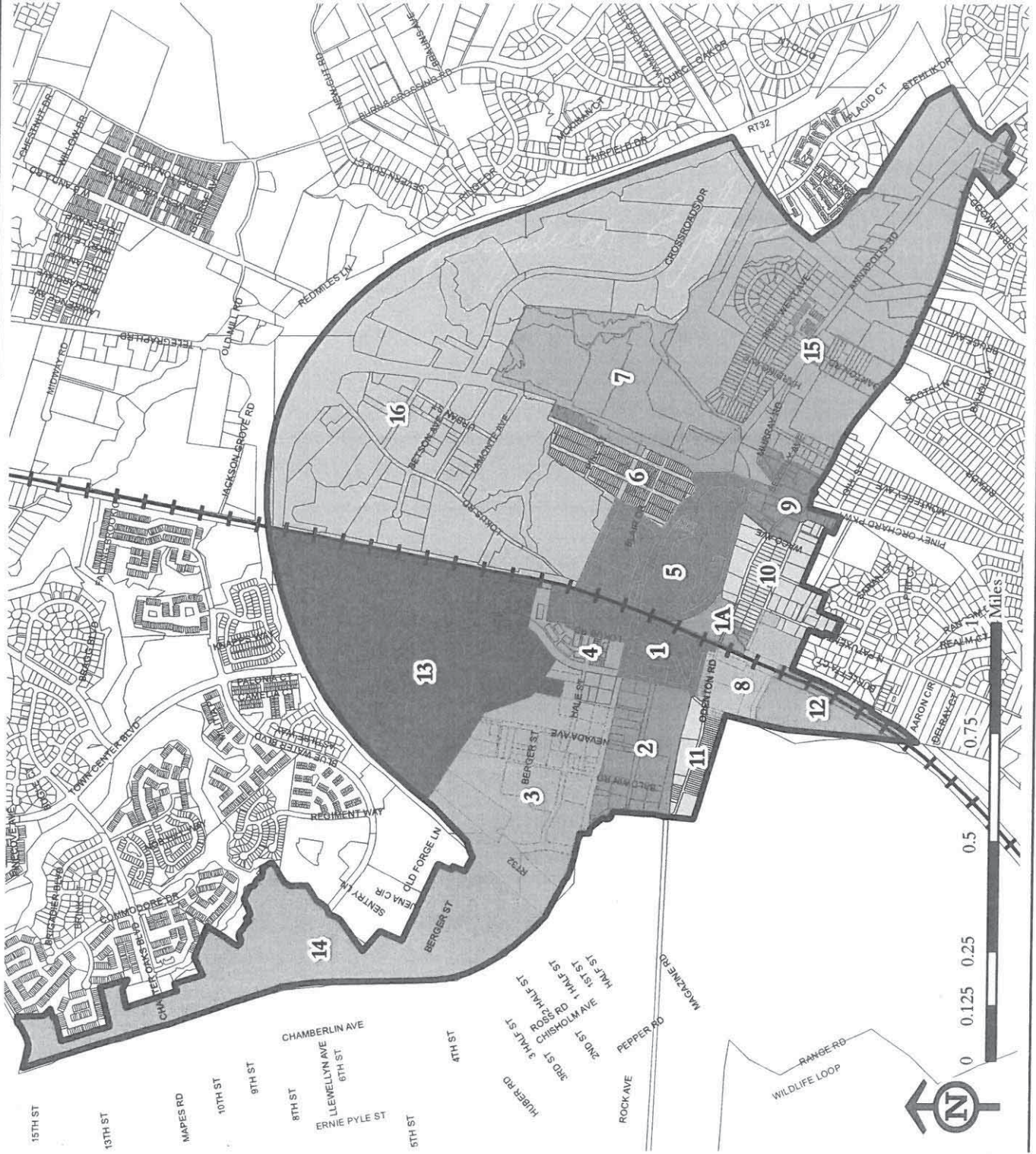
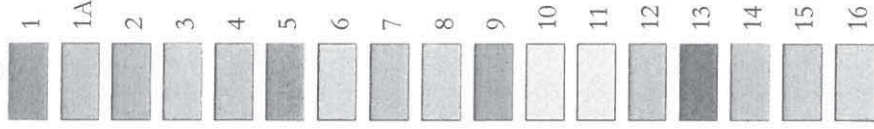




Figure 3-3. Development Requirements by Block

Block	Sub-Area	Mixed Use Category	Maximum Stories	Maximum FAR
1	Core	West Core Mix	8*	4
1A	Core	West Core Mix	4*	2
2	Core	West Core Mix	4*	4
3	Core	West Core Mix	8*	2
4	Core	West Core Mix	8*	4
5	Core	East Core Mix	8*	2
6	Core	East Core Mix	4*	1
7	Core	East Core Mix	8*	2
8	Historic	Historic Village Mix	3	1
9	Historic	Historic Village Mix	3	1
10	Historic	Residential	-	-
11	Transition	General Mix	3	1
12	Transition	General Mix	3	1
13	Transition	General Mix	8*	2
14	North Odenton	General Mix	4	1
15	East Odenton	General Mix	4	1
16	Industrial	Industrial Mix	4	1

\*Minimum height 2 apparent stories required.

Mixed Use Category	Percentage of Land Use Type Required (by Floor Area)		
	Residential	Retail	Office Industrial
Residential	0-100	0	0
Historic Village (1)	50-100	0-50	0
Industrial Mix (1)	0-40	0-60	0-100
General Mix (1)	0-85	0-85	0-10
East Core Mix(1)	0-85	15-80	0-10
West Core Mix	0-20 on street level; 0-100 on upper levels	50-100 on street level; 0-100 on upper levels	0-50 on street level; 0-100 on upper levels

(1) Development projects on sites of less than five acres in these categories will be exempt from the Mixed Use Requirements.

(2) Institutional uses are permitted in all Mixed Use Categories and may occupy 100% of the floor area on any site. See Permitted Uses table.

Block 10 Bulk Regulations	
Minimum Lot Size (SF)	14,000
Maximum Lot Coverage by Structures	20%
Minimum Lot Width	70'
Minimum Front Setback	30'
Maximum Front Setback	45'
Minimum Rear Setback	-
Minimum Side Setback	7'
Minimum Corner Side Setback	15'
Minimum Front Acc. Setback	50'
Minimum Side/Rear Acc. Setback	7'
Maximum Height Principal Structure	35'
Maximum Height Acc. Structure	25'***
Maximum Density	3 du/ac

\*\*\*or the height of the principal structure, whichever is less



### Legend

- ## Parking Districts


- 
- District 1
- District 2
- District 3
- District 4
- District 5





Figure 2-1. Odenton Development

Bill No. 20-16  
Amendment No. 19  
Exhibit No. 4

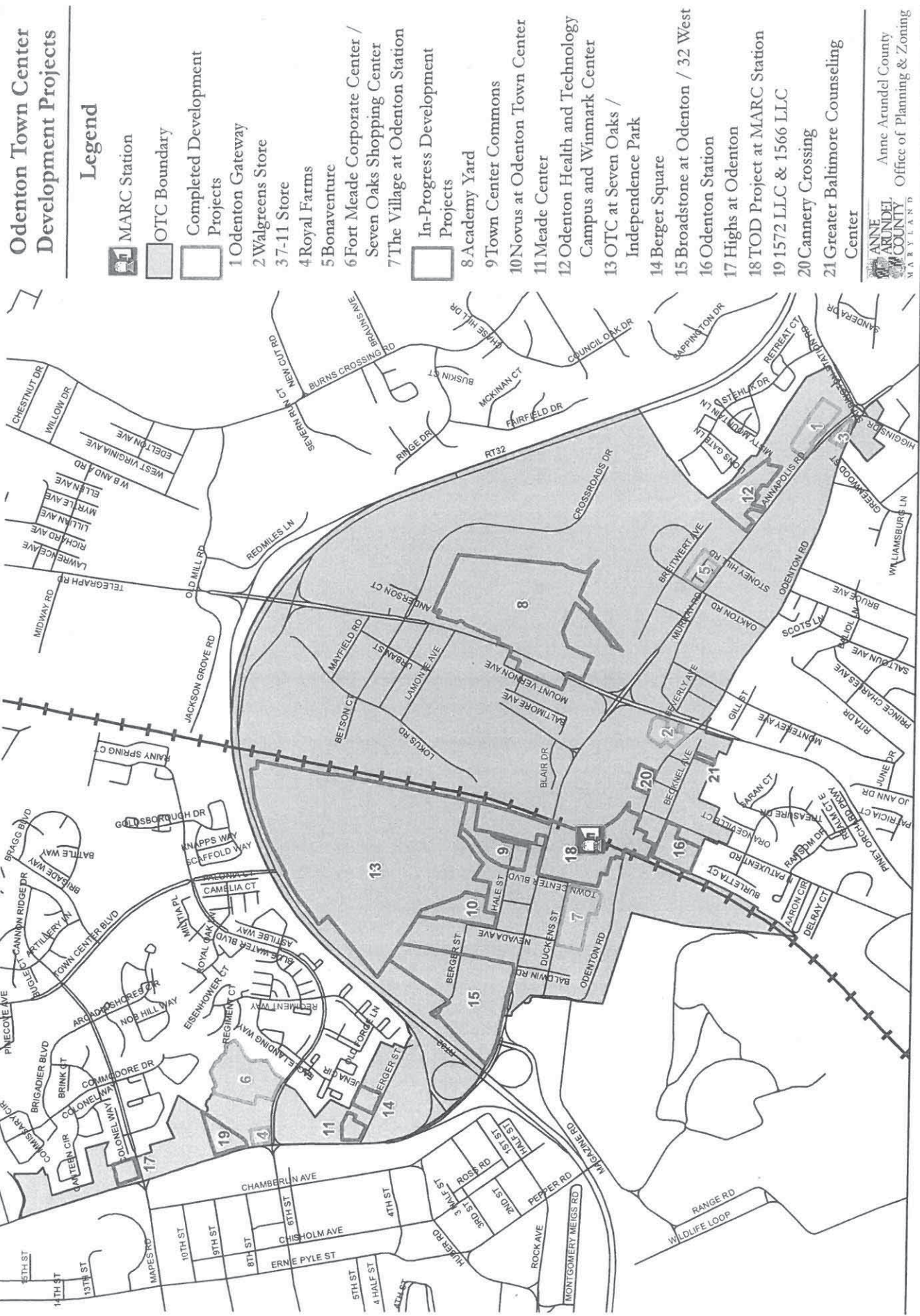






Figure 3-12. Pedestrian and Trail Amenities

Bill No. 20-16  
Amendment No. 20  
Exhibit No. 5







# Odenton Town Center Master Plan 2016

## Legend

### Community Facilities

-  Fire Co. 28
-  Western District Police Station
-  Elementary School
-  Odenton Regional Library
-  O'Malley Senior Center
-  Odenton Post Office
-  Odenton Heritage Society
-  MARC Station

### Pedestrian & Trail Amenities

-  Existing Sidewalk
-  Proposed Sidewalk
-  Existing Trail
-  Proposed Trail
-  Existing Dedicated Bike Lane
-  Proposed Dedicated Bike Lane

### Buildings

-  Buildings
-  OTC Boundary



Anne Arundel County  
Office of Planning & Zoning

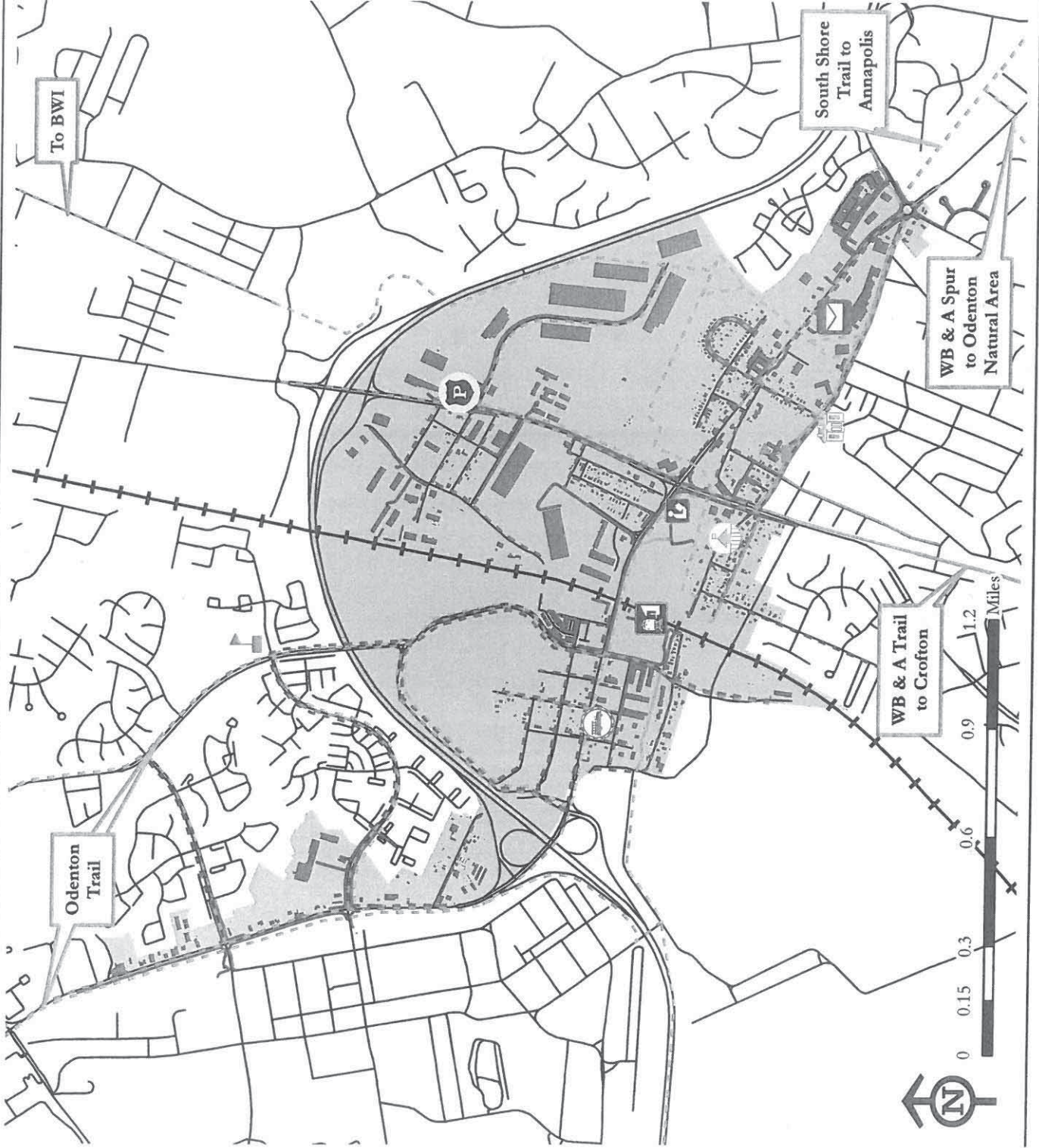




Figure 3-2. Historic Sub-Area Blocks

Bill No. 20-16  
Amendment No. 21  
Exhibit No. 6

Odenton Town Center  
Master Plan  
2016

Legend

- MARC Station
  - Railroad
  - Historic Sub-Area
  - Contributing Properties
  - Other Contributing Structures
  - Parcels
- Block No.
- Block 8
  - Block 9
  - Block 10

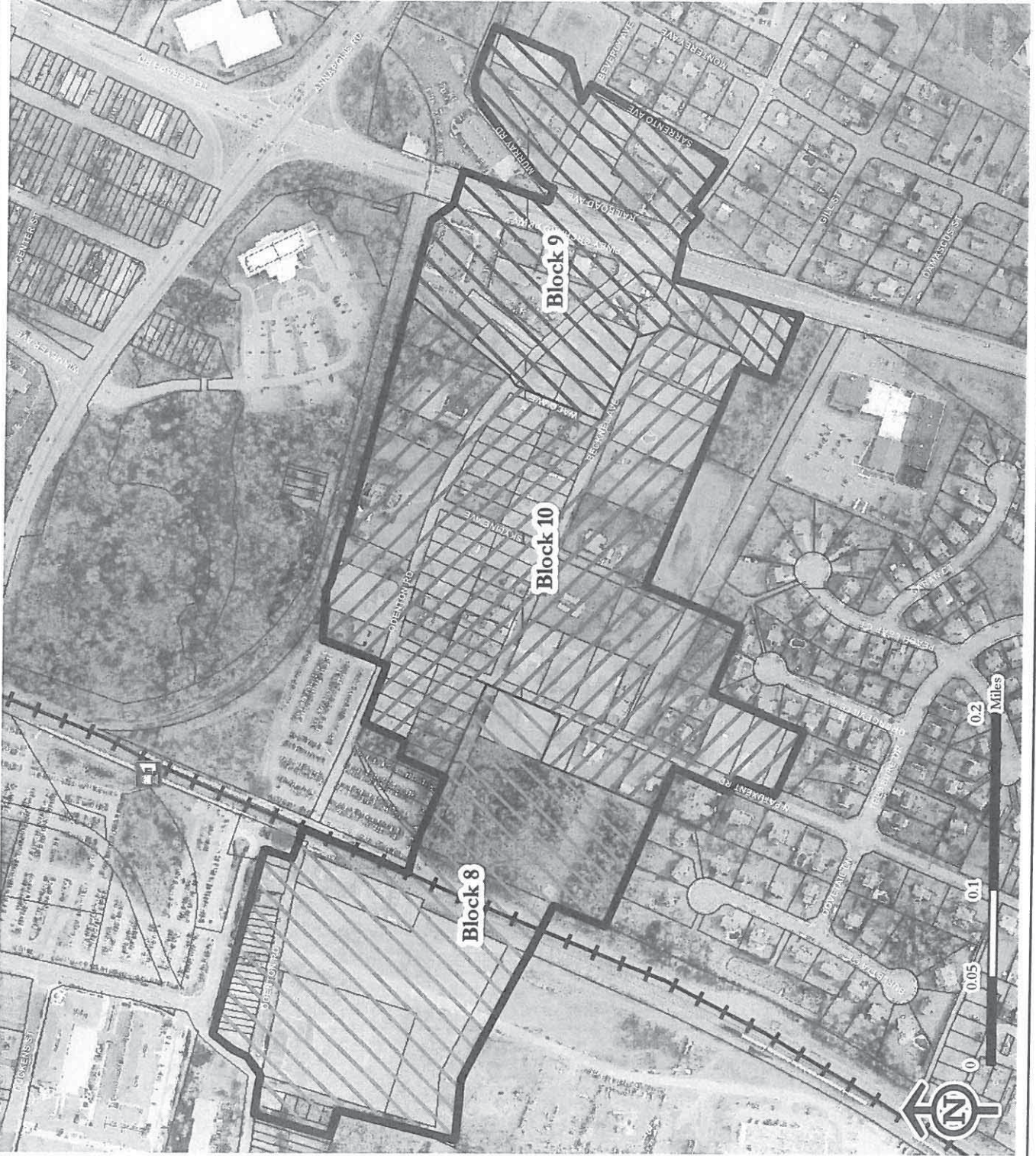












Figure 1-3. OTC Sub-Areas

# Odenton Town Center Master Plan 2016

## Legend

-  OTC Boundary
-  Railroad
- OTC Sub-Area**
-  Core
-  Historic
-  Transition
-  East Odenton
-  North Odenton
-  Industrial

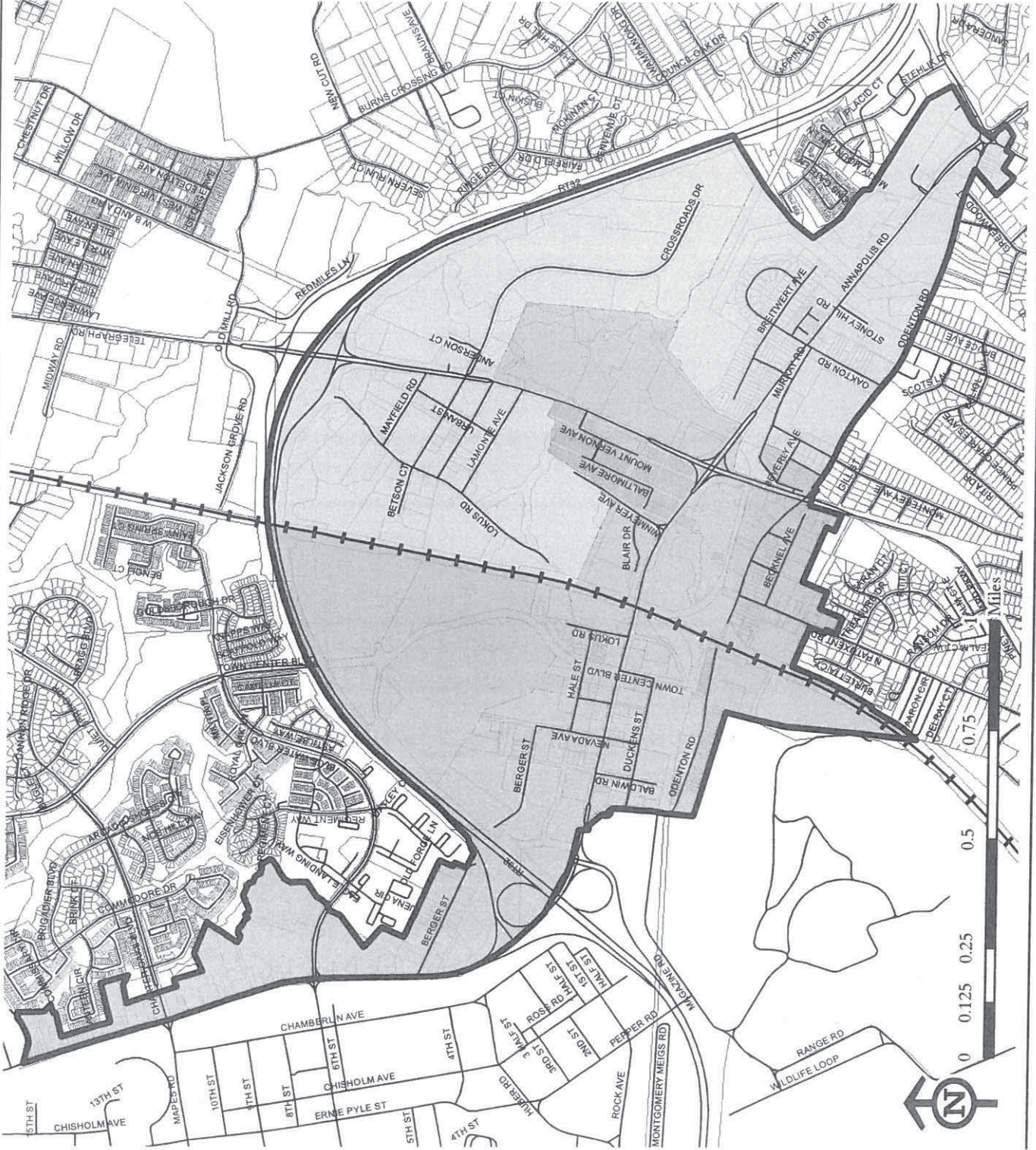









Figure 2-3. Historic Sub-Area and Contributing Resources

Bill No. 20-16  
Amendment No. 21  
Exhibit No. 8

# Odenton Town Center Master Plan 2016

## Legend

-  Railroad
-  Historic Sub-Area
-  Contributing Properties
-  Other Contributing Structures
-  Parcels

## Contributing Structures Outside the Historic Sub-Area

- Switch Tower Building (MARC parking lot)
- Odenton Station Building
- Disney House (327 Nevada Ave.)

*Determination of Contributing Structures is performed by the Cultural Resources Division of the County's Office of Planning and Zoning and may be updated as needed.*





**Odenton Town Center  
Master Plan  
2016**

**Legend**

**Planned Roads**

— ROW Reserved

- - - ROW Not Reserved

 MARC Station

 OTC Boundary



**Figure 3-9. Planned Road Network**