

ANNE ARUNDEL COUNTY

Odenton Town Center Master Plan



October 2023

County Council Draft



The Odenton Regional Library.

ODENTON TOWN CENTER MASTER PLAN

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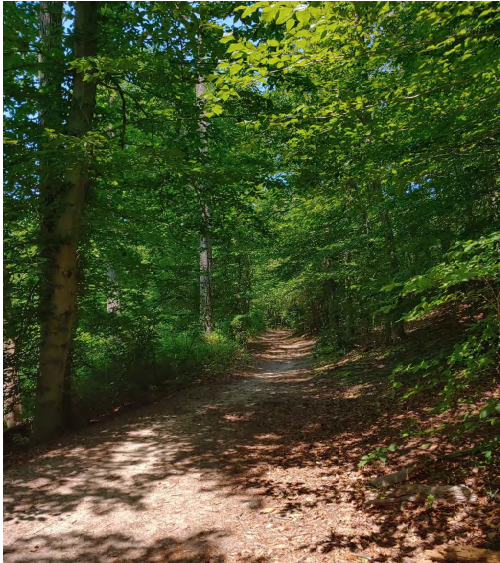
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ODENTON TOWN CENTER'S COMMUNITY VISION

A vision is a standard feature in a master plan, serving as a statement of the community's values and their shared aspirations for the future. The Odenton Town Center Citizen Advisory Committee (OTCAC) developed this vision statement in partnership with County staff and residents, who shared their ideas through a series of community engagement sessions that included digital whiteboarding, surveys, and public meetings. The vision statement grounds the content of this Master Plan. County staff developed the Master Plan goals, policies, and strategies in collaboration with the OTCAC to bring this community vision to life.

The Odenton Town Center inspires innovation. The community is vibrant, walkable, and connected by public spaces and a strong sense of place. Sustainability, ease of mobility, thoughtful design, and historic heritage create an environment where citizens are proud to live, play, and explore.



Odenton Natural Area. Courtesy of OTCAC member Martin Schroeder.



Epiphany Episcopal Chapel and Church House, one of the OTC's historic resources.



Town homes adjacent to the MARC station.



A MARC train arrives at Odenton Station.



A southbound MARC train at Odenton Station.

CHAPTER ONE

INTRODUCTION

The Odenton Growth Management Area, known as the Odenton Town Center (OTC), is a 1,233-acre community located in the western part of Anne Arundel County (see Map 1). The OTC is one of the County's three Town Centers, designated since 1972 as an area for significant mixed-use development to accommodate economic and residential growth throughout the County. To that end, the Odenton MARC station connects residents and commuters via passenger rail to Baltimore City, Washington, DC, and major job centers located along the Baltimore/Washington Corridor such as Fort George G. Meade (Fort Meade) and Baltimore/Washington International Thurgood Marshall Airport (BWI). The area is also strategically located at the junction of MD 32, MD 170, and MD 175, with connections to the Baltimore Washington Parkway and I-97.

Odenton Town Center has experienced significant residential growth in recent years, but development and redevelopment have been slow to densify and connect the surrounding area to the community's core. Residents have made clear the need to better coordinate and connect transit; to provide higher-quality public spaces; to attract more shopping and dining options; to diversify the housing options; to conserve environmental resources; and overall to create a livelier, more walkable community.

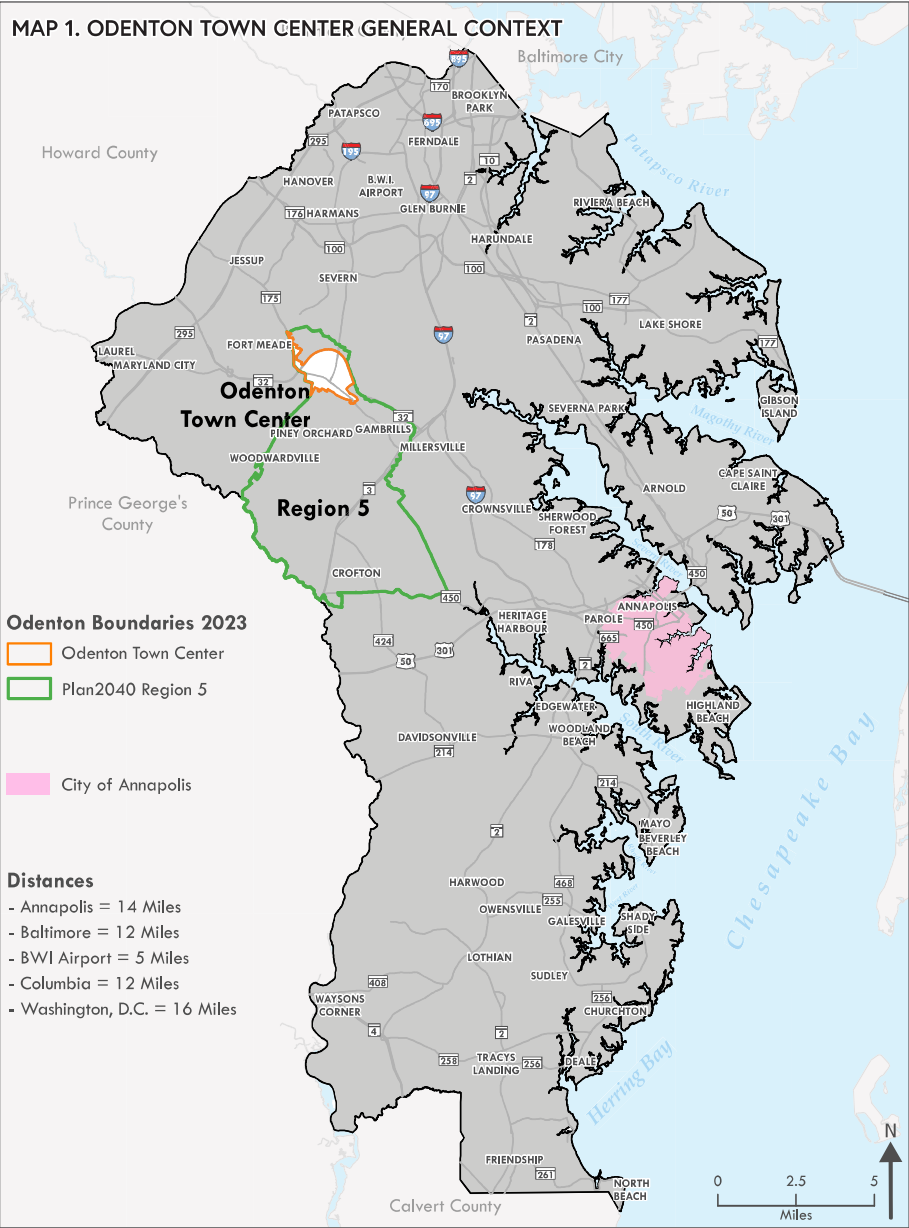


TABLE 1. PLANNING PROCESS SUMMARY

Early 2021	2021-2022		2023+	
Phase I: Initial Planning	Phase II: Analysis	Phase III: Draft and Refine	Phase IV: Review and Adoption	Implementation
<ul style="list-style-type: none"> Background research Community visioning sessions Public surveys Collaboration with OTCAC 	<ul style="list-style-type: none"> Spatial analysis Draft Plan 	<ul style="list-style-type: none"> Public comment on draft Plan Public review of draft Code revisions Stakeholder group meetings 	<ul style="list-style-type: none"> OTCAC review Planning Advisory Board County Council 	<ul style="list-style-type: none"> Supporting studies Capital and private investments Progress tracking/reporting

PLAN PURPOSE

This Master Plan (Plan) provides a policy framework for development and redevelopment within the OTC and establishes a basis for planning the public expenditures needed to support future growth, as well as design requirements. Over the past several years, the Anne Arundel County Office of Planning and Zoning (OPZ) received feedback from developers, citizens, the OTCAC, elected officials, and other community stakeholders that the previous format of regulating development both through the master plan and the County Code made the development process unclear, slow, and hard to predict. The primary objectives of the Plan are to:

- Advance a refined community vision for a walkable, connected OTC.
- Simplify the regulatory framework to achieve the community vision.
- Set the stage for implementation and continued partnerships between residents, businesses, property owners, developers, the OTCAC, and County staff.
- Reflect recent advancements in County policies related to the natural and built environments, and economic and community development.

PLANNING PROCESS

OPZ's Long Range Planning (LRP) section developed this Plan in collaboration with the OTCAC and the community at large. The Anne Arundel Economic Development Corporation, the Office of Transportation, Department of Recreation and Parks, Arundel Community Development Services, Inc, the Department

of Public Works, and various sections within OPZ also provided significant guidance. The planning process summarized in Table 1 involved the following major steps.

Demographic Research

The OPZ Research and GIS section conducted demographic analysis using the data from the 2020 U.S. Census, the 2019 ACS 5-year estimates, and the Baltimore Metropolitan Council Traffic Analysis Zones (TAZ). Given the size and custom geographic boundary of the OTC, the analysis pulls from multiple sources to gain the most accurate picture of the area's population. Table 2 offers a snapshot of the current and projected population for the OTC; Anne Arundel County data is offered as a comparison where possible.

Notably, a higher proportion of people of color live in the OTC than in the County overall. The population is also younger and home to a higher proportion of renters than the County. See Appendix C for more information.

Public Engagement

During 2021 and 2022, the planning process engaged key stakeholders that included current residents, Fort Meade staff, members of the development community, and business owners, among others (see Appendix D). To develop content and a direction for the Plan update, County staff held virtual community visioning sessions, hosted community discussions, conducted research interviews with stakeholders, and issued public surveys to solicit feedback on the area's strengths and opportunities. Key findings include the following:

TABLE 2. ODENTON TOWN CENTER POPULATION SUMMARY

	Odenton Town Center	Anne Arundel County
2021 population	4,209*	591,769
2050 population estimate**	8,146	-
2021 Median Household Income	\$89,093	\$102,346
2021 Average Household Size	2.31	2.64
% White (2021)	44.6%	65%
% Black (2021)	33.1%	18%
% Asian (2021)	7.7%	4.3%
% Latino (2021)	10.3%	9.2%
% Other Race (2021)	4.4%	3.6%
Median Female Age (2021)	36.1 years	41.4 years
Median Male Age (2021)	33.6 years	38.6 years
% Owner-Occupied Housing (2021)	36.7%	70%
% Renter-Occupied Housing (2021)	57.3%	23.6%
2021 Median Home Value	\$328,412	\$389,397
2019 Median Gross Rent	\$1,794	\$1,663

* 2021 OTC population and 2050 OTC population projection based on Traffic Analysis Zone (TAZ) methodology using 2020 decennial Census count.
 ** All other estimates provided by OPZ-GIS Research team, based on 2021 ESRI Enrichment report.

Challenges in the Odenton Town Center

- **Sense of Place.** The OTC lacks a strong identity. Residents have advocated for more public gathering spaces, more public amenities, and more directional signage to improve the area's community feel.
- **Walkability, Bikeability, and Connectivity.** Getting around in the OTC can be challenging for pedestrians and bicyclists due to disconnected sidewalks, limited bicycle infrastructure, and the distance between destinations.
- **Traffic Congestion.** Community members are concerned that growth in the OTC and elsewhere has facilitated increased traffic congestion.
- **Retail Options.** Residents have expressed strong interest in new shopping destinations and restaurants throughout the OTC, but the market for these commercial options fluctuates.
- **Environmental Issues.** Stormwater management, tree canopy, energy usage, air pollution, and a lack of green space are growing concerns.

Opportunities for the Odenton Town Center

- **Transit-Oriented Development (TOD).** With new public investments in development surrounding the Odenton MARC Station, there is a significant opportunity to attract high-quality, mixed-use development to the Core of OTC.
- **Transportation Alternatives.** New pedestrian and bicycle facilities can fulfill the strong desire of residents to walk and bike more safely throughout OTC; policy changes allowing bikes on the MARC train, as well as expanded bicycle parking at the MARC station, offer a positive example of recent changes. Further, proximity to the MARC and major transportation routes presents an opportunity for micro-transit or other alternatives to support connectivity.
- **Public Amenities.** Development and public investments can be coordinated to improve, expand, and connect OTC's public amenities, with added emphasis on the provision of new green spaces and other public gathering places.
- **Development, Redevelopment, and Revitalization.** OTC is a key market for growth in the County. Incentivizing development will help meet a growing need for diverse housing, as well as the community's interest in better retail options.

Setting the Foundation: Key Findings from Community Surveys

- 98%** of respondents desire more passive green space throughout the OTC.
- 95%** of respondents desire access to dedicated walking paths through the Town Center.
- 81%** desire more small, independent retail businesses in the Odenton Town Center.
- 94%** say that improved streetscape design, such as the addition of landscaping and lighting, is important or very important to them.
- 84%** ranked the diversity of the community as important or very important to them.

KEY CHANGES AND UPDATES

This Plan updates the policy framework related to land use and development, design guidance, transportation, public utilities, community amenities, economic development, historic preservation, and the environmental resources of OTC. These changes are captured and organized across four sections: Natural Environment, Built Environment, Healthy Economy, and Healthy Communities.

County staff have migrated a majority of the regulatory language that accompanied previous versions of this Plan to the County Code. The design requirements will remain in the Master Plan. This change allows for simplifying regulations and strengthening standards to provide greater clarity to property owners, developers, County staff, and the community. The following offers a broad overview of key changes and updates:

Policy Framework Changes

- Restructuring the Plan to follow the format of Plan2040, Anne Arundel County's General Development Plan, which the County Council adopted in May of 2021.
- Added emphasis on the role of TOD in furthering the community's vision.
- Added emphasis on safe and connected streets and sidewalks that support a walkable, bikeable OTC.
- Stronger recommendations to support economic development in the OTC, specifically the attraction and retention of new businesses.
- Renewed interest in housing diversity, including the provision of workforce and affordable housing, as well as housing for seniors.
- Positioning the OTAC for a stronger, clearer role in Plan implementation.

Recommended Code Changes

- Relaxing the required mixed-use ratios to improve flexibility for developers while improving opportunities for the private sector to provide community amenities.
- Simplifying the six "OTC Sub-Areas" and 17 "Regulatory Blocks" from previous master plans to six zoning districts and an overlay. This change reduces confusion and improves predictability.
- Distinguishing the West Core (west of the MD 175 railroad overpass) from the East Core of the OTC. Proposed future comprehensive zoning in the West Core—the area that surrounds the Odenton MARC Station—should have higher densities than in the East Core.
- Distinguishing the commercial areas in the Historic district. Proposed zoning in the Historic district should allow more small-scale businesses.
- Aligning the permitted use chart with the community's vision for the OTC so that most zoning districts now allow additional Retail and Service uses—such as restaurants in a multifamily building—while some more auto-oriented uses—such as gas stations—have been eliminated from the Core. Self-storage facilities are limited to certain areas in the Core, Industrial, Transition, East Odenton Village Mix, and Ft. Meade Business Mix districts.
- Simplifying the bulk regulations into one chart organized by zoning districts.
- Adding an electric vehicle charging station requirement to emphasize the goal of Odenton becoming a modern, sustainable community that evolves with technology.
- Streamlining overly prescriptive and ambiguous sign provisions.
- Providing for the ability of contiguous property owners to coordinate public activity spaces during the development application process.
- Incorporating roadway typical sections into the Department of Public Works (DPW) Design Manual.
- Streamlining the vista and focal area provisions into the Landmark Locations guidelines.
- Including a Community Amenity in a Public Activity Area to facilitate a sense of place and help reduce

redundant amenities.

- Changing the "Bonus Program" to an Incentive Program, similar to the Parole Town Center Master Plan. The flexibility for redevelopment and brownfield sites still remains. See Appendix E for a list of suggested proffers.

HOW THIS PLAN IS ORGANIZED

The OTC Master Plan is organized into five sections:

- Introduction, which sets the foundation for the policy and implementation frameworks.
- Policy Framework, which presents an overview of planning needs for the natural environment, built environment, healthy communities, and a healthy economy in the OTC.
- Development Requirements, which includes Urban Design Requirements, Architectural Requirements, Landscaping Requirements that supersede or supplement language in the Landscaping Manual, and Historic Preservation Design Requirements.
- Implementation Framework, which identifies the goals, policies, and strategies that fulfill the community vision, and identifies the partners, anticipated timeframe, and performance measures for implementation.
- Appendix, which includes supportive technical information such as a glossary, acronyms, additional reference data, and a list of County plans and resources that support this Master Plan.



Youth volunteers for the Odenton Town Center Watershed Clean-Up. Courtesy of Odenton Regional Library.



The Teen Writers Club during a Hispanic Heritage Month Author Visit. Courtesy of Odenton Regional Library.



The Echelon at Odenton apartments in the Odenton Town Center.

CHAPTER TWO

POLICY FRAMEWORK

Anne Arundel County's General Development Plan, Plan2040, establishes the overall framework within which development in the Odenton Town Center will take shape. Parallel to Plan2040, the following sections discuss planning for the Natural Environment, the Built Environment, Healthy Communities, and a Healthy Economy, as well as the Processes and Procedures that will support Plan implementation in the OTC. Each planning topic includes a set of challenges and opportunities identified by community members and by County staff, and which become the foundation for the goals, policies, and strategies recommended in Chapter 3. The following also identifies the Goals, Policies, and Strategies from Plan2040 that are applicable to the OTC and includes information about the additional master plans and policy documents that help guide development in the OTC.

I. PLANNING FOR THE NATURAL ENVIRONMENT

The OTC is primarily within the Severn River Watershed, with a smaller portion located in the Little Patuxent Watershed. The OTC includes areas containing streams, floodplains, wetlands, and woodlands that require protection to minimize impacts from development (see Map 2). In particular, there are significant environmentally-sensitive features in the Core and Transition zoning districts west of the MARC rail line, in the Industrial and Core zoning districts east of MD 170, and on the Odenton Regional Library property. County Code regulates the protection of many of these features, but community members have signaled a strong interest in ensuring that the OTC not only conserves but also improves the area's environmental features, sustainability, and resilience.

The Planning for the Natural Environment section includes the following topics:

- Environmental Resources and Sustainability
- Water Resources

The OTC's suburban development pattern was largely established over the past half-century, with significant natural features lost during that time. Yet, with contemporary resources and technology to support more sustainable design, there is an opportunity for new development to improve stream and wetland health, improve the tree canopy, and support the reduction of greenhouse gasses as sites are held to greener standards. While various State and Federal regulations protect environmental features, the County has additional requirements and programs in place to conserve natural features, below (and Appendix F):

- **Land Preservation, Parks, and Recreation Plan (LPPRP):** Developed by the Anne Arundel County Department of Recreation and Parks, the LPPRP serves as a guide for land preservation and for parks and recreation planning, park development, program improvements, and decision making.

- **Green Infrastructure Master Plan:** The County's Green Infrastructure Master Plan supports the LPPRP and is a technical guide to conserving and adding green spaces throughout the County. The plan identifies a Green Infrastructure Network—large, connected, natural lands that work together to protect environmental and community health—and identifies strategies to maintain and expand the Network where possible.
- **County Code Article 16:** Floodplain Management, Erosion and Sediment Control, and Stormwater Management
- **County Code Article 17:** Subdivision and Development requirements, including provisions addressing forests, wetlands, streams, and steep slopes
- **County Code Article 18:** Zoning, which regulates what can be built where and how densely
- **County Stormwater Management Practices and Procedures Manual:** Overseen by the Department of Inspections and Permits, this manual requires Environmental Site Design to the Maximum Extent Practicable, which is a more environmentally sensitive way to manage stormwater runoff.

PLAN2040 GOALS FOR THE NATURAL ENVIRONMENT IN ODENTON

Plan2040 includes strong goals, policies, and strategies focused on conserving natural features in the County. These recommendations apply even in areas such as Town Centers, where development aims to be more intense. Along with much community input about the importance of environmental protection, the following helps frame this Master Plan's recommendations for planning for the natural environment in the OTC.

PLAN2040 REFERENCE	SUMMARY OF THE RECOMMENDED GOAL, POLICY, OR STRATEGY
Natural Environment (NE) 1	Preserving and enhancing sensitive areas
NE 2	Retaining and expanding forest and tree cover, including urban tree canopy
NE 4 and 4.2	Reducing water quality impacts from runoff and impervious surfaces
Built Environment (BE) 16	Building resilience to future changes in climate and reducing greenhouse gas emissions

"[We need] re-greening of the area. It takes times for new trees to mature; the community needs to be reforested/replanted with native species."

—OTC community survey respondent

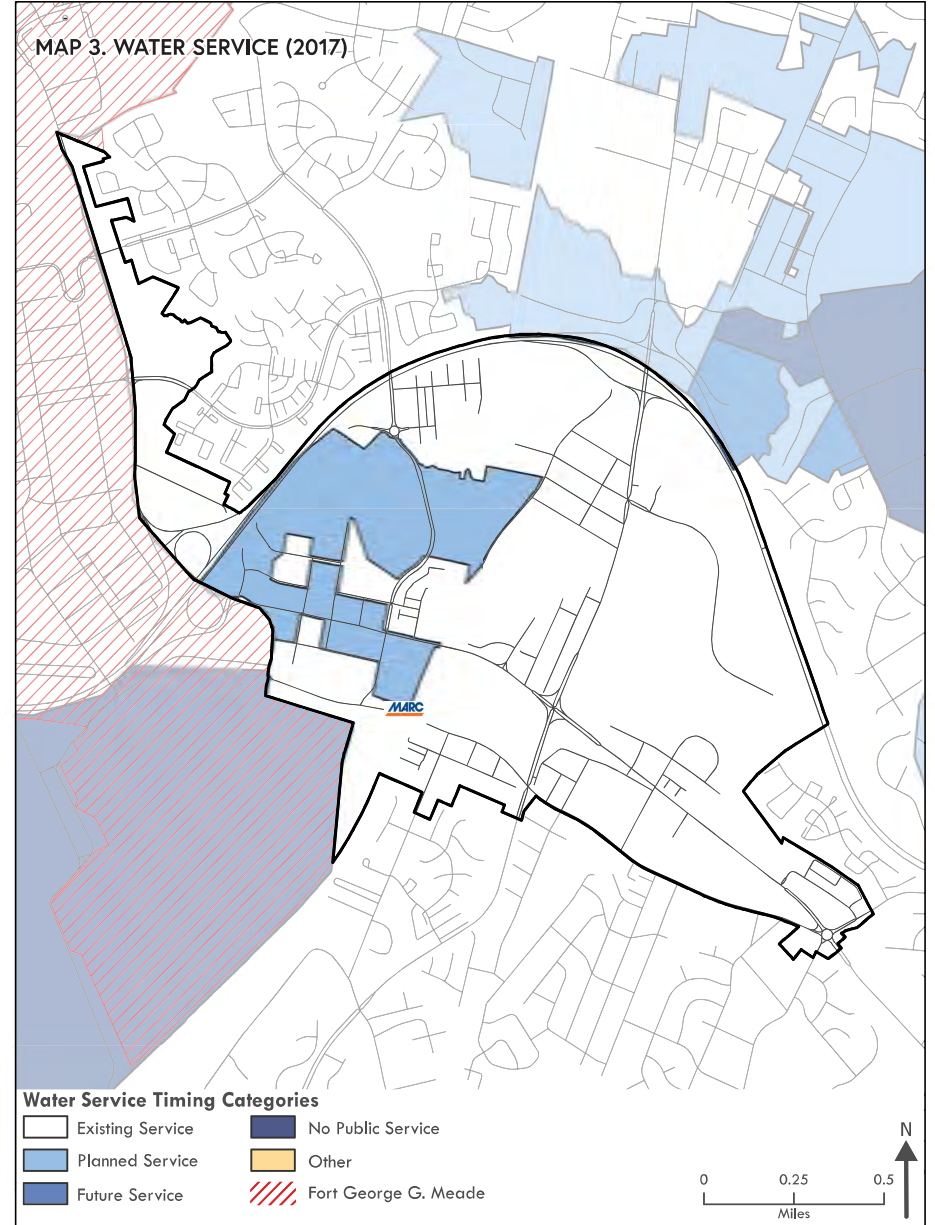
That's an important ecosystem [by the Library]. There has to be a [way] to put play spaces in besides getting rid of wetlands."

—OTC community survey respondent

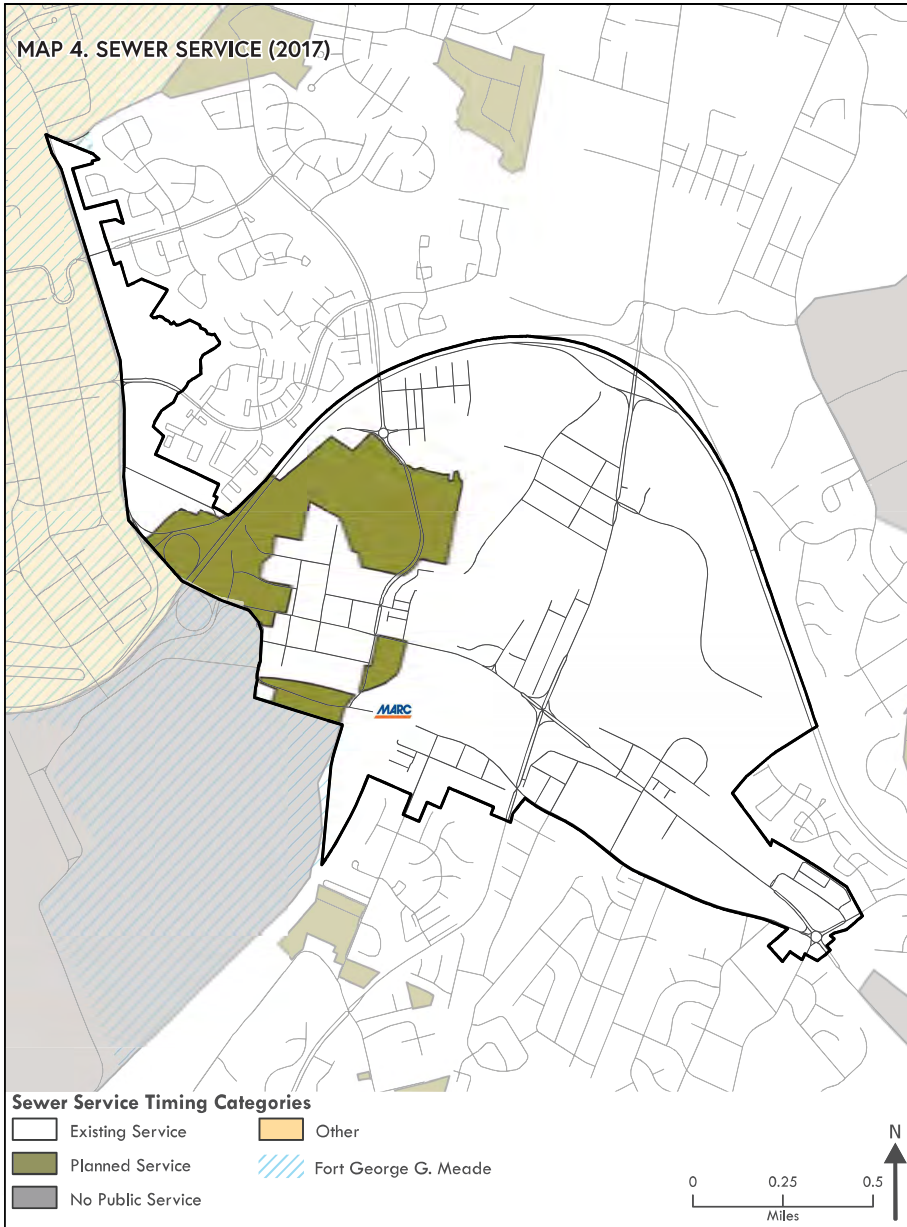
MAP 2. ENVIRONMENTAL FEATURES (2023)



MAP 3. WATER SERVICE (2017)



MAP 4. SEWER SERVICE (2017)



Challenges to the Natural Environment

- **Natural resource degradation.** The OTC was once home to several manufacturing and industrial companies. At that time, there were few environmental regulations, and those uses caused enough significant environmental damage for those sites to be classified as brownfields.
- **Water and sewer infrastructure.** Despite public water and sewer infrastructure being extended throughout the OTC in 2015, several existing homes and businesses are still on well and septic. To prevent contamination of groundwater and drinking water, these sites will need to change from septic to public sewer. See Maps 3 and 4.
- **Environmental health.** Residents have expressed concern about inland flooding, the heat island effect, and air pollution—environmental health challenges often associated with an increase in impervious surface and car traffic.

Opportunities for the Natural Environment

- **Increase tree canopy.** To balance development, increasing the OTC's tree canopy can help mitigate environmental health concerns while also beautifying the community.
- **Environmental site design.** With more incentive to build in the OTC, opportunities exist for new development to avoid environmentally sensitive areas and/or integrate them as an on-site asset and educational opportunity for residents and visitors.
- **Supporting native plantings.** Requirements for future developments to use native plantings will support biodiversity in the region.



II. PLANNING FOR THE BUILT ENVIRONMENT

As a designated Town Center Policy Area, the OTC has experienced significant residential growth in recent years. According to data provided by the Baltimore Metropolitan Council (BMC)—a regional planning organization—the OTC population will nearly double by 2050. Employment in the OTC will grow by 54% by 2050.

Further, the proximity of the OTC to major highways, regional connector roads, and hiker/biker trails, the Odenton MARC Station, and the presence of a Transit-Oriented Policy Area, mean that the OTC is well-positioned to serve this future growth. Carefully planned development can capitalize on the area's many benefits while meeting the vision of this Master Plan to help the OTC become a compact, walkable, well-connected community.

The Planning for the Built Environment includes the following topics:

- Land Use
- Community Design
- Housing
- Transit-Oriented Development
- Historic Resources
- Transportation

Despite efforts to improve the OTC's bicycle, pedestrian, and transit networks over the past several years, driving is still the predominant travel mode through the OTC. This is due in part to the distance between housing and jobs, retail, amenities, and services, as well as gaps in the multimodal infrastructure.

"I love that [more people] are in the community walking and bikeriding for fitness. To continue this and help and it grow, wider and more sidewalks, crosswalks, and bike lanes are critical."

—OTC community survey respondent

The Vision of both Plan2040 and of the OTC Master Plan, as well as Move! Anne Arundel and the County's Complete Streets policies, support a shift away from single-occupancy vehicles toward other modes, particularly for regional travel via the Odenton MARC and local travel within the Town Center. Housing location and density will also play a significant role in determining how people get around in the area. In addition to Plan2040, these County plans help guide transportation and housing development in the area:

- **Move Anne Arundel:** Move Anne Arundel is the County's first Transportation Functional Master Plan (TFMP). It integrates five component studies and recommends improvements to the County's transportation network to enhance mobility and accessibility within local and State fiscal constraints, programmed to the year 2045.
- **Anne Arundel County Consolidated Plan: FY 2021–2025:** Overseen by Arundel Community Development Services, the Consolidated Plan establishes the County's housing and community development needs, goals, and funding priorities for the next five years. The Consolidated Plan is required by the U.S. Department of Housing and Urban Development (HUD) to receive federal entitlement funds to support housing and community development in Anne Arundel County.

PLAN2040 GOALS FOR THE BUILT ENVIRONMENT IN ODENTON

Plan2040 identifies numerous goals, policies, and strategies that frame development, urban design, and transportation in the Odenton Town Center. Altogether, the recommendations from Plan2040 and from this Master Plan will work together to bring about a more community-oriented built environment in the OTC.

PLAN2040 REFERENCE	SUMMARY OF THE RECOMMENDED GOAL, POLICY, OR STRATEGY
Built Environment (BE) 1.1.a7 and 1.1a17, BE 5 and 5.1, and BE 13	Provides tools to focus redevelopment and revitalization in Targeted Development, Redevelopment, and Revitalization Policy Areas
BE 3.2	Ensures infill and redevelopment are compatible with surrounding character
BE 5	Ensures carefully planned and high quality development and redevelopment
BE 5.2	Ensures adequate infrastructure
BE 7	Recommends development patterns to support multimodal mobility
BE 7.1	Provides clear, flexible development regulations, high-quality design, mixed uses, and high-quality amenities
BE 11 and BE 12	Ensures housing variety and affordability
BE 19	Promotes mixed-use development and redevelopment around transit stations

"Traffic is already bad, but growth could make it much worse if the master plan doesn't encourage more people to stay home after their commute is done. Walkable communities with groceries, pharmacies, retail, and dining [will] help alleviate the number of car road trips."

—OTC community survey respondent

2023 ODENTON TOWN CENTER ZONING DISTRICTS

This Plan renames the 2016 Master Plan subareas (zoning districts) to better reflect the existing conditions and vision for the area. Map 5 illustrates the zoning districts proposed with this plan and associated Code changes, in the same areas as currently existing zones, with updated zoning district names. Unlike previous OTC Master Plans, this Plan does not include a comprehensive zoning analysis and recommendations. Instead, comprehensive zoning will be addressed during the Region 5 planning process; however, recommendations for that process are outlined in the subsequent section. Each zoning district has a specific character, purpose, and development standards. The renamed zoning districts also streamline previous master plans that divided the OTC into "sub-areas" and 17 different "regulatory blocks," each with their own combinations of development standards. Table 3 provides a comparison of the 2016 Master Plan zoning districts and regulatory blocks to the new zoning districts. Article 18 of the County Code defines the bulk regulations, permitted use standards, and mixed-use ratios that make up the six zoning districts and one overlay block, which are described below.

OTC-C (CORE): Anchored by the Odenton MARC station and the Odenton Regional Library and Community Park, the Core is intended to be the most densely developed area with the greatest mix of uses. This area will serve as a destination for the surrounding community, meeting housing, shopping, service, entertainment, and transit needs. Development in the Core will create a walkable, bikeable environment where getting around without a car is comfortable and convenient. The Core will provide high-quality, desirable public amenities, positioning the area as the heart of the OTC.

OTC-E (EAST ODENTON VILLAGE MIX): This area centers on the commercial corridor along MD 175, to the east of the Core and Historic districts. The corridor 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 that support convenience retail and services. However, improvements to the pedestrian environment will create better linkages between businesses and safer passage for people moving around the area on foot, particularly in the residential neighborhoods that flank MD 175.

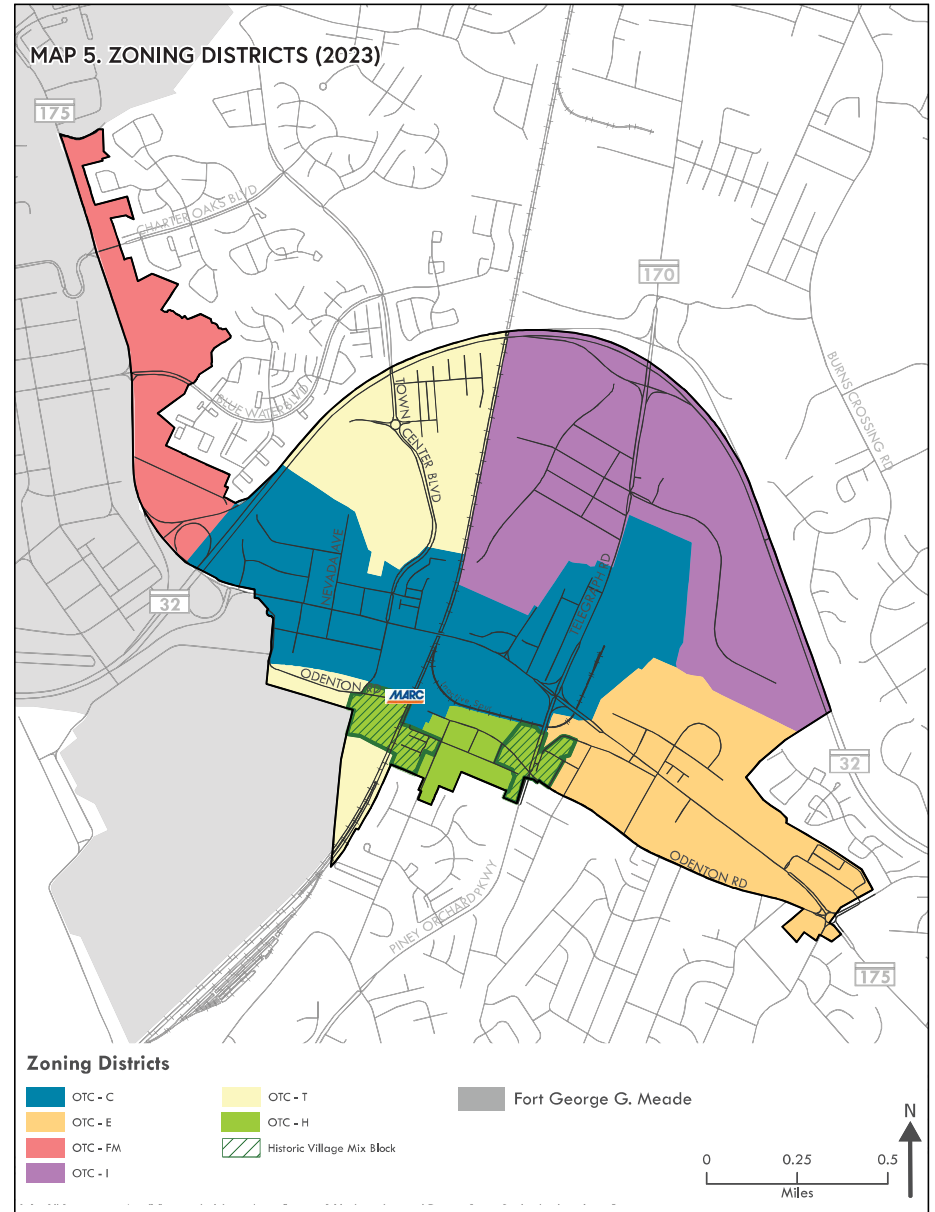
OTC-FM (FT. MEADE BUSINESS MIX): The MD 175 corridor along the edge of Fort Meade is envisioned to be a business community serving the needs of the local military personnel and their families, the surrounding neighborhoods, and local office development across MD 175. Improved access management will help ease ingress and egress along MD 175 and will also improve pedestrian safety and access along this primarily auto-oriented corridor.

OTC-I (INDUSTRIAL): 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 characterize the existing development. Similar development character is envisioned as the industrial area expands across Telegraph Road; however, the revised zoning district provides for some light-industrial uses such as craft breweries and coffee roasters.

OTC-T (TRANSITION): A mixture of moderate density office, housing, and retail is envisioned in this area just north of the Core. Development here will serve different needs than the pedestrian-oriented businesses in the Core, and will complement, not compete with, the Core businesses.

OTC-H (HISTORIC): This designated Historic district includes several contributing resources that set the framework for the area's general character and scale. The historic integrity of the community should be maintained. Design and historic preservation standards help ensure that new development will complement the traditional architecture, yards, and street character. Differentiating between the two areas should allow for new or revitalized commercial and denser residential uses near the MARC Station as well as new commercial uses along Piney Orchard Parkway.

Historic Village Mix Block: This block comprises the eastern and western ends of the OTC-H and supports the transition away from the historic heart of the OTC, while still retaining the unique historic character of the area. This block should allow for new or revitalized commercial and denser residential uses near the MARC station as well as new commercial uses along Piney Orchard Parkway.



FUTURE ZONING CONSIDERATIONS

This Plan recommends eight distinct zoning districts for the OTC (see Map 6) be considered during the Region 5 Plan Comprehensive Zoning process. The table below illustrates the evolution of the zoning districts and regulatory blocks from the 2016 Master Plan, to this Plan, and recommended comprehensive zoning changes.

The OTC Core (OTC-C) is recommended to be split into two distinct zoning districts to further distinguish between two areas of future development. The West Core (OTC-WC), which now includes the southern sections of the Transition Zoning District (OTC-T) should continue to be the focus of TOD. The East Core (OTC-EC) is anticipated to support the TOD given that it is separated from the MARC Station by the rail lines, a historic district, and major highways.

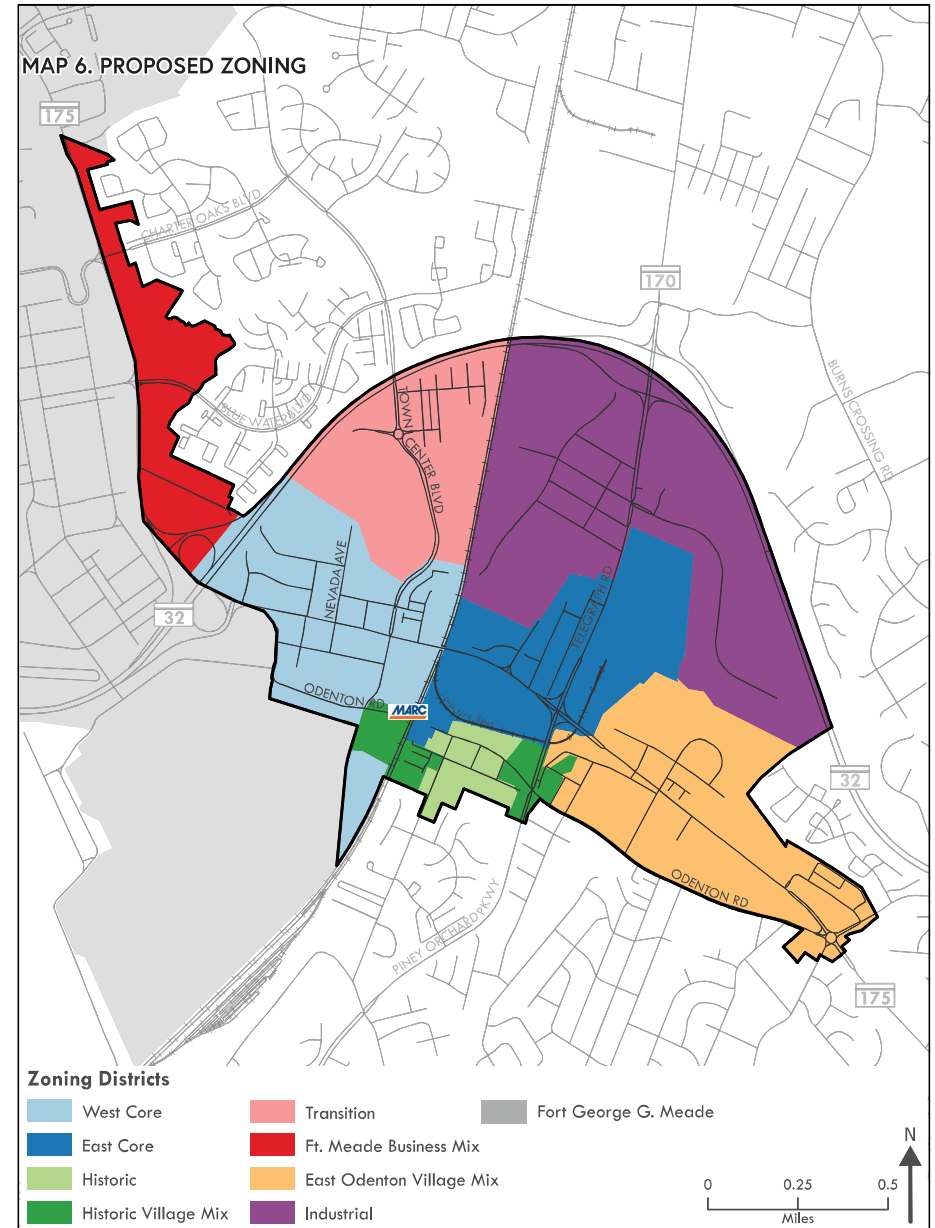
The Historic Village Mix Overlay Block is recommended to become its own Zoning District, named the Historic Village Mix (OTC-HVM).

It is also recommended that the boundary of the OTC be analyzed. The boundary should align with parcel boundaries to avoid split-zoning and consideration should be given to add and/or remove properties based on the vision of this plan. For example:

- Properties adjacent to the Sappington Station roundabout, such as commercial properties to the northeast, should be added to the OTC
- Properties adjacent to train networks, such as the WB&A Trail along Piney Orchard Parkway, should be added to the OTC
- Properties along the periphery of the OTC that are contiguous with subdivisions outside of the OTC, such as floodplain parcels, should be removed.
- Historic properties should be re-evaluated to determine whether it is appropriate for them to stay within the Historic or Historic Village Mix zoning districts.

2016 Master Plan Zoning District	2016 Master Plan Regulatory Block(s)	2023 Master Plan Zoning District	Recommended Comprehensive Zoning Changes
O-COR (Core)	1, 1A, 2, 3, 4, 5, 6, 7	OTC-C (Core)	OTC-WC (West Core), OTC-EC (East Core), OTC-T (Transition)
O-EOD (East Oden-ton)	15	OTC-E (East Odenton Village Mix)	OTC-E (East Odenton Village Mix)
O-HIS (Historic)	8, 9, 10	OTC-H (Historic), Historic Village Mix Overlay Block	OTC-H (Historic), OTC-HVM (Historic Village Mix)
O-IND (Industrial)	16	OTC- I (Industrial)	OTC- I (Industrial)
O-NOD (North Oden-ton)	14	OTC-FM (Fort Meade Business Mix)	OTC-FM (Fort Meade Business Mix)
O-TRA (Transition)	11, 12, 13	OTC-T (Transition)	

MAP 6. PROPOSED ZONING



ODENTON TOWN CENTER TRANSPORTATION NETWORK OVERVIEW

Bicycle and Pedestrian Network

One of the key goals of this Master Plan is to support the creation of walkable neighborhoods, with safe and convenient bicycle and pedestrian facilities. Public input through the planning process revealed strong support for improved connectivity for cyclists and pedestrians, with particular emphasis on a walkable, bikeable Core and connection to the Odenton MARC Station.

With the MD 175 hiker/biker trail by Fort Meade, the Town Center Boulevard hiker/biker trail to the north of MD 175, the South Shore Trail extension, and the WB&A Trail, several threads of bicycle facilities exist (see Map 8). However, these existing and new facilities will need to be knit together to create a safe, connected, and convenient bicycle network. The OTC's sidewalk network is similarly disconnected, with major gaps along MD 175 and in the Core.

The sidewalk network will continue to evolve as development and redevelopment build new sidewalks, and as County and State capital projects reach the construction phase. The County Office of Transportation anticipates the Countywide Bicycle and Pedestrian Master Plan will be adopted in 2023.

Public Transportation Network

In addition to the MARC Penn Line, there are two bus routes that serve the Odenton area: the Crofton Connector and the AA-202, both operated by Anne Arundel County (see Map 9). The Crofton Connector connects Crofton Village to the Odenton MARC Station and facilities within Fort Meade. The AA-202 route connects the Odenton MARC Station to Arundel Mills, making stops at Fort Meade gates along MD 175. Anne Arundel County also participates in Guaranteed Ride Home, a program that provides free, reliable rides home up to four times per year to commuters who regularly walk, bike, carpool, or use transit to get to work.

This Master Plan recognizes existing challenges with transportation connectivity and service within the OTC, to the MARC Station, and to regional destinations. The Master Plan includes recommendations to improve micro-transit, bus fleets, and route service to support

existing transit users, while creating opportunities for new users with the goal of reducing traffic congestion and single occupancy vehicle use.

Road Network

Major highways define the boundary and various areas within the OTC. MD 32 creates the northern boundary and MD 175 and MD 170 bisect the OTC (see Map 10). With several multi-lane highways, the road network experiences severe congestion during rush-hour traffic due to commuters to Fort Meade and limited access to and from the MARC Station. Nearly 80% of OTC's workforce commuted via single-occupancy vehicle in 2019,* while just 4% walked, and 0% biked (see Table 3).

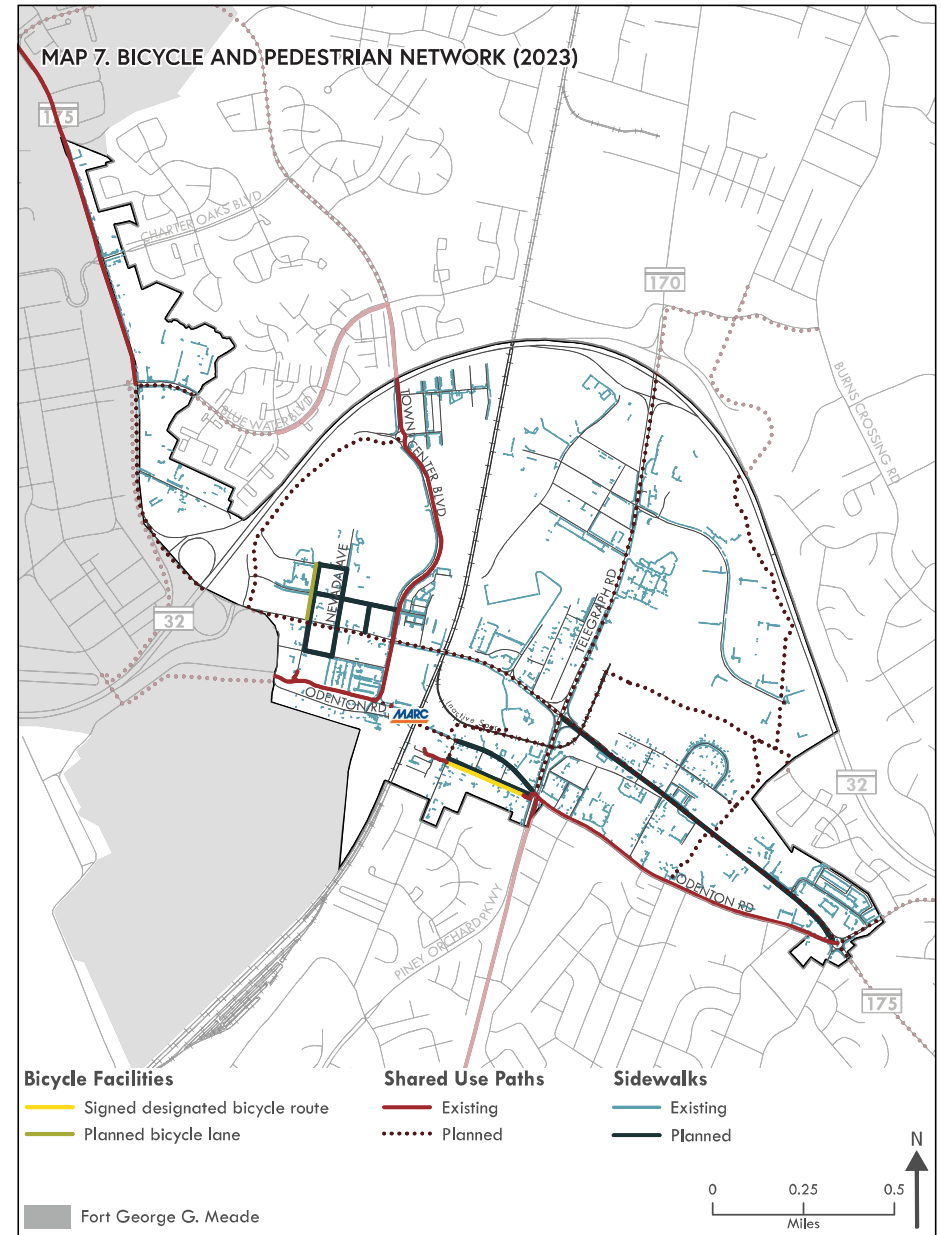
A County capital project is underway to create new roadway sections for the gridded street network in the Core, and new roads are planned or in the conceptual stage to alleviate the traffic congestion.

Table 3. OTC Workers Age 16+ by Means of Transportation to Work (2019)

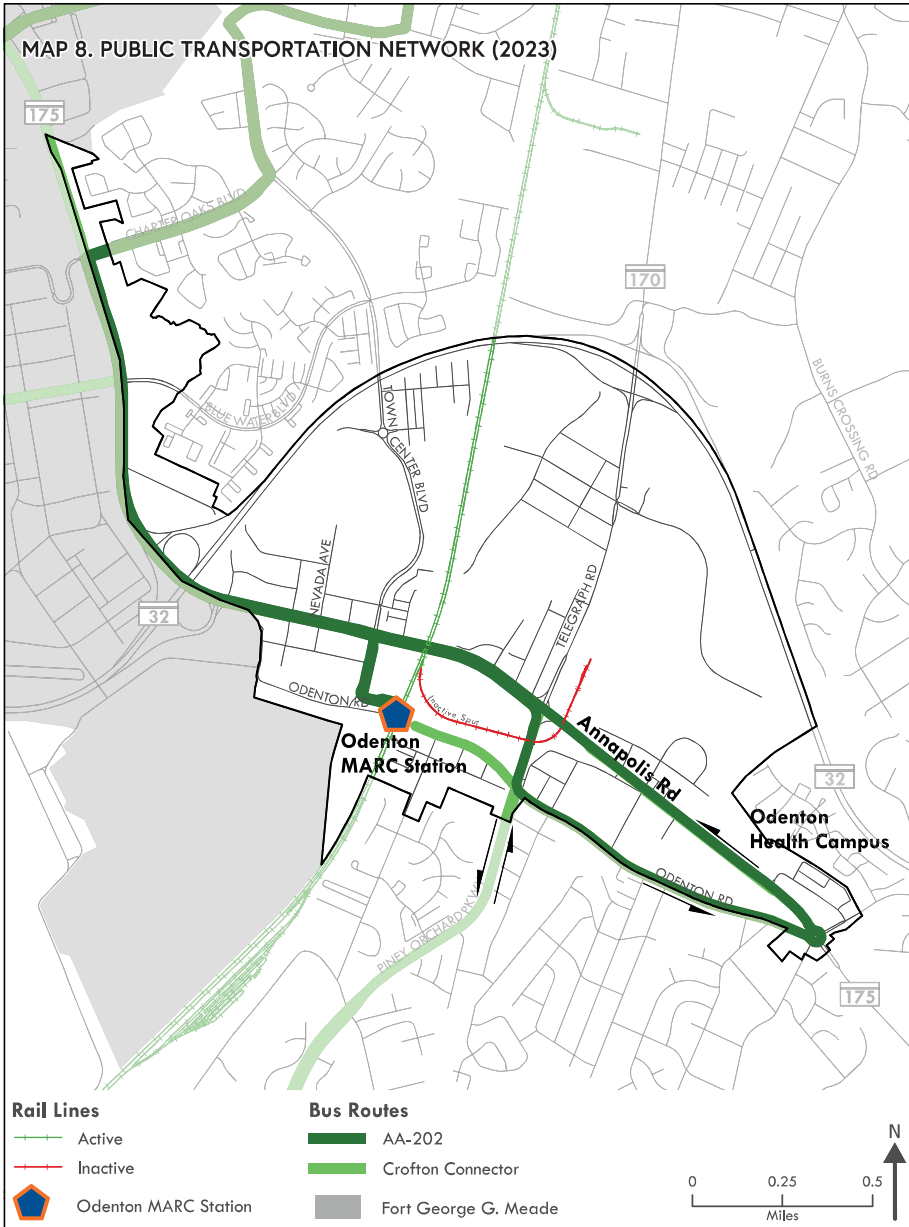
Drove alone	79.9%
Carpooled	3.4%
Public transportation	9.5%
Bus or trolley bus	1.3%
Subway or elevated	1.4%
Long-distance/Commuter Train	6.7%
Motorcycle	0.4%
Bicycle	0.0%
Walked	4.0%
Worked at home	2.5%

Source: U.S. Census Bureau, 2015-2019 American Community Survey (ACS). See Appendix D for additional information.

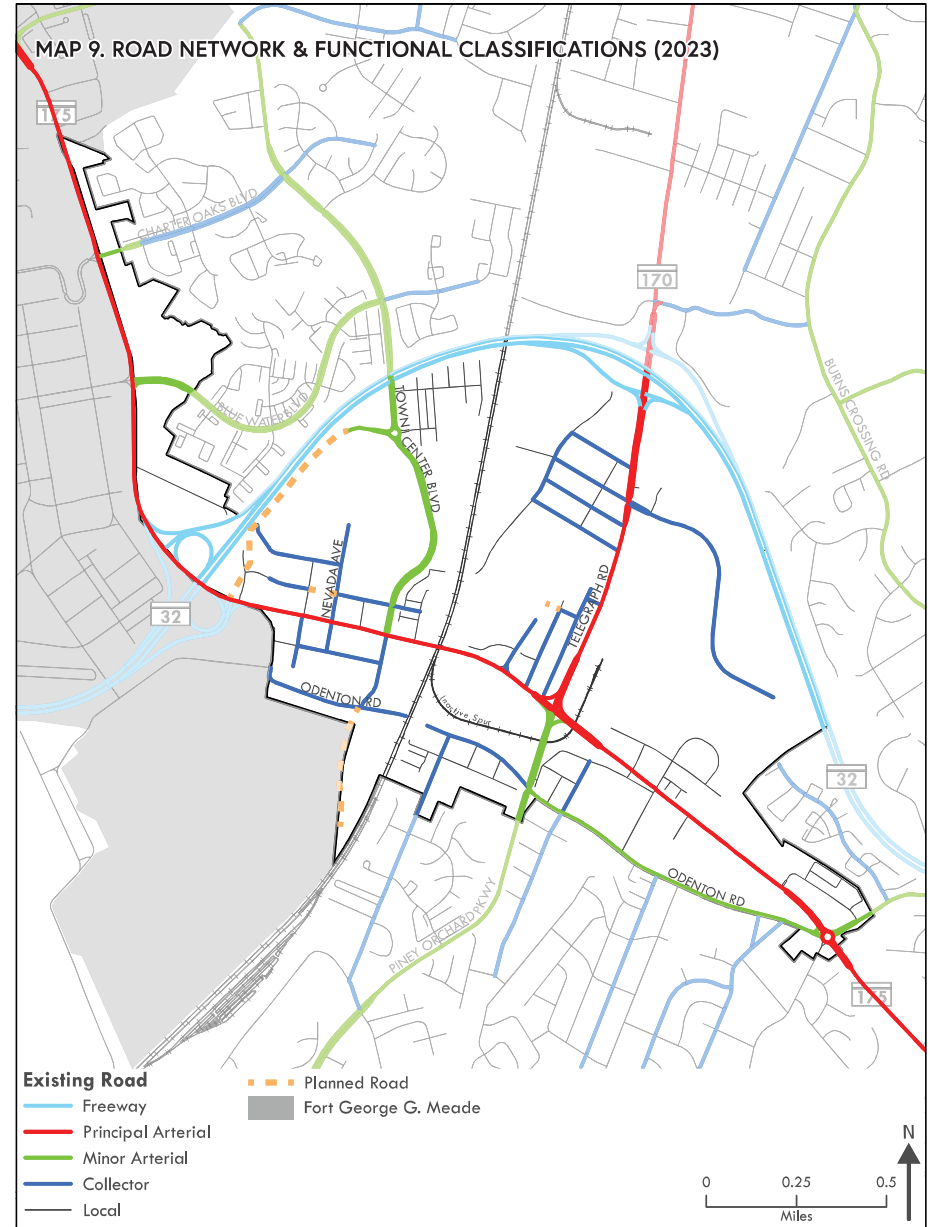
* At the time of publication, the 2015-2019 ACS report is the latest available 5-year report from the Census. Where possible, the Census advises users to refer to this 5-year report rather than the 2020 1-year estimates which, due to the challenges of Covid, may be less reliable. Pre-pandemic data here and elsewhere provides insight into the longer-term trends in the OTC.



MAP 8. PUBLIC TRANSPORTATION NETWORK (2023)



MAP 9. ROAD NETWORK & FUNCTIONAL CLASSIFICATIONS (2023)



Setting the Foundation: The Town the Railroad Built

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.

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, leading to the official establishment of Odenton. Rail 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 OTC began with the 1972 Odenton Plan. That plan defined the area around Odenton as a "Town Center" and envisioned channeling the County's growth there, with the goal of creating an attractive, livable, and economically viable center of community.

In May of 1995, the Anne Arundel County Council adopted the OTC 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 OTC Master Plan, which formalized a new vision for the Town Center.

The new plan was completed in 2003 and took into consideration the design 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.

In 2016, County staff once again updated the OTC Master Plan, working with the OTCAC and other stakeholders to promote high-quality, community-oriented development and improvements throughout the area. The 2023 OTC Master Plan builds upon this rich history of innovation and citizen involvement. Map 11 identifies the community's historic resources.

ODENTON TOWN CENTER HISTORIC PRESERVATION OVERVIEW

The Odenton Town Center's Historic zoning district (OTC-H) represents the highest concentration of surviving historic buildings and structures 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. A graphic depiction of the OTC-H zoning district and the properties that contribute to the "Eligible" District can be found in Map 10. There are 53 contributing historic buildings or structures in the OTC that are either residential, commercial, and/or institutional in use. Architectural styles include Queen Anne, American Foursquare, Bungalow, Gable, and Vernacular styles. Not all contributing historic buildings and structures are located within the OTC-H zoning district. A full list of contributing historic buildings and structures can be found on the next page.

Provisions governing treatment of historic resources Countywide and in the OTC 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 historic preservation design requirements for new construction, infill development, and treatment of non-contributing buildings in the OTC-H and in the Historic Village Mix Block.

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.

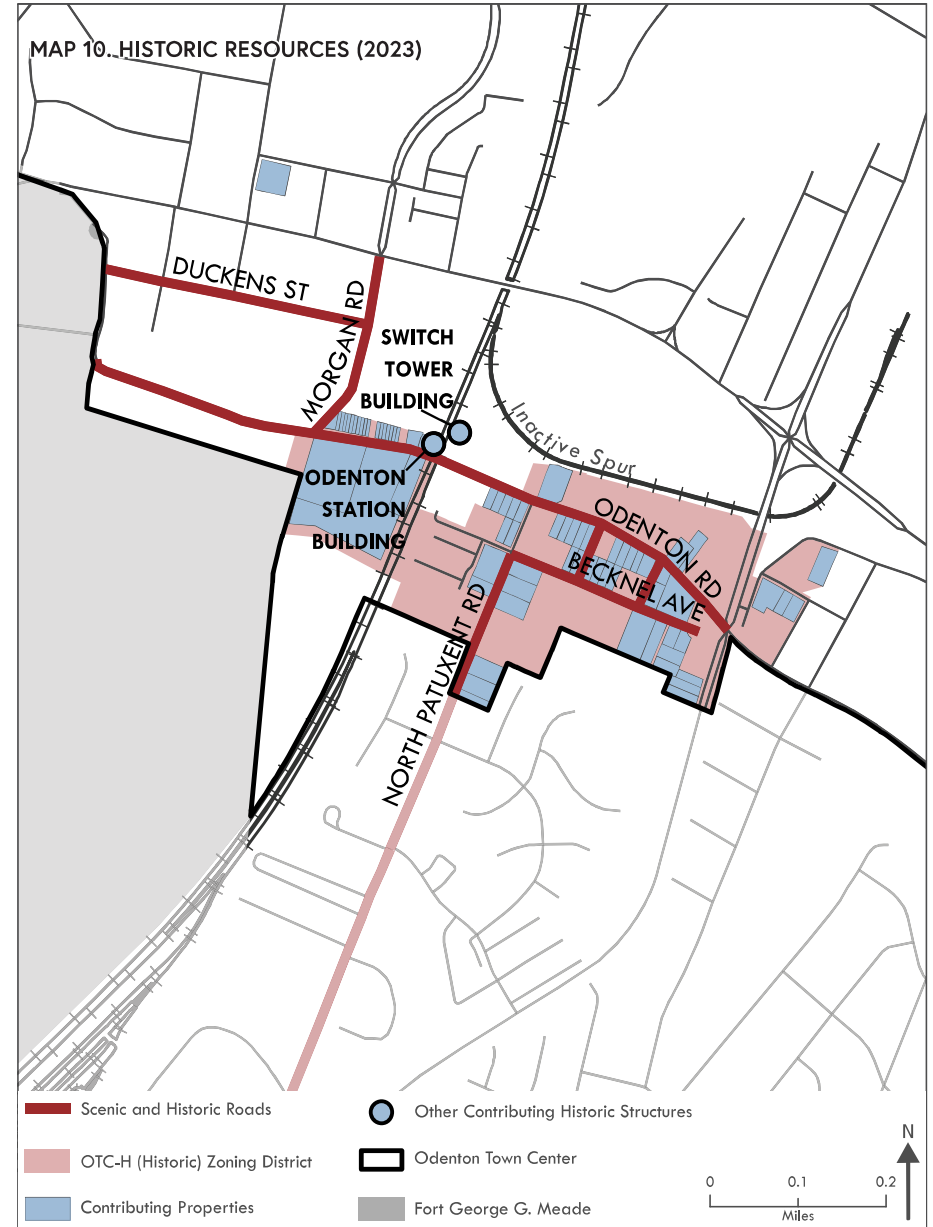
Surveys of the grounds of Fort Meade and of the Piney Orchard community have recovered evidence of Native American settlements along streams dating to the period c. 7200 B.C. through c. 1650 A.D. It may even be possible to find evidence of the earlier occupants of Anne Arundel County dating to as early 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.



Table 4. Contributing Historic Buildings and Structures

1355 Becknel Avenue	438 N. Patuxent Road	1371 Odenton Road	1414 Odenton Road
1357 Becknel Avenue	439 N. Patuxent Road	1375 Odenton Road	1416 Odenton Road
1359 Becknel Avenue	441 N. Patuxent Road	1381 Odenton Road	1418 Odenton Road
1361 Becknel Avenue	442 N. Patuxent Road	1385 Odenton Road	1419 Odenton Road
1363 Becknel Avenue	450 N. Patuxent Road	1390 Odenton Road	1420 Odenton Road
1367 Becknel Avenue	451 N. Patuxent Road	1391 Odenton Road	8376 Piney Orchard Road
1374 Becknel Avenue	453 N. Patuxent Road	1395 Odenton Road	8404 Piney Orchard Road
1307 Beverly Avenue	1361 Odenton Road	1401 Odenton Road	8406 Piney Orchard Road
1309 Beverly Avenue	1363 Odenton Road	1402 Odenton Road	431 Skyline Avenue
1311 Beverly Avenue	1365 Odenton Road	1404 Odenton Road	432 Skyline Avenue
1305 Murray Avenue	1366 Odenton Road	1405 Odenton Road	433 Waco Avenue
327 Nevada Avenue	1367 Odenton Road	1408 Odenton Road	Switch Tower in east MARC lot at 1398 Odenton Road
432 N. Patuxent Road	1369 Odenton Road	1410 Odenton Road	Odenton Station Building
437 N. Patuxent Road			



Challenges in the Built Environment

- **Weak commercial market.** There is a strong residential market in the OTC given the proximity to Fort Meade and the regional transit network. However, demand for retail and commercial uses lags, challenging the OTC vision of becoming a mixed-used community.
- **Vehicular traffic still dominates.** The distance between housing, community amenities, and jobs leads many residents to rely on cars to get around in the OTC, even for short distances. Further, challenges getting to and from the MARC station and gaps in service lead many potential rail-users to opt for driving.
- **Roadway network in key pedestrian areas.** MD 175, a high-speed, four-lane highway, cuts through the heart of the Core, essentially bisecting the OTC. This conflicts with the community goal of having a walkable, bikeable Core.
- **Weak bicycle/pedestrian infrastructure.** While the OTC connects with two major hiker-biker trails, bicycle and pedestrian infrastructure within and throughout the Town Center is limited and frequently unsafe. Disconnected sidewalks challenge pedestrian safety and comfort in North and East Odenton in particular.
- **Historic preservation.** Odenton is the "town the railroad built," but without careful planning and design, future development may disrupt the integrity of the Historic District. At the same time, the cost of maintaining historic buildings poses challenges to property owners.
- **Site size and ownership.** The OTC consists of many small parcels with different property owners, particularly in the Core, making it difficult to create the cohesive, coordinated development that the community envisions.

Opportunities in the Built Environment

- **Housing diversity.** Recent growth in Odenton has improved housing options by providing new apartment buildings, housing for low- and moderate-income households, townhomes, and single-family infill.
- **Architectural design.** Requirements for new development will facilitate a more urban environment with interesting and human-scale architectural elements.
- **Improved community design.** Redevelopment can improve on the OTC's existing suburban development patterns, supporting a built environment that is more environmentally friendly, aesthetically appealing, human-scaled, and less auto-oriented.
- **Bike/ped network connections.** New and completed hiker/biker trails can connect major activity centers, transit centers, and community facilities, improving the ability of cyclists and pedestrians to get around in the OTC.
- **Placemaking.** Better coordinated improvements to public amenities will support a stronger, more community-oriented sense of identity in Odenton.
- **Transit-oriented development.** The County and State have partnered to construct a parking garage at the Odenton MARC Station, which is anticipated to be a catalyst for future mixed-use development in the Core.
- **Growing population and employment centers.** Fort Meade is Maryland's largest employer and adjacent to the OTC. Anticipated job and population growth suggest the area could soon see increased commercial demand.
- **County and State programs.** As a Transit-Oriented Development Area, Tax-Increment Financing district, Sustainable Community, and adjacent to an Opportunity Zone, the OTC is poised to benefit from multiple State and County funding mechanisms to support new development and the rehabilitation of existing buildings.

III. PLANNING FOR HEALTHY COMMUNITIES

As the OTC strives to develop a stronger sense of place and a more connected community, public facilities and community services will play a critical role (see Map 12). For example, the OTC's public space network, including the forthcoming Odenton Community Park and other green spaces, will be critical to providing social, ecological, and recreational opportunities for residents. Beautification and improvements to wayfinding can support residents in developing a stronger shared identity. Community services, such as fire protection, public Wi-Fi, and assurance of access to healthy food, can support residents in feeling secure and fulfilled living in the OTC. This chapter includes policy

recommendations from diverse fields of public interest, all of which work together to support community health and well-being.

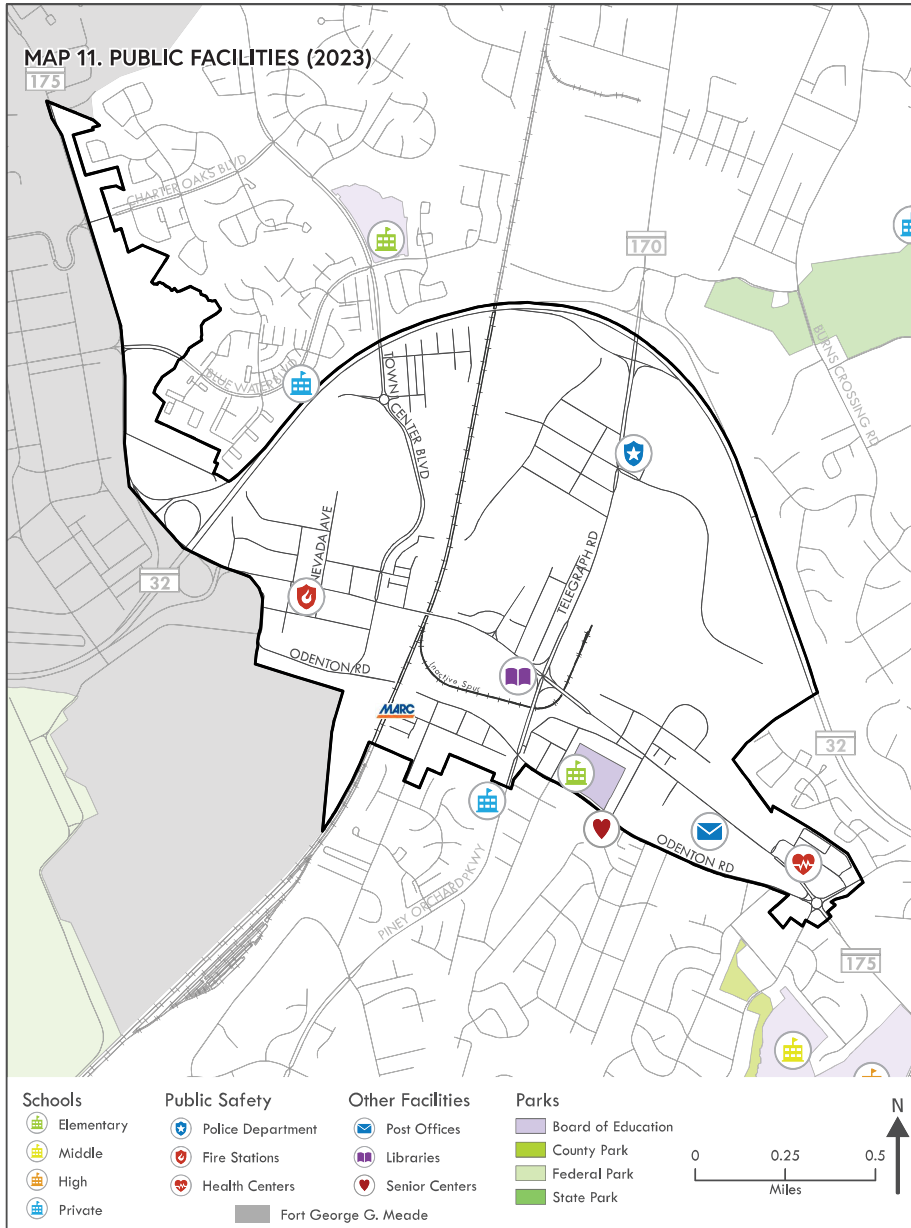
The Planning for Healthy Communities section includes the following topics:

- Community facilities and recreation
- Public amenities and gathering spaces
- Private utilities
- Beautification and wayfinding

PLAN2040 GOALS FOR HEALTHY COMMUNITIES IN ODENTON

As defined in Plan2040, a healthy community means that residents have access to the opportunities they need to live a fulfilling life. The goals, policies, and strategies in Plan2040 include intersecting recommendations related to green design standards, individual enrichment, and community resources, among others. In tandem with community input and other tools, the following forms the backbone of Plan recommendations for a healthy Odenton community.

PLAN2040 Reference	SUMMARY OF THE RECOMMENDED GOAL, POLICY, OR STRATEGY
Healthy Communities (HC) 1.2 and HC 1.3	Recommends sustainable and green design standards for community facilities
HC 3	Promotes access to lifelong learning opportunities
HC 7	Promotes access to healthy, culturally relevant foods
HC 8 and HC 8.2	Provides for a diverse range of accessible public recreational facilities
HC 10	Ensures high levels of emergency medical care, fire protection, police protection, and emergency management



Erika Nesvold, selected by the Central Maryland Chamber of Commerce as the 2021 Volunteer Firefighter of the Year from Odenton Volunteer Fire Department. Photo courtesy of Nina K Photography.

Setting the Foundation: What is considered an "activity space" and a "community amenity"?

Activity spaces are areas that are designed for strolling, gathering, play, dining, cultural activity, or other events. They may include a wide range of features such as a village green, plaza or square, courtyard, pocket park, rooftop garden, usable lawn or terrace, pool area, playground, ballfield, and other similar spaces. Activity spaces are required as part of the development process for every project in the OTC. They may be private or public.

In the Core and Transition Districts, 50% of the total activity space provided must be also publicly accessible and include a community amenity. A **community amenity** is an improvement that benefits the physical, social, or aesthetic environments of the OTC. Amenities may include, but are not limited to, the following items:

- Art placed in exterior public activity spaces, on building facades or in interior spaces where they can be seen from the public street.
- Significant memorials, monuments, community landmarks, or other one-of-a-kind decorative streetscape features that support a historical heritage or thematic message.
- 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.
- Decorative fountains or features such as decorative street clocks, public drinking fountains, or other one-of-a-kind streetscape features that enrich street life.
- 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.
- Manned tourist informational kiosks.
- Pickleball courts, dog parks, ice skating rinks,

skateboard parks, and other outdoor public recreational facilities.

- Unusually high-quality plazas, gathering spaces, amphitheaters, public gardens, plazas, and generously-sized active streetscapes with finishes and/or features well above the basic level of finish required by the County Code and this Plan.

Map 13 illustrates many of the community amenities throughout the OTC—many of which the community gained through the development process. While this map is static for the publication of this Master Plan, the Office of Planning and Zoning will publish a web map that inventories new community amenities so that residents and developers can more easily identify needed amenities.

Setting the Foundation: The Odenton Community Park

The OTC community has long advocated for the County to construct a new public park. Residents expressed a strong desire for high-quality public gathering places and permanent green space. The County approved capital funding for the **Odenton Community Park** in fiscal year 2021, and park design is now underway.

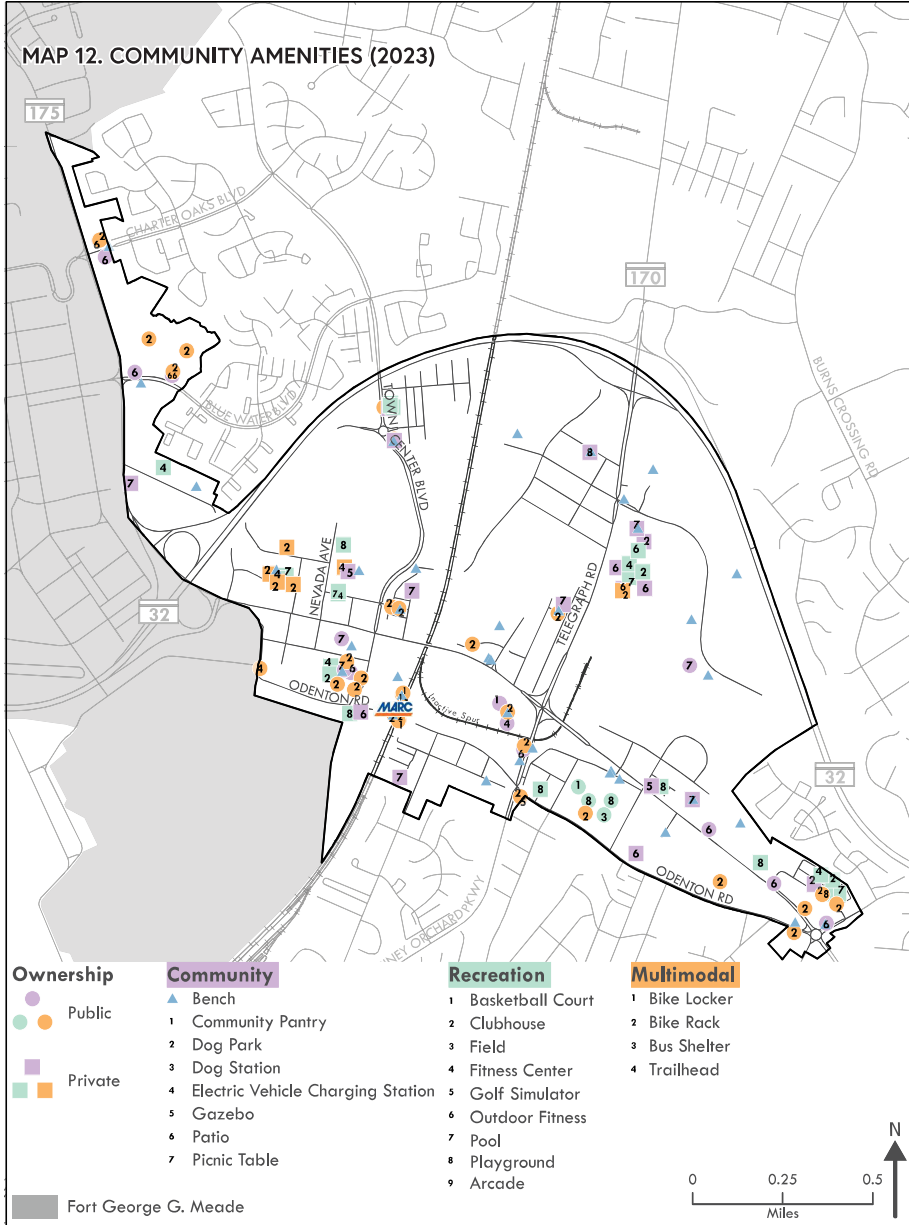
Situated adjacent to the Odenton Regional Library, this new park is anticipated to include a dog park, amphitheater, playground, pickleball courts, trails, pavilions, and seating, as well as parking, stormwater

management, and utility expansion. Interpretive opportunities present themselves through the wetland areas and wooded spaces. Residents and members of the OTCAC have long advocated for high-quality community amenities, affirming that central gathering spaces are a critical social benefit of living in a designated Town Center. At the time of publication of this Master Plan, the Odenton Community Park is anticipated to begin construction in Spring 2024.

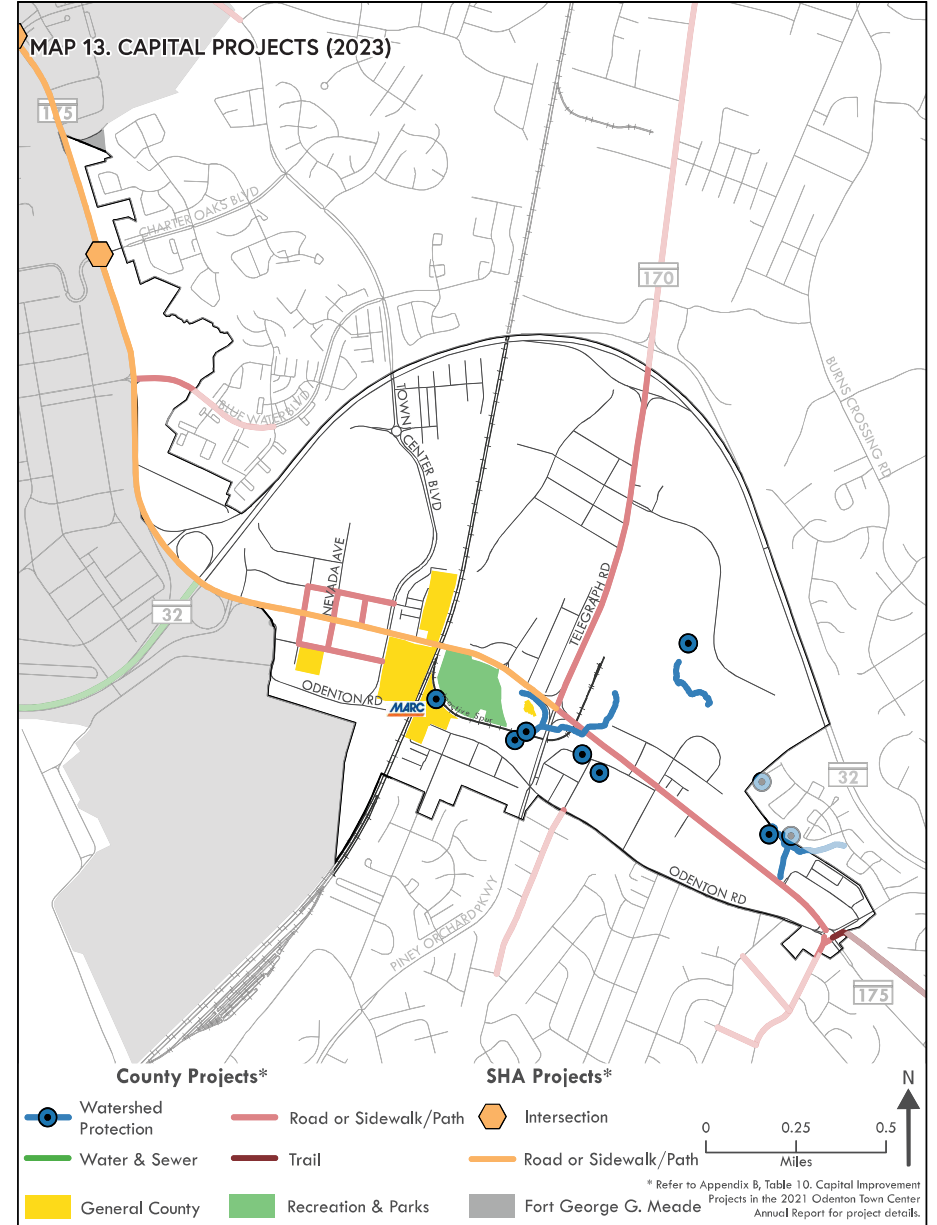


Rendering shows the Phase I Design Concept for the Odenton Community Park. The rendering is current as of March 29, 2023.

MAP 12. COMMUNITY AMENITIES (2023)



MAP 13. CAPITAL PROJECTS (2023)



* Refer to Appendix B, Table 10. Capital Improvement Projects in the 2021 Odenton Town Center Annual Report for project details.

Challenges to a Healthy Community

- **Few community space and recreation areas.** As the OTC grows, public amenities such as public passive and active recreation facilities need to be constructed to ensure a high quality of life (see Map 13).
- **Insufficient signage and branding.** The OTC strives to become a pedestrian-oriented area, but there is a lack of signage orienting people to points of interest. Coordinated branding and better visual cues could support a stronger sense of place.
- **Aging, visible utilities.** Residents have expressed strong interest in finding ways to modernize utility lines, both from an aesthetic and an environmental perspective.

Opportunities for a Healthy Community

- **Odenton Community Park.** Funding for design and construction of this new passive park is currently in the County's Capital Budget (see Map 14). Community members advocated for the park as a unifying amenity of the Core and are eager for a high-quality public space to connect residents throughout the OTC.
- **Existing senior center.** The O'Malley Senior Center and Annex will provide much-needed activities that help older adults age in place in the OTC. There are opportunities to expand the Center's programming to provide more community events for all ages.
- **Emerging partnerships and spaces.** Local partners such as Fort Meade and the Central Maryland Chamber have been working hard to bring more community projects to life throughout the OTC. Supporting existing partnerships and activating new ones—for example with Anne Arundel Community College—will help improve community amenities in the OTC.



"It would be nice to have an outdoor amphitheater/park where families can gather for community events or just recreation."

—OTC community survey respondent

"I am very excited for the Odenton Library Park to have received funding. I think that the park will serve as a grounding destination for the whole Town Center and hopefully encourage similar types of development in the corridor."

—OTC community survey respondent

SFC Prince Yohannes of the US Army 780th Military Intelligence Brigade, selected by the Odenton Action Coalition as the 2021 Military Service Member of the Year. SFC Yohannes is stationed at Fort Meade. Photo courtesy of Nina K. Photography.

IV. PLANNING FOR A HEALTHY ECONOMY

Strategically located between Washington, D.C., Howard County, and the City of Baltimore, the OTC enjoys a strong economy. The OTC's median household income is \$89,093, on par with Maryland's median household income of \$89,093, and about 15% lower than Anne Arundel County's \$102,346 median household income. The OTC's top employment industries include public administration, technology, and healthcare.

Fort George G. Meade, located in Odenton, is the second largest workforce of any Army Installation in the U.S. and is Maryland's largest employer. More than 65,000 Fort Meade employees create more than 167,000 direct and indirect jobs throughout the region. Fort Meade generates approximately \$22.3 billion in economic activity, including more than \$13 billion in wages annually. Further, 60% of Fort Meade's workforce lives in Maryland with 40% living in Anne Arundel County. A large portion live within ten minutes of the Installation, including within the OTC.

Ninety-five percent of the OTC community over the age of 16 are employed, and 36% over the age of 25 have

obtained a bachelor's degree or higher, compared with 30% of County residents over age 25. Yet, despite being a robust jobs hub, the OTC lacks the vibrant neighborhood commercial activity sought by community members and other small businesses.

With several vibrant shopping destinations nearby, such as Waugh Chapel and Arundel Mills, the OTC has struggled to attract the sort of walkable, unique retail options that residents desire. Further, Fort Meade families have clearly communicated their interest in being able to meet their needs closer to work. The Odenton Action Coalition, the Anne Arundel Economic Development Corporation, and the OTCAC have been working with developers and businesses in the area to help the OTC's commercial interest better align with its economic potential.

The Planning for a Healthy Economy section includes the following topics:

- Financing tools
- Marketing and business development
- Brownfield redevelopment (see Map 15) as an economic development strategy

Setting the Foundation: Tax-Increment Financing and the MARC Parking Garage

Tax-Increment Financing (TIF) is a public financing mechanism for capturing the future tax benefits of community improvements—such as infrastructure or real estate—in order to pay for the present cost of those improvements. A TIF does not involve an increase in tax rates for property owners. All people and entities who pay property taxes within the OTC boundary pay into the OTC's TIF fund. The FY24 budget allocates \$31.6 million in TIF funding to support the estimated \$36 million parking garage project.

In fiscal year 2021, the County entered into a public-private partnership to construct a parking garage at the Odenton MARC Station, in part supported by \$16.4 million in funding generated by the TIF. The parking garage is intended to add more than 130 new parking spaces (existing: 870, proposed: 1,000

plus) and support mixed-used redevelopment of the surface-level parking lots that surround the MARC Station.

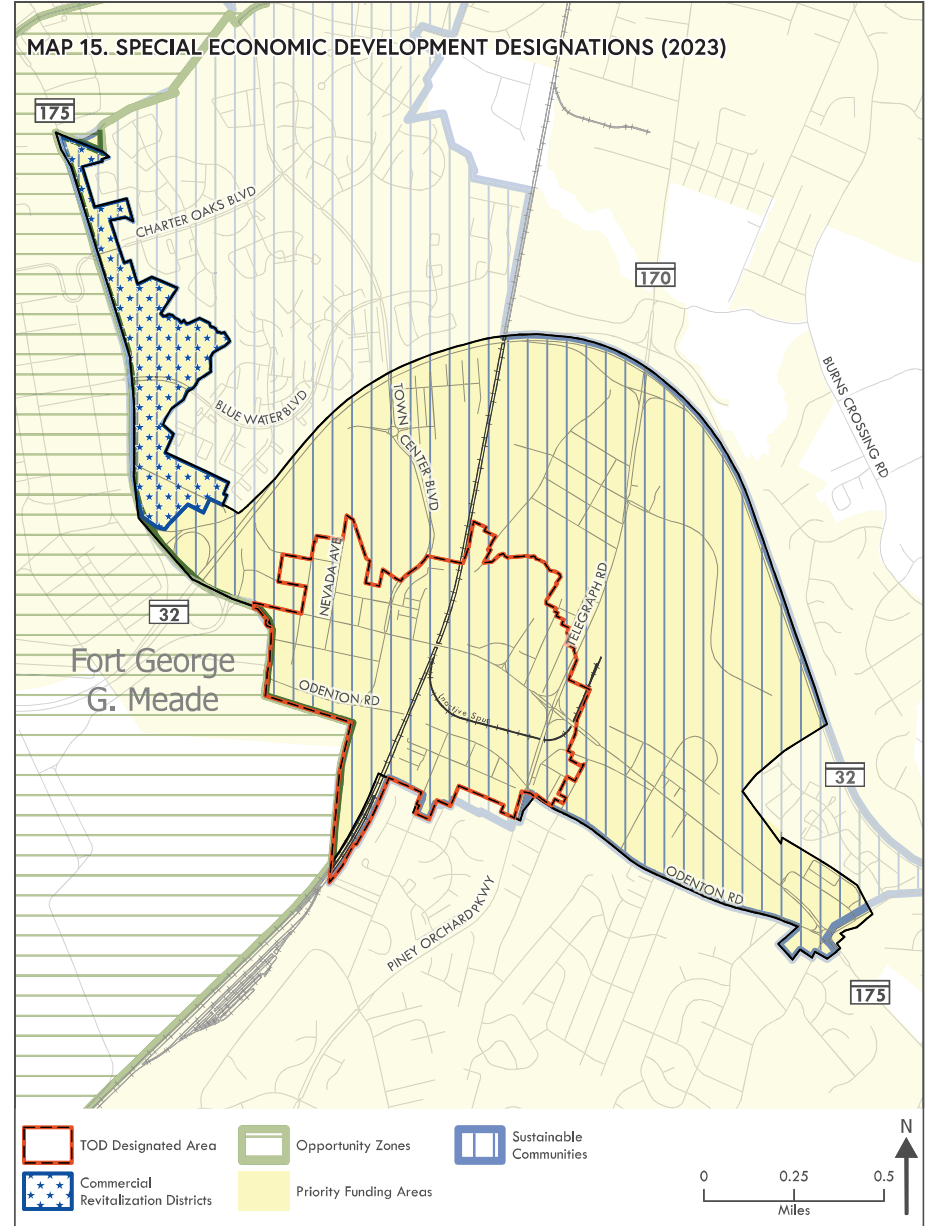
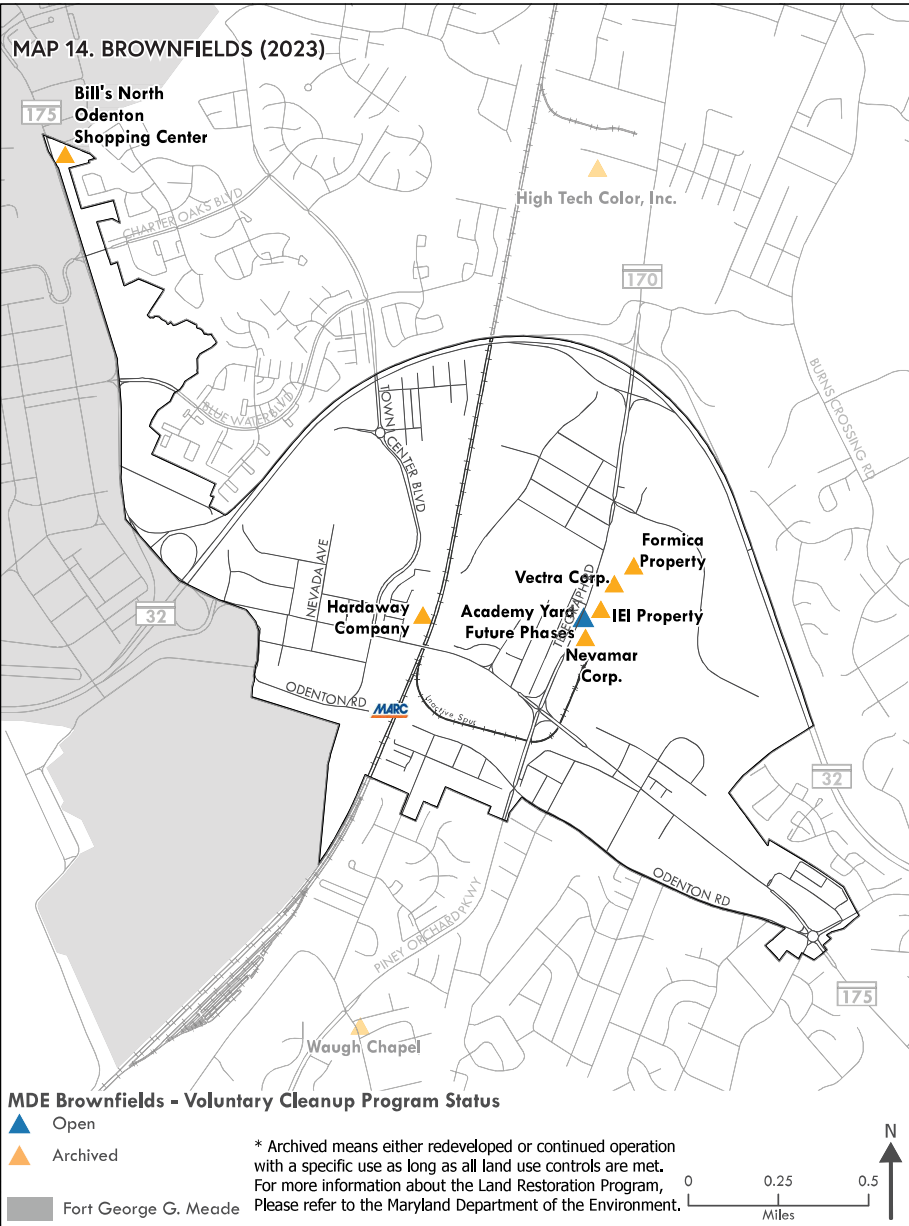
The County's aim is to meet a majority of anticipated parking requirements ahead of any redevelopment, thereby making the area immediately surrounding the Station more attractive to future developers, residents, and businesses. Ultimately, this investment aligns with local, state, and regional interest in creating a thriving transit-oriented district at the Odenton MARC Station.

At the time of publication, the parking garage is in the Schematic Design phase.

PLAN2040 GOALS FOR HEALTHY COMMUNITIES IN ODENTON

As a Targeted Development, Redevelopment, and Revitalization policy area, the OTC is intended to be an economic center for Anne Arundel County. Plan2040 makes several important policy recommendations to support economic development in the OTC. These help frame the opportunities and challenges outlined below, where planning for a healthy Odenton economy emphasizes improving the built environment, among other tactics.

PLAN2040 REFERENCE	SUMMARY OF THE RECOMMENDED GOAL, POLICY, OR STRATEGY
Healthy Economy (HE) 1.2	Encourages economic development in targeted areas
HE 2.2	Attracts, retains, and expands businesses in areas with transit services
HE 3 and 3.1	Provides for high-quality, transit-supportive development that is coordinated with Fort Meade



Challenges to a Healthy Economy

- **Evolving retail environment.** Market headwinds in the wake of Covid-19 have scaled back demand for office uses, while many retail operations have migrated online.
- **Commercial vacancies.** Residents strongly desire more small businesses, but strong regional commercial centers along with the lack of visibility along major road corridors have led retailers to move out of the OTC or establish themselves elsewhere.
- **Suburban development pattern.** Historical low-density residential development patterns have stalled the residential critical mass that could support a robust commercial market.

Opportunities for a Healthy Economy

- **Transit-oriented development.** Recent trends illustrate the demand for vertical and horizontal mixed-use development in close proximity to multimodal transportation centers such as the Odenton MARC station.



"We are surrounded by African and Caribbean culture for instance. I wish I saw businesses of those/my culture reflected here instead of needing to travel 35-40 minutes out to find food, clothing, etc."

—OTC community survey respondent

"The emphasis seems to be strongly focused on the residential development. Not sure when it will balance, but right now there is a lack of commercial support for all of the new residents. Some good eateries, pubs, good wine stores/bars would take the town center experience to the [next] level."

—OTC community survey respondent

- **Continued growth of Fort Meade.** As the State's largest employer, Fort Meade has created a strong demand to provide goods and services for employees and an opportunity to draw commuters to live in the OTC.
- **Creative reuse of vacant retail spaces.** Given the transitioning work and commercial environments, there is potential to activate vacant spaces with pop-up stores, seasonal markets, makerspaces, and other creative reuse and programming options.
- **Sustainable Communities and other special designations.** The OTC benefits from the Maryland State Sustainable Communities designation (see Map 16), which supports infrastructure improvements, multimodal transportation, and "green" development. Several other State and local policies—such as the Tax-Increment Financing district—apply to the OTC, making the area eligible for special programmatic and financial supports.

IV. PLANNING PROCESS AND PROCEDURES

Planning for the OTC occurs in partnership between the Anne Arundel County Office of Planning and Zoning, the OTCAC, and community stakeholders. Previously, the OTC Master Plan was a regulatory document, meaning that the Plan superseded provisions in the Code and in the County's functional master plans. To improve clarity and consistency for planning partners, developers, and the general public, the 2023 OTC Master Plan is now a policy document, while regulations for the area will be moved to the County Code.

This section supplements the revised processes and procedures by addressing the following topics:

- Role of the OTCAC
- Development and approval process
- Plan implementation and tracking

Challenges to Planning Process

- **Development review process.** The County has heard from developers that there is a lack of motivation to develop in the OTC due to a perceived lengthy County development review process.
- **OTCAC leadership in Plan implementation.** The OTCAC advocates for the OTC Master Plan, reviews and comments on development projects, and provides input during master plan updates, among other direction-setting tasks. However, the role of the OTCAC in supporting Plan implementation is less well-defined.

Opportunities for Planning Process

- **Programs to streamline development review.** The County created an Expedited Review Program that allows property owners and applicants to select County-approved Certified Reviewers at their own cost to expedite the plan review process. There may be additional opportunities to create a more predictable review process for development in the OTC.
- **Community involvement.** There is a strong interest by current OTCAC members and the public to engage all residents in bringing the community Vision to life.



CHAPTER THREE

DEVELOPMENT REQUIREMENTS

The requirements of this Chapter apply to all development within the OTC unless otherwise noted. 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; the Landscape Manual, and other sections of the County Code. In cases of conflict between County development regulations and the OTC Master Plan, the latter will govern, unless there is a stricter provision in the Code subtitle governing the OTC.

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 built environment upon entering, leaving, or moving through the OTC and to expose meaningful symbols related to the history and function of the area.
- Develop a strong interface between the transit station and surrounding development through attractive visual connections.
- Create an identifiable community center and a unique focus for community life.
- 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 facades, orientation, and landscaping.
- Guide redevelopment and infill development to enhance the vision for the OTC while respecting its historic context.

The requirements of this Chapter apply to development within the Odenton Town Center.

I. Definitions

The following definitions are used for terms found within these Development Requirements for the Odenton Town Center.

- A. "Contributing Historic Structure" means any building or structure within the National Register of Historic Places Eligible District that contributes to the historic character of the eligible district, was built during the eligible district's period of significance, and retains its appearance from that time.
- B. "Half Story" means low pitched roof forms which offer viable living space within the roof form, a stylistic characteristic seen within the OTC-H zoning district.
- C. "Historic Resource" means properties, buildings, structures, districts, and archaeological sites that represent County history, that are associated with the lives of historically significant persons, that have historically significant architectural value, or that are capable of yielding information important to the County's history or prehistory.
- D. "Immediate Neighborhood" means the area within three blocks, or that which shares common streetscape or landscape features, or is otherwise visually connected.
- E. "In-Kind Materials" means materials of the same type and design that match in color, pattern, texture, profile and appearance to the original or existing material.
- F. "Massing" means the volume of a building combined with the overall composition of the façade.
- G. "Rhythm" means the spacing between and repetition of buildings and building elements such as windows, doors, and porches on a streetscape.
- H. "Scale" means the 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.

II. Urban Design Requirements

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 landmarks, trails and pedestrian amenities, and community facilities. 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.



A. Landmark Locations

1. Special features such as landmark buildings, focal areas, and vistas contribute to the vision of the Town Center as a unique place with its own distinct character. Development that has frontage at the following intersections are designated as landmark locations:
 - a. MD 175 and Baldwin Road;
 - b. MD 175 and Nevada Avenue;
 - c. MD 175 and Town Center Boulevard;
 - d. MD 175 and MD 170/Piney Orchard Parkway;
 - e. Hale Street and Baldwin Road;
 - f. Hale Street and Nevada Avenue;
 - g. Hale Street and Town Center Boulevard; and
 - h. Duckens Street and Town Center Boulevard.
2. Development at these landmark locations and buildings greater than 75 feet in height shall incorporate the following special architectural features:
 - a. Distinctive rooflines;
 - b. Over-scaled ornamental entrances and building corner features facing diagonally into major intersections;
 - c. Decorative facades with arcades, balconies, or roof terraces.
 - d. Use of articulation techniques to reduce the visual mass of large buildings; and
 - e. A public activity space or a series of public activity spaces that includes one community amenity.

B. Active Frontage Edges

1. Certain streets in the Town Center are designated as active frontage streets with a goal of providing active urban spaces and pedestrian corridors. 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.
 - a. The following streets are designated as active frontage edges:
 - (1) Duckens Street;
 - (2) Hale Street;
 - (3) Nevada Avenue;

(4) Town Center Boulevard;

(5) Dare Street; and

(6) Baldwin Road.

2. Residential, commercial, or mixed-use building facades along active frontage edges shall have continuous building facades along at least 50 percent of the frontage, except where unobtainable due to existing historic buildings that are to remain.
3. In situations where a site has multiple active frontage edges, a continuous building facade shall be provided along 50 percent of two of the active frontage edges. The remaining active frontage edges shall be edged with fences, walls, or hedges along at least 50 percent of the street frontage.
4. 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.
5. Residential facades along active frontage edges are encouraged to feature individual residential unit entrances that connect directly to the sidewalk.
6. Parking lots and service alleys shall be placed internal to the block along active frontage edges. Parking lots may not be located between the building and the sidewalk.

C. Building Orientation

Buildings in the Odenton Town Center should be oriented to enhance the public realm of the street and parking that abuts the street should be limited.

1. In the OTC-T zoning district:
 - a. Taller buildings shall be located behind smaller out-parcel buildings along the street to maintain the pedestrian environment along the street.
 - b. No more than a single row of parking and a single drive lane may be placed between a building and the street.



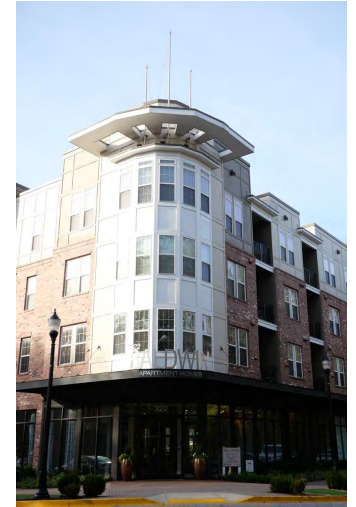
III. Architectural Requirements

These architectural requirements are intended to provide a set of good design principles for generating consistency and compatibility within a healthy diversity of styles. They also 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. Development and redevelopment in the Odenton Town Center should carefully consider the architectural form and features of each building to produce structures that are well articulated and provide harmonious visual interest on all sides. Building facades and roof lines should be layered, with design features to help create depth, pattern, and texture. The following general requirements shall be incorporated into development projects in the Odenton Town Center.

A. 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.

1. All exterior wall facades oriented towards or visible from public streets shall incorporate at least three of the following: wall plane projections, wall recesses, projecting windows, fake windows, window boxes or other planters, overhangs, more than two colors, or other design features.
2. Except in the OTC-I zoning district, the ground floor facades of all non-residential buildings shall be differentiated from upper stories and oriented for pedestrian activity. Architectural features such as cornice lines, changes of material, stepped building facades, sign bands, and other features shall be used to create a distinction.
3. In the OTC-T, OTC-E and OTC-FM zoning districts, the facades of accessory structures shall be architecturally consistent with the primary structures on the site.



B. Entrances

Entrances define where pedestrian activity will occur and how pedestrian movement will happen. Entrances also create architectural focal points and break up large facades. Entrance design elements and variations shall give orientation and aesthetically pleasing character to the building.

1. In all zoning districts except the OTC-I and OTC-H districts, each principal building on a site shall have clearly defined, highly visible customer entrances featuring two or more of the following: canopies or porticos; overhangs; recesses and 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 seating.
2. In the OTC-C zoning district, the primary entrances of buildings shall be oriented to face the public sidewalk and street.

C. Rooflines

Variations in rooflines add interest to and reduce the massive scale of large buildings.

1. 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 permitted.
 - 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.
2. Roofs on buildings greater than 60 feet in length, measured horizontally on any side, shall incorporate a minimum of three of the features listed in C.1., above.
 3. Flat-roofed buildings shall feature three-dimensional cornice treatments on all walls visible from public streets or walkways unless they are stepped and terraced back to form a usable roof terrace area.
 4. All rooftop-mounted solar energy generating facilities, heating, air conditioning, and ventilating equipment shall be screened from view. Noise, odor, and heat-generating equipment shall be located away from pedestrian areas.

IV. Landscaping Requirements

Street trees and landscaping provide numerous benefits to an urban environment, including absorbing stormwater, shading and cooling the streets, cleaning the air, increasing real estate values, and visually softening and unifying the landscape. Street trees should be incorporated along Odenton Town Center roadways, with approval from applicable agencies. Opportunities for blending landscaping efforts and innovative stormwater management, such as using sidewalk planter boxes to provide both landscaping and bioretention facilities, should be explored. Landscaping materials must accommodate sight distances, utilities, and visibility of traffic control signs, and clear responsibility for maintenance should be established prior to installation.



Additionally, development and redevelopment should be used as an opportunity to relocate overhead utilities from the streetscape, particularly along active frontage corridors, to the extent possible. Placing these utilities either underground or to the rear of buildings will eliminate their visual clutter from the streetscape, allowing building facades and street trees to unify the views along these corridors.

A. The standards contained in the Anne Arundel County Landscape Manual shall apply to all development in the Odenton Town Center, except:

1. The Site Perimeter buffer requirements contained in Chapter IV of the Anne Arundel County Landscape Manual do not apply to projects in the Odenton Town Center, except where noted.
2. The following standards contained in Chapter V of the Anne Arundel County Landscape Manual do not apply to projects in the Odenton Town Center: Small Business Districts, Drive Through and Fast Food Establishments, Residential Development Adjacent to Single-Family Dwellings, Open Space, and Recreational Facilities.

3. When a supplemental requirement is set forth below, it will be noted.
4. When a different requirement is set forth below, it supersedes the Landscape Manual Standards.

B. Landscape & Screening Requirements for Site Perimeter Buffers adjacent to streets:

1. Except in the OTC-I and OTC-H zoning districts, where a 0-foot buffer is not proposed, then a street buffer shall be provided and calculated at the Class "D" requirement for freeways and principal arterials, and at the Class "A" requirement for minor arterials and below.
2. In the OTC-I and OTC-H zoning districts, a street buffer shall be provided and calculated at the Class "D" requirement without the need for year round screening.

C. Landscape & Screening Requirements for Urban Streetscape Standards:

1. The following standards supersede the Landscape Manual Standards for street furnishings: In the OTC-C and OTC-T zoning districts, a minimum of one bench and one waste receptacle shall be provided per block per each side of street or one every 300 feet, whichever results in fewer benches or waste receptacles.

D. Supplemental Requirements for Surface Parking Lots in the OTC-C zoning district:

1. Surface parking lots along active frontage edges shall be screened from public rights-of-way with a 15-foot wide "D" buffer that is 3 to 6-foot high and provides year-round screening. If a wall is required, wall materials, color, and detailing shall be architecturally consistent with the on-site buildings.
2. Where surface parking 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. Surface parking shall be set back a minimum of five feet when screened with a hedge that is at least three feet tall and provides year-round screening.
3. Any site containing less than 30 surface parking lot spaces is exempt from the surface lot landscaping requirements, if additional Green Area or Activity Space is provided on site at a rate of 200 square feet per 10 parking spaces.
4. Any site containing 30 or more 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 Green Area or Activity Space significantly reduces the visual impact of the parking lot and improves function from the surrounding properties and streets.



E. Supplemental Requirements for Vehicle Storage and Display Areas, Auto Service Uses, and Car Wash Uses:

1. Surface parking for the storage or display of vehicles in association with dealerships, marinas, contractors' yards, storage facilities or other commercial uses shall be visually screened from

public streets by placing them behind or between buildings and by providing a 15-foot wide "D" buffer that is 3 to 6-foot high and provides year-round screening, a wall, or a combination of these methods. If a wall is required, wall materials, color, and detailing shall be architecturally consistent with the on-site buildings.

2. Auto service uses and car wash uses shall be screened with a 15-foot wide "D" buffer that is 3 to 6-foot high and provides year-round screening. If a wall is required, wall materials, color, and detailing shall be architecturally consistent with the on-site buildings.

F. Landscape & Screening Requirements for Nonresidential Structures:

1. Except for structured parking, projects proposing a 0-foot buffer and complying with the Urban Streetscape Standards in the Landscape Manual are exempt. All others shall comply with the Landscape Manual Standards for Nonresidential Structures.
2. All structured parking adjacent to a public right-of-way shall provide a minimum 6-foot wide planting strip between the sidewalk and the parking structure. Seventy-five percent (75%) of the parking structure facade fronting on the public right-of-way shall contain foundation planting.

G. Landscape and Screening Requirements for Residential Development Adjacent to Freeways:

1. Planting quantities shall be calculated at the Class "D" requirement;
2. A 3 to 6-foot high year-round screen shall be provided;
3. Sound walls proposed for noise attenuation shall be located in a 25-foot buffer with planting on both sides of the wall; and
4. The planting area can count towards Forest Conservation Act requirements if 35-feet wide and 10,000 square feet in size, and is comprised of 100% native, non-invasive species.

H. Landscape and Screening Requirements for Residential Landscaping:

1. Townhouse Development:
 - a. Parking lots associated with townhouse development shall comply with interior planting standards per the Landscape Manual.
 - b. A five-foot wide planting area at the face of each dwelling unit shall be provided containing a minimum of five shrubs.
 - c. A minimum of two shade and two ornamental trees shall be provided for every five dwelling units.
2. Multi-Family Development:
 - a. Parking lots associated with multi-family development shall comply with interior planting standards per the Landscape Manual.
 - b. Each multi-family development shall be planted with one additional internal shade tree for every three dwelling units. Trees shall be located in a manner that provides shade for the dwellings or in open areas and be more or less evenly distributed throughout the development.

- c. Mid-rise and high-rise building sites may be allowed a reduction in the number of internal shade trees required. This reduction may be authorized by the Planning and Zoning Officer to improve the relationship between the available open area and the allowable density.

V. Historic Preservation Design Requirements

The purpose of these design requirements is two-fold:

- To provide appropriate treatment requirements to assist property owners with the maintenance and rehabilitation of contributing historic structures so that the area within the Odenton Town Center Historic zoning district (OTC-H) 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 historic structures and non-contributing structures, is compatible with the existing OTC-H zoning district.

Application of these design requirements will protect the defining features and characteristics of the OTC-H zoning district 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 requirements are based on concepts and strategies found in the nationally-accepted 'best practices' guidebook for historic preservation, the Secretary of Interior's 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 Zoning District

The OTC-H 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 OTC-H (formerly regulatory Block 10) is shown on Map 5 and exhibits a predominantly residential character consisting of single family homes. This area has the highest concentration of contributing historic buildings and structures.

To the east and west are portions of the OTC-H with a higher concentration of institutional and commercial uses. These were formerly regulatory Blocks 8 and 9, but are now designated as the Historic Village Mix Block and are shown on Map 5. While the overlay has less cohesive streetscapes, higher variation in lot sizes, and occupies a transitional space with relation to adjacent areas in the larger Town Center, it still retains a high concentration of historic resources and conveys the historic significance of old Odenton. The Historic Village Mix Block has three unique characteristics that distinguish it from the central portion of the OTC-H zoning district. Both are bisected by a major transportation route, with the railroad running through the western portion and Piney Orchard Boulevard running through the eastern portion. The Historic Village Mix Block has seen more recent infill development, has less regularized lot sizes, and currently has more commercial uses, all of which must be considered when discussing their respective "character." The Historic Village Mix Block is also adjacent to other zoning districts which have higher allowable floor area ratios and building heights. As such, the design requirements for the Historic Village Mix Block take into account the need for transitional infill development that respects the character in the OTC-H zoning district while providing a sympathetic and compatible transition to adjacent higher density areas.

In order to preserve the unique character within the OTC-H and its Historic Village Mix Block in Odenton, Anne Arundel County Code language has been established in Article 17 to govern the retention of historic resources both within and outside of the OTC-H zoning district. A graphic depiction of the OTC-H zoning district and contributing historic properties can be found in Map 10. The period of significance for the OTC-H zoning district is between the years 1870-1940. This was the major period of development during which the majority of buildings were constructed. In addition, the following design requirements apply to contributing historic structures as well as new construction, infill development, and non-contributing structures within the OTC-H zoning district and its Historic Village Mix Block.

A. Design requirements for rehabilitation of contributing historic structures

Contributing historic structures must be retained, though additions and modifications are allowed. Sensitive planned rehabilitation will ensure that historic buildings and structures can be adapted for modern uses while retaining the historic character. These rehabilitation requirements will guide property owners in improving, preserving, and maintaining the historic character of their property.

1. Historic building and structure 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.
 - (1) Window and door openings may not be a different size than the original.
 - (2) Storm windows and doors are permitted as long as they are installed in a sensitive manner.
 - (3) The original roofing style must be maintained and, if present, the chimney style.
 - (4) Repairs to the structure of a porch may not change the visual character of the porch.
 - (a) Enclosing porches is allowed, but shall be done in a sensitive manner that does not create opaque walls where they did not originally exist.
 - (b) Screening porches are preferred to glass.
 - (c) Porch enclosures must maintain transparency and be visually readable as a porch.
 - (d) Prominent porch fixtures such as columns, railings, and piers shall be retained and visible.
 - (5) Original exterior features including shutters, trim, cornices, columns, and other architectural embellishments shall be retained.
 - (6) 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.
3. Restoration, replacement, or reconstruction of any building or structure feature shall be substantiated by documentary, physical, or pictorial evidence, if available, or be historically appropriate to the archi-

tectural style, i.e. roof restoration, siding restoration, porch restoration/reconstruction, and window restoration or replacement.

4. After removal of an original accessory structure, the design for a new accessory structure, such as a detached garage, shall be based on the original and substantiated by documentary, physical, or pictorial evidence, or guided by the design of the primary building or nearby secondary structures of the same architectural style.
5. Alternate materials will be considered if using historically appropriate replacement materials or in-kind materials (i.e., wood) is not economically feasible or available.
 - a. The use of alternate building materials will be determined on a case by case basis by the Office of Planning and Zoning Cultural Resources Section. The decision will be based on the building or structure feature, the type of material, and the property's integrity.
 - b. Approved alternate materials shall match the old in design, texture, and appearance.
6. If a historic resource is determined by research to possess high historic, archeological, or architectural significance, these regulations shall be strictly interpreted. Interpretation shall be more lenient for historic resources that have less historic significance or where physical integrity has been compromised.

B. Design requirements 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 OTC-H zoning district.

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 or 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 building.



- 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 immediate neighborhood.
7. Construction of a new addition may not destroy the significant historical or architectural fabric of the contributing historic structure.

C. Design requirements for contributing historic buildings and compliance with the Americans with Disabilities Act (ADA)

1. Ramps, elevators, or other means of access must comply with the most recent edition of the ADA accessibility guidelines.
 - a. When exterior doorway widening is required, secondary entrances located on the side or rear of the house are preferred. The primary front entrance shall be considered if secondary entrances cannot be used and alternative ADA compliance is not possible.
 - b. Ramp construction may not result in the damage or removal of original historic material and shall be readily reversible.
 - c. The ramp shall be constructed of materials compatible with the existing structure.
 - d. 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.
 - e. If located substantially in the public view, the ramp shall be screened with landscaping where possible.

D. Design requirements for site and landscape features with contributing historic structures

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 OTC-H zoning district and help to create continuity throughout.

1. Parking shall be located so as to minimize the impact on the streetscape. Where possible, parking shall be located behind buildings and 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 building on the site and may not exceed the principal building in height.
 - b. The design of new accessory structures shall complement the period and style of the principal building on the site.
3. Exterior lighting of new buildings or structures shall be compatible with the immediate neighborhood.

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.
5. Fences and walls shall be compatible with the architectural character and design of the existing and surrounding buildings.
 - a. Fences and walls may 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 or structure. 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 OTC-H zoning district and the Historic Village Mix Block but is not required.

E. Architectural design requirements for new construction, infill development on non-contributing properties

The design requirements in this section apply within the OTC-H zoning district and the Historic Village Mix Block to both new development as well as improvements to existing non-contributing structures. The purpose is to maintain a cohesive relationship between the historic and non-historic buildings and structures, which will serve to preserve the character and charm of the community.

New development should be compatible with other contributing historic buildings or structures 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.

1. Scale. General Infill Requirements: For new infill construction, the size and proportion of the proposed building or structure (roof line and mass) and its individual elements (windows and doors) shall be compatible with existing contributing historic structures in the immediate neighborhood.
 - a. The OTC-H zoning district is to retain a high degree of historic integrity and exhibit 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 two stories tall and sited on fairly large lots. In the OTC-H zoning district, new infill construction, the size and proportion of the proposed building or structure (roof line and mass) and its individual building elements (windows and doors) shall be comparable and compatible with existing contributing historic structures in the immediate neighborhood.
 - b. In the Historic Village Mix Block, the appropriate scale for new or infill development should strive to find a balance that relates to both the OTC-H zoning district and the Historic Village Mix Block, and to the more densely developed adjacent zoning districts. When infill development is immediately adjacent to a contributing historic structure, care should be taken to respect the scale of that historic structure.



2. Massing and Rhythm. General Infill Requirements: New infill development shall be compatible with the existing massing and rhythm of buildings, structures, and their lots on both the immediate street and in the immediate neighborhood. On corner and through-lots, the building or structure 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 or structures shall be designed to complete the predominant street form.

- a. In the OTC-H zoning district, infill development shall respect the existing massing and rhythm of the contributing historic buildings, structures, and their lots in the immediate neighborhood. The 1- and 2-story single family homes which form the core of this zoning district provide the visual cues to achieve an infill proposal that is appropriate in mass and rhythm.
- b. In the Historic Village Mix Block, new infill shall be compatible with the immediate neighborhood, which may include areas both in and outside of the OTC-H zoning district and the Historic Village Mix Block. 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 zoning district is a useful method for ensuring compatibility while not replicating an historic building or structure. The range of design solutions for ensuring that a larger new building is compatible with the more commonly seen detached dwellings found in the OTC-H zoning district and the Historic Village Mix Block 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 the new infill will visually transition to development outside the OTC-H zoning district and the Historic Village Mix Block.
- c. Building Height. General Infill Requirements: New infill development should be cognizant and sensitive to the prevailing heights and scale seen in the immediate neighborhood to ensure a compatible design.
 - (1) The Bulk Regulation Chart in Article 18 of the County Code identifies the allowed building heights for the OTC-H zoning district and the Historic Village Mix Block. The height of a proposed new building or structure should be visually compatible with immediately adjacent buildings and structures, particularly the height of each floor, and the height, form, and pitch of the roof. The façade height and proportions of new buildings or structures should be compatible with the predominant character of other buildings or structures in the streetscape.
 - (2) The Historic Village Mix Block includes residential buildings and structures 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, specifically at the edges of the OTC-H zoning district and the Historic Village Mix Block, determining a height should consider the transition from the more residential scale of OTC-H zoning district to the more urban and higher density character of adjacent zoning districts. Proximity to nonresidential features, open space, and transportation corridors should also be considered.
 - (a) The height of a proposed building or structure shall be compatible with adjacent buildings and the immediate neighborhood in the zoning district and should offer a sympathetic visual transition to the zoning districts they abut, including those outside of the OTC-H zoning district and the Historic Village Mix Block. When new infill development is proposed adjacent to a contributing historic building or structure, the prevailing height of the streetscape should heavily influence the proposed height of the new building or 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 buildings or structures, greater variation in height is appropriate if sensitively designed.

- (b) When possible, architectural and design solutions that minimize the building or structure's perceived height should be applied. The use of dormer windows is encouraged in new building or structure 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 building may also offer a design solution that reduces the perceived height of a building when viewed from the streetscape.

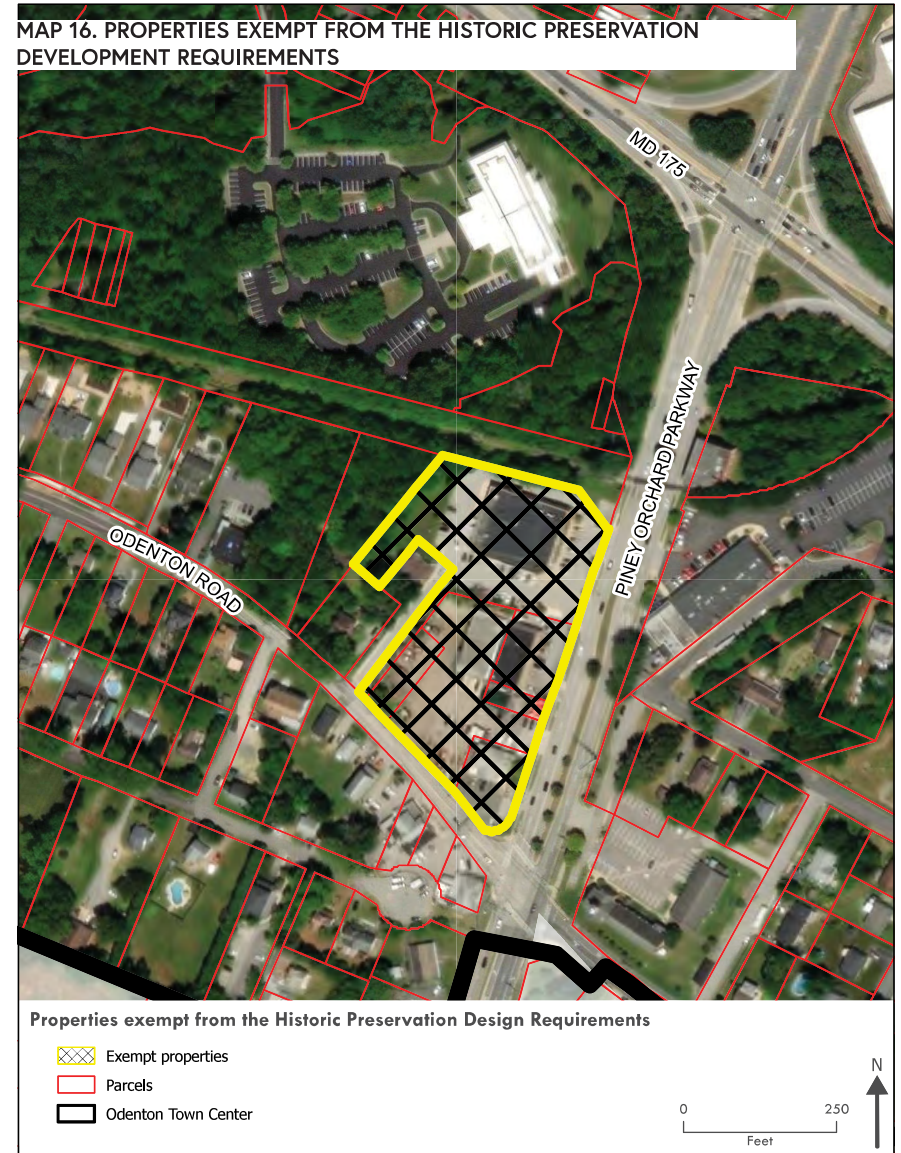
- d. Orientation and Site Coverage. General Infill Requirements: Infill development shall respect the prevailing orientation of neighboring buildings. In the OTC-H zoning district and the Historic Village Mix Block, the contributing buildings' principal facades are oriented toward the street. This is a consistent pattern throughout which shall be preserved to maintain the visual continuity. Site coverage 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.



- (1) In the OTC-H zoning district, 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.
- (2) In the Historic Village Mix Block, leniency to floor area ratio 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 right-of-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.
- e. Setback. General infill requirements: The relationship of the historic streetscape is largely defined by the prevailing setbacks. Maintaining setbacks that are compatible with setbacks in the immediate neighborhood promotes the compatibility of the new building or structure with the neighborhood. Any new construction should address the street in a manner consistent with neighboring buildings and structures and the overall street form and character. The prevailing setback line from the existing street edge should be preserved. Maintaining uniform setbacks promotes the compatibility of the new building or structure with the neighborhood.
 - (1) In the OTC-H zoning district, the façade of a new building or structure shall respect the alignment of existing building facades in the immediate neighborhood. Setbacks may not be more than the largest setback of a subject property's adjacent properties and may 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.
 - (2) In the Historic Village Mix Block the prevailing setback line of buildings along an existing streetscape from the street edge will suggest an appropriate setback for new infill development. If a new infill is proposed between or adjacent to an existing contributing historic

building, the prevailing setback line from the shared road frontage shall be preserved. The setbacks for proposed new infill construction within the Historic Village Mix Block 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 properties they abut, including those both inside and outside of the OTC-H zoning district and the Historic Village Mix Block.

- f. **Materials. General Requirements:** The fabric from which a building element is made has an important place in retaining and reinforcing the historic integrity of a resource. Materials for new structures shall be compatible with materials found on existing contributing historic structures in the OTC-H zoning district and the Historic Village Mix Block. 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 structure shall relate to the design of the structure and be compatible with the prevailing roofing materials of contributing historic structures in the immediate neighborhood. New masonry construction shall be compatible with existing buildings and structures in the OTC-H zoning district. Windows and doors in new buildings and structures shall relate to the scale and proportion of openings on contributing historic structures in the immediate neighborhood and to the design of the new structure. Porches on new buildings shall be compatible in location, size, and design to porches on contributing historic buildings.
- g. **Parking and Driveway Access. General Requirements:** 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 buildings or structures in the rear of the lot, or to the side of buildings or structures if location in the rear of the lot is infeasible. 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.
 - (1) In the Historic Village Mix Block, 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.
- h. **Accessory Buildings or Structures. General Requirements:** Accessory buildings or 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.
- i. **Signage. General Infill Requirements:** New signs should be compatible with the scale, proportions, form and architectural character of the buildings that they identify or to which they are applied.
- j. **Fences and Walls. General Requirements:** Fences and walls shall be compatible with the architectural character and design of the existing and surrounding buildings. Fences and walls may 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 OTC-H zoning district and the Historic Village Mix Block, but is not required. When used, wooden fences should be painted or stained in an appropriate fashion.





CHAPTER FOUR

IMPLEMENTATION FRAMEWORK

This chapter presents the goals, policies, and strategies recommended to fulfill the community vision for the OTC. Plan2040, community input, guidance by the OTCAC, and the content presented in the previous chapters inform these recommendations. The following major strategy groups guide the recommendations:

- Environmental Resources and Sustainability
- Land Use, Zoning, and Community Design
- Transportation
- Historic Resources
- Community Amenities
- Economic Development
- Process and Procedures

Natural Environment		Responsible Departments <i>(lead listed first)</i>	Timeframe <i>(short: 0-5 years, mid: 6-10 years, long: 10+)</i>	Performance Measures
Environmental Resources and Sustainability				
Goal NE 1: Preserve, enhance, and restore the natural resources and environmentally sensitive areas of the OTC.				
Policy NE 1.1: Protect the natural role that environmental features provide to reduce stormwater runoff impacts, improve water quality, and enhance wildlife habitat.				
(a) Identify and support funding for restoration projects along the Picture Spring Branch, as well as additional wetland and floodplain projects.	I&P, DPW-BWPR	Short	Status of identification of and support for additional funding.	
(b) Improve the health of forested areas by controlling and removing invasive species.	I&P, DPW-BWPR, DRP	Mid	Track acres of land where invasive species control conducted.	
(c) Prioritize native plantings in site development and redevelopment projects, using the Anne Arundel County Forest Conservation Technical Manual (currently in development) as a reference.	OPZ, DPW-BWPR, I&P	Mid	Development and redevelopment projects include 50% or more native plantings.	
(d) Allow protective mechanisms (such as conservation easements, dedication of open space and floodplain areas to the County in accordance with Article 17 of the County Code, and forest conservation easements) that permanently protect natural resources and environmentally sensitive areas and exceed County requirements to be eligible for incentives or to be proffered.	OPZ	Short	Amount of permanently protected natural resources and environmentally sensitive areas.	
(e) Develop an overall management plan for the aforementioned protective mechanisms.	OPZ, DPW-BWPR, I&P, DRP	Long	Status of management plan.	
(f) Incentivize innovative site design that can simultaneously manage stormwater runoff while improving the OTC's greenery and landscaping.	OPZ, I&P, DPW-BWPR	Mid	Status of projects or proffers that exceed County's Stormwater Management Manual.	
Policy NE 1.2: Increase replanting efforts for urban tree canopy in the OTC.				
(a) Develop an urban tree management plan.	I&P, DRP, OPZ	Mid	Status of management plan.	
(b) In partnership with Replant Anne Arundel and other community-based tree planting programs, renew tree-planting efforts.	I&P, OPZ	Short	Status and pace of tree-replanting efforts.	
(c) Identify and pursue additional tree-planting resources and funding.	I&P, OPZ	Short	Status of additional resources and funding that have been identified and pursued.	
(d) Prioritize tree planting areas with high proportions of impervious surface coverage and in high pedestrian-oriented areas.	I&P, OPZ	Short	Amount of tree canopy has increased in areas with high impervious surface coverage and/or high pedestrian activity.	

Natural Environment		Responsible Departments <i>(lead listed first)</i>	Timeframe <i>(short: 0-5 years, mid: 6-10 years, long: 10+)</i>	Performance Measures
(e) Study feasibility of an environmental banking program where funds would be used for forest or environmental conservation within OTC.	OPZ, I&P	Short	Status of study or technical memo detailing environmental banking opportunity in the OTC.	
Water Resources				
Goal NE 2: Ensure adequate water and sewer capacity, quality, and service.				
Policy NE 2.1: Encourage water conservation, protect the County's groundwater resources, and ensure adequate capacity to treat existing and projected wastewater flows.				
(a) Obtain and include status of the groundwater remediation system (GRS) regarding the Lower Patapsco Aquifer contamination in the OTC Annual Report.	DPW, OPZ	Short	Status of data in OTC Annual Report.	
(b) Encourage existing development not currently connected to public water and sewer to connect through the County's petition process. Coordinate with the Department of Public Works to identify potential funding and payment opportunities.	DPW, OPZ	Short	Amount of development connected to public water and sewer.	

Built Environment	Responsible Departments <i>(lead listed first)</i>	Timeframe <i>(short: 0-5 years, mid: 6-10 years, long: 10+)</i>	Performance Measures
Land Use, Zoning, and Community Development			
Goal BE 1: Ensure that the OTC becomes a vibrant community with a strong sense of place, community identity, and a cohesive development pattern through consistent and harmonious site design, building scale, architecture, and landscaping.			
Policy BE 1.1: Land use policies, development regulations, zoning, programs and incentives are aligned to support high-density development at and near the Odenton MARC train station. Redevelopment opportunities throughout the Town Center respect the historic character and promote a healthy mix of uses that creates a more urban, community-oriented, and pedestrian friendly environment.			
(a) Refine zoning districts and undertake comprehensive zoning as part of the Region 5 comprehensive zoning effort to better reflect the vision of the community and changes in the area. OTC comprehensive zoning should occur as part of future OTC Master Plan updates.	OPZ	Short	Status of Code updates.
(b) Maintain the current Development Policy Area of Transit-Oriented Development as 0.5 miles from the Odenton MARC train station.	OPZ	Short	Status of Transit-Oriented Development Policy Area during Region 5 planning process.
(c) Conduct a land use market analysis prior to the next update of the OTC Master Plan to help inform needed uses, mix of use ratios, and general locations for uses.	OPZ	Short	Status of land use market analysis.
(d) Building size and bulk should strive to be compatible with neighboring uses and developments in adjoining and less intense zoning districts. 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.	OPZ	Short	Status of Code updates.
(e) Align permitted uses to be more compatible with the character of the zoning districts.	OPZ	Short	Status of Code updates.
(f) Encourage pedestrian-oriented uses, specifically in the Core, that create destinations and foster a sense of community.	OPZ	Short	Status of Code updates.
(g) Encourage temporary uses, such as pop-up retail, public art installations, and food trucks.	OPZ, AAEDC	Short	Status of Code updates.
(h) Create walkable block sizes, a more continuous streetscape with ground-floor retail and wide sidewalks to allow for increased bicycle and pedestrian mobility and for outdoor dining.	OPZ	Short	Status of Code updates.
(i) Development at key locations (gateways, vistas, focal areas, and key intersections) will be subject to a higher architectural standard to support a strong sense of place.	OPZ	Short	Status of Code updates.

Built Environment	Responsible Departments <i>(lead listed first)</i>	Timeframe <i>(short: 0-5 years, mid: 6-10 years, long: 10+)</i>	Performance Measures
(j) Evaluate changes to the activity space requirement based on whether it is publicly accessible or private and if the proposed activity space fills a gap noted in the amenity analysis.	OPZ	Short	Status of Code updates.
(k) Development adjacent or in close proximity to public safety uses should not adversely impact their operations, including, but not limited to vehicle movements, noise, and lighting.	OPZ	Mid	Status of public safety operations.
(l) The County should work with the State to study the feasibility of noise walls along previously developed sections of MD 32 to mitigate impacts to adjacent residential areas.	OPZ	Mid	Status of study
(m) Provide incentives to adjacent property owners who coordinate development or redevelopment projects in order to create more cohesive developments and useful activity spaces that benefit the community.	OPZ	Mid	Number of development projects incentivized to coordinate activity spaces.
(n) Identify and address impediments in the regulations that hinder transit-oriented development.	OPZ	Short	Interviews with developers and stakeholders. Status of Code updates.
(o) Encourage pedestrian-scale building designs and layouts, such as orienting buildings close to the street and parking in the rear of sites, specifically in the Core.	OPZ	Short	Status of Code updates.
(p) Review the requirements of the County Landscape Manual and make recommendations specific to the OTC to enhance landscaping, tree canopy, and reduce impervious surface areas.	OPZ, I&P	Short	Status of Landscape Manual updates.
(q) Encourage the redevelopment of surface parking lots into usable building space, a community amenity, or green space.	OPZ, AAEDC	Short	Status of Code updates.
(r) Evaluate whether a form-based code could support OTC in achieving the OTC vision.	OPZ, AAEDC	Mid	White paper of form-based codes and applicability to the OTC.
(s) Support infill development and the adaptive reuse of buildings.	OPZ, AAEDC	Short	Inventory buildings viable for reuse.
(t) Buildings and their extensions should 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.	OPZ	Short	Status of Master Plan updates.
Architectural Design			
Policy BE 1.2 Support quality architecture to create memorable spaces and an attractive image.			

Built Environment	Responsible Departments (lead listed first)	Timeframe (short: 0-5 years, mid: 6-10 years, long: 10+)	Performance Measures
(a) Building facades should allow for architectural variation and be created to allow pedestrians to interact with the facade. For example, architectural features should include, but are not limited to: 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.	OPZ	Short	Status of Master Plan updates.
(b) Promote building and site development and redevelopment that incorporates carbon neutral and net zero energy, waste and water use technology, as well as strategies to improve resilience to climate change impacts.	OPZ, I&P	Mid	Status of Code updates.
(c) Evaluate the Active and Semi-Active Frontage corridor locations and requirements and revise, if necessary.	OPZ	Short	Status of Code updates.
(d) Create signage requirements that balance visibility of a storefront and/or business and directional information with the goal of reducing visual clutter and creating a pedestrian-oriented environment. 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.	OPZ	Short	Status of Code updates.
(e) 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 Odenton's overall visual quality.	OPZ	Short	Status of Code updates.
Transit-Oriented Development			
Policy BE 1.3: Support efforts to establish transit-oriented development at Odenton MARC station.			
(a) Create and implement a concept plan for the OTC train station area, including the half-mile surrounding the Odenton MARC station.	OPZ, OOT	Short	Status of concept plan.
(b) Designate County staff from the County Executive's Office, the Office of Planning and Zoning, and the Anne Arundel Economic Development Corporation to meet regularly with the State's TOD committee to develop a strategy to restart the Request For Expression of Interest process at the Odenton MARC Station, advocate for inclusion in the State Consolidated Transportation Program, and identify and apply for relevant funding opportunities.	OPZ, AAEDC, Executive's Office	Short	Status of designation of staff and progress on RFEI.
(c) Conserve the MARC Station West Parking Lot wetland and integrate it into future development with additions such as a boardwalk and educational signage.	OPZ, DPW-BWPR	Mid	Status of wetland conservation and integration.

Built Environment	Responsible Departments (lead listed first)	Timeframe (short: 0-5 years, mid: 6-10 years, long: 10+)	Performance Measures
(d) Work with State representatives to construct a parking garage that would not preclude a future TOD on the Odenton MARC West Parking Lot site.	DPW, OOT, OPZ, Executive's Office	Short	Status of parking garage.
(e) Explore opportunities to build community support for TOD through collaboration among State, County, and developers.	OPZ, AAEDC, OOT	Short	Number and frequency of meeting with stakeholders.
(f) Coordinate with State and Federal partners to ensure safe speeds of trains that travel through OTC.	OPZ, MDOT, OOT	Mid	Status of coordination efforts.
(g) Improve safety at Odenton MARC Station by adding lighting to underpass.	DPW, OPZ	Mid	Status of lighting.
(h) Improve appeal of Odenton MARC Station by facilitating public art or other placemaking initiatives throughout, including underpass and platforms.	OPZ, MDOT	Mid	Status of station improvements.
Housing Types			
Goal BE 2: Meet the full spectrum of the rental and homeownership needs in the OTC.			
Policy BE 2.1 Prioritize provision of workforce and affordable housing opportunities within Odenton, particularly near transit facilities, parks, services, and employment centers.			
(a) Increase the amount of underrepresented housing types, including triplexes, quadplexes, and mid-rise multifamily buildings.	OPZ	Long	Quantity of multifamily housing types.
(b) Locate multifamily, affordable, and workforce housing near transit, parks, services, and employment centers.	OPZ	Mid	Quantity of housing near identified amenities.
(c) Define housing types for better communication between developers and other community stakeholders.	OPZ	Short	Status of definition.
(d) Evaluate strategies to incentivize or require housing that is affordable to low- and moderate-income households, such as Workforce Housing and Housing for Elderly People of Moderate Means, through strategies such as fee waivers, revised density calculations, expanding incentive criteria, revised mixed-use requirements, and expedited site plan review.	OPZ, ACDS	Mid	Status of Code updates.
(e) Define affordable housing goals and track inventory and progress in the OTC.	OPZ, ACDS	Short	Status of inventory.
(f) Coordinate with Arundel Community Development Services, Inc. to evaluate the feasibility of a Moderately Priced Dwelling Unit pilot program in the OTC.	OPZ, ACDS	Mid	Status of MPDU pilot program.
(g) Encourage the construction of accessory dwelling units, which can provide affordable housing, within existing subdivisions.	OPZ	Short	Quantity and location of accessory dwelling units.

Built Environment	Responsible Departments <i>(lead listed first)</i>	Timeframe <i>(short: 0-5 years, mid: 6-10 years, long: 10+)</i>	Performance Measures
(h) Pursue State and Federal financial assistance that supports opportunities for homeownership and rental housing for lower-income households.	ACDS	Short	Status of financial assistance.
(i) Work with Ft. Meade, County staff, and the nonprofit and private sectors to identify strategies to provide housing that meets the needs of Fort Meade staff who are employed at the GS-7 and GS-9 income bands.	ACDS, OPZ	Long	Status of strategies.
Historic Resources			
Goal BE 3: Protect, preserve, and celebrate the significant historic, archeological, and cultural heritage and history of the OTC.			
Policy BE 3.1: Develop and strengthen planning and protection measures for historic and archaeological resources and incorporate historic preservation effectively into planning and policy decision-making.			
(a) Partner with property owners in the Odenton Historic zoning districts to support efforts they may make to pursue formal designation as a National Register Historic District.	OPZ	Short	Status of efforts made and status of National Register Historic District.
(b) Work with public and private partners, including the Maryland Historical Trust, to identify and create funding opportunities that support stewardship of the Odenton Historic zoning districts.	OPZ	Short	Status of funding opportunities.
(c) Allow for bicycle and pedestrian facilities near the Odenton MARC Station on Scenic and Historic Roads while maintaining streetscapes.	OPZ	Short	Status of Code updates and Design Manual updates.
Policy BE 3.2: Increase awareness, understanding, and appreciation of the OTC's historic, archaeological, and cultural resources.			
(a) Develop historic signage and markers to promote history of the OTC.	OPZ	Mid	Status of signage and markers.
(b) Partner with local organizations such as the Odenton Heritage Society and the Anne Arundel County Public Library to integrate historical education and tourism programs, such as "discovery trails," into the community.	OPZ	Mid	Status of programs.
Policy BE 3.3: Promote architecture and site design standards that ensure that new construction, infill development, and additions or modifications to contributing resources are compatible with the qualities of the existing Historic Area.			
(a) Base design standards on concepts and strategies found in the nationally accepted "Secretary of Interior's Standards for the Treatment of Historic Properties," as articulated in the Code.	OPZ	Short	Status of Master Plan updates.
Multimodal Transportation			
Goal BE 4: Develop a safe pedestrian and bicycle circulation system that connects all major activity centers, transit centers, and community facilities.			

Built Environment	Responsible Departments <i>(lead listed first)</i>	Timeframe <i>(short: 0-5 years, mid: 6-10 years, long: 10+)</i>	Performance Measures
Policy BE 4.1: Leverage local and State plans and stakeholders to facilitate pedestrian and bicycle networks.			
(a) Advocate for the OTC to be a focus of the 2022 Pedestrian and Bicycle Master Plan (P&BMP) update, and implement BPMP recommendations.	OOT, OPZ	Short	Status of recommendations in the Pedestrian and Bicycle Master Plan.
(b) Review MDOT-MTA Origination Studies and include statistics and potential recommendations in OTC Annual Reports and future Master Plan updates.	OPZ	Short	Status of Origination Studies.
(c) Identify and apply for Federal and State pedestrian and bicycle grants to support the recommendations in the OTC Master Plan.	OOT	Short	Status of grants.
(d) Set desired Pedestrian Level of Comfort and Levels of Traffic Stress for pedestrian and bicycles facilities.	OOT	Mid	Status of Design Manual updates.
Policy BE 4.2: Design and construct roadway improvements to be compatible with the needs of bicyclists and pedestrians.			
(a) Identify the barriers and opportunities to provide on-street bicycle facilities that connect to trails, transit routes and community facilities. Use routine roadway maintenance to expand the bicycle network and increase safety for other modes of mobility.	DPW, OOT, OPZ	Mid	Development of a Mobility Study and budget items for maintenance.
(b) Install separated bicycle lanes as the preferred method. Sharrow should be avoided.	DPW, OOT, OPZ	Mid	Linear feet of new bicycle lanes.
(c) Adopt a "pedestrian first" strategy (ex. pedestrian/vehicle separation) for County and private development road improvements within the Core.	DPW, OOT, OPZ	Mid	Status of policy and requirements.
(d) Install bulb ed intersections and pedestrian safety islands to reduce exposure times by pedestrians at an intersection and/or crosswalk in high pedestrian areas.	DPW, OOT, OPZ	Mid	Status of updates to the Design Manual.
(e) Prioritize improvements to the on-road bicycle facilities along Becknel Avenue, a WB&A Trail segment.	DPW, OOT, OPZ	Short	Status of budgeting and Becknel Avenue improvements.
(f) Use the County's development regulations, Capital Improvement Program, and Tax-Increment Financing program to facilitate the acquisition of right-of-way and construction of bike and pedestrian travel ways.	DPW, OOT, OPZ	Short	Status of Design Manual and Bicycle, Pedestrian, Transit Assessment (BPTA).

Built Environment	Responsible Departments (lead listed first)	Timeframe (short: 0-5 years, mid: 6-10 years, long: 10+)	Performance Measures
(g) Develop a rail trail along the inactive rail spur from the MARC line to the Academy Yard property.	DPW, OOT, OPZ	Long	Status of project planning.
Policy BE 4.3: Promote the improvement, expansion, and connection of the hiker/biker trails and amenities in the OTC.			
(a) Using the Odenton Trails Schematic Plan, create the following hiker/biker trails and ensure routing connects points of interest by obtaining necessary right-of-ways during the development review process or through a Capital Improvement Project: <ul style="list-style-type: none"> • South Shore Trail • Connection to the BWI Trail via MD 170 and/or Sappington Station Road • Extension of the MD 175 trail from Llewellyn Avenue to MD 170 • Odenton Avenue (when constructed) • Conversion of the former rail spur from the Odenton MARC Station to the northeast intersection of MD 175 and MD 170 • BGE right of way beginning at the northeast intersection of MD 175 and MD 170. 	DPW, OOT, OPZ	Mid	Status of budgeting and project improvements.
(b) Identify trail connections to Fort Meade, in addition to the Magazine Road/Pepper Road Gate.	OOT	Short	Status of trail connections.
(c) Require development projects to install bicycle lockers and bicycle racks.	OPZ	Short	Status of Code updates.
Policy BE 4.4: Prioritize the construction and maintenance of sidewalks and pedestrian facilities to facilitate a more pedestrian-oriented environment.			
(a) Identify the gaps and missing amenities in the sidewalk network. Implement a plan that phases in recommended improvements.	OOT, OPZ	Short	Status of Mobility Study.
(b) Prioritize capital projects that would continue sidewalks that end mid-block to the nearest intersection.	DPW, OPZ	Short	Status of Mobility Study.
(c) Prioritize the design and construction of the following sidewalks: <ul style="list-style-type: none"> • North Patuxent Road (west side from Odenton Road to 450 North Patuxent Road) • Odenton Road (1392 Odenton Road to Piney Orchard Parkway) 	DPW	Mid	Status of budgeting and project improvements.
(d) Finish design and construction of a sidewalk along the eastbound lane of MD 175 from MD 170 to the Sappington Station circle.	DPW	Short	Status of planning and construction.
(e) Identify locations for pedestrian amenities, such as benches, lighting, and landscaping.	OPZ, OOT	Short	Status of Amenity Map and Pedestrian and Bicycle Master Plan.

Built Environment	Responsible Departments (lead listed first)	Timeframe (short: 0-5 years, mid: 6-10 years, long: 10+)	Performance Measures
(f) Install and / or improve crosswalks and crosswalk amenities at the following locations: <ul style="list-style-type: none"> • Town Center Boulevard and Hale Street • MD 175 and Town Center Boulevard • MD 175 and Oakton Road • North Patuxent Road and Becknel Avenue • Along MD 175 approximately 250 feet east of the existing Odenton Shopping Center Plaza signalized intersection, pending SHA approval 	DPW, MDOT-SHA	Short	Status of planning and construction.
(g) Identify additional crosswalk locations and modernize crosswalk signalization to prioritize pedestrians.	DPW, OOT, OPZ	Short	Status of planning and implementation.
(h) Prioritize sidewalk repairs given the OTC's designation as a pedestrian-oriented targeted development policy area.	DPW	Short	Status of planning and construction.
Goal BE 5: Provide a well-maintained and equitable multimodal transportation network that is safe, efficient, environmentally sensitive, and provides practical and reliable transportation choices and connections for all users.			
Policy 5.1: Mitigate congestion on Odenton roadways and facilitate new road connections that will provide accessibility and mobility.			
(a) Conduct a mobility study to identify necessary short-term and long-term improvements to meet the Odenton Town Center's future land use, urban design and multi-modal mobility needs and provide a connected transportation network supporting all users of the right-of way including motorists, emergency services, pedestrians, and bicyclists.	OOT, OPZ	Mid	Status of Mobility Study.
(b) Coordinate with developers, State and County agencies, and community representatives to implement OTC transportation projects.	OPZ, DPW, OOT	Short	Status of budgeting and project improvements.
(c) Incentivize local businesses and multi-family residential dwellings to implement ride sharing, public transportation, and safe bicycle/pedestrian routes.	OOT, OPZ	Mid	Status of incentive program and utilization.
(d) Develop education materials that include, but are not limited to: ride sharing, public transportation, and safe bicycle/pedestrian routes.	OOT, OPZ	Short	Production and distribution of education materials.
(e) Regularly monitor and report on mode sharing through counts of vehicles, success of alternative modes of travel, parking demand surveys and employee surveys.	OOT	Mid	Development of metrics, tools to measure, and status report.
(f) Develop transportation demand management (TDM) strategies and coordinate with the BWI Business Partnership, if applicable.	OOT	Mid	Development of strategies, identification of stakeholders, and coordination with stakeholders.

Built Environment	Responsible Departments (lead listed first)	Timeframe (short: 0-5 years, mid: 6-10 years, long: 10+)	Performance Measures
Policy BE 5.2: Prioritize investments in safe, multimodal connectivity within the OTC and between it and the surrounding region.			
(a) Ensure current and future transit supports individuals who require transit.	OOT, OPZ	Long	Status of a survey asking residents desired transit needs and whether they are provided.
(b) Transform the Odenton MARC Station into a multimodal transit hub.	OOT, OPZ	Long	Status of development at the MARC Station.
(c) Improve connectivity and integration of existing and future transit services by reducing or eliminating gaps in current transit service, prioritizing connections to economic opportunities, evaluating existing and emerging markets, corridors, and nodes for the need for additional or enhanced service, and increase regional collaboration.	OOT, OPZ	Mid	Status of Mobility Study and implementation of Mobility Study.
(d) Implement an OTC shuttle bus and/or micro-transit connecting transportation, employment, housing, shopping, and other community facilities.	OOT, OPZ	Mid	Status and number of additional public transportation options.
(e) Support transit to and within Fort Meade that accounts for security needs.	OOT, OPZ	Short	Status of transit options to Fort Meade.
(f) Implement OTC bus rapid transit recommendations from the MD 32 Enhanced Bus Feasibility Study which would connect the OTC, Columbia, and Annapolis.	OOT, OPZ	Mid	Status of budgeting and planning for BRT in the OTC.
(g) Maintain the current transit routes to Crofton and Arundel Mills and implement a new route to points of interest, including transit stations, in Laurel.	OOT, OPZ	Mid	Status of existing transit routes and budgeting and planning for a new route to Laurel.
(h) Implement a transit route to Howard County.	OOT, OPZ	Mid	Status of budgeting and planning for a new transit route in Howard County.
(i) Identify strategies to integrate private rideshare, e-mobility, personal transportation devices, and micro-mobility services, adequate space, and infrastructure to complement transit in the Core.	OOT, OPZ	Mid	Status of Mobility Study and implementation of Mobility Study recommendations.
(j) Study the feasibility of increasing the frequency of transit in the OTC.	OOT, OPZ	Mid	Status of Mobility Study and implementation of Mobility Study recommendations.
(k) Upgrade systems and technology to provide transit schedules and headways in real time.	OOT, DPW	Long	Status of improvements to the transit systems and technology.
(l) Dedicate funding to advertise transit options.	OOT, DPW	Short	Status of budgeting for advertising.
(m) Maintain transit vehicles, stations, and stops and enhance with green technology (ex. renewable energy) and user amenities (ex. onboard and station WiFi).	OOT, DPW	Mid	Status budgeting and enhancements.

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Built Environment	Responsible Departments (lead listed first)	Timeframe (short: 0-5 years, mid: 6-10 years, long: 10+)	Performance Measures
(n) Create a last-mile needs assessment and implementation plan.	OOT, OPZ	Mid	Status of plan.
(o) Evaluate funding sources to ensure they are adequate to not only maintain existing operations and facilities; but also support new operations and facilities. Explore additional funding sources, if necessary.	OOT	Short	Status of funding sources.
(p) Ensure new and existing bus fleets can accommodate bicycles.	DPW, OOT	Mid	Status of existing buses with bike racks and report on improvements to additional buses.
Road Network			
Policy BE 5.3: Establish a safe and efficient road network.			
(a) Construct Pine Street (Winmeyer Avenue to MD 170).	DPW	Long	Status of developer projects and/or Capital Improvement Project.
(b) Extend Town Center Boulevard south from Odenton Road in the event development is proposed on 1405 Odenton Road (Tax Map 29, Parcel 10).	DPW	Long	Status of developer projects and/or Capital Improvement Project.
(c) Preserve the existing Odenton Avenue right of way and acquire remaining right of way when more development is proposed. Construct Odenton Avenue and align the intersection with the off-ramp from MD 32.	DPW	Long	Status of developer projects and/or Capital Improvement Project.
(d) Conduct a feasibility study to identify additional railroad crossings that would benefit OTC traffic, while prioritizing safety and minimizing impacts to rail service.	OOT	Long	Status of feasibility study.
(e) Rename Pine Avenue to avoid confusion.	DPW, OOT, OPZ	Short	Status of renaming.
(f) Rename the proposed Odenton Avenue to avoid confusion with Odenton Road.	DPW, OOT, OPZ	Mid	Status of renaming.
(g) Implement the recommendations from the Grid Streets study in the Design Manual.	DPW, OOT, OPZ	Long	Status of budgeting for construction or developer required improvements.
(h) Conduct an intersection analysis to identify failing intersections and where traffic signals are warranted or need adjustment, and partner with SHA to implement recommendations, where appropriate.	OOT, DPW, OPZ	Long	Status of intersection analysis and improvements in Level of Service.
(i) Identify opportunities to align the traffic signal at the Odenton Shopping Center.	OOT, DPW	Mid	Status of coordination with the Odenton Shopping Center owner and SHA.
(j) Identify areas, such as the Town Center Boulevard and MD 175 intersection, where pavement markings and signage should be improved or added to facilitate traffic flow.	OOT, DPW, OPZ	Short	Status of identifying areas and improvements.
(k) Continue to evaluate the OTC Roadway and Streetscapes requirements to ensure they comply with the most recent County Complete Streets guidelines.	OOT, DPW, OPZ	Short	Status of Design Manual.

IMPLEMENTATION FRAMEWORK | Page 85

Built Environment	Responsible Departments (lead listed first)	Timeframe (short: 0-5 years, mid: 6-10 years, long: 10+)	Performance Measures
(l) Use road widening, repaving and other maintenance projects as opportunities to add pedestrian and bicycle facilities to existing roads as planned.	DPW, OOT, OPZ	Mid	Status of feasibility to make improvements and linear feet of bicycle and pedestrian facilities.
(m) Ensure there is adequate infrastructure and right of way for drop off areas for buses, taxis, ride-share, etc. at transportation hubs.	DPW, OOT, OPZ	Short	Status of Code updates and design guidelines.
(n) Consider implementing a Connectivity Index requirement as a higher priority than Level of Service.	OOT	Mid	Status of feasibility to make policy change.
(o) Evaluate the Functional Classifications map after the Grid Streets Study to account for road design and capacity changes.	OOT, OPZ	Mid	Status of evaluation and updates to the Functional Classification Map.
Policy BE 5.4: Support site improvements that enhance multimodal initiatives as specified in the County's Capital Improvement Program or the State's Consolidated Transportation Plan			
(a) Support frontage improvements or an equitable contribution be made by the applicant and land be reserved for acquisition by the County or State during the development application process if it is determined that the improvements or land is needed and funded in the County's Capital Improvement Program or the State's Consolidated Transportation Plan.	OPZ	Short	Status of Code updates.
(b) Allow flexibility through the Modification and Incentive Program for roadway improvements based on size and/or type of development proposed and the ability of the proposal to fulfill OTCMP Vision.	OPZ, OOT	Short	Status of Code updates.
(c) Identify opportunities to streamline and clearly communicate Capital Improvement Projects or other transportation initiatives and what is required of the development.	OPZ, DPW	Short	Status of notices available to the development community.
Policy BE 5.5: Ensure transportation infrastructure is safe and routinely maintained.			
(a) Maintain and publish a record of entities responsible for the general maintenance of medians and visible infrastructure, such as signage, within the public right of way.	DPW, OPZ	Short	Status of publication.
(b) Share information on where the public may report road hazards and share updates on repairs and / or capital projects to address infrastructure issues.	DPW, OPZ	Short	Status of website, Annual Report, and other outlets.
(c) Monitor areas where the roadway and streetscaping standards are underperforming and recommend changes to better reflect the desired outcome.	DPW, OPZ	Mid	Status of evaluation criteria and report of roadways.

Built Environment	Responsible Departments (lead listed first)	Timeframe (short: 0-5 years, mid: 6-10 years, long: 10+)	Performance Measures
(d) Identify high speed areas that could benefit from traffic calming facilities or other tools to slow traffic.	OOT, OPZ, DPW	Mid	Status of roadway evaluation and report on potential solutions.
Policy BE 5.6: Support strategies to reduce localized pollution from vehicle emissions.			
(a) Promote charging stations for electric vehicles be included in all new residential and commercial development and redevelopment. Provide incentives for retrofitting existing lots.	OPZ, OOT, I&P, DPW	Short	Status of Code updates and Capital Improvement Projects.
Parking			
Policy BE 5.7: Demand for parking in the OTC is met, but not exceeded, and is balanced with an effort to make the Core walkable, bikeable and well-connected.			
(a) Conduct a parking demand and management study, that includes an analysis of the feasibility of a parking management district, financial programs for new developments within the Core, and consideration for parking minimums; and implement the recommendations as applicable.	OOT, OPZ, I&P	Mid	Status of parking demand and management study.
(b) Encourage the redevelopment of the surface parking lots in the Core area to support higher utilization and more efficient use of land.	OPZ, OOT	Mid	Conversion of surface parking lots to higher and better uses.
(c) Limit surface parking lots in the Core.	OPZ	Short	Status of Code updates.
(d) Leverage creative financing or resources for parking infrastructure, such as parking structures.	OPZ, DPW, Executive's Office	Short	Identification of partnerships and funding opportunities.
(e) Identify the feasibility of charging fees to park at the Odenton MARC station to support the operation of the garage and non-single occupancy vehicle modes of transportation.	OOT, OPZ	Long	Status of County and/or MDOT fee policies.
(f) Future development should include effective use of shared parking lots and parking structures.	OOT, OPZ	Short	Status of Code updates.
(g) Encourage contiguous property owners to coordinate parking and access opportunities.	OPZ	Short	Status of Code updates and identifying projects that collaborate.
(h) Identify incentives to retrofit existing parking and access areas.	OPZ, I&P, OOT	Mid	Status of incentives.
(i) Evaluate the need for additional park and ride lots for bus riders and carpoolers.	OOT, OPZ	Mid	Status of evaluation.

Healthy Community		Responsible Departments (lead listed first)	Timeframe (short: 0-5 years, mid: 6-10 years, long: 10+)	Performance Measures
Community Facilities and Recreation				
Goal HC 1: Provide adequate, accessible and a diverse range of parks, recreation facilities, community spaces and public amenities throughout the OTC to meet the needs of all.				
Policy HC 1.1: Prioritize investments for adequate, accessible parks, recreation facilities, community spaces and public amenities in the OTC.				
(a) Support the development of an Odenton Community Park by partnering with the Department of Public Works and Department of Recreation and Parks to ensure the project reflects the needs of the community and the environment.	OPZ, DPW, DRP	Short	Status of park development.	
(b) Include historical elements, such as historical markers and informational signs, into the Odenton Community Park.	OPZ, DRP	Short	Status of historical elements within the park.	
(c) Develop qualitative evaluation of Odenton Community Park to determine its use and reception among different cultural and social groups throughout the OTC.	DRP, OPZ	Long	Status of evaluation.	
(d) Ensure that public programming for parks and recreation is both culturally diverse and culturally appropriate.	DRP, OPZ	Mid	Inclusion of culturally diverse and appropriate programming.	
(e) Encourage the utilization of elements from the University of Maryland Partnership for Action Learning in Sustainability public park exercise in the final design.	DRP, OPZ	Short	Status of the inclusion of PALS findings.	
(f) Study the feasibility of indoor and/or outdoor recreational and community facilities that include but are not limited to: a pool, basketball courts, and rock climbing.	DRP	Mid	Status of study.	
(g) Collaborate with adjacent communities to identify opportunities for shared green space and parks.	DRP, OPZ	Short	Status of collaboration.	
(h) Update amenity map annually and identify deficiencies. Amenities include, but are not limited to parks, green space, tot lots, benches, off-road trails, dog parks, benches, bicycle parking and storage, and public art.	OPZ	Short	Status of annual update.	
(i) Update amenities requirement as needed to meet gaps identified in Amenity Analysis.	OPZ	Short	Status of Code update.	
(j) Allow for relief, flexibility, or require amenities based on existing and/or planned amenities (see Amenity Analysis).	OPZ	Short	Status of Code update.	
(k) Partner with local community organizations, Parent Teacher Organizations, and religious organizations to identify spaces, facilities, and programs for families and youth.	DRP	Short	Status of spaces and programming.	

Healthy Community		Responsible Departments (lead listed first)	Timeframe (short: 0-5 years, mid: 6-10 years, long: 10+)	Performance Measures
(l) Study the feasibility of a community / youth center to serve the Odenton and neighboring communities.	DRP, OPZ	Mid	Status of study.	
(m) Work with local partners to develop a farmers market that can accept SNAP/ Double Dollars.	OPZ, ACDS, AAEDC	Short	Status of farmers market.	
(n) Work with local partners to enhance and support food truck programs.	AAEDC, OPZ	Short	Status of food truck programming.	
(o) Study feasibility of a public entertainment and event space.	OPZ	Mid	Status of study.	
(p) Require multi-phased projects to develop a comprehensive plan for amenities and reserve land to accommodate amenities for future phases.	OPZ	Short	Status of Code update.	
(q) Provide incentives for adjacent private development projects to coordinate their amenities.	OPZ	Short	Status of Code update.	
(r) Analyze fee in lieu schedule to better reflect relief sought and community need.	OPZ	Mid	Status of analysis.	
(s) Identify funding for new community spaces and public amenities, and ensure funding for operations and maintenance.	DRP	Short	Status of funding.	
(t) Analyze feasibility of establishing a fee-in-lieu fund or bank for open area and activity area requirements to help fund and/or maintain public amenities in the OTC.	OPZ	Mid	Status of analysis.	
Goal HC 2: Provide lifelong learning opportunities and facilities to foster a sense of community and improve quality of life for residents.				
Policy HC 2.1: Encourage organizations and educational institutions to provide learning opportunities in the OTC.				
(a) Partner with the Anne Arundel Community College to develop programs within the OTC. Consider a permanent physical location in the OTC.	AAEDC	Mid	Status of AACC programs within the OTC.	
(b) Identify additional community organizations that are interested in educational programs in the OTC.	AAEDC	Mid	Status of outreach to community organizations.	
(c) Identify free public wi-fi hotspots and strategies to extend wi-fi coverage in key areas such as the Core, public facilities, and shopping areas	OPZ	Short	Status of existing locations and strategies to extend wi-fi.	
Private Utilities				
Goal HC 3: Replace aging and antiquated electrical and communication networks, and promote utility facilities that support a modern Town Center aesthetic.				
(a) Obtain status and schedule for the replacement of the BGE substation at the northeast intersection of MD 170 and MD 175.	OPZ	Short	Status of schedule.	

Healthy Community	Responsible Departments (lead listed first)	Timeframe (short: 0-5 years, mid: 6-10 years, long: 10+)	Performance Measures
(b) Explore the feasibility of requiring future developments to bury utility lines and/or fund future utility improvements. Implement recommendations to the greatest extent, practicable.	OPZ, DPW, I&P	Mid	Status of feasibility study and implementation.
(c) Require wireless network infrastructure, including cell towers and poles, to be hidden from the public viewshed or mitigated by design.	OPZ, I&P	Short	Status of Code updates.
Beautification and Wayfinding			
Goal HC 4: Ensure the OTC is an attractive and easy-to-navigate location to live in and visit.			
Policy HC 4.1: Support vehicle, bicyclist, and pedestrian wayfinding that improve and maintain the beauty of the OTC.			
(a) Identify a group of stakeholders interested in coordinating a beautification program with Anne Arundel County Central Services.	Central Services	Short	Status of outreach to stakeholder group and beautification program.
(b) Identify partners to develop public art through the County's Beautification Program.	Central Services	Short	Status of public art.
(c) Identify a group of stakeholders and / or landscape firms interested in an Adopt a Median Program. Consider incentivizing participation.	DPW, OPZ, Central Services	Short	Status of program.
(d) Identify agencies responsible for median and OTC sign maintenance.	DPW, OPZ, Central Services, SHA	Short	Maintenance of median and signage.
(e) Develop a signage program for pedestrians, specifically in the Core area.	OOT, DPW, OPZ	Mid	Status of signage program.
(f) Develop a signage program for vehicles starting outside the main gateways in locations such as MD 32, MD 175, and MD 170.	OOT, DPW, OPZ	Mid	Status of signage program.

Healthy Economy	Responsible Departments (lead listed first)	Timeframe (short: 0-5 years, mid: 6-10 years, long: 10+)	Performance Measures
Financing Tools			
Goal HE 1: Redevelopment and beautification of the OTC will be facilitated through financial mechanisms.			
Policy HE 1.1: Use funding opportunities to support private, public, and public-private partnership development, redevelopment, infrastructure, and beautification projects.			
(a) Determine the feasibility of developing a Redevelopment Authority for the purpose of developing, redeveloping, revitalizing and preserving Commercial Revitalization Areas and enhancing areas within the Core of the OTC.	OPZ, AAEDC	Mid	Status of Redevelopment Authority.
(b) Determine the feasibility and applicability of establishing a Special Community Benefit District.	OPZ, AAEDC	Mid	Status of Special Community Benefit District.
(c) Determine the feasibility and applicability of establishing a Business Improvement District.	OPZ, AAEDC	Mid	Status of Business Improvement District.
(d) Determine the feasibility and applicability of establishing a Commercial District Management Authority for the purpose of promotion, marketing, and providing security, maintenance and/or amenities within the District.	OPZ, AAEDC	Mid	Status of Commercial District Management Authority.
(e) 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.	OPZ, DPW, AAEDC	Short	Status of TIF-supported capital improvement program.
(f) Support community revitalization efforts in designated Sustainable Communities, Commercial Revitalization Areas, and Communities of Opportunity.	OPZ, AAEDC	Short	Quantity of revitalization projects within designated areas.
(g) Explore whether a sustainable overlay district such as that utilized in the Glen Burnie Town Center (Bill 64-20) is a feasible redevelopment tool that could be used in the OTC.	OPZ	Short	Status of relevant updates to Code.
(h) Pursue grant funds and assist private developers / property owners to facilitate development and redevelopment opportunities.	AAEDC, OPZ, ACDS	Short	Quantity of grant funds awarded.
(i) Maintain a list of grant funding opportunities, applicants, project description, and funding request to be included in the OTC Annual Report.	AAEDC, OPZ	Short	Status of listing in Annual Report.
(j) Use incentives, such as financing tools, to encourage investment, new development, and redevelopment.	OPZ, AAEDC, ACDS	Short	Status of financing tools and other incentives.
(k) Evaluate the County's expedited review process and seek opportunities to streamline the process by working with County departments, developers, and engineers to identify efficiencies.	OPZ, AAEDC, ACDS	Mid	Status of evaluation and any updates to Code.
(l) Create and implement real estate tools and incentives to assist in the consolidation of parcels for redevelopment projects.	OPZ, AAEDC, ACDS	Mid	Status of process for consolidation.
(m) Prioritize the Capital Program to promote adequate public facilities and infrastructure necessary to support development and redevelopment.	OPZ, AAEDC, ACDS, DPW	Short	Status of APF.

Healthy Economy		Responsible Departments (lead listed first)	Timeframe (short: 0-5 years, mid: 6-10 years, long: 10+)	Performance Measures
Marketing and Business Development				
Goal HE 2: Attract, retain, and expand upon the diversity of businesses and industries that will provide jobs, income, and a sustainable tax base.				
Policy HE 2.1: Focus economic development efforts toward the development of the OTC as a community with a sense of place.				
(a) Conduct a survey with the community to identify desired businesses.	AAEDC, OPZ	Short	Status of survey.	
(b) Work with partners to market resources and attract private sector companies to locate in the OTC.	AAEDC, OPZ	Short	Quantity of new companies.	
(c) Assist private developers in attracting high-quality businesses.	AAEDC, OPZ	Short	Quantity of desired businesses.	
(d) Strengthen marketing programs to attract and retain developers and businesses, including preparing a comprehensive inventory of available, vacant, and underutilized sites; incentives; financial assistance programs, and amenities.	AAEDC, OPZ	Short	Status of marketing programs.	
(e) Maintain a list of underutilized and vacant sites to be included in the OTC Annual Report. Note in the Annual Report whether properties are encumbered by environmental resources or are protected in perpetuity.	OPZ, OEM	Short	Status of listing in Annual Report.	
(f) Develop a branding plan for the OTC.	AAEDC, OPZ	Short	Status of branding plan.	
(g) Identify the impact of crises and other declared emergencies on Odenton businesses and develop strategies for recovery and resilience to their recurrence.	OPZ, OEM	Short	Status of resilience strategies.	
(h) Identify gaps in employment for Odenton residents and seek to support workforce development programs that could fill those gaps.	AAEDC, ACDS, OPZ	Mid	Status of gaps analysis and workforce development programming.	
Brownfields				
Goal HE 3: Promote the remediation and redevelopment of brownfield sites.				
Policy HE 3.1: Support the redevelopment of brownfields properties through incentives, regulatory relief, and use of streamlined review processes. Consider flexibility in the mix of uses, as appropriate, to meet community needs.				
(a) Include a status update and map in the OTC Annual Report.	OPZ	Short	Status of listing in Annual Report.	
(b) Allow flexibility in requirements for brownfield redevelopment sites acknowledging the investment and resulting community benefit of the remediation.	OPZ	Short	Status of Code updates.	
(c) Evaluate the Code for opportunities to incentivize brownfield redevelopment, including flexibility with development requirements.	OPZ	Short	Status of Code updates.	

Process & Procedures		Responsible Departments (lead listed first)	Timeframe (short: 0-5 years, mid: 6-10 years, long: 10+)	Performance Measures
Role of the Odenton Town Center Advisory Committee (OTCAC)				
Goal PP 1: Facilitate a productive relationship between the OTCAC, County staff, and community stakeholders.				
(a) Position the OTCAC to advocate and implement the vision and goals, policies, and strategies of the Master Plan as necessary.	OPZ	Short	Status of Code updates.	
(b) Maintain developer presentations to the OTCAC as part of the development review process for projects in the OTC to allow for meaningful collaboration among the development community, the OTCAC, and the community	OPZ	Short	Status of Code updates.	
(c) Evaluate and clarify, as needed, OTCAC's process for motions, letters, and comments on development plans and modifications.	OPZ	Short	Update to OTCAC bylaws.	
(d) Continue to update the OTCAC bylaws as necessary.	OPZ	Short	Status of OTCAC bylaws.	
(e) The OTCAC should continue to submit a letter to the Office of Planning and Zoning Officer communicating the OTC's priority Capital Improvement Program projects as part of the Annual Report review.	OPZ	Short	Status of letter in Annual Report.	
(f) Continue to have the Office of Planning and Zoning - Long Range Planning staff continue to serve as primary liaison to the OTCAC.	OPZ	Short	Status of OPZ staff liaisons.	
Development and Approval Process				
Goal PP 2: Improve development and approval processes, and support incentives, for projects that serve the vision of this Master Plan.				
Policy PP 2.1: Support clear and streamlined development and approval process for projects that serve the vision of the Master Plan, particularly in the Core of the OTC.				
(a) Continually evaluate challenges to development and redevelopment in OTC, and implement solutions.	OPZ	Short	Status of Master Plan recommendations.	
(b) Establish and adhere to a clear, predictable timeframe and process for development approval. Develop a flowchart to illustrate the process.	OPZ	Short	Status of process and flowchart.	
(c) Expedite the development review and permitting processes for TOD and transit-supportive projects that will provide affordable housing or other public amenities that exceed the requirements of the Code.	OPZ	Short	Status of Code updates.	
(d) Develop a procedure for applicants to provide information and materials to the Office of Planning and Zoning prior to OTCAC meetings.	OPZ	Short	Status of policy.	
(e) Develop and codify a procedure for projects that are required to have both a Community Meeting per Section 17-2-107 of the County Code as well as be presented to the OTCAC.	OPZ	Short	Status of Code updates.	
(f) Evaluate how to maximize meaningful feedback from the OTCAC and public during developer presentations. Expedite the development review process while ensuring clarity and transparency.	OPZ	Short	Status of presentation guidelines and Code updates.	

Process & Procedures	Responsible Departments <i>(lead listed first)</i>	Timeframe <i>(short: 0-5 years, mid: 6-10 years, long: 10+)</i>	Performance Measures
(g) Invite County and State staff to attend OTCAC meetings to discuss relevant development and transportation projects when applicable.	OPZ	Short	Status of coordination with County and State staff.
(h) Consider whether development in the Core should be exempt from the Adequate Public Facilities testing for school capacity.	OPZ	Short	Status of Code updates.
(i) Provide quarterly update of development project progress to OTCAC.	OPZ	Short	Status of quarterly updates.
(j) Consider creating a more lenient modification process for redevelopment projects.	OPZ	Short	Status of Code updates.
Policy PP 2.2: Offer appropriate incentives to encourage development that fulfills the vision of the OTC Master Plan.			
(a) Transition the Bonus Program to become an Incentive Program, to be more consistent with terminology and conditions of the Parole Town Center development processes.	OPZ	Short	Status of Code updates.
(b) Ensure that Incentive Program and Modifications support flexibility for development proposals and relief from development requirements.	OPZ	Short	Status of Code updates.
(c) Review impact fee schedule to determine whether adjustments are needed.	OPZ	Mid	Status of Impact Fee Study.
(d) Identify specific TOD criteria that can be linked to automatic incentives for development in the Core.	OPZ, OOT	Short	Status of Code updates.
Master Plan Review, Oversight, Updates, and Implementation			
Goal PP 3: With input from OTC residents and community stakeholders, implement the OTC Master Plan recommendations.			
Policy PP 3.1: Provide appropriate resources for implementation of the OTC Master Plan.			
(a) Review the OTC Master Plan every five years and update as necessary.	OPZ	Short	Status of Master Plan.
(b) Track, measure, and monitor effectiveness of the OTC Master Plan implementation annually.	OPZ	Short	Status of Annual Report.
(c) Track and record Incentive Program applications, including proffers, and publish on the County's website.	OPZ	Short	Status of listing on County website.
(d) Establish metrics to ensure proportionality between relief sought and proffers.	OPZ	Short	Status of metrics.
Policy PP 3.2: Support regular coordination with external partner agencies and stakeholders.			
(a) Invite staff from AAEDC to present relevant commercial development projects or opportunities within or near to the OTC boundary to the OTCAC meetings.	OPZ, AAEDC	Short	Status of coordination with AAEDC.

Process & Procedures	Responsible Departments <i>(lead listed first)</i>	Timeframe <i>(short: 0-5 years, mid: 6-10 years, long: 10+)</i>	Performance Measures
(b) Coordinate regularly with Ft. Meade on Plan implementation and planning priorities that help meet the needs of their employees.	OPZ	Short	Status of coordination with Ft. Meade.

Appendix A: Glossary

ACTIVE FRONTAGE: A streetfront with building design elements such as a front façade, main entrance, human-scale features, large windows, colorful detailing, creative signage, and quality materials, as well as public gathering spaces, that promote visual engagement between the building and the street, attracting pedestrians and encouraging them to perceive the street as a place.

ACTIVITY SPACE: An area designed for strolling, gathering, play, dining, cultural activity, or other events. Activity Space may include a wide range of features such as a village green, plaza or square, courtyard, pocket park, rooftop garden, usable lawn or terrace, pool area, playground, ballfield, and other similar spaces. They may be private or public.

ACTIVITY SPACE, PRIVATE: An area designed for the exclusive use of residents in an individual development or defined customers or clients in a commercial or office site.

ACTIVITY SPACE, PUBLIC: An area designed for public activities on sites with non-residential uses. These areas are intended for the shared use of the public, site occupants, and site residents.

AFFORDABLE HOUSING: housing costs that do not exceed 30% of household income.

BULK REGULATIONS: Controls on building size, placement, and coverage through floor-area ratio (FAR), height, setbacks, and open area regulations.

BUSINESS IMPROVEMENT DISTRICT (BID):

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

COMMERCIAL DISTRICT MANAGEMENT AUTHORITY:

Allows the imposition of taxes and fees to pay for the provision of security, maintenance, or amenities within the district.

COMMUNITY AMENITY: A feature that improves the community's aesthetic, character, or quality of life.

Examples include, but are not limited to, the following items:

- Art placed in exterior public activity spaces, on building facades or in interior spaces where they can be seen from the public street.
- Significant memorials, monuments, or other one-of-a-kind decorative streetscape features that support a historical heritage or thematic message.
- 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.
- Decorative fountains or features such as decorative street clocks, public drinking fountains, or other one-of-a-kind streetscape features that enrich street life.
- 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.
- Staffed tourist informational kiosks.
- Ice skating rinks, skateboard parks, and other exterior public recreational facilities.
- High-quality plazas and generously-sized active streetscapes with finishes and/or features well above the basic level of finish required.

CONTRIBUTING RESOURCE: A building, structure, or site that has historic, architectural, cultural, or archaeological significance.

CONNECTIVITY INDEX: A measure that quantifies how well a roadway network connects destinations. Contributing factors can include accessibility, circuitry, the frequency of dead-ends, and the number of intersections; all factors can be evaluated for both motorized and non-motorized travel.

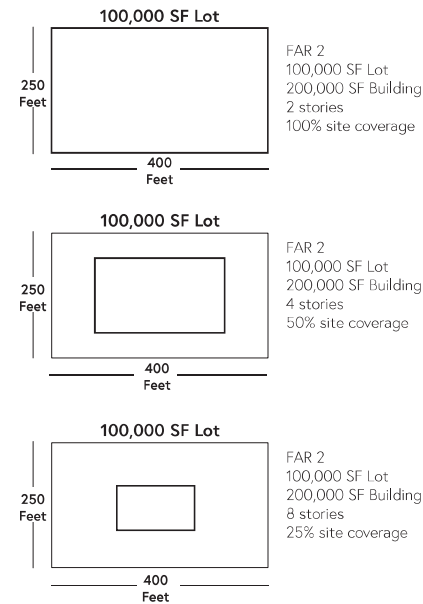
ENVIRONMENTALLY SENSITIVE AREAS: The area of a site which contains tidal and nontidal wetlands, bogs, 100-year floodplains, streams, steep slopes, and all associated buffers, and, in the critical area, also includes habitat protection areas.

FIRST/LAST MILE: This refers to the beginning and end of trips made by public transit, specifically the gap between a transit stop and a traveler's origin or

destination. People will often walk or bike up to one mile to access transit; longer distances correlate with higher rates of car usage.

FLOOR-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 in that 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.

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.

FORM-BASED CODE: A land development regulation that facilitates predictable built results and a high-quality public realm by using physical form—rather than separation of uses—as the organizing principle for the Code.

FRONT: To "front on a street" means to be contiguous to the street edge or to a sidewalk along the street edge.

GATEWAY: Locations, typically at an intersection or along a roadway corridor, that provide a sense of arrival into the OTC.

GREEN AREA/SPACE: Exterior planted areas that contribute to creating green relief, infiltration, or evapotranspiration. Green areas can include lawns, planters, green roofs, landscaped areas, forest and sensitive preservation areas, buffers, bioretention areas, parking lot strips, floodplains, wetlands, tree pits, and other areas regardless of usability or accessibility. Paved areas are not considered Green Areas.

HUMAN-SCALE: This describes architectural and design elements that are scaled to an average human's senses and perceptions. For example, a human-scale building might have elements that are designed to be visible at a walking pace, rather than a driving pace.

INCENTIVE PROGRAM: A development incentive program that allows for additional development capacity or relief from requirements in exchange for enhanced development quality or provision of amenities beyond Plan or Code requirements.

INFILL OR INFILL DEVELOPMENT: Residential infill development is the development of vacant, buildable lots within an existing subdivision or existing developed area, or the creation of new lots within a previously

approved residential plan of subdivision or an existing developed area. This is the most prevalent type of infill. Commercial infill development occurs on vacant commercial sites. In designated Mixed-Use zones, infill development may combine a variety of different uses (for example, residential, commercial, institutional).

LANDMARK: Sites that serve as orientation points, typically located at important intersections, at the termini of important views or vistas, or in prominent locations in relation to areas of high activity.

LEVEL OF SERVICE (LOS): A qualitative measure of the motor vehicle traffic service on a given roadway. For example, LOS C would mean traffic flow is stable on a certain road at a certain time, while LOS F indicates that traffic has outstripped capacity of a certain road at a certain time. The levels are:

- **A:** free flow
- **B:** reasonably free flow
- **C:** stable flow, at or near free flow
- **D:** approaching unstable flow
- **E:** unstable flow, operating at capacity
- **F:** forced or breakdown flow

LEVEL OF TRAFFIC STRESS (LTS): A measure of the level of comfort of bicyclists using a bike facility. Contributing factors can include traffic speeds, traffic volumes, width of bike lane, distance between bike lane and through lane for motorized traffic.

MASS: The size or physical bulk of a building.

MICRO-MOBILITY: Transportation using lightweight vehicles such as bicycles or scooters, especially electric ones—sometimes referred to as "electromobility" or "e-mobility." Micro-mobility devices are often shared as part of a self-service rental program in which people rent vehicles for short-term use within a town or city.

MICRO-TRANSIT: Smaller-scale transit services that can fill service gaps in public transportation routes. Micro-transit routes can be flexible and on-demand, or operate along a fixed route and schedule.

MIXED-USE: A development or project that blends two or more residential, civic/institutional, commercial, office, or industrial uses.

- Vertical mixed-use refers to one building that includes two or more uses.

- Horizontal mixed-use refers to a site or area that may have multiple uses, such as when the uses are in individual buildings.

MULTIMODAL TRANSPORTATION: Different types of transportation, including bus, automobile, bicycling, walking, rolling, ride-hailing, and/or other means of mobility.

PARKING MINIMUM: The minimum required amount of off-street parking that needs to be provided as part of a development project.

PARKING, SHARED: A binding agreement that allows the same parking spaces to be assigned to more than one use based on staggered periods of peak parking demand.

PEDESTRIAN LEVEL OF COMFORT: A measure of the level of comfort of pedestrians using the existing walking network. Measures analyze the completion and adequacy of sidewalks and crossings, including elements such as walkway width, walkway type, traffic volume on adjacent roadways, presence of traffic control, and cross-street characteristics.

PLACEMAKING: The concept of strengthening the connection between people and the places they share. Placemaking facilitates creative patterns of use of space, paying particular attention to the physical, cultural, and social identities that define a place and support its ongoing activation.

PLAN2040: Anne Arundel County's General Development Plan, which sets the 20-year policy framework to protect the County's natural environment, shape development of the built environment, provide public services to promote healthy communities, and support a diverse, resilient economy. The County Council adopted Plan2040 in May 2021.

PROPERTY, UNDERUTILIZED: Those with an assessed value of improvements over \$10,000 but less than the base land-assessed value.

PROPERTY, VACANT: Those with an assessed value of improvements of less than \$10,000.

SCALE: A measure of the relative size of a building or building component in relation to a known unit of measure.

SENSE OF PLACE: A feeling of connection to a place, where people have positive associations with and ascribe meaning to a place based on memorable experiences; a "community feel."

SPECIAL COMMUNITY BENEFIT DISTRICT: An area established under Article 4-7-204 of the Code.

TARGETED DEVELOPMENT, REDEVELOPMENT AND REVITALIZATION DEVELOPMENT POLICY AREA: A County designation that promotes public and private investment in designated Town Centers, Commercial Revitalization Areas, and Sustainable Communities.

TAX-INCREMENT FINANCING (TIF): A public financing mechanism for capturing the future tax benefits of community improvements authorized under State law and Article 4-9-101, et seq. of the County Code.

TOWN CENTER DEVELOPMENT POLICY AREA: As designated in Plan2040, existing or planned compact, walkable, pedestrian-oriented, higher-density residential and nonresidential mixed-use areas within the Priority Funding Area that take the most urban form in character within the County. Development, Redevelopment and Revitalization Policy Area. Town Centers are focused and encouraged to take advantage of existing infrastructure. Implementation is guided by a town center master plan.

TRANSIT-ORIENTED DEVELOPMENT (TOD): A dense, mixed-use deliberately-planned development within a half-mile of transit stations that is designed to increase transit ridership. The State and the County have designated the half-mile surrounding Odenton MARC Station to be a TOD-supportive policy area.

TRANSIT-ORIENTED DEVELOPMENT POLICY AREA: Compact, walkable, pedestrian-oriented, mixed-use areas that are within a half-mile of an existing or planned transit station and compatible with the underlying Policy Area and surrounding community. All are within the Priority Funding Area; implementation is guided by a transit area sector plan.

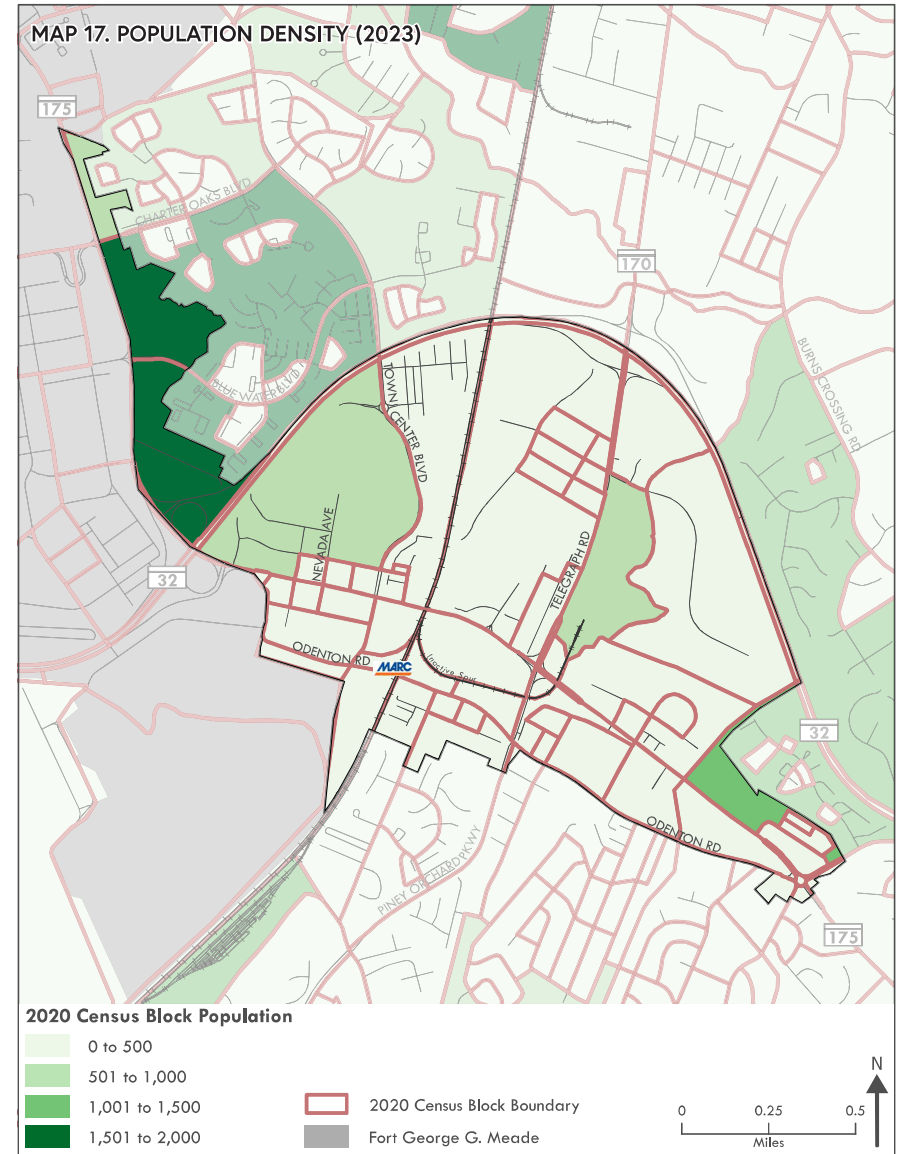
TRAFFIC ANALYSIS ZONE (TAZ): The unit of geography most commonly used in conventional transportation planning models.

WORKFORCE HOUSING: Deed-restricted dwelling units meeting the income limitations and other conditions in the County Code.

Appendix B: List of Acronyms

- AAEDC:** Anne Arundel Economic Development Corporation
- ACDS:** Arundel Community Development Services
- BMC:** Baltimore Metropolitan Council
- BWI:** Baltimore/Washington International Thurgood Marshall Airport
- DRP:** Anne Arundel County Department of Recreation and Parks
- DPW:** Anne Arundel County Department of Public Works
- DPW-BWPR:** Anne Arundel County Department of Public Works, Bureau of Watershed Protection and Restoration
- HUD:** U.S. Department of Housing and Urban Development
- I&P:** Anne Arundel County Department of Inspections and Permits
- LPPRP:** Anne Arundel County Land Preservation, Parks, and Recreation Plan
- OEM:** Anne Arundel County Office of Emergency Management
- OTC:** Odenton Town Center
- OTCAC:** Odenton Town Center Advisory Committee
- OOT:** Anne Arundel County Office of Transportation
- OPZ:** Anne Arundel County Office of Planning and Zoning
- TAZ:** Traffic Analysis Zone
- TFMP:** Transportation Functional Master Plan
- TOD:** Transit-Oriented Development

Appendix C: Reference Data



OTC Commercial Real Estate Market (2021)

	Total Sq. Ft. in OTC	Vacancy Rate (OTC)	Vacancy Rate (County)
Office	340,000	7.3%	9.5%
Flex and Industrial	2.2 million	8.9%	8.0%
Retail	777,000	3.7%	6.4%
Total Commercial	3.3 million	7.5%	7.9%

Source: CoStar. Accessed 2021.

OTC Residents Age 16+ by Place of Work (2019)

Worked in state and in county of residence	49.3%
Worked in state and outside county of residence	36.9%
Worked outside state of residence	13.8%

Source: U.S. Census Bureau, 2015-2019 American Community Survey

OTC Residents Occupation by Industry (2021)

Agriculture	0.2%	Professional/Tech Svcs	15.3%
Mining	0.0%	Management	0.0%
Construction	1.5%	Admin/Waste Mgmt	2.1%
Manufacturing	4.2%	Educational Services	6.2%
Retail Trade	5.5%	Health Care	13.1%
Transportation	6.2%	Arts/Entertainment/Rec	1.1%
Utilities	1.2%	Other Services	6.2%
Information	1.7%	Public Administration	24.9%
Finance/Insurance	2.1%	Wholesale Trade	1.6%
Real Estate	5.4%		

Source: 2021 ESRI Enrichment Report

OTC Workers Age 16+ by Means of Transportation to Work (2019)

Drove alone	79.9%
Carpooled	3.4%
Public transportation (excluding taxicab)	9.5%
Bus or trolley bus	1.3%
Light rail, streetcar, or trolley	0.0%
Subway or elevated	1.4%
Long-distance/Commuter Train	6.7%
Ferryboat	0.0%
Taxicab	0.0%
Motorcycle	0.4%
Bicycle	0.0%
Walked	4.0%
Other means	0.2%
Worked at home	2.5%

Source: U.S. Census Bureau, 2015-2019 American Community Survey

OTC Residents Average Commute-to-Work Time (2019)

Work from Home	2.5%
<5 Min.	0.3%
5-9 Min.	2.6%
10-14 Min.	8.1%
15-19 Min.	12.6%
20-24 Min.	22.0%
25-29 Min.	5.7%
30-34 Min.	15.5%
35-39 Min.	3.6%
40-44 Min.	3.4%
45-59 Min.	8.8%
60-89 Min.	13.1%
90+ Min.	4.6%

Source: U.S. Census Bureau, 2015-2019 American Community Survey

Civilian Pop. 18+ by Veteran Status (2019)

Veteran	775	19.5%
Nonveteran	3,209	80.5%
Total Civilian Pop. 18+	3,984	-

Source: U.S. Census Bureau, 2015-2019 American Community Survey

Gross Rent as a Percentage of Income for Prior 12 Months (2019)

<10% of Income	0.8%
10-14.9% of Income	8.5%
15-19.9% of Income	12.9%
20-24.9% of Income	16.1%
25-29.9% of Income	12.6%
30-34.9% of Income	13.0%
35-39.9% of Income	11.3%
40-49.9% of Income	5.9%
50+% of Income	18.0%
Gross Rent % Income Not Computed	0.90%

Source: U.S. Census Bureau, 2015-2019 American Community Survey

Households by Poverty Status (2019)

Income in the past 12 months below poverty level	6.7%
Income in the past 12 months at or above poverty level	93.3%

Source: U.S. Census Bureau, 2015-2019 American Community Survey

Appendix D: Public Engagement Summary

OPZ collaborated with residents, stakeholders, and the OTCAC to update the 2016 OTC Master Plan. Public engagement activities conducted prior to the release of the draft 2023 OTC Master Plan included:

March 18, 2021: OPZ and members of the OTCAC facilitated two community-led, virtual Master Plan Visioning Meetings. A consistent observation made during these visioning sessions was that Odenton is connected to surrounding areas, but lacks a center that draws in people and businesses. Participants expressed desire for more community-oriented amenities such as dog parks, expanded trails systems, programmable public spaces, and beautified streetscapes. There was strong desire for mixed-use development at the MARC station that would bring restaurants, retail, and entertainment to the Core of the OTC.

March 18 to April 4, 2021: Through an accompanying online visioning survey, 94 community participants expressed a range of opinions on topics such as walkability, retail, and community diversity. Many respondents cited the OTC's lack of green space, lack of diverse housing options, lack of public art, and uncoordinated public transportation options as its biggest challenges. They cited the Odenton Regional Library and Fort Meade as essential community partners, and emphasized optimism for a future in which residents could fulfill all of their needs in the OTC. Participants especially agreed that safe, connected sidewalks and walkability are excellent amenities where they exist and critical to building where they do not.

May 6 to May 24, 2021: OPZ administered a public survey that was available in English and in Spanish, online and via paper copy that asked participants to indicate their preferred topics for the updated Master Plan. Eighty-four respondents indicated a strong preference for the Plan to address walkability, as well as public gathering space, greenery, and the form of future development.

- 98% of respondents desire more passive green space throughout the OTC, while 95% of respondents desire access to dedicated walking paths through the town center.
- About 81% of respondents desire small, independent retail businesses to come to Odenton.

- 94% of respondents say that improved streetscape design, such as the addition of landscaping and lighting, is important or very important to them.
- 84% of respondents ranked the diversity of the community as important or very important to them.

On May 25, 2021, during a monthly public meeting, the OTCAC deliberated and recommended language for the Plan's Vision statement. The OTCAC and community members revisited the Vision language on November 30, 2021 and again on January 25, 2022 to ensure that it represents a shared vision for the future of the OTC.

March 24 to April 25, 2022: OPZ published the Preliminary Draft of the OTC Master Plan as well as draft County Code amendments for review and comment by the public. OPZ held a public meeting, attended by 36 members of the public, on April 6. During the public forum, OPZ provided an overview of the process and key changes to the Master Plan and Code. Twenty-eight individuals provided written feedback on the draft during this review and comment period. On March 25, 2022, OPZ mailed letters to the 844 individuals who own property in the OTC, alerting them to the opportunity to review and comment on the Preliminary Draft of the Master Plan.

April 26 to May 10, 2023: The Office of Planning and Zoning presented the draft OTC Master Plan to the PAB. Oral testimony was received at the meeting and the written comment period was opened until May 9, 2023. The Office of Planning and Zoning presented a summary of written testimony submitted by three individuals. The PAB deliberated and voted 4-0 to recommend approval.

July 14 - August 2, 2023: Public Comment on Draft Article 17 and Draft Article 18 Code revisions. Two individuals submitted comments.

July 26 to August 9, 2023: The Office of Planning and Zoning presented a new chapter, Development Requirements, of the draft OTC Master Plan to the PAB. Oral testimony was received at the meeting and the written comment period was opened until August 2, 2023. The Office of Planning and Zoning presented a summary of written testimony submitted by two individuals. The PAB deliberated and voted 5-0 to recommend approval.

Appendix E: Suggested Proffers

Land Use Proffers
Quasi-public and institutional uses such as, but not limited to, child or senior care centers and community centers provided as part of the project and available to the public.
Land for, significant contribution toward, or development of a significant, high quality amenities, such as a gathering space, recreational amenity, amphitheater, garden, plaza, natural resource protection, park, or community landmark.
Land for, significant contribution toward, or development of a regional intermodal facility.
Workforce and/or affordable housing above any minimum set by County, State, or Federal requirements.
Transit and Parking Proffers
Structured parking above County Code requirements.
Adjacent property owners create shared parking lot arrangements, curb cuts, driveways, and service alleys.
Employment centers establish an acceptable privately funded shuttle operation or TDM program such as car or van pooling or car sharing programs.
Employment centers provide bicycle parking spaces, lockers, and shower facilities to accommodate and encourage employees to walk or bicycle to work.
Contribution to regional transit programs or providing public transportation such as shuttle bus service to the MARC Station.
Provision of, or funding for, off-site road improvements that will improve traffic flow to and through the OTC.
Provide a MTA and/or County specified transit shelter for at least one existing or proposed transit stop.
Public parking amenities such as electric vehicle charging stations over and above what is required by the Code or this Plan.
Contribution to the bicycle, pedestrian, road and/or transit network or facilities above that are required by this Plan or by the County Code, or recommended in approved agency studies. The contribution may be in the form of right-of-way, construction of a planned network segment with a logical start and end point and lying either within or on the approach to the OTC, or a financial contribution to a fund designated for specified improvements.

Conservation Proffers
Porous paving materials.
Green Areas above the amount required per County Code.
Exceed regional stormwater management or regional water quality improvement standards of the County Stormwater Management Manual.
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 rooftop area or 20,000 square feet, whichever is greater.
Provision of a building design that meets the minimum standard of LEED Silver for Green Construction or equivalent green building program.
Rehabilitate or remediate environmentally damaged or contaminated sites, such as a Brownfield site.
Use of a rainwater harvesting system(s).
Exceed the surface parking lot landscaping standards of the County Landscape Manual.
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.
Stream restoration including bank stabilization, increased stream buffering, or other restoration techniques.
Reduce the heat island effect to minimize impact on the microclimate. Use roofing materials with optimum Solar Reflectance Index and colored (reflective) asphalt.
Streetscape and Urban Design Proffers
Art to be placed in publicly accessible outdoor areas and building facades where it can be seen from the public sidewalk.
Maintenance of medians, plantings, and landscaped areas along public roadways or in Landmark locations, gateways, or public areas.
Historic Preservation Proffers
Rehabilitation or renovation of historic buildings within the Historic sub-area to include historically compatible treatments beyond those required in Chapter 4.
Placing a contributing historic resource under a historic preservation easement so that it is preserved in perpetuity.

Appendix F: Complementary County Plans and Resources

The following County plans and resources provide additional information to support community planning in the OTC. These plans and resources are current as of the time of publication of this Master Plan.

Land Use and Housing

- **Plan2040:** Plan2040 is the General Development Plan for Anne Arundel County. It sets the policy framework to protect the natural environment, shape development of the built environment, provide public services to promote healthy communities, and support a diverse, resilient economy. For more information, visit <https://www.aacounty.org/departments/planning-and-zoning/long-range-planning/general-development-plan/index.html>.
- **Land Use Market Analysis:** The purpose of the market analysis was to evaluate the supply and demand of land for various uses (employment, retail, residential), assess future growth potential of each market, and identify strategies to address any challenges or imbalances in the market in order to assist the County in future land use and economic development planning to inform Plan2040. Visit aacounty.org/aacoOIT/PZ/land-use-market-analysis.pdf to access the report.
- **Water/Sewer Master Plan:** The Environment Article, Title 9, Subtitle 5 of the Annotated Code of Maryland, requires each county to develop water supply and sewerage systems in accordance with a county master plan that specifies the extent, adequacy, sizing, staging, and other characteristics of such facilities so that they are in compliance with State laws relating to water pollution, environmental protection, and land use. At the time of publication, the water/sewer master plan is in the process of being updated. For more information, visit aacounty.org/departments/planning-and-zoning/long-range-planning/water-and-sewer.
- **Rental Needs Assessment:** The purpose of this study is to determine availability, distribution, and penetration of affordable multifamily rental units throughout Anne Arundel County. Visit https://acdsinc.org/wp-content/uploads/2019/11/Anne-Arundel-Rental-Needs-Asmt.10.2019.FINAL_.pdf to access the Rental Needs Assessment.

- **Homeownership Needs Assessment:** This study specifically reports on the current conditions of Anne Arundel County for sale market in terms of level of affordability for certain demographic cohorts. Based on our demographic and competitive research, we examine the balance between the supply of affordable for sale housing by income category and the demand for such units. Visit https://acdsinc.org/wp-content/uploads/2019/10/Anne-Arundel-Co.For-Sale-Housing-Needs-Assessment.10.2019.FINAL_.pdf for more information.
- **Anne Arundel County Apartment Study (2018):** This report summarizes the number and type of existing apartment units within the County. Where available, rental rates are analyzed and reported. To access the study, visit www.aacounty.org/departments/planning-and-zoning/research-and-gis/map-services/forms-and-publications/AptsFinalReport.pdf
- **Anne Arundel County's Inventory of Historic Properties:** This resource catalogs all of the County's historic and cultural resource properties, buildings, structures, and districts. For more information, visit www.aacounty.org/departments/planning-and-zoning/forms-and-publications/AACoInventoryHistoricProperties.pdf

Transportation

- **Move Anne Arundell!** This is the County's first Transportation Functional Master Plan (TFMP). It integrates five component studies and recommends improvements to the County's transportation network to enhance mobility and accessibility within local and State fiscal constraints, programmed to the year 2045. Find the TFMP and other Office of Transportation Plans by visiting: aacounty.org/departments/transportation/reports-studies
- **Bicycle and Pedestrian Master Plan (2013):** The purpose of the 2013 Pedestrian and Bicycle Master Plan is to identify opportunities that will increase the potential for safe travel by walking

and bicycling, while diminishing the need for single occupant vehicle trips. At the time of publication, the Office of Transportation is developing an update to this plan, known as Walk & Roll Anne Arundel.

Find the 2013 Bicycle and Pedestrian Master Plan by visiting aacounty.org/departments/transportation/reports-studies. Find more information about the update, Walk & Roll Anne Arundell, by visiting aacounty.org/walkroll.

- **Vision Zero:** Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. In January 2022, the Office of Transportation released a Vision Zero Draft Plan. For more information, visit aacounty.org/services-and-programs/vision-zero.

Natural Environment

- **Land Preservation, Parks, and Recreation Plan (LPPRP):** Developed by the Anne Arundel County Department of Recreation and Parks, the LPPRP serves as a guide for land preservation and for parks and recreation planning, park development, program improvements, and decision making. At the time of publication, the Department of Recreation and Parks is in the process of completing the 2022 LPPRP. Find the plan at: aacounty.org/departments/recreation-parks/about-us/lpprp
- **Green Infrastructure Master Plan:** The County's Green Infrastructure Master Plan supports the LPPRP and is a technical guide to conserving and adding green spaces throughout the County. The plan identifies a Green Infrastructure Network—large, connected, natural lands that work together to protect environmental and community health—and identifies strategies to maintain and expand the Network where possible. At the time of publication, the Office of Planning and Zoning is in the process of completing the 2022 Green Infrastructure Master Plan. Find more information at: aacounty.org/greeninfrastructure.
- **Watershed Studies:** Comprehensive Watershed Management Studies and Plans provide a holistic and systematic watershed perspective to land use planning and development review activities. In addition, they provide the tools necessary to facilitate daily land use and infrastructure management decisions to protect watershed resources. For more information, visit [aacounty.org/departments/public-works/wrpp/watershed-](http://aacounty.org/departments/public-works/wrpp/watershed-assessment-and-planning/watershed-studies)

[assessment-and-planning/watershed-studies](http://aacounty.org/departments/public-works/wrpp/watershed-assessment-and-planning/watershed-studies).

Public Health and Welfare

- **Anne Arundel County Consolidated Plan: FY 2021–2025:** Overseen by Arundel Community Development Services, the Consolidated Plan establishes the County's housing and community development needs, goals, and funding priorities for the next five years. The Consolidated Plan is required by the U.S. Department of Housing and Urban Development (HUD) to receive federal entitlement funds to support housing and community development in the County. Find the plan at: https://acdsinc.org/wp-content/uploads/2020/08/CON-PLAN-FY-2021-FY-2025_FINAL_2020-compressed.pdf
- **Poverty Amidst Plenty:** The purpose of this report is to provide an overview of the issues in Anne Arundel County that impact the economy and quality of life. The report intends to increase knowledge and awareness as well as to frame informed discussions about persistent local trends and needs. For more information, visit aacounty.org/boards-and-commissions/partnership-for-children-youth-families/forms-and-publications/2018-needs-assessment-poverty.pdf.
- **Report of Community Health Indicators:** This report evaluates health outcomes, social determinants of health, and specifics for a range of public health conditions, pulling lived experiences together to paint a broad picture of the health of Anne Arundel County. Read the report at: aahealth.org/wp-content/uploads/2017/07/aahealthreportcard2021.pdf.

Appendix G: Bill No. - XXX

Placeholder for anticipated legislation.