

# 2024 ODENTON TOWN CENTER MASTER PLAN (OTCMP)

## 2025 ANNUAL REPORT REPORTING PERIOD: MARCH 2024 - MAY 2025

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.

OTCMP Vision Statement



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# ABOUT THE PLAN

The Odenton Town Center (OTC) is a 1,233-acre community located in the western part of Anne Arundel County. The OTC is one of the County's three Town Centers, and it has been 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. The OTC 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.

The 2024 OTCMP 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 Odenton Town Center Advisory Committee (OTCAC), elected officials, and other community stakeholders that the previous format of regulating development both through the OTCMP 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.



*OTC sign near The Shirley*



# INTRODUCTION

The 2025 OTCMP Annual Report provides an overview of progress from when the OTCMP became effective on March 29, 2024 through the end of May 2025. This is the first annual report on the implementation of the 2024 OTCMP. The annual report also provides a brief summary of points of discussion during the OTCAC meetings and provides accountability to demonstrate how the County and partners are following through on the commitments made in the 2024 OTCMP. The report also serves as a tool for identifying additional needs or opportunities, such as capital projects, legislation, and informing the next update to the OTCMP.

Anne Arundel County Code 3-6B-101.e.2 provides that the OTCMP Annual Report shall be prepared by OPZ and presented at an OTCAC meeting and under 3-6B-101.i.2.iii that the OTCAC shall make written advisory recommendations to OPZ on the OTCMP Annual Report.

OPZ Long Range Planning section developed the 2024 OTCMP in collaboration with the many County and State departments, the OTCAC, and the community at large. Anne Arundel County's General Development Plan, Plan2040, establishes the overall framework within which development in the OTCMP will take shape. The OTCMP Annual Report follows the same organizational structure as the General Development Plan, with chapters focused on the Natural Environment, Built Environment, Healthy Communities, and Healthy Economy. Each chapter provides the following elements:

- Summary statistics on the status of implementation strategies
- Highlights of progress
- Key performance indicators

A matrix listing all of the individual goals, policies, and strategies, along with the status of implementation and performance measures, is provided as an appendix.





# ODENTON TOWN CENTER ADVISORY COMMITTEE (OTCAC)

The OTCAC consists of nine voting members who are local residents and three ex-officio members representing Fort Meade, the Central Maryland Chamber of Commerce, and Anne Arundel Economic Development Corporation (AAEDC). Members are appointed by the County Executive to advocate for the vision, goals, policies, and strategies of the OTCMP. The OTCAC meets on a regular basis to review preliminary development proposals within the OTC as well as revisions or updates to the OTCMP.

During the reporting period, the OTCAC met seven times. They received presentations and provided comments on five new and ongoing development projects, an update on the Grid Streets Study and capital project, an update on the MDOT Transit-Oriented Development (TOD) project, and the County's development review process. The OTCAC also developed its list of priority capital projects that helps inform the County's budget.

Major themes that came up during OTCAC discussions included: ensuring development meets the community's vision for a welcoming, unique, walkable, community with a sense of place; creating first and last mile connections; identifying what makes other town centers successful; green technologies, such as solar panels and electric vehicle charging stations; wayfinding; public art in development; identifying funding opportunities; better orientation of development on sites, and coordinating with other efforts, such as the Region 5 Plan and Fort Meade objectives.



*OTCAC meeting*



# NATURAL ENVIRONMENT

Goals, policies, and strategies in the OTCMP Natural Environment chapter are designed to measure, identify, protect, and restore sensitive environmental features, improve water quality, and report on progress of these efforts.

The Natural Environment chapter focuses on the following topics:

- Environmentally Sensitive Areas (Goal NE1)
- Water Resources (Goal NE2)





# STATUS OF NATURAL ENVIRONMENT STRATEGIES

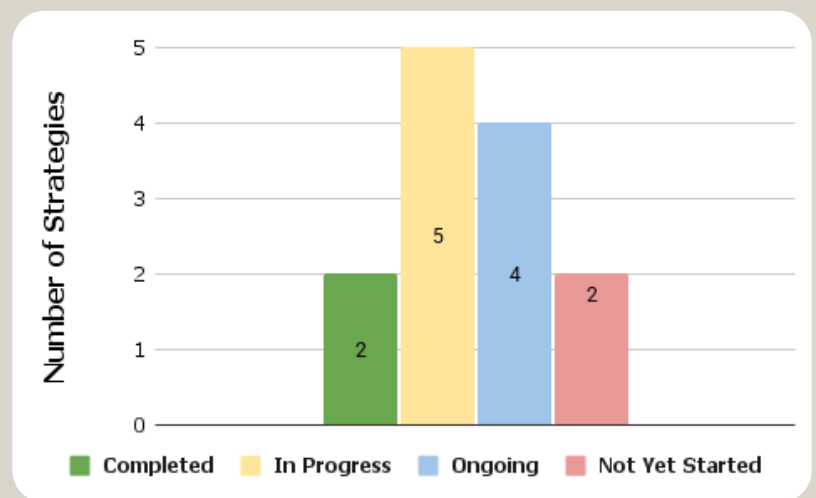
The Natural Environment strategies affirm and strengthen many ongoing programs at the County and provide direction for new policies and programs to be developed in the future.

No strategies have been completed, however, over 75% of the 13 Natural Environment strategies are underway and approximately 25% are not yet started. See Appendix D for information on the status and performance measures for each strategy.

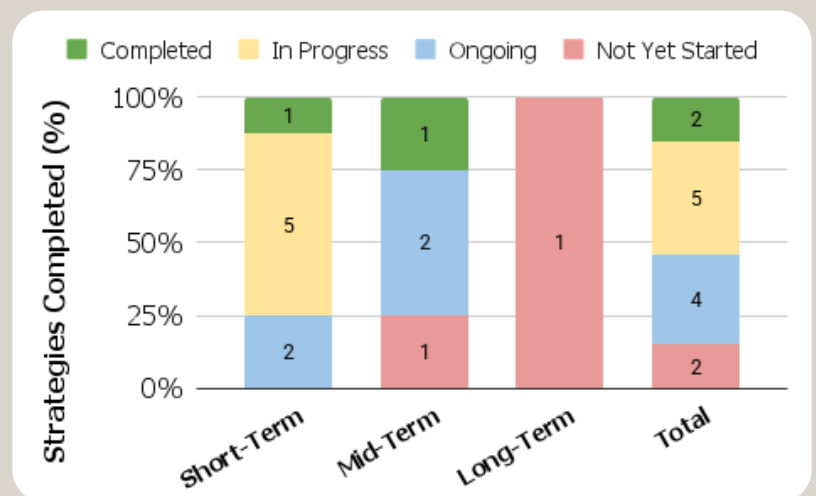


Forest area on Town Center Boulevard

**Figure 1. Status of Natural Environment Strategies**



**Figure 2. Status of Strategies by Timeframe**



Short-Term = 0-5 years, Mid-Term = 5-10 years, Long-Term = 10+ years.





# PROGRESS HIGHLIGHTS

Programs and projects that assess, protect, and restore the natural environment are housed in multiple departments in the County. The following case examples highlight progress implementing Natural Environment Strategies.

## Starbucks - Odenton Shopping Center

A Starbucks is currently under construction at the Odenton Shopping Center. The project is an example of retrofitting a vacant bank building with outdated stormwater management and green space requirements to current standards. The project site is 12,275 square feet. After construction, there will be 7,068 square feet of impervious surface - approximately 50% less impervious surface, reducing the runoff quantity for all storm events. In addition, the proposed work will improve the site from an environmental site design perspective. The rain gardens will provide water quality treatment which does not exist today.

## Picture Spring Branch restoration

The Picture Spring Branch is located in the northeast section of the Odenton Town Center and is within the Severn River Watershed. The project is for the restoration and repair of 7,500 linear feet of Picture Spring Branch, three outfalls, and five unnamed tributaries. The project is currently in the early design phase with an estimated construction start date in late 2027. This project will address the severe erosion and sediment deposition from Annapolis Road to MD 32 within Picture Spring Branch.



*Picture Spring Branch Restoration Project*



# KEY INDICATORS

## Forest Conservation



# 25% increase

as a result of recent development

The restaurant project on Baldwin Road had an existing forest conservation easement of 0.99 acres. After the site plan process, 1.28 acres are now in a forest conservation easement.

## Green Area



# 1.64 acres

of Green Area provided more than required

The project was required to provide 0.13 acres of Green Area. The project was approved with 1.77 acres.

## Open Area



# 1.4 acres

of additional Open Area

The project was required to provide 0.38 acres of Open Area. The project was approved with 1.78 acres.

\* Forest conservation area may count towards Green Area

*Note: Data obtained from development applications. The Odenton Shopping Center project is exempt from the 2016 OTCMP and Forest Conservation requirements.*





# BUILT ENVIRONMENT

The Built Environment Chapter addresses how the County will manage land development to accommodate growth in population and employment. The OTCMP policies encourage growth primarily in the Core; provide more diverse and affordable housing options; create a reliable transportation system with viable transit, biking, and walking options; protect historic resources; and build resilience to climate change.

The Planning for the Built Environment chapter focuses on the following topics:

- Land Use and Zoning (Goal BE1)
- Housing, including Affordable Housing (Goal BE2)
- Historic Resources (Goal BE3)
- Transportation (Goals BE4 - BE5)





# STATUS OF BUILT ENVIRONMENT STRATEGIES

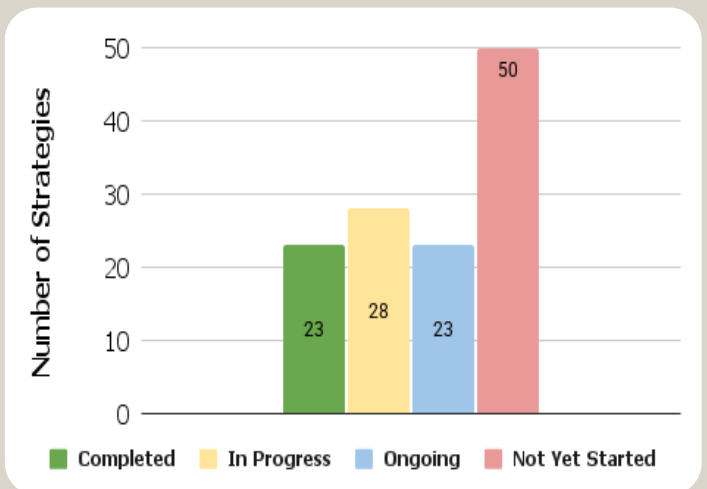
The County and State are dedicating a significant amount of resources to ensure the OTC is successful in achieving the vision. Over 50% of the 124 Built Environment strategies are either complete or underway.

See Appendix D for information on the status and performance measures for each strategy.

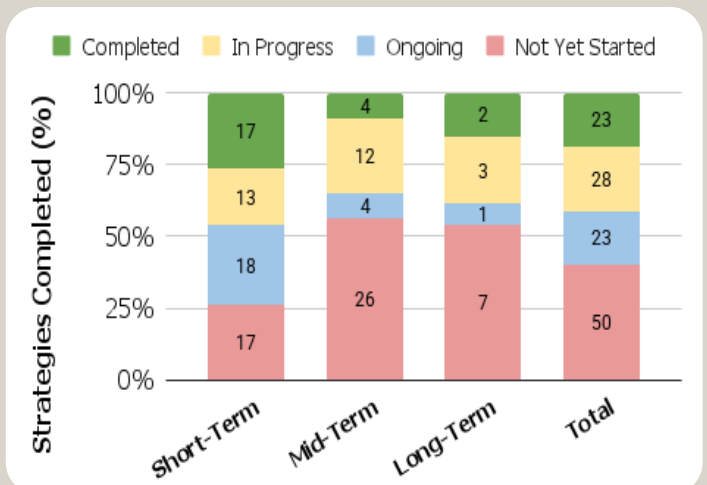


Town Center Commons

**Figure 3. Status of Built Environment Strategies**



**Figure 4. Status of Strategies by Timeframe**



Short-Term = 0-5 years, Mid-Term = 5-10 years, Long-Term = 10+ years.



# PROGRESS HIGHLIGHTS

## Blue Oaks at North Odenton

The Blue Oaks at North Odenton project is a redevelopment project transforming vacant and underutilized lots into a workforce apartment community.

Developed as a public-private partnership between Conifer Realty and Maryland's Department of Housing and Community Development (MD DHCD), the project will feature a total of 150 units across two buildings. Its location on MD 175, offers easy access to Fort Meade (the State's largest employer), the Seven Oaks Shopping Center, and is less than two miles from the Odenton MARC Train Station, connecting residents to Washington, D.C., and Baltimore.



*Rendering of project courtesy of Soto Architecture & Urban Design*

## Transit-Oriented Development (TOD)

The Odenton MARC train station is surrounded by a significant amount of State-owned surface parking lots. These parking lots are positioned well to support mixed-use TOD as parking is consolidated into a commuter parking deck. According to the Penn Line Strategy, Odenton has the greatest opportunity for near-term TOD among any station on the MARC Penn Line. Recent examples of mixed-use development, along with continued population growth, make it the strongest market for increased development.

The West Lot of the Odenton MARC Station will be redeveloped into a ~1,000-space parking garage on the southern section. The parking garage is anticipated to be completed in 2028. The State will be advertising a Request for Proposals (RFP) shortly to redevelop the northern section of the parking lot into a dense mixed-use development with innovative amenities, and multimodal access to facilitate walking, cycling, shared mobility, auto drop-offs and/or bus transfers.



*TOD rendering from MDOT RFQ*



# KEY INDICATORS

Residential  
Development



In the OTC:

**931**

units proposed and under construction

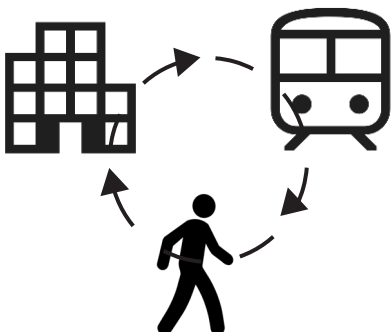
**308**

Workforce Housing Units

**33%**

Workforce Housing units proposed or under construction

Residential  
Development near  
Transit



Within 1/2 mile of Transit:

**781**

units proposed and under construction

**167**

Workforce Housing Units

**21%**

Workforce Housing units proposed or under construction

*Note: Data obtained from development applications.*





# HEALTHY COMMUNITIES

Anne Arundel County provides a wide variety of community services and operates public facilities to address local needs. The OTCMP establishes a coordinated policy framework for the delivery of community services that responds to changing demographics and future development patterns. The Planning for Healthy Communities chapter focuses on the following topics:

- Recreation and Parks (Goal HC1)
- Public Education (Goal HC2)
- Utilities (Goal HC3)
- Aesthetics (Goal HC4)



# STATUS OF HEALTHY COMMUNITIES STRATEGIES

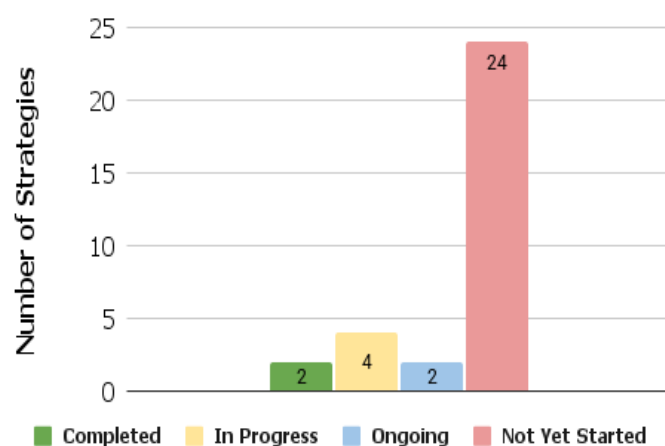
Approximately 44% of the 32 Healthy Communities strategies are underway or complete, and 56% are not yet started.

See Appendix D for information on the status and performance measures for each strategy.

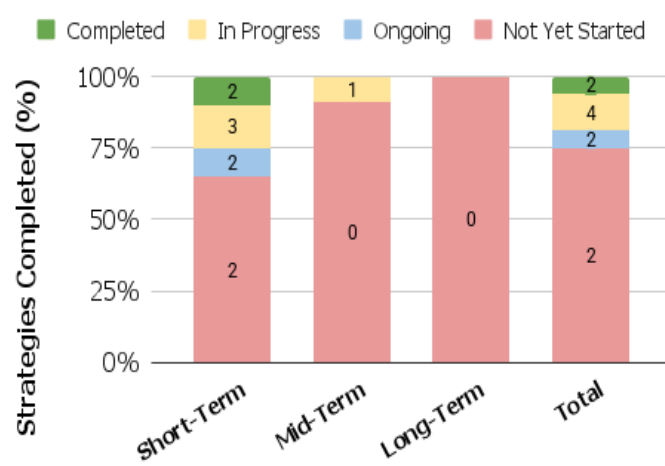


Odenton Library

**Figure 5. Status of Healthy Communities Strategies**



**Figure 6. Status of Strategies by Timeframe**



Short-Term = 0-5 years, Mid-Term = 5-10 years, Long-Term = 10+ years.

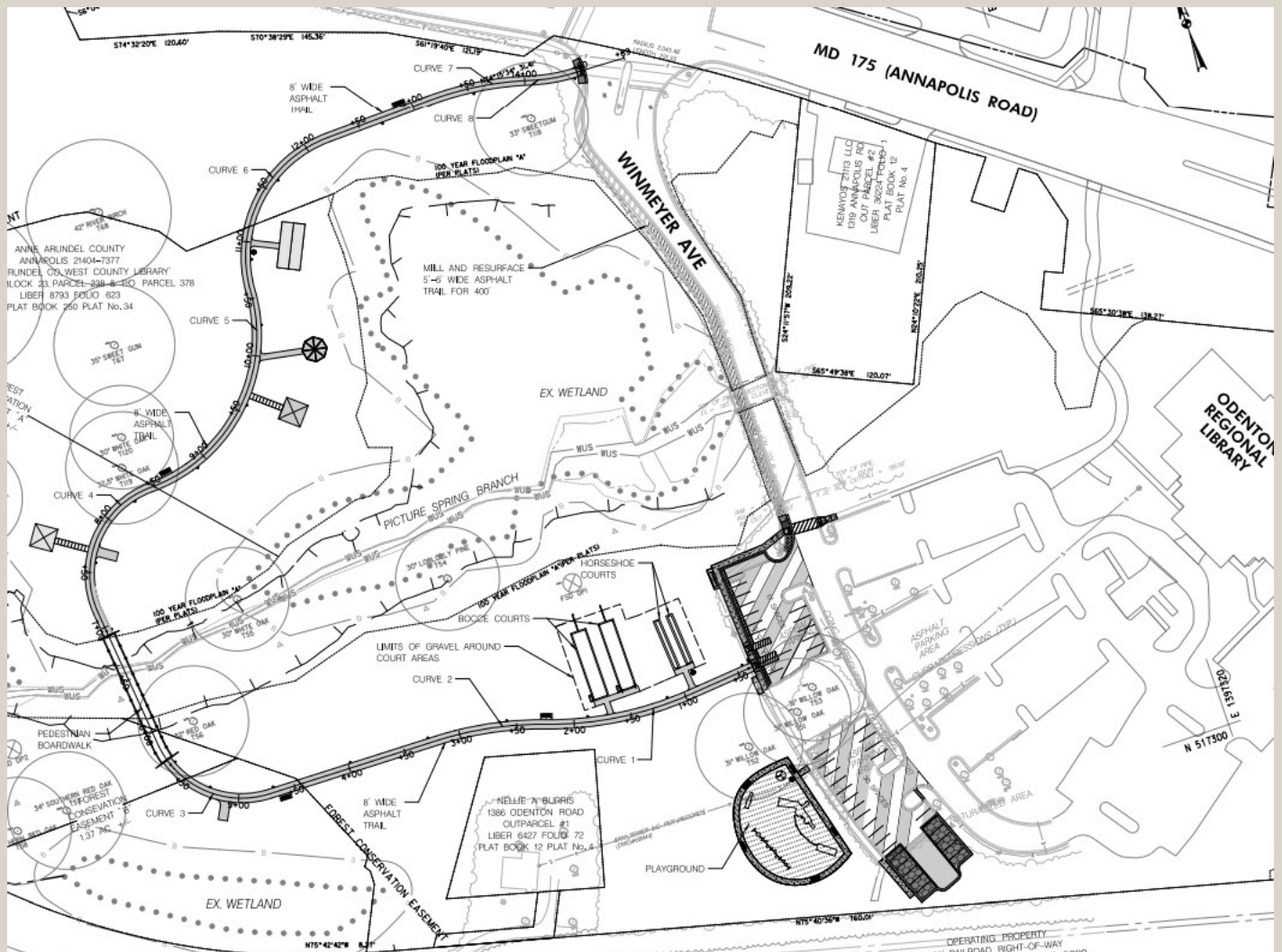


# PROGRESS HIGHLIGHTS

## Odenton Library 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 park addresses the need for outdoor recreational facilities in the OTC and is consistent with the 2022 Land Preservation, Parks and Recreation Plan (LPPRP) and the 2024 OTCMP. The County approved capital funding for the Odenton Library Community Park in fiscal year 2022, and construction is anticipated to begin in 2025 and expected to be completed in 2026. The total cost of the project is \$4,641,000.

The new park is adjacent to the Odenton Library. Major elements in the initial phase of development include a playground, court sports, viewing decks, a gazebo, a pavilion, interpretive signage, and parking.



Odenton Library Community Park 100% construction drawing



# KEY INDICATORS



## Odenton Library Community Park by the numbers

**~1,300 feet of new  
trail**

**2 horseshoe courts**

**2 bocce courts**

**2 viewing pavilions**

**1 gazebo**

**1 playground**

*Note: Data obtained from Anne Arundel County Department of Recreation.*

# HEALTHY ECONOMY

The OTC is adjacent to Fort Meade, which employs over 65,000 individuals, and is the State's largest employer. These employees create more than 167,000 direct and indirect jobs throughout the region. The OTC is also home to several large healthcare providers such as Johns Hopkins Medicine, Anne Arundel Medical Center Health Services, and the Kennedy Krieger Institute.

The Planning for a Healthy Economy chapter focuses on the following topics:

- Financial tools (Goal HE1)
- Business recruitment, retention, and expansion (Goal HE2)
- Redevelopment of brownfield sites (Goal HE3)



# STATUS OF HEALTHY ECONOMY STRATEGIES

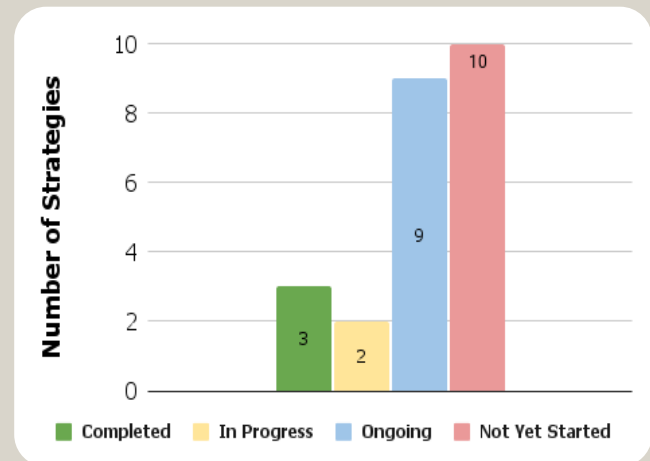
Over 55% of the 24 Healthy Economy strategies are underway or complete, and 45% are not yet started.

See the Appendix for information on the status and performance measures for each strategy.

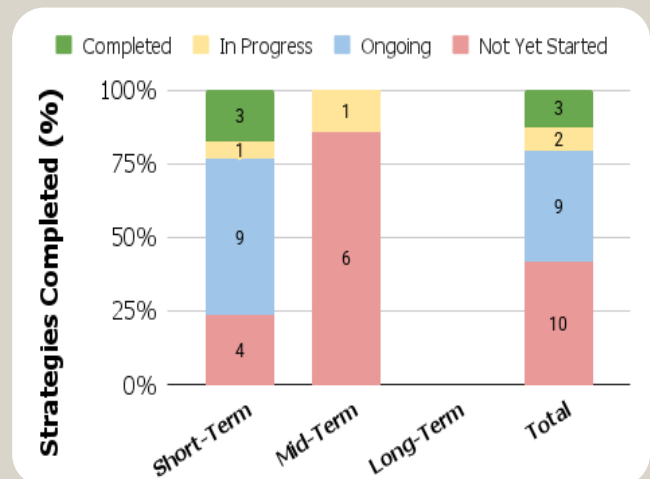


Medical office complex on MD 175

**Figure 7. Status of Healthy Economy Strategies**



**Figure 8. Status of Strategies by Timeframe**



Short-Term = 0-5 years, Mid-Term = 5-10 years, Long-Term = 10+ years.





# PROGRESS HIGHLIGHTS

## Anne Arundel Economic Development Corporation (AAEDC)

In 2024, Anne Arundel County was awarded \$150,000 in Facade Improvement Funds and \$300,000 in Project Restore 2.0 funds from the MD DHCD. AAEDC is the administrator of both grants. The Facade Improvement Funds provide matching grant funds for commercial property owners in Odenton who apply for the Arundel Community Reinvestment (ACR) Loan for exterior improvements. The Project Restore Funds provide build-out and rental assistance to businesses that move into vacant space at the Village at Odenton Station. In 2025, AAEDC was awarded an additional \$200,000 in Facade Improvement Funds from MD DHCD.



The **Arundel Community Reinvestment (ACR) Fund** is designed to spur economic activity, investment and improvement in Anne Arundel County's 11 Commercial Revitalization Districts.

For a limited time, the ACR Fund includes a grant up to 50% of project costs (max \$50,000). Eligible improvements include renovation and upgrades to building exteriors and site improvements, including landscaping. In addition to financial assistance, the program includes professional architectural services provided by a full service architectural firm with experience in commercial revitalization.

Interested businesses are asked to contact AAEDC to discuss the process and to verify that the particular property is located in one of the targeted revitalization districts.

A companion loan through AAEDC's VOLT Loan program will be offered as well, providing loans up to \$500,000 to business owners taking part in the façade program to finance additional improvements including tenant improvements or equipment purchases.

**Anne Arundel County Community Revitalization Program:** This program provides a property tax credit for up to ten years equal to the incremental increase in real property tax assessment for improvements of at least \$100,000. Properties must be in one of the 11 designated districts and certified by the Office of Planning and Zoning as a qualified property.

**Before**



**After**



SCAN TO SEE MAP OF REVITALIZATION AREAS



FOR MORE INFORMATION ABOUT THESE PROGRAMS PLEASE CONTACT:

**KAYLEIGH DE LA PUENTE,**  
**TOWN CENTER/REVITALIZATION MANAGER,**  
**410-222-7410 OR EMAIL [KDELAPUENTE@AAEDC.ORG](mailto:kdelapuate@aaedc.org)**

**FOLLOW US @ARUNDELBIZ ON**    

2660 RIVA ROAD, SUITE 200, ANNAPOLIS, MD 21401  
[INFO@AAEDC.ORG](mailto:INFO@AAEDC.ORG) ■ 410.222.7410

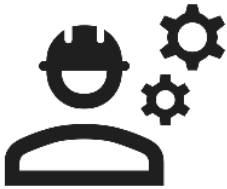


# KEY INDICATORS



20

New, expanding, or relocating businesses



3,721 or 1.6%

Workers commuting to the OTC\*



5,147 or 2.1%

Workers commuting from the OTC\*



\* within the Baltimore-Columbia-Towson Metropolitan Statistical Area (MSA)

*Note: Data obtained from Anne Arundel Economic Development Corporation New and Expanding Businesses List and Commuter Inflow/Outflow Report.*





# PROCESS AND PROCEDURES

The Process and Procedures chapter includes strategies that can further clarify the role and responsibilities of the OTCAC, streamline the development and approval process, and provide guidance on how to implement, measure, and update the OTCMP.

The Process and Procedures chapter focuses on the following topics:

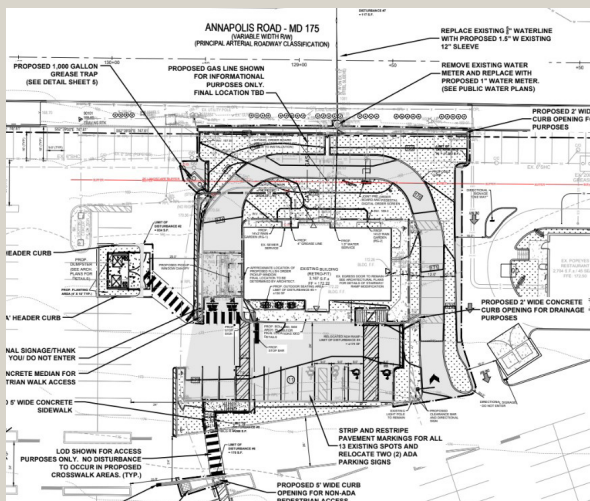
- Collaboration amongst partners (Goal PP1)
- Improve the development review process (Goal PP2)
- OTCMP implementation (Goal PP3)



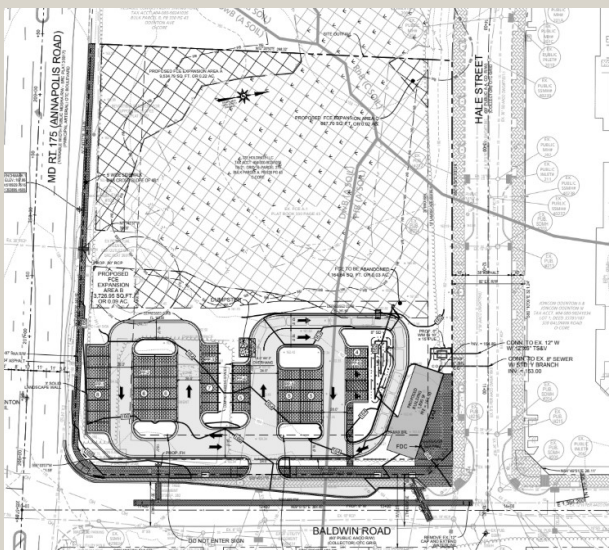
# STATUS OF PROCESS AND PROCEDURES STRATEGIES

Over 73% of the 26 Process and Procedures strategies are underway or complete, and 27% are not yet started.

See the Appendix for information on the status and performance measures for each strategy.



Starbucks at Odenton Shopping Center



Restaurant at MD 175 and Baldwin Road

Figure 9. Status of Healthy Economy Strategies

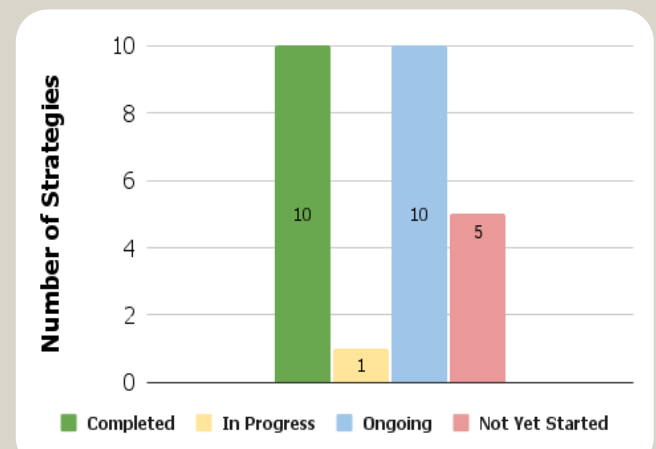
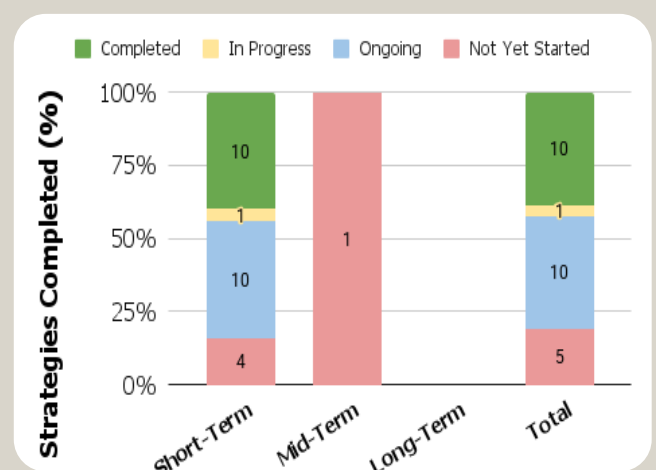


Figure 10. Status of Strategies by Timeframe



Short-Term = 0-5 years, Mid-Term = 5-10 years, Long-Term = 10+ years.





# PROGRESS HIGHLIGHTS

## Odenton Town Center Advisory Committee (OTCAC)

After the OTCMP was adopted, the OTCAC updated its bylaws to a "Rules of Procedures and Bylaws" similar to the Planning Advisory Board. OPZ and the OTCAC developed a workplan that presents items that are ongoing, like developer presentations, and items that are on a yearly schedule, such as the Priority Project letter regarding capital projects and the Annual Report.

To standardize their work, OPZ and the OTCAC created a developer presentation template and an OTCAC letter template for development projects. The developer presentation template will aid in a more efficient and productive meeting. The OTCAC letter template is designed to be similar to how OPZ - Long Range Planning reviews projects and ensures that the OTCAC's comments are helpful during the review process.

### RULES OF PROCEDURES AND BYLAWS OF THE ANNE ARUNDEL COUNTY ODENTON TOWN CENTER ADVISORY COMMITTEE

#### ARTICLE I Statement of Purpose

Pursuant to Anne Arundel County Code, § 3-6B-101, the Odenton Town Center Advisory Committee ("Committee") is established. The mission of the Committee is to advocate for the vision, goals, policies, and strategies of the Odenton Town Center Master Plan. The Committee shall adopt rules and regulations to govern procedures for its meetings and make written advisory recommendations to the Office of Planning and Zoning on (1) An application for approval of a sketch plan, preliminary plan, or incentive program application, indicating whether an application is consistent with the goals of the Odenton Town Center Master Plan; (2) Any modifications, revisions, or updates to the Odenton Town Center Master Plan; and (3) the Odenton Town Center Annual Report.

#### OTCAC Bylaws adopted in May2024

##### OTCAC yearly work plan

###### Spring: Annual Report preparation

- Office of Planning and Zoning (OPZ) prepares Annual Report

###### Late Spring: Annual Report presentation to OTCAC

- OPZ provides evaluation on progress of meeting the Vision and what goals, policies, and strategies have been achieved/not achieved and why
- OTCAC may:
  - request speakers from responsible departments to provide more information on status of strategies
  - recommend alternative ways to interpret strategy or measure
  - recommend strategies that should be a priority
    - If the strategy is a capital project, the recommendation can be folded into the Priority Project letter
  - recommend ideas for the next Master Plan update

###### Summer: Department presentations providing context for strategy status (as necessary)

###### Late Summer: Priority Project (capital projects) letter

- OPZ drafts Priority Project list
- OTCAC reviews and makes recommendations
- Review adopted capital budget (update capital projects list and map) and this can feed into Priority Project letter
- OPZ drafts letter on behalf of the OTCAC (similar to the Planning Advisory Board), then sends to Office of Transportation and Department of Public Works (helps keep letters standardized)

###### Fall: Year end review

- OPZ presents the development review process
- OPZ reviews OTCAC ideas for Code amendments and/or items to consider during the next Master Plan process (OTCAC may draft a letter and share with Councilmember)

###### Ongoing: Development project presentations (when requested by developer)

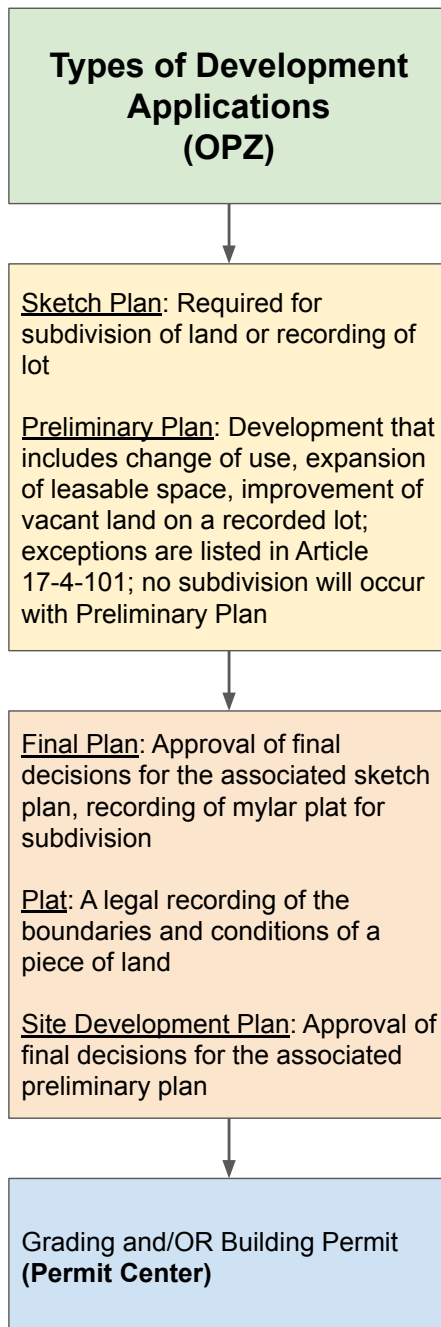
- Applicant will present sketch plan, preliminary plan, or incentive program application (no Code modifications - a Community Meeting will be held if the request meets certain criteria)
- OTCAC reviews and comments
- OPZ drafts letter on behalf of the OTCAC

**DRAFT**  
**April 29, 2025**

#### OTCAC draft workplan



# KEY INDICATORS



Development review process

Note: Data obtained from development applications.

## Number of projects in the respective phases

2

Projects approved

2

in Preliminary Plan review

1

in Sketch plan review

4

in Site Development review

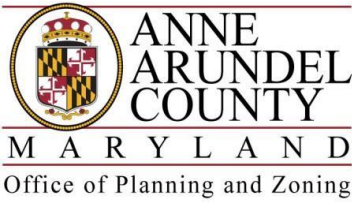
2

in Final Plan review





# APPENDIX A - 2024 OTCAC PRIORITY PROJECT LETTER



2664 Riva Road, P.O. Box 6675  
Annapolis, MD 21401  
410-222-7450

**Jason M. Schwier**  
**Chair, Odenton Town Center Advisory Committee**

October 22, 2024

Ms. Jenny Dempsey  
Anne Arundel County Office of Planning and Zoning  
2664 Riva Road, 4th Floor  
Annapolis, MD 21401

Re: FY26 Odenton Town Center Capital Project Priorities

Dear Ms. Dempsey:

At the monthly September meeting of the Odenton Town Center Advisory Committee (OTCAC), the Committee reassessed its recommendations from the FY25 project priority list for FY26. We are providing you with details of important modifications for consideration by the appropriate County departments in support of key investments in Capital Projects for the Odenton Town Center (OTC).

The Committee formulated these updated recommendations using its deliberative process including review of public feedback from various sources, assessment of priority project status, proposed developments the Committee reviewed in 2024, and the influence these projects have on establishing priorities. With these revisions, the OTCAC continues supporting all efforts the County undertakes to schedule and complete the Top Priority and Supporting Priority Projects, which are essential to help Odenton achieve the mission of the OTCMP.

From this review, the OTCAC identified important updates in three areas, all of which are related to the essential tasks of successfully implementing principles of Transit Oriented Development (TOD) and building multi-modal transportation systems as part of the plan. The Committee highlighted these same three areas in its FY25 priority list and is again stressing their importance for 2025.

- Enhancing TOD at the MARC Station
- Making Bus Stop improvements

# APPENDIX A - 2024 OTCAC PRIORITY PROJECT LETTER

- Constructing sidewalks between MD 175 and MD 170

The full list of priority projects is attached to this letter.

## **Enhancing TOD at the MARC Station and completing the MARC Station Parking Garage**

Although TOD is a key element of the OTC, as it should be, implementation of strategic plans to manage transportation and automobile traffic congestion in the core and surrounding areas continues to be underprioritized. To this point, and as the Committee has outlined before, Move Anne Arundell!, the Transportation Functional Master Plan, projects the OTC will have unsustainable traffic volumes exceeding the current road infrastructure. To decrease the overcrowding of arterial roads, the MDOT-MTA Fort Meade/Odenton Small Area Plan suggested incorporating public transportation options that provide improvements of and additions to the existing services with the goal of increasing the number of people leveraging this service instead of driving. So, a top priority of the Committee continues to be the importance of giving transportation full and early consideration to incorporate alternative modes. To truly implement TOD, reliable local transportation services, such as bus service and bike paths, need to be improved and dedicated to supporting MARC train schedules so that local travelers of MARC have a convenient way both to the station and home without driving a vehicle thereby meeting the first- and last-mile need. This will mitigate the growing vehicle congestion around the MARC station, reduce pollution and fuel usage, eliminate the need for massive road expansion, and reduce safety risks caused by traffic congestion, which is already a major concern. The County has an opportunity to accelerate the adoption of the goals of Move Anne Arundell!, acting on the urgent need for public transportation options in Odenton.

Encouraging the use of bus transportation to and from the Odenton MARC Station as a first- and last-mile solution, is dependent on the convenience of the bus schedule, bus service availability supporting MARC train service schedules, and bus stop locations. Increasing bus ridership is also aided by more prominently displaying and making available bus schedules and stop locations as part of a campaign to entice more riders and provide a well-managed bus service customers can trust.

## **Bus Stop Improvement**

Another top priority task the Committee elevated for FY26 is bus stop improvement to encourage ridership growth and protect passengers departing or arriving at bus stops. Today, many bus stops across the Odenton area do not have protection from weather or traffic and some are not easily reachable by residents with physical disabilities. The OTCAC understands there may be funding available for bus stop improvements, and to move this



# APPENDIX A - 2024 OTCAC PRIORITY PROJECT LETTER

forward, the Committee identified several initial candidate locations where bus stop improvements including shelters would best serve the Odenton community.

- Along Piney Orchard Parkway
- MARC East Parking Lot, and
- Charter Oaks Rd. along highway MD 175.

## **Sidewalk construction between MD-175 and MD-170**

Related to improvement of meeting the first- and last-mile needs, is completion of sidewalks in the core, initially along MD-175. Making the core more accessible for walking and biking is essential for building smart communities that provide greater access and safety improvements for pedestrians, cyclists, and citizens with physical handicaps. At present there are gaps in the sidewalk network in this area, leaving pedestrians to navigate brown field areas not designed for pedestrian use, introducing safety liability issues and discouraging patrons from visiting the town center core or traveling to the MARC Station area shops without driving. Adding sidewalks and a bikeway are long overdue.

Thank you for your consideration of these priority tasks and associated funding requests. We are encouraged by the County's support of the Odenton Town Center, putting us on a path toward realizing the goals established by the OTC Master Plan. Thank you for your partnership.

Please let us know if you have questions or need clarification, or if we can help in other ways to realize these goals for the community and the County.

Sincerely,



Jason M. Schwier, Chair  
Odenton Town Center Advisory Committee

CC: Sam Snead, Director Office of Transportation

# APPENDIX A - 2024 OTCAC PRIORITY PROJECT LETTER

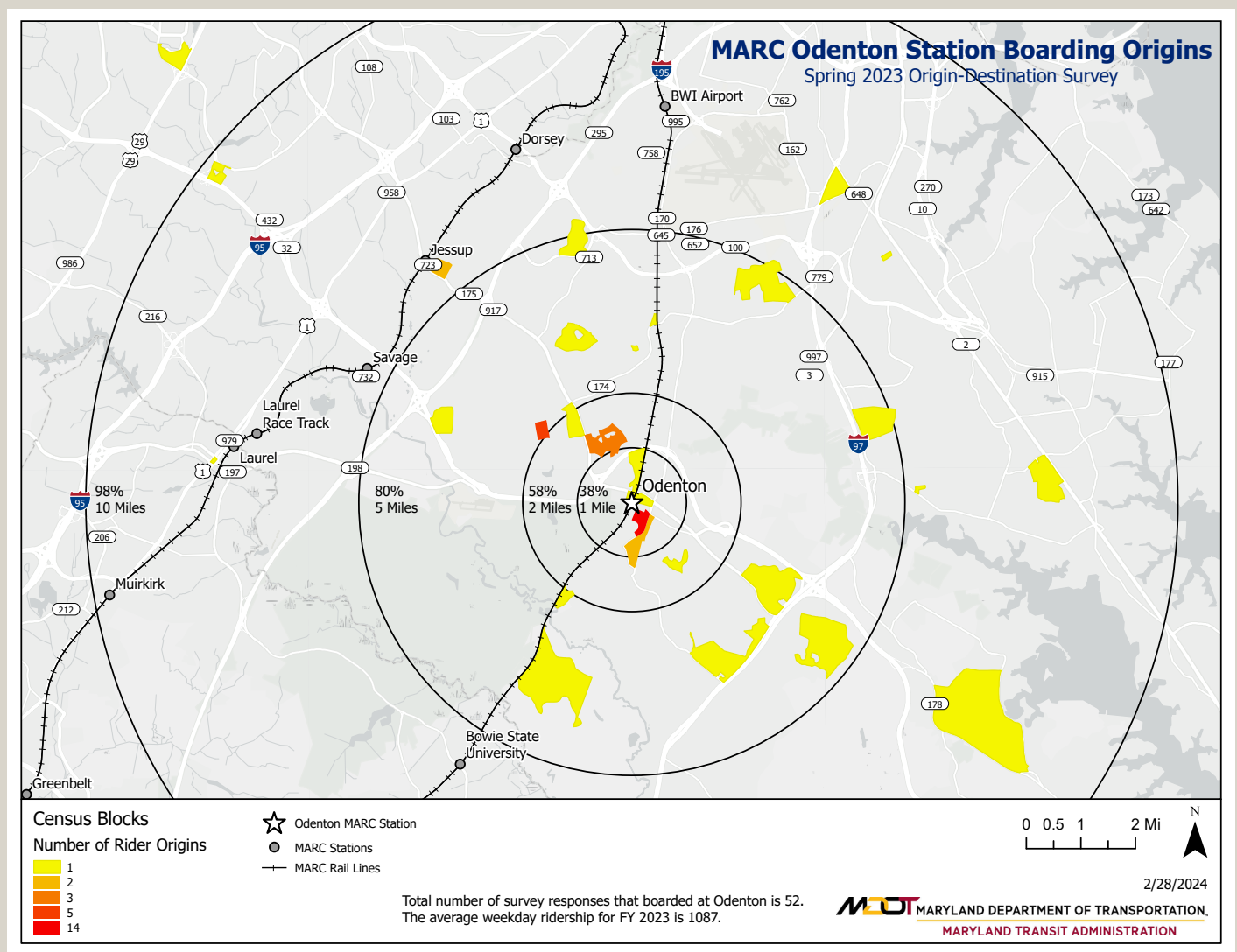
2024 Odenton Town Center Priority Projects			
Top Priority Projects (Funded or Partly Funded)			
Project	Description	Funding Sources	2024 Status
Odenton Community Park	Design and build a community park that is central to Odenton Town Center.	County	Bid late fall/early winter 2024. Construction is anticipated to start in late spring/early summer 2025.
MARC Station Parking Garage & Transit-Oriented Development	Construct a mixed- use and multi-modal development on the west parking lot of the Odenton MARC Train Station that includes residential and commercial uses as well as a parking garage.  <b>The OTCAC recommends that first- and last-mile solutions are integrated into the TOD design to facilitate greater public transportation ridership.</b>	MDOT, County, Private	Construction Documents. The parking garage project has been funded.
Grid Streets in the Town Center Core (Berger Street, Hale Street, Duckens Street, Baldwin Road, Nevada Avenue, Dare Street)	Complete the design, right-of- way acquisition, and construction for all streets per the OTCMP to the maximum extent practicable. Project will create greater connectivity as well as bicycle and pedestrian amenities.	County to fund design and acquisition; construction funded by County and/or private developers through required streetscape improvements.	Design Development. Right-of-way acquisition process is ongoing.
MD 175 Sidewalk: MD 170 to Sappington Station Circle	Complete a final design and construct a sidewalk along the north and south side of MD 175.	MDOT-SHA, County	Design Development. MDOT is awaiting Federal approval to continue with design.
Supporting Priority Projects (Funded or Partly Funded)			
Project	Description	Funding Sources	2024 Status
MD 175 Improvements: Mapes Road/ Charter Oaks Boulevard to MD 170	Complete improvements along MD 175 from Mapes Road/Charter Oaks Boulevard to MD 170 to increase capacity. Includes intersection improvements, medians, sidewalks, and hiker/biker trail.	MDOT-SHA (current scope is Mapes Road to Nevada Avenue)	30% design complete. Remaining cost and timeline for project completion to be determined.
South Shore Trail	Design, acquire property, and construct a trail utilizing the abandoned WB&A Railroad between Annapolis and Odenton.	Federal, MDOT-SHA, County	Phase I (Ticker Lane to Hansel Drive/MD 3) is open. Phase II (OTC to Holladay Park Road/MD 3) construction will begin in winter 2024. Phase III (Honeysuckle Lane to Bestgate Road) is in Schematic Design. Phase IV (Ticker Lane to Honeysuckle Lane) is in Schematic Design. Phase V(a) (Medical Parkway to Bestgate Road) is open. Phase V (Bestgate Road to City of Annapolis) may be addressed via a study to connect Poplar Trail to South Shore Trail.
WB&A Trail	Design and construction of a paved multiuse trail on portions of the roadbed of the former WB&A Railroad. The trail will link the South Shore Trail in Odenton with the Patuxent River and an existing rail trail in Prince George's County.	Federal, MDOT, County	There are 2 phases left for the WB&A Trail. The bridge phase has been completed. Phase IVb (Waugh Chapel Road to Annapolis Road to South Shore Trail), which is a spur, is in the process of feasibility and right of way determination.
Priority Projects Not Currently Funded			
Project Title	Description	Funding Sources	2024 Status
Bus Stop Improvements	Enhance bus stops to include various amenities, including but not limited to waiting pad, benches, and a shelter.	MDOT-MTA, County	\$50,000 is available for bus stop improvements.
Pine Street Extension	Planning, design, and construction of Pine Street between MD 170 and Winmeyer Avenue. Extension will provide greater connectivity.	Private, County	Partial sections will be improved by developers of Academy Yard.
MD 170 Streetscape	Retrofit MD 170 to include bicycle and pedestrian amenities.	State, County, Private	Partial sections will be improved by developers of Academy Yard.
Upgraded and New Bicycle and Pedestrian Crossings	MD 175 between the Dairy Queen/Post Office and the Sappington Station roundabout: Upgrade current bicycle and pedestrian crossings. Construct mid-block crossing to connect Odenton Health and Technology Campus to the Odenton Shopping Center.	MDOT-SHA, County	Specific funding has yet to be identified.
Odenton Road and North Patuxent Road Sidewalk	Provide bicycle and pedestrian improvements.	State, County, Private	Funding has yet to be determined.
Odenton Rail Spur	Create a hiker/biker trail connecting the Academy Yard project to the Odenton MARC train station	Private, County	County has decided to not acquire the property.
Shared Use Path from Odenton Road at Sappington Station Roundabout North to BWI Trail	Create a shared use path linking the South Shore Trail at the Sappington Station roundabout to the BWI Trail.	County	A feasibility study was completed in 2022. Funding has yet to be identified.
Odenton Avenue	Design and construction of planned road connecting Annapolis Road (MD 175) and Town Center Boulevard. Project will create greater connectivity.	State, County, Private	Alignment concept has changed due to right of way acquisition. Site Plan for OTC at Seven Oaks routes Odenton Avenue east to a midpoint of Town Center Boulevard.



# APPENDIX B - MDOT MTA ORIGINATION STUDY (2023)

Strategy BE4.1.b states "Review MDOT-MTA Origination Studies and include statistics and potential recommendations in OTC Annual Reports and future Master Plan updates."

**Figure 11. MARC Odenton Station Boarding Origins**



# APPENDIX B - MDOT MTA ORIGINATION STUDY (2023)

## MARC Origin-Destination Survey Results

MARC Origin-Destination Survey Results (Spring 2023) Odenton Station Boarding Passengers									
	Survey Responses	Survey Percentage	Weighted Responses	Weighted Percentage		Survey Responses	Survey Percentage	Weighted Responses	Weighted Percentage
<b>Age</b>					<b>Number of Transfers</b>				
Under 16	0	0.00%	0	0.00%	None	35	67.31%	412	65.85%
16-17	0	0.00%	0	0.00%	One time	10	19.23%	126	20.14%
18-24	8	16.00%	93	15.55%	Two times	6	11.54%	75	12.06%
25-34	11	22.00%	139	23.08%	Three times	0	0.00%	0	0.00%
35-44	12	24.00%	144	23.97%	Four or more times	1	1.92%	12	1.95%
45-54	12	24.00%	136	22.67%	<b>Total</b>	<b>52</b>		<b>626</b>	
55-64	6	12.00%	76	12.63%	<b>Access Type</b>				
65-74	1	2.00%	13	2.11%	Walked only	7	13.46%	88	14.08%
75 or Older	0	0.00%	0	0.00%	Rode with someone	12	23.08%	133	21.19%
<b>Total</b>	<b>50</b>		<b>601</b>		Personal bicycle or scooter	1	1.92%	13	2.02%
<b>Gender</b>					Taxi or app-based transportation servi	3	5.77%	37	5.99%
Female	25	48.08%	308	49.22%	Drove a car	24	46.15%	292	46.61%
Male	27	51.92%	318	50.78%	Mobility aid (cane, walker, wheelchair,	0	0.00%	0	0.00%
Non-Binary	0	0.00%	0	0.00%	MobilityLink (ParaTransit or Call-A-Rid	0	0.00%	0	0.00%
Use a Different Term	0	0.00%	0	0.00%	App-based bikeshare or scootershare	0	0.00%	0	0.00%
<b>Total</b>	<b>52</b>		<b>626</b>		Airport shuttle bus	0	0.00%	0	0.00%
<b>Race/Ethnicity</b>					Johns Hopkins shuttle bus	0	0.00%	0	0.00%
African American/Black	16	30.77%	183	29.27%	UMD shuttle bus	0	0.00%	0	0.00%
American Indian/Alaska Native	0	0.00%	0	0.00%	Gallaudet shuttle bus	0	0.00%	0	0.00%
Asian	3	5.77%	34	5.48%	Hospital shuttle bus	0	0.00%	0	0.00%
Caucasian/White	29	55.77%	358	57.23%	Shuttle bus (not specific)	4	7.69%	51	8.09%
Hispanic/Latino	2	3.85%	25	4.04%	Airplane	0	0.00%	0	0.00%
Native Hawaiian or Pacific Islander	0	0.00%	0	0.00%	University shuttle (not specific)	0	0.00%	0	0.00%
Multiracial	2	3.85%	25	3.97%	Other	0	0.00%	0	0.00%
Other	0	0.00%	0	0.00%	Bus/Subway/CityLink/Any public trans	1	1.92%	13	2.02%
<b>Total</b>	<b>52</b>		<b>626</b>		<b>Total</b>	<b>52</b>		<b>626</b>	
<b>Household Income</b>					<b>Egress Type</b>				
Less than \$10,000	2	5.13%	25	5.42%	Walk only	32	61.54%	392	62.64%
\$10,000 to less than \$20,000	0	0.00%	0	0.00%	Will ride with someone	1	1.92%	13	2.02%
\$20,000 to less than \$25,000	2	5.13%	25	5.42%	Personal bicycle or scooter	1	1.92%	13	2.02%
\$25,000 to less than \$35,000	1	2.56%	13	2.71%	Taxi or app-based transportation servi	6	11.54%	71	11.40%
\$35,000 to less than \$40,000	0	0.00%	0	0.00%	Drive a car	1	1.92%	13	2.02%
\$40,000 to less than \$45,000	2	5.13%	18	3.85%	Mobility aid (cane, walker, wheelchair,	0	0.00%	0	0.00%
\$45,000 to less than \$50,000	1	2.56%	13	2.71%	MobilityLink (ParaTransit or Call-A-Rid	0	0.00%	0	0.00%
\$50,000 to less than \$75,000	6	15.38%	76	16.26%	App based bikeshare or scootershare	0	0.00%	0	0.00%
\$75,000 to less than \$100,000	6	15.38%	72	15.38%	Airport shuttle bus	0	0.00%	0	0.00%
\$100,000 to less than \$150,000	8	20.51%	93	20.01%	Johns Hopkins shuttle bus	0	0.00%	0	0.00%
\$150,000 or More	11	28.21%	132	28.24%	Umd shuttle bus	0	0.00%	0	0.00%
<b>Total</b>	<b>39</b>		<b>467</b>		Gallaudet shuttle bus	0	0.00%	0	0.00%
<b>Origin Type</b>					Hospital shuttle bus	0	0.00%	0	0.00%
Work	13	25.00%	161	25.69%	Shuttle bus (not specific)	1	1.92%	13	2.02%
Job-Related Business	0	0.00%	0	0.00%	Airplane	1	1.92%	9	1.44%
College/University (Student Only)	0	0.00%	0	0.00%	Amtrak	1	1.92%	13	2.02%
School (K-12 Student Only)	0	0.00%	0	0.00%	Other	2	3.85%	25	4.04%
Home	33	63.46%	390	62.40%	Bus/Subway/CityLink/Any public trans	6	11.54%	65	10.37%
Shopping/Sightseeing/Restaurant	0	0.00%	0	0.00%	<b>Total</b>	<b>52</b>		<b>626</b>	
Doctor/Medical Service/Hospital (Non-	0	0.00%	0	0.00%	<b>Car Available</b>				
Social Visit/Church/Personal Business	5	9.62%	62	9.96%	Yes	39	75.00%	469	74.96%
Entertainment/Sporting Event	0	0.00%	0	0.00%	No	13	25.00%	157	25.04%
Recreation/Parks	1	1.92%	12	1.95%	<b>Total</b>	<b>52</b>		<b>626</b>	
Civic Space (Courthouse, Social Secur	0	0.00%	0	0.00%	<b>Fare Type</b>				
Other	0	0.00%	0	0.00%	Full fare, one way	29	55.77%	338	54.09%
<b>Total</b>	<b>52</b>		<b>626</b>		Round trip fare	1	1.92%	13	2.02%
<b>Destination Type</b>					Full fare, day pass	0	0.00%	0	0.00%
Work	17	32.69%	211	33.78%	Full fare, weekly/7-day pass	2	3.85%	25	4.04%
Job-Related Business	1	1.92%	13	2.02%	Full fare, monthly/31-day pass	13	25.00%	164	26.28%
College/University (Student Only)	4	7.69%	50	8.01%	Senior/Disability, one-way	1	1.92%	13	2.02%
School (K-12 Student Only)	0	0.00%	0	0.00%	Senior/Disability, day pass	0	0.00%	0	0.00%
Home	15	28.85%	186	29.74%	Senior/Disability, monthly/31-day pass	3	5.77%	38	6.06%
Shopping/Sightseeing/Restaurant	9	17.31%	105	16.73%	Student, one-way	0	0.00%	0	0.00%
Doctor/Medical Service/Hospital (Non-	0	0.00%	0	0.00%	Full fare, State of Maryland employee	0	0.00%	0	0.00%
Social Visit/Church/Personal Business	3	5.77%	31	4.89%	All Access College Transit Pass, montl	0	0.00%	0	0.00%
Entertainment/Sporting Event	1	1.92%	9	1.44%	MTA student Transit ID card, one-way	0	0.00%	0	0.00%
Recreation/Parks	1	1.92%	9	1.44%	CharmFlex 3 or 10 pack	0	0.00%	0	0.00%
Civic Space (Courthouse, Social Secur	0	0.00%	0	0.00%	Full fare, 5-day pass	0	0.00%	0	0.00%
Other	1	1.92%	12	1.95%	CharmFlex 6 or 20 pack	1	1.92%	9	1.44%
<b>Total</b>	<b>52</b>		<b>626</b>		Full fare, 10-trip	0	0.00%	0	0.00%
<b>Alighting Station</b>					Senior/Disability, 5-day pass	0	0.00%	0	0.00%
BWI RAIL STATION MARC	2	4.08%	22	3.68%	Senior/Disability, weekly/7-day pass	0	0.00%	0	0.00%
FOGGY BOTTOM/GWU	1	2.04%	12	2.07%	Senior/Disability, 10-trip	0	0.00%	0	0.00%
GALLERY PLACE/CHINATOWN	1	2.04%	13	2.15%	Student Advantage, one-way	0	0.00%	0	0.00%
HALETHORPE MARC	1	2.04%	13	2.15%	Student Advantage, monthly/31-day	0	0.00%	0	0.00%
METRO CENTER	1	2.04%	13	2.15%	Student Advantage, 7 day weekly	2	3.85%	25	4.04%
NEW CARROLLTON MARC	2	4.08%	25	4.23%	Student Advantage, 5 day weekly	0	0.00%	0	0.00%
OTHER	1	2.04%	12	2.07%	Monthly pass (not specific)	0	0.00%	0	0.00%
PENN STATION MARC	8	16.33%	94	15.97%	Annual pass	0	0.00%	0	0.00%
UNION STATION	31	63.27%	372	63.37%	Other	0	0.00%	0	0.00%
WEST BALTIMORE MARC	1	2.04%	13	2.15%	None/na	0	0.00%	0	0.00%
<b>Total</b>	<b>49</b>		<b>588</b>		<b>Total</b>	<b>52</b>		<b>626</b>	

Note: Weighted responses are calculated using average weekly ridership.  
Any survey responses with "Prefer Not to Answer" or blank answers were omitted from statistics.



# APPENDIX C - UNDERUTILIZED AND VACANT SITES

Strategy HE2.1.e states that the OTC Annual Report includes a list of underutilized/redevelopment and vacant sites\* and whether properties are encumbered by environmental resources or are protected in perpetuity.

## Underutilized

ZONING DISTRICT	ACRES
OTC-C	7.5
OTC-E	12.8
OTC-FM	16.7
OTC-H	7.4
OTC-I	27.6
OTC-T	20.5

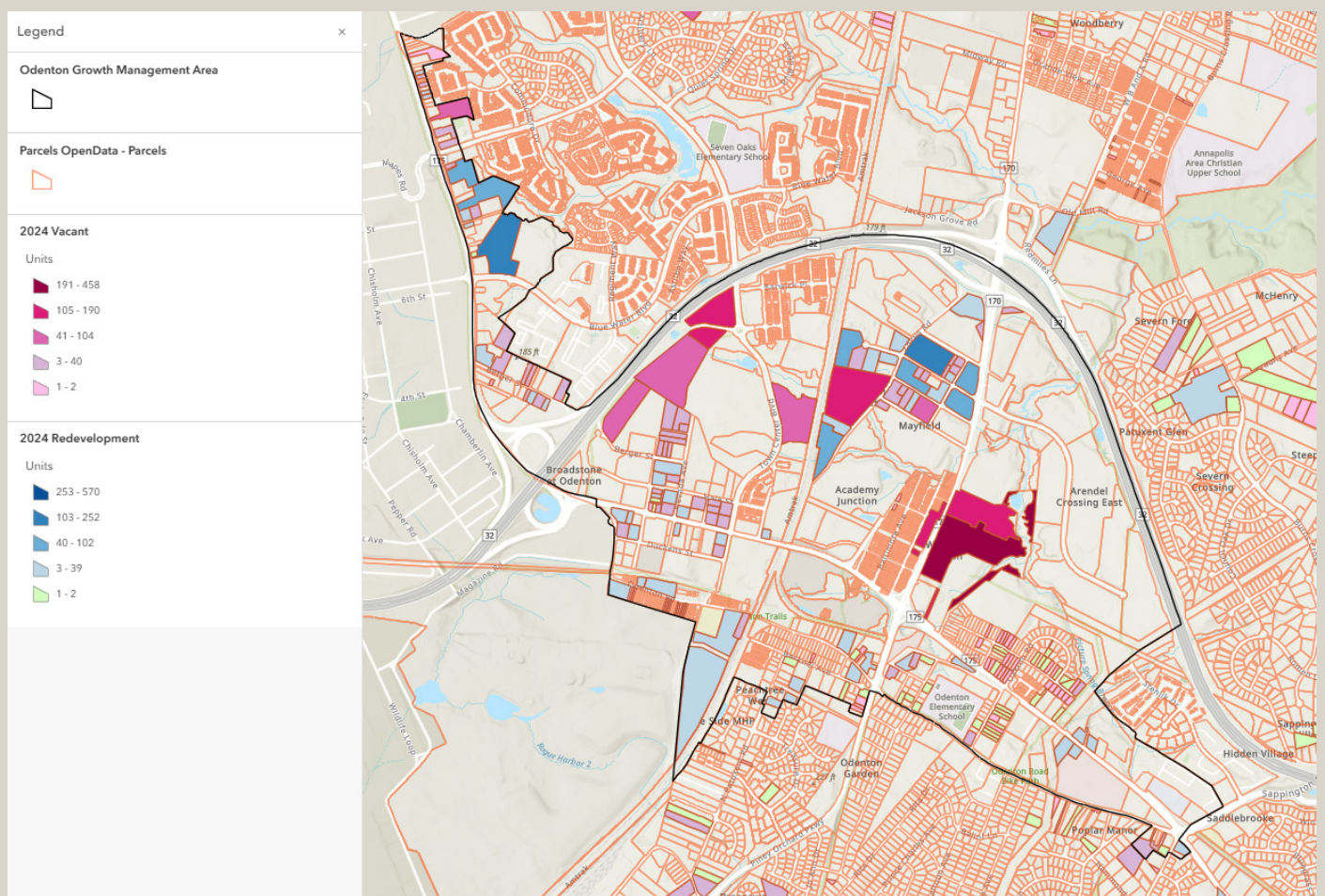
## Vacant

ZONING DISTRICT	ACRES
OTC-C	48.3
OTC-E	9.4
OTC-FM	12.6
OTC-H	3.2
OTC-I	20.7
OTC-T	29.2

*\* Underutilized /redevelopment properties are defined as those with an assessed value of improvements over \$10,000 but less than the base land assessed value. Vacant properties are defined as those with an assessed value of improvements of less than \$10,000.*

# APPENDIX C - UNDERUTILIZED AND VACANT SITES

**Figure 12. Map of Underutilized/Redevelopment and Vacant Sites**



# APPENDIX C - UNDERUTILIZED AND VACANT SITES

## List of Underutilized/Redevelopment Sites

Address	Zoning District	Acreage	Environmental Features	Address	Zoning District	Acreage	Environmental Features
326 NEVADA AVE	OTC-C	0.85	Yes	1604 ANNAPOLIS RD	OTC-FM	2.70	Yes
318 NEVADA AVE	OTC-C	1.50	Yes	1454 BERGER ST	OTC-FM	0.18	Yes
BALDWIN RD	OTC-C	0.21	Yes	1590 ANNAPOLIS RD	OTC-FM	2.29	Yes
328 NEVADA AVE	OTC-C	0.83	Yes	1502 ANNAPOLIS RD	OTC-FM	1.40	Yes
1433 ANNAPOLIS RD	OTC-C	0.74	Yes	1656 ANNAPOLIS RD	OTC-FM	0.20	Yes
1431 ANNAPOLIS RD	OTC-C	0.26	Yes	ANNAPOLIS RD	OTC-FM	0.19	Yes
342 BALDWIN RD	OTC-C	0.76	Yes	1656 ANNAPOLIS RD	OTC-FM	0.19	Yes
BALDWIN RD	OTC-C	0.22	Yes	1676 ANNAPOLIS RD	OTC-FM	0.19	Yes
1419 ANNAPOLIS RD	OTC-C	0.35	Yes	1564 ANNAPOLIS RD	OTC-FM	0.13	Yes
1400 OLD ANNAPOLIS RD	OTC-C	0.33	Yes	2294 BLUE WATER BLV	OTC-FM	7.76	Yes
1428 ANNAPOLIS RD	OTC-C	0.17	Yes	1580 ANNAPOLIS RD	OTC-FM	0.23	Yes
1405 ANNAPOLIS RD	OTC-C	0.59	Yes	1459 BERGER ST	OTC-FM	0.29	Yes
1418 ANNAPOLIS RD	OTC-C	0.69	Yes	1469 BERGER ST	OTC-FM	0.41	Yes
467 MONTEREY AVE	OTC-E	0.28	Yes	1586 ANNAPOLIS RD	OTC-FM	0.60	Yes
457 MONTEREY AVE	OTC-E	0.35	Yes	1370 ODENTON RD	OTC-H	1.23	Yes
457 OAKTON RD	OTC-E	0.30	Yes	437 PATUXENT RD	OTC-H	0.50	Yes
515 OAKTON RD	OTC-E	0.26	No	1310 BEVERLY AVE	OTC-H	0.83	Yes
1099 ANNAPOLIS RD	OTC-E	0.59	Yes	1363 BECKNEL RD	OTC-H	0.43	Yes
463 OAKTON RD	OTC-E	0.31	Yes	451 PATUXENT RD	OTC-H	0.55	Yes
1253 ANNAPOLIS RD	OTC-E	0.58	Yes	8400 PINEY ORCHARD PKWY	OTC-H	0.34	Yes
1303 MURRAY RD	OTC-E	0.43	Yes	1352 ODENTON RD	OTC-H	0.88	Yes
471 OAKTON RD	OTC-E	0.31	Yes	1366 ODENTON RD	OTC-H	0.35	Yes
1140 ANNAPOLIS RD	OTC-E	0.61	Yes	1361-1365 ODENTON RD	OTC-H	0.93	Yes
1200 ANNAPOLIS RD	OTC-E	0.36	Yes	1379 BECKNEL AVE	OTC-H	1.34	Yes
1181 ANNAPOLIS RD	OTC-E	0.61	Yes	1874 BUCKLINA AVE	OTC-I	1.27	Yes
540 OAKTON RD	OTC-E	0.28	Yes	8289 TELEGRAPH RD	OTC-I	2.36	Yes
1192 BREITWERT AVE	OTC-E	0.40	Yes	8316 LOKUS RD	OTC-I	2.73	Yes
453 OAKTON RD	OTC-E	0.31	Yes	8312 LOKUS RD	OTC-I	1.36	Yes
1183 ANNAPOLIS RD	OTC-E	1.32	Yes	1875 MAYFIELD RD	OTC-I	5.17	Yes
469 OAKTON RD	OTC-E	0.33	Yes	1905 BETSON CT	OTC-I	1.49	Yes
437 HARDING AVE	OTC-E	0.27	Yes	1913 BETSON CT	OTC-I	3.23	Yes
1230 ANNAPOLIS RD	OTC-E	0.36	Yes	1901 BETSON CT	OTC-I	0.86	Yes
1198 BREITWERT AVE	OTC-E	0.28	Yes	TELEGRAPH RD.	OTC-I	1.86	Yes
439 HARDING AVE	OTC-E	0.25	Yes	1900 BETSON CT	OTC-I	1.17	Yes
464 MONTEREY AVE	OTC-E	0.28	Yes	1883 BUCKLINA AVE	OTC-I	0.68	Yes
1302 ODENTON RD	OTC-E	0.25	Yes	8278 URBAN ST	OTC-I	0.37	Yes
1216 ANNAPOLIS RD	OTC-E	0.47	Yes	1890 BUCKLINA AVE	OTC-I	2.58	Yes
467 OAKTON RD	OTC-E	0.31	Yes	8288 TELEGRAPH RD	OTC-I	2.46	Yes
1144 ANNAPOLIS RD	OTC-E	0.69	Yes	1449 ODENTON RD	OTC-T	1.46	Yes
478 HIGGINS DR	OTC-E	0.41	No	1446 ODENTON RD	OTC-T	0.34	Yes
1206 BREITWERT AVE	OTC-E	0.25	Yes	1405 ODENTON RD	OTC-T	17.35	Yes
466 OAKTON RD	OTC-E	0.39	Yes	1434 ODENTON RD	OTC-T	1.39	Yes
1210 BREITWERT AVE	OTC-E	0.26	Yes				
1204A BREITWERT AVE	OTC-E	0.37	Yes				
459 OAKTON RD	OTC-E	0.31	Yes				



# APPENDIX C - UNDERUTILIZED AND VACANT SITES

## List of Vacant Sites

Address	Zoning District	Acreage	Environmental Features	Address	Zoning District	Acreage	Environmental Features
1404 BERGER ST	OTC-C	0.29	Yes	ANNAPOLIS RD	OTC-FM	0.57	Yes
1406 BERGER ST	OTC-C	0.33	Yes	ANNAPOLIS RD	OTC-FM	1.32	Yes
1408 BERGER ST	OTC-C	0.41	Yes	1472 BERGER ST	OTC-FM	0.51	Yes
308 NEVADA AVE	OTC-C	0.68	Yes	1470 BERGER ST	OTC-FM	0.50	Yes
306 NEVADA AVE	OTC-C	0.70	Yes	1458 BERGER ST	OTC-FM	1.01	Yes
300 NEVADA AVE	OTC-C	0.35	Yes	1492 B ANNAPOLIS RD	OTC-FM	0.10	Yes
304 NEVADA AVE	OTC-C	1.58	Yes	1520 ANNAPOLIS RD	OTC-FM	1.53	Yes
302 NEVADA AVE	OTC-C	1.19	Yes	1492 BERGER ST	OTC-FM	1.24	Yes
328 DARE ST	OTC-C	0.82	Yes	1668 ANNAPOLIS RD	OTC-FM	0.19	Yes
BALDWIN RD	OTC-C	0.15	Yes	1670 ANNAPOLIS RD	OTC-FM	0.19	Yes
BALDWIN RD	OTC-C	0.25	Yes	ANNAPOLIS RD	OTC-FM	0.20	Yes
1430 ANNAPOLIS RD	OTC-C	0.15	No	1630 ANNAPOLIS RD	OTC-FM	2.74	Yes
1440 DUCKENS ST	OTC-C	0.78	Yes	ANNAPOLIS RD	OTC-FM	0.92	Yes
TOWN CENTER BLVD	OTC-C	5.69	Yes	1471 BERGER ST	OTC-FM	0.21	Yes
1411 HALE ST	OTC-C	0.70	Yes	ANNAPOLIS RD	OTC-FM	0.26	Yes
CENTER ST	OTC-C	0.10	Yes	1616 ANNAPOLIS RD	OTC-FM	0.66	Yes
ANNAPOLIS RD	OTC-C	0.72	Yes	1463 BERGER ST	OTC-FM	0.60	Yes
322 NEVADA AVE	OTC-C	0.46	Yes	1401 ODENTON RD	OTC-H	0.91	Yes
DUCKENS ST	OTC-C	0.65	Yes	432 SKYLINE AVE	OTC-H	0.16	Yes
1426 ANNAPOLIS RD	OTC-C	0.19	Yes	SKYLINE AVE	OTC-H	0.16	Yes
1410 ANNAPOLIS RD	OTC-C	0.72	Yes	1311 BEVERLY AVE	OTC-H	0.53	Yes
1422 ANNAPOLIS RD	OTC-C	0.71	Yes	8402 PINEY ORCHARD PKWY	OTC-H	0.38	Yes
8335 TELEGRAPH RD	OTC-C	11.32	Yes	1305 MURRAY RD	OTC-H	0.50	Yes
8339 TELEGRAPH RD	OTC-C	18.44	Yes	8404 PINEY ORCHARD PKWY	OTC-H	0.18	No
1457 HALE ST	OTC-C	0.36	Yes	8404 PINEY ORCHARD PKWY	OTC-H	0.25	Yes
352 BALTIMORE AVE	OTC-C	0.12	Yes	8376 PINEY ORCHARD PKWY	OTC-H	0.29	Yes
DARE ST	OTC-C	0.42	Yes	TELEGRAPH RD	OTC-I	0.49	Yes
1241 BREITWERT	OTC-E	0.23	Yes	TELEGRAPH RD	OTC-I	0.41	Yes
472 OAKTON RD	OTC-E	0.59	Yes	1889 BUCKLINA AVE	OTC-I	0.72	Yes
1230 BREITWERT AVE	OTC-E	0.15	No	8270 URBAN ST	OTC-I	0.36	Yes
LETITIA AVE	OTC-E	0.26	Yes	1883 BETSON ST	OTC-I	0.35	Yes
1189 BREITWERT AVE	OTC-E	0.24	Yes	1884 LAMONTE AVE	OTC-I	1.30	Yes
LETITIA AVE	OTC-E	0.22	Yes	1885 LAMONTE AVE	OTC-I	0.39	Yes
1226 ANNAPOLIS RD	OTC-E	0.23	Yes	1909 BETSON CT	OTC-I	1.49	Yes
1230 BREITWERT AVE	OTC-E	0.20	Yes	MAYFIELD AVE	OTC-I	0.22	Yes
1224 ANNAPOLIS RD	OTC-E	0.24	Yes	1887 BETSON AVE	OTC-I	0.34	No
1224 ANNAPOLIS RD	OTC-E	0.24	Yes	TELEGRAPH RD	OTC-I	11.62	Yes
1226 ANNAPOLIS RD	OTC-E	0.24	Yes	URBAN ST	OTC-I	0.36	No
1193 BREITWERT AVE	OTC-E	0.23	Yes	1872 BETSON AVE	OTC-I	0.25	Yes
1223 BRETWERT AVE	OTC-E	0.22	Yes	BUCKLINA AVE	OTC-I	0.34	Yes
1230 BREITWERT AVE	OTC-E	0.29	Yes	1873-1877 BUCKLINA AVE	OTC-I	2.07	Yes
1184 BREITWERT AVE	OTC-E	0.30	Yes	TOWN CENTER BLVD	OTC-T	12.42	Yes
OAKTON RD	OTC-E	0.31	Yes	1447 ODENTON RD	OTC-T	0.13	Yes
461 OAKTON RD	OTC-E	0.31	Yes	1447 ODENTON RD	OTC-T	0.12	Yes
1199 BREITWERT AVE	OTC-E	0.23	Yes	1433 ODENTON RD	OTC-T	0.11	Yes
1238 BREITWERT AVE	OTC-E	0.22	No	1433 ODENTON RD	OTC-T	0.12	Yes
1224 ANNAPOLIS RD	OTC-E	0.25	Yes	1433 ODENTON RD	OTC-T	0.11	Yes
1197 BREITWERT AVE	OTC-E	0.23	Yes	1429 ODENTON RD	OTC-T	0.11	Yes
1223 BRETWERT AVE	OTC-E	0.23	Yes	1429 ODENTON RD	OTC-T	0.11	Yes
1204 BREIWERT AVE	OTC-E	0.24	Yes	1429 ODENTON RD	OTC-T	0.11	Yes
1215 BREITWERT AVE	OTC-E	0.23	Yes	1429 ODENTON RD	OTC-T	0.11	Yes
1191 BREITWERT AVE	OTC-E	0.23	Yes	1429 ODENTON RD	OTC-T	0.12	Yes
1238 BREITWERT AVE	OTC-E	0.24	Yes	1433 ODENTON RD	OTC-T	0.12	Yes
1200 BREITWERT AVE	OTC-E	0.21	Yes	1429 ODENTON RD	OTC-T	0.12	Yes
1242 BREITWERT AVE	OTC-E	0.23	Yes	TOWN CENTER BLVD	OTC-T	7.87	Yes
1107 ODENTON RD	OTC-E	0.46	Yes	ODENTON AVE	OTC-T	7.49	Yes
1195 BREITWERT AVE	OTC-E	0.23	Yes				
1184 BREITWERT AVE	OTC-E	0.48	Yes				
ODENTON RD	OTC-E	1.39	Yes				

# APPENDIX D - RESOURCES AND LINKS

The following list provides resources relevant to the 2024 OTCMP and 2025 OTC Annual Report.

[Anne Arundel County Report a Concern](#)

[AAEDC Commercial Revitalization Programs](#)

[AAEDC Data Resources](#)

[Annual Action Plan](#) (Arundel Community Development Services, Inc.)

[Educational Facilities Master Plan](#) (Anne Arundel County Public Schools)

[Land Preservation Parks and Recreation Plan](#) (Anne Arundel County DRP)

[MDOT SHA Report a Concern](#)

[OTC Development and Capital Project Updates](#) (Anne Arundel County OPZ)

[Transit Developmen Plan](#) (Anne Arundel County OOT)

[Walk and Roll!](#) (Anne Arundel County OOT)

[Water and Sewer Master Plan](#) (Anne Arundel County OPZ)

# APPENDIX E - ACRONYMS AND IMPLEMENTATION MATRIX

## Acronyms

AACC	Anne Arundel Community College
AAEDC	Anne Arundel Economic Development Corporation
ACDS	Arundel Community Development Services
ACR	Arundel Community Reinvestment
APF	Adequate Public Facilities Ordinance
BWI	Baltimore/Washington International Thurgood Marshall Airport
CEO	County Executive's Office
DRP	Department of Recreation and Parks
DPW	Department of Public Works
DPW-BWPR	Department of Public Works, Bureau of Watershed Protection and Restoration
HAA	Housing Attainability Act
I&P	Department of Inspections and Permits
MD DHCD	Maryland Department of Housing and Community Development
MDOT	Maryland Department of Transportation
MDOT ORED	Maryland Department of Transportation Office of Real Estate and Economic Development
OCS	Office of Central Services
OOT	Office of Transportation
OPZ	Office of Planning and Zoning
OTC	Odenton Town Center
OTCAC	Odenton Town Center Advisory Committee
OTCMP	Odenton Town Center Master Plan
MDOT SHA	Maryland Department of Transportation State Highway Administration
TOD	Transit-oriented development



Goals, Policies, & Strategies Updated May 22, 2025		Responsible Department(s) Lead in bold	Timeframe	Performance Measures	Status Category	Status Update as of May 22, 2025
<b>Natural Environment</b>						
<b>NE1</b>	Preserve, enhance, and restore the natural resources and environmentally sensitive areas of the OTC.					
<b>NE1.1</b>	Protect the natural role that environmental features provide to reduce stormwater runoff impacts, improve water quality, and enhance wildlife habitat					
<b>a</b>	Identify and support funding for restoration projects along the Picture Spring Branch, as well as additional wetland and floodplain projects.	<b>I&amp;P, DPW-BWPR</b>	Short	Status of identification of and support for additional funding.	In Progress	Funding has been allocated for the project. It is anticipated to begin design in November 2025, lasting until December 2027 at which point construction is estimated to begin and last until May 2028. \$2,277,189 has been allocated for the project.
<b>b</b>	Improve the health of forested areas by controlling and removing invasive species.	<b>I&amp;P, DPW-BWPR, DRP</b>	Mid	Track acres of land where invasive species control conducted.	Ongoing	The Department of Public Works spearheaded invasive vine training for County crews in the DPW, the Office of Inspections and Permits, and the Department of Recreation and Parks. DPW Highways crews will address problem trees when working their normal roadside maintenance duties. They have now been trained to properly cut vines off trees to slow their growth.
<b>c</b>	Prioritize native plantings in site development and redevelopment projects, using the Anne Arundel County Forest Conservation Technical Manual (currently in development) as a reference.	<b>OPZ, DPW-BWPR, I&amp;P</b>	Mid	Development and redevelopment projects include 50% or more native plantings.	Ongoing	A restaurant project (P2022-0014) requires that the landscaping vegetation consist of a minimum 75% native plant species.
<b>d</b>	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.	<b>OPZ</b>	Short	Amount of permanently protected natural resources and environmentally sensitive areas.	Completed	Article 17-7-810. Incentive Program, adopted as part of the 2024 OTC Master Plan update allows protective mechanisms to be proffered as part of the incentive program.
<b>e</b>	Develop an overall management plan for the aforementioned protective mechanisms.	<b>OPZ, DPW-BWPR, I&amp;P, DRP</b>	Long	Status of management plan.	Not Yet Started	N/A
<b>f</b>	Incentivize innovative site design that can simultaneously manage stormwater runoff while improving the OTC's greenery and landscaping.	<b>OPZ, I&amp;P, DPW-BWPR</b>	Mid	Status of projects or proffers that exceed County's Stormwater Management Manual.	Completed	The OTC Master Plan provides the following examples of proffers that can incentivize innovative site design: porous paving materials, stormwater management that exceeds standards, green roof treatments, rainwater harvesting systems.
<b>NE1.2</b>	Increase replanting efforts for urban tree canopy in the OTC.					
<b>a</b>	Develop an urban tree management plan.	<b>I&amp;P, DRP, OPZ</b>	Mid	Status of management plan.	Not Yet Started	N/A
<b>b</b>	In partnership with Replant Anne Arundel and other community-based tree planting programs, renew tree-planting efforts.	<b>I&amp;P, OPZ</b>	Short	Status and pace of tree-replanting efforts.	In Progress	With funding support from the County, Watershed Stewards Academy operates Replant Arundel through three programs: Tree Trooper, Backyard Buffer, and Groves of Gratitude. The County BWPR, I&P, and OPZ collaborated to prepare an <a href="#">online data dashboard</a> to summarize forest conservation, replanting, and clearing activities. The "State of the Forest" data will be updated annually. County State of the Forests data dashboard launched in 2024.
<b>c</b>	Identify and pursue additional tree-planting resources and funding.	<b>I&amp;P, OPZ</b>	Short	Status of additional resources and funding that have been identified and pursued.	In Progress	The The Chesapeake Bay Trust has been identifies as an additional tree-planting resource,; however, funding or projects have not been identified.

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.	In Progress	With funding support from the County, Watershed Stewards Academy operates Replant Arundel through three programs: Tree Trooper, Backyard Buffer, and Groves of Gratitude. The County BWPR, I&P, and OPZ collaborated to prepare an <a href="#">online data dashboard</a> to summarize forest conservation, replanting, and clearing activities. The "State of the Forest" data will be updated annually. County State of the Forests data dashboard launched in 2024.
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.	In Progress	The County initiated a Capital Project to establish forest mitigation banks to proactively offset impacts of County projects that involve land clearing (such as development of government buildings and infrastructure). The County also supports permitting and establishment of private forest mitigation banks.
NE2	Ensure adequate water and sewer capacity, quality, and service.					
NE2.1	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.	Ongoing	The GRS is estimated to take 25 years to restore the Lower Patapsco Aquifer (LPA) to drinking water standards. As part of the remedial investigation/feasibility study (RI/FS), the Army will perform a cost benefit analysis every five years for long-term monitoring (LTM) and operation and maintenance (O&M) of a point of entry treatment system (POET) system to extend public water where a cluster of three or more properties exist within the same geographic area.
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.	Ongoing	No new projects have been connected to public water and sewer.

Built Environment						
<b>BE1</b>	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.					
<b>BE1.1</b>	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.					
<b>a</b>	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.	<b>OPZ</b>	Short	Status of Code updates.	In Progress	The Region 5 Comprehensive Zoning process is underway and is expected to be completed in Spring 2026.
<b>b</b>	Maintain the current Development Policy Area of Transit-Oriented Development as 0.5 miles from the Odenton MARC train station.	<b>OPZ</b>	Short	Status of Transit-Oriented Development Policy Area during Region 5 planning process.	In Progress	The Region 5 Plan recommends maintaining the Transit-Oriented Development Policy Area Overlay.
<b>c</b>	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.	<b>OPZ</b>	Short	Status of land use market analysis.	Not Yet Started	N/A
<b>d</b>	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.	<b>OPZ</b>	Short	Status of Code updates.	In Progress	The Region 5 Comprehensive Zoning process is underway and is expected to be completed in Spring 2026.
<b>e</b>	Align permitted uses to be more compatible with the character of the zoning districts.	<b>OPZ</b>	Short	Status of Code updates.	Ongoing	The Code was updated with the adoption of the 2024 OTC Master Plan. The Code may continue to be updated with amendments.
<b>f</b>	Encourage pedestrian-oriented uses, specifically in the Core, that create destinations and foster a sense of community.	<b>OPZ</b>	Short	Status of Code updates.	Ongoing	The Code was updated with the adoption of the 2024 OTC Master Plan. The Code may continue to be updated with amendments.
<b>g</b>	Encourage temporary uses, such as pop-up retail, public art installations, and food trucks.	<b>OPZ, AAEDC</b>	Short	Status of Code updates.	Not Yet Started	Intent is to extend the permit for food trucks since they are considered a temporary use. Extending the timeframe would reduce the need for additional applications.
<b>h</b>	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.	<b>OPZ</b>	Short	Status of Code updates.	Ongoing	The Code was updated with the adoption of the 2024 OTC Master Plan. The Code may continue to be updated with amendments.
<b>i</b>	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.	<b>OPZ</b>	Short	Status of Code updates.	Ongoing	The Code was updated with the adoption of the 2024 OTC Master Plan. The Code may continue to be updated with amendments.



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.	Completed	The Code has been updated to require that each public activity space in the OTC-C and OTC-T zoning districts shall include at least one community amenity and that the community amenity shall be provided to fill in any gaps as indicated in the community amenity map.
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.	Not Yet Started	No development projects have been constructed near 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.	In Progress	The Code requires development with activity spaces adjacent to MD 32 to conduct a noise study using Federal Highway Administration prediction methods to identify the noise mitigation measures that are necessary to reduce highway traffic sound level.  An overall feasibility study has not been initiated.
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.	Completed	The Code now allows that adjacent property owners to, by agreement or joint easement, cooperatively provide public activity space that in total meets or exceeds the requirements.  To date, there have been zero projects that have utilized this incentive.
n	Identify and address impediments in the regulations that hinder transit-oriented development.	OPZ	Short	Interviews with developers and stakeholders. Status of Code updates.	In Progress	MDOT has begun their process to select a developer for the MARC Station West Lot. MDOT has communicated that current parking requirements are high. There should be future consideration to eliminate or lower parking requirements for TODs.
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.	Ongoing	The Code was updated with the adoption of the 2024 OTC Master Plan. The Code may continue to be updated with amendments.
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.	Not Yet Started	The 2024 OTC Master Plan includes requirements, but these have not been re-evaluated and migrated to the Landscape Manual.
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.	Ongoing	The 2024 OTC Master Plan allows 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. A reduction in parking is also allowed as a proffer.
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.	Not Yet Started	OPZ will evaluate the success of the conventional Code before considering a form-based code.
s	Support infill development and the adaptive reuse of buildings.	OPZ, AAEDC	Short	Inventory buildings viable for reuse.	Ongoing	The Holding Capacity analysis (2024) provides a list of underutilized buildings.
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.	Completed	Chapter 3 of the 2024 OTC Master Plan includes building development requirements.

<b>BE1.2</b>	Support quality architecture to create memorable spaces and an attractive image.					
<b>a</b>	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.	<b>OPZ</b>	Short	Status of Master Plan updates.	Completed	Chapter 3 of the 2024 OTC Master Plan includes building development requirements.
<b>b</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.	<b>OPZ, I&amp;P</b>	Mid	Status of Code updates.	Ongoing	The County adopted 2021 IECC and other building codes, which includes optional appendices that enable the adoption of net-zero energy building requirements.
<b>c</b>	Evaluate the Active and Semi-Active Frontage corridor locations and requirements and revise, if necessary.	<b>OPZ</b>	Short	Status of Code updates.	Completed	Chapter 3 of the 2024 OTC Master Plan includes building development requirements.
<b>d</b>	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.	<b>OPZ</b>	Short	Status of Code updates.	Ongoing	The Code was updated with the adoption of the 2024 OTC Master Plan. The Code may continue to be updated with amendments.
<b>e</b>	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.	<b>OPZ</b>	Short	Status of Code updates.	Completed	Chapter 3 of the 2024 OTC Master Plan requires that the facades of accessory structures shall be architecturally consistent with the primary structures on the site in the following zoning districts OTC-T, OTC-E and OTC-FM zoning districts.
<b>BE1.3</b>	Support efforts to establish transit-oriented development at Odenton MARC station.					
<b>a</b>	Create and implement a concept plan for the OTC train station area, including the half-mile surrounding the Odenton MARC station.	<b>OPZ, OOT</b>	Short	Status of concept plan.	Not Yet Started	N/A
<b>b</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.	<b>OPZ, AAEDC, CEO</b>	Short	Status of designation of staff and progress on RFEI.	In Progress	OPZ, AAEDC, and the County Executive's Office have bi-weekly meetings with the parking garage team and semi-regular meetings with MDOT's Office of Real Estate Transit Oriented Development staff to discuss development and funding opportunities. The County submitted a Transit-Oriented Development (TOD) Capital Grant application for funding to support the development of the MARC Station parking garage.
<b>c</b>	Conserve the MARC Station West Parking Lot wetland and integrate it into future development with additions such as a boardwalk and educational signage.	<b>OPZ, DPW-BWPR</b>	Mid	Status of wetland conservation and integration.	In Progress	The Odenton MARC Station parking garage will avoid the wetland. A site plan for the northern section of the parking lot has yet to be developed.
<b>d</b>	Work with State representatives to construct a parking garage that would not preclude a future TOD on the Odenton MARC West Parking Lot site.	<b>DPW, OOT, OPZ, CEO</b>	Short	Status of parking garage.	In Progress	The project team submitted a site development plan for the southern section of the site in February.  Construction is anticipated to be completed in 2028.
<b>e</b>	Explore opportunities to build community support for TOD through collaboration among State, County, and developers.	<b>OPZ, AAEDC, OOT</b>	Short	Number and frequency of meeting with stakeholders.	In Progress	The County is coordinating with MDOT ORED on their Baltimore Region (Core Service Area) TOD Action Agenda. One element to the strategy is building community support.
<b>f</b>	Coordinate with State and Federal partners to ensure safe speeds of trains that travel through OTC.	<b>OPZ, MDOT, OOT</b>	Mid	Status of coordination efforts.	Not Yet Started	N/A

g	Improve safety at Odenton MARC Station by adding lighting to underpass.	DPW, OPZ	Mid	Status of lighting.	Not Yet Started	N/A
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.	In Progress	The OTCAC recommended public art, such as a mural from the former Nevamar rotunda, be included in the design and construction.
BE2.1	Meet the full spectrum of the rental and homeownership needs in the OTC.					
BE2.1	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.	Ongoing	Blue Oaks at North Odenton, a 150-unit multifamily apartment building, broke ground in April 2024. 141 units will be workforce housing.
b	Locate multifamily, affordable, and workforce housing near transit, parks, services, and employment centers.	OPZ	Mid	Quantity of housing near identified amenities.	Ongoing	Blue Oaks at North Odenton, a 150-unit multifamily apartment building, broke ground in April 2024. 141 units will be workforce housing. The project is located along two bus routes (202, 209) which services the Odenton MARC Station, Ft. Meade, and Arundel Mills Mall.
c	Define housing types for better communication between developers and other community stakeholders.	OPZ	Short	Status of definition.	Completed	The Housing Attainability Act (Bill 72-24) provided definitions and allows for more housing types including fourplexes in County Code.
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.	In Progress	The Housing Attainability Act (HAA) creates an inclusionary housing policy requiring developers to make a percentage of new units affordable to moderate income residents under certain circumstances. This legislation sets forth specific code changes that allows maximizing land use while balancing the character of communities and increasing the availability of housing. The HAA addresses Moderately Priced Dwelling Units.
e	Define affordable housing goals and track inventory and progress in the OTC.	OPZ, ACDS	Short	Status of inventory.	Ongoing	Goals have not been explicitly stated for the OTC.  Blue Oaks at North Odenton, a 150-unit multifamily apartment building, broke ground in April 2024. 141 units will be workforce housing.
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.	Completed	The Housing Attainability Act (HAA) creates an inclusionary housing policy requiring developers to make a percentage of new units affordable to moderate income residents under certain circumstances. This legislation sets forth specific code changes that allows maximizing land use while balancing the character of communities and increasing the availability of housing.
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.	Completed	Bill No. 6-23 allows for separate accessory dwelling units in OTC zoning districts. The bill incentivizes development by removing capital facility connection charges and impact fees.  No ADUs were constructed in the OTC for this reporting period.
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.	Completed	ACDS publishes an Anne Arundel County Annual Action Plan that describes how the County plans to expend its federal housing and community development resources from July 1, 2025, to June 30, 2026.
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.	Not Yet Started	N/A



<b>BE3</b>	Protect, preserve, and celebrate the significant historic, archeological, and cultural heritage and history of the OTC.					
<b>BE3.1</b>	Develop and strengthen planning and protection measures for historic and archaeological resources and incorporate historic preservation effectively into planning and policy decision-making.					
<b>a</b>	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.	<b>OPZ</b>	Short	Status of efforts made and status of National Register Historic District.	Not Yet Started	N/A
<b>b</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.	<b>OPZ</b>	Short	Status of funding opportunities.	In Progress	There are two main tax credit incentive programs that historic properties may be eligible for. They are the County's Historic Preservation Tax Credit and the Maryland Historic Revitalization Tax Credit Program that is administered by the Maryland Historical Trust. Both programs offer credits for residential and commercial properties. The County's program was established in 2016. MHT also offers a capital grant program. These are existing programs, but there haven't been any new funding sources created.
<b>c</b>	Allow for bicycle and pedestrian facilities near the Odenton MARC Station on Scenic and Historic Roads while maintaining streetscapes.	<b>OPZ</b>	Short	Status of Code updates and Design Manual updates.	Not Yet Started	N/A
<b>BE3.2</b>	Increase awareness, understanding, and appreciation of the OTC's historic, archaeological, and cultural resources.					
<b>a</b>	Develop historic signage and markers to promote history of the OTC.	<b>OPZ</b>	Mid	Status of signage and markers.	In Progress	Cultural Resources produced two wayside signs and a brown roadside marker that have been installed within the historic district.
<b>b</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.	<b>OPZ</b>	Mid	Status of programs.	Not Yet Started	N/A
<b>BE3.3</b>	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.					
<b>a</b>	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.	<b>OPZ</b>	Short	Status of Master Plan updates.	Completed	The Code was updated with the adoption of the 2024 OTC Master Plan.
<b>BE4</b>	Develop a safe pedestrian and bicycle circulation system that connects all major activity centers, transit centers, and community facilities.					
<b>BE4.1</b>	Leverage local and State plans and stakeholders to facilitate pedestrian and bicycle networks.					
<b>a</b>	Advocate for the OTC to be a focus of the 2022 Pedestrian and Bicycle Master Plan (P&BMP) update, and implement BPMP recommendations.	<b>OOT, OPZ</b>	Short	Status of recommendations in the Pedestrian and Bicycle Master Plan.	In Progress	There are two projects from the Walk and Roll Anne Arundel! Plan that are currently being implemented - the Milestone Pkwy and Blue Water Blvd Shared-Use Paths and MD 175 sidewalks. The Milestone Pkwy and Blue Water Blvd Shared-Use Paths project will design a shared use path sections along Milestone Parkway from Clark Road to MD 175 (Annapolis Road), and along Blue Water Boulevard from Portland Station Lane / Regiment Way to MD 175 (Annapolis Road). The MD 175 sidewalks project funds a County contribution to the State project to design, acquire rights of way, and construct a sidewalk along the south side of MD 175 (Annapolis Road) from the Sappington Station Roundabout to MD 170. Design for the project began in March 2023 and will continue until February 2028 at which time construction will begin and last until July 2028.
<b>b</b>	Review MDOT-MTA Origination Studies and include statistics and potential recommendations in OTC Annual Reports and future Master Plan updates.	<b>OPZ</b>	Short	Status of Origination Studies.	Ongoing	The most recent survey was completed in Spring 2023 and can be found in Appendix B. The surveys are conducted on a 5-year cycle.

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.	Ongoing	OOT submitted MD 175 from Blue Water Boulevard to MD 170 for Chapter 30 ranking (a funding request). State and federal funding will be used for the MD 175 sidewalk project. DRP has received additional Federal and State grants for trails connecting to the OTC.
d	Set desired Pedestrian Level of Comfort and Levels of Traffic Stress for pedestrian and bicycles facilities.	OOT	Mid	Status of Design Manual updates.	Completed	The County does not have an established goal for Pedestrian Level of Comfort; however, similar to the Montgomery County system, 2 is considered "somewhat comfortable" and anything after that goes into a somewhat uncomfortable category or greater.  Walk and Roll, and most guidance documents, consider Levels of Traffic Stress 2 to be the goal.
BE4.2	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.	Not Yet Started	N/A
b	Install separated bicycle lanes as the preferred method. Sharrows should be avoided.	DPW, OOT, OPZ	Mid	Linear feet of new bicycle lanes.	Not Yet Started	N/A
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.	Not Yet Started	N/A
d	Install bulbed 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.	Completed	The DPW Design Manual (Chapter III - Roads and Streets) includes the Roadway and Streetscape Typical Sections for public roads in the Odenton Town Center. The chart provides general minimum guidelines for the construction of public roads. Requirements for new roads, including additional pedestrian facilities such as crosswalks and pedestrian refuges, will be confirmed by the County and the State Highway Administration at the time of the proposal.  The Grid Streets project includes bulbed intersections.
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.	Not Yet Started	N/A
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).	Ongoing	The Grid Streets project will design, acquire rights-of-way, and construct road improvements, pedestrian and bicycle facilities, and streetscape improvements to grid streets within the Core area. Roadway improvements to Hale St. between Town Center Blvd. to Baldwin Rd., Nevada Ave. from Berger St. to Duckens St., Duckens St. from Baldwin Rd. to Town Center Blvd., Dare St. from MD175 to Hale St., Baldwin Rd. from Berger St. to Duckens St., and Berger St. from Baldwin Rd. to Nevada Ave. are included. This project is 100% Impact Fee eligible in District 4.
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.	In Progress	A CIP was established to pursue a possible purchase by the County of the rail spur property.

<b>BE4.3</b>	Promote the improvement, expansion, and connection of the hiker/biker trails and amenities in the OTC.					
<b>a</b>	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: - 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.	<b>DPW, OOT, OPZ</b>	Mid	Status of budgeting and project improvements.	Not Yet Started	N/A
<b>b</b>	Identify trail connections to Fort Meade, in addition to the Magazine Road/ Pepper Road Gate.	<b>OOT</b>	Short	Status of trail connections.	Not Yet Started	N/A
<b>c</b>	Require development projects to install bicycle lockers and bicycle racks.	<b>OPZ</b>	Short	Status of Code updates.	In Progress	The Landscape Manual requires one bicycle space for every 20 automobile spaces.
<b>BE4.4</b>	Prioritize the construction and maintenance of sidewalks and pedestrian facilities to facilitate a more pedestrian-oriented environment.					
<b>a</b>	Identify the gaps and missing amenities in the sidewalk network. Implement a plan that phases in recommended improvements.	<b>OOT, OPZ</b>	Short	Status of Mobility Study.	Not Yet Started	N/A
<b>b</b>	Prioritize capital projects that would continue sidewalks that end mid-block to the nearest intersection.	<b>DPW, OPZ</b>	Short	Status of Mobility Study.	Not Yet Started	N/A
<b>c</b>	Prioritize the design and construction of the following sidewalks: - North Patuxent Road (west side from Odenton Road to 450 North Patuxent Road) - Odenton Road (1392 Odenton Road to Piney Orchard Parkway)	<b>DPW</b>	Mid	Status of budgeting and project improvements.	Not Yet Started	N/A
<b>d</b>	Finish design and construction of a sidewalk along the eastbound lane of MD 175 from MD 170 to the Sappington Station circle.	<b>DPW</b>	Short	Status of planning and construction.	In Progress	Design for the project began in March 2023 and will continue until February 2028 at which time construction will begin and last until July 2028.
<b>e</b>	Identify locations for pedestrian amenities, such as benches, lighting, and landscaping.	<b>OPZ, OOT</b>	Short	Status of Amenity Map and Pedestrian and Bicycle Master Plan.	Ongoing	Walk and Roll Anne Arundel! was adopted January 2023; however, it does not include recommendations for benches, lighting, and landscaping. The Amenity Map will be updated in Fall 2025.
<b>f</b>	Install and / or improve crosswalks and crosswalk amenities at the following locations: - 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	<b>DPW, MDOT-SHA</b>	Short	Status of planning and construction.	Not Yet Started	N/A
<b>g</b>	Identify additional crosswalk locations and modernize crosswalk signalization to prioritize pedestrians.	<b>DPW, OOT, OPZ</b>	Short	Status of planning and implementation.	Not Yet Started	N/A
<b>h</b>	Prioritize sidewalk repairs given the OTC's designation as a pedestrian-oriented targeted development policy area.	<b>DPW</b>	Short	Status of planning and construction.	Not Yet Started	N/A



<b>BE5</b>	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.					
<b>BE5.1</b>	Mitigate congestion on Odenton roadways and facilitate new road connections that will provide accessibility and mobility.					
<b>a</b>	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.	<b>OOT, OPZ</b>	Mid	Status of Mobility Study.	Not Yet Started	N/A
<b>b</b>	Coordinate with developers, State and County agencies, and community representatives to implement OTC transportation projects.	<b>OPZ, DPW, OOT</b>	Short	Status of budgeting and project improvements.	Ongoing	The MARC Station parking garage project will include a robust public transportation hub. The State and County representatives have coordinated on the design.
<b>c</b>	Incentivize local businesses and multi-family residential dwellings to implement ride sharing, public transportation, and safe bicycle/pedestrian routes.	<b>OOT, OPZ</b>	Mid	Status of incentive program and utilization.	Not Yet Started	N/A
<b>d</b>	Develop education materials that include, but are not limited to: ride sharing, public transportation, and safe bicycle/pedestrian routes.	<b>OOT, OPZ</b>	Short	Production and distribution of education materials.	Completed	OOT has a transit resource guided with all of the County services & rideshare options and for educational purposes OOT offers transit training. More information and forms can be found on the OOT website.
<b>e</b>	Regularly monitor and report on mode sharing through counts of vehicles, success of alternative modes of travel, parking demand surveys and employee surveys.	<b>OOT</b>	Mid	Development of metrics, tools to measure, and status report.	Ongoing	The Transit Development Plan included a survey that covered a range of topics including transportation choices, the impression of public transportation, typical travel patterns, desired transportation improvements and demographic questions.
<b>f</b>	Develop transportation demand management (TDM) strategies and coordinate with the BWI Business Partnership, if applicable.	<b>OOT</b>	Mid	Development of strategies, identification of stakeholders, and coordination with stakeholders.	Not Yet Started	N/A
<b>BE5.2</b>	Policy BE 5.2: Prioritize investments in safe, multimodal connectivity within the OTC and between it and the surrounding region.					
<b>a</b>	Ensure current and future transit supports individuals who require transit.	<b>OOT, OPZ</b>	Long	Status of a survey asking residents desired transit needs and whether they are provided.	Completed	The County recently completed the Transit Development Plan which included a survey of residents. A total of 943 responses were collected through the online survey. The community survey covered a range of topics including transportation choices, the impression of public transportation, typical travel patterns, desired transportation improvements and demographic questions. The following section provides a review of key survey results.
<b>b</b>	Transform the Odenton MARC Station into a multimodal transit hub.	<b>OOT, OPZ</b>	Long	Status of development at the MARC Station.	In Progress	The MARC Station parking garage project will include a robust public transportation hub. The project is currently in the Site Development Plan review process by the County.
<b>c</b>	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.	<b>OOT, OPZ</b>	Mid	Status of Mobility Study and implementation of Mobility Study.	In Progress	The Transit Development Plan identified a potential need for service between Anne Arundel Community College/Severna Park – Fort Meade/NSA and Columbia to Odenton.
<b>d</b>	Implement an OTC shuttle bus and/or micro-transit connecting transportation, employment, housing, shopping, and other community facilities.	<b>OOT, OPZ</b>	Mid	Status and number of additional public transportation options.	In Progress	The TDP recommends adding microtransit zones; however funding has not been allocated.
<b>e</b>	Support transit to and within Fort Meade that accounts for security needs.	<b>OOT, OPZ</b>	Short	Status of transit options to Fort Meade.	Completed	The County operates an Odenton MARC Station to Fort Meade shuttle. Riders are required to show ID before entering. Stops within Fort Meade are made at DISA, Candlewood Suites, Kimbrough Medical Center, Fort Meade Theatre, and the Office of Personnel.
<b>f</b>	Implement OTC bus rapid transit recommendations from the MD 32 Enhanced Bus Feasibility Study which would connect the OTC, Columbia, and Annapolis.	<b>OOT, OPZ</b>	Mid	Status of budgeting and planning for BRT in the OTC.	Not Yet Started	N/A

<b>g</b>	Maintain the current transit routes to Crofton and Arundel Mills and implement a new route to points of interest, including transit stations, in Laurel.	<b>OOT, OPZ</b>	Mid	Status of existing transit routes and budgeting and planning for a new route to Laurel.	In Progress	County bus routes 202 and 205 currently connect the OTC with Arundel Mills and Crofton, respectively. A new route connecting to Laurel has not yet been established.
<b>h</b>	Implement a transit route to Howard County.	<b>OOT, OPZ</b>	Mid	Status of budgeting and planning for a new transit route in Howard County.	In Progress	The Transit Development Plan identified a potential need for service between Columbia to Odenton.
<b>i</b>	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.	<b>OOT, OPZ</b>	Mid	Status of Mobility Study and implementation of Mobility Study recommendations.	Not Yet Started	N/A
<b>j</b>	Study the feasibility of increasing the frequency of transit in the OTC.	<b>OOT, OPZ</b>	Mid	Status of Mobility Study and implementation of Mobility Study recommendations.	In Progress	The Transit Development Plan identified a potential need for service between Anne Arundel Community College/Severna Park – Fort Meade/NSA and Columbia to Odenton.
<b>k</b>	Upgrade systems and technology to provide transit schedules and headways in real time.	<b>OOT, DPW</b>	Long	Status of improvements to the transit systems and technology.	Completed	The Passio GO app allows transit users to see real-time bus locations, schedules, and estimated time of arrival for better trip planning. The Passio GO app is free to download on the Google Play Store and Mac Apple Store, and functions for all fixed county bus routes. All county buses are fare free, and are now equipped with complimentary Wi-Fi.
<b>l</b>	Dedicate funding to advertise transit options.	<b>OOT, DPW</b>	Short	Status of budgeting for advertising.	Completed	A transit page on the Anne Arundel County website that depicts the overall system, provides route maps and schedules, and offers tips for using the system. Outreach efforts include distribution of brochures via Senior Centers, public library system, shopping malls, doctor's offices and churches. Vehicle operators also have printed maps and outreach brochures for distribution as needed. In cooperation with the Office of Transportation, the Anne Arundel County Department of Aging and Disabilities conducts public outreach presentations to older adults held at Senior Activity Centers and Nutrition Sites across the County.
<b>m</b>	Maintain transit vehicles, stations, and stops and enhance with green technology (ex. renewable energy) and user amenities (ex. onboard and station WiFi).	<b>OOT, DPW</b>	Mid	Status budgeting and enhancements.	In Progress	In March 2022, Anne Arundel County drafted the Zero Emissions Bus (ZEB) Transition Plan that provides strategic goals to transition their fleet to Zero Emission Hybrid buses to achieve emissions reductions over the next decade and to increase the resiliency of Anne Arundel County's community to the effects of climate change. More details can be found in the Transit Development Plan.  All county buses are now equipped with complimentary Wi-Fi.
<b>n</b>	Create a last-mile needs assessment and implementation plan.	<b>OOT, OPZ</b>	Mid	Status of plan.	Not Yet Started	N/A
<b>o</b>	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.	<b>OOT</b>	Short	Status of funding sources.	Ongoing	Services are funded by the Federal Transit Administration (FTA) as well as state grant programs administered by MDOT MTA, as well as by local sources. Grants are continually explored.
<b>p</b>	Ensure new and existing bus fleets can accommodate bicycles.	<b>DPW, OOT</b>	Mid	Status of existing buses with bike racks and report on improvements to additional buses.	In Progress	County buses can currently accomodate bicycles. Future fleets will continue to accomodate bicycles.
<b>BE5.3</b>	Establish a safe and efficient road network.					
<b>a</b>	Construct Pine Street (Winmeyer Avenue to MD 170).	<b>DPW</b>	Long	Status of developer projects and/or Capital Improvement Project.	Not Yet Started	N/A
<b>b</b>	Extend Town Center Boulevard south from Odenton Road in the event development is proposed on 1405 Odenton Road (Tax Map 29, Parcel 10).	<b>DPW</b>	Long	Status of developer projects and/or Capital Improvement Project.	Not Yet Started	N/A
<b>c</b>	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.	<b>DPW</b>	Long	Status of developer projects and/or Capital Improvement Project.	Not Yet Started	N/A
<b>d</b>	Conduct a feasibility study to identify additional railroad crossings that would benefit OTC traffic, while prioritizing safety and minimizing impacts to rail service.	<b>OOT</b>	Long	Status of feasibilty study.	Not Yet Started	N/A
<b>e</b>	Rename Pine Avenue to avoid confusion.	<b>DPW, OOT, OPZ</b>	Short	Status of renaming.	Not Yet Started	N/A

f	Rename the proposed Odenton Avenue to avoid confusion with Odenton Road.	DPW, OOT, OPZ	Mid	Status of renaming.	Not Yet Started	N/A
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.	In Progress	The project is in the Design phase.
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.	Not Yet Started	N/A
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.	Not Yet Started	N/A
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.	Not Yet Started	N/A
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.	Ongoing	The OTC Roadway and Streetscape requirements were folded into the Design Manual as part of the adoption of the 2024 OTC Master Plan.
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.	Not Yet Started	N/A
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.	In Progress	The Odenton MARC parking garage is planned to have adequate space for buses, taxis, and ride-share.
n	Consider implementing a Connectivity Index requirement as a higher priority than Level of Service.	OOT	Mid	Status of feasibility to make policy change.	Not Yet Started	N/A
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.	Not Yet Started	N/A
BE5.4	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.	Completed	Article 17-7-804 - Transportation was updated with these provisions when the 2024 OTC Master Plan was adopted.
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.	Completed	Article 17-7-810 - Incentive program was updated with these provisions when the 2024 OTC Master Plan was adopted.
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.	Completed	Capital Improvement Projects are included in the MyAnneArundel online map. These projects are also communicated during pre-submittal meetings and/or in review letters.



<b>BE5.5</b>	Ensure transportation infrastructure is safe and routinely maintained.					
<b>a</b>	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.	Not Yet Started	N/A
<b>b</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.	Completed	The County's 311 system has been advertised at OTCAC meetings.
<b>c</b>	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.	Not Yet Started	N/A
<b>d</b>	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.	Not Yet Started	N/A
<b>BE5.6</b>	Support strategies to reduce localized pollution from vehicle emissions.					
<b>a</b>	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.	In Progress	Article 18-9-107 - Parking requires charging stations for electric vehicles. Projects may provide additional charging stations as proffer.
<b>BE5.7</b>	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.					
<b>a</b>	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.	Not Yet Started	N/A
<b>b</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.	Ongoing	Article 18-9-107(A)(4) - Parking states that when feasible, adjoining property owners in the OTC-C zoning district shall create shared parking lots.
<b>c</b>	Limit surface parking lots in the Core.	OPZ	Short	Status of Code updates.	Not Yet Started	N/A
<b>d</b>	Leverage creative financing or resources for parking infrastructure, such as parking structures.	OPZ, DPW, CEO	Short	Identification of partnerships and funding opportunities.	Ongoing	The Odenton MARC parking garage will be funded through a variety of sources such as the Federal government, a State grant, and County Tax-Increment Financing.
<b>e</b>	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.	Not Yet Started	N/A
<b>f</b>	Future development should include effective use of shared parking lots and parking structures.	OOT, OPZ	Short	Status of Code updates.	Completed	Article 18-9-107(A)(4) - Parking states that when feasible, adjoining property owners in the OTC-C zoning district shall create shared parking lots.
<b>g</b>	Encourage contiguous property owners to coordinate parking and access opportunities.	OPZ	Short	Status of Code updates and identifying projects that collaborate.	Ongoing	Article 18-9-107(A)(4) - Parking states that when feasible, adjoining property owners in the OTC-C zoning district shall create shared parking lots.
<b>h</b>	Identify incentives to retrofit existing parking and access areas.	OPZ, I&P, OOT	Mid	Status of incentives.	Not Yet Started	N/A
<b>i</b>	Evaluate the need for additional park and ride lots for bus riders and carpoolers.	OOT, OPZ	Mid	Status of evaluation.	Not Yet Started	N/A

Healthy Community						
<b>HC1</b>	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.					
<b>HC1.1</b>	Prioritize investments for adequate, accessible parks, recreation facilities, community spaces and public amenities in the OTC.					
<b>a</b>	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.	<b>OPZ, DPW, DRP</b>	Short	Status of park development.	In Progress	The project is anticipated to begin construction on the first phase beginning July 2025. Construction is anticipated to last until May 2026.
<b>b</b>	Include historical elements, such as historical markers and informational signs, into the Odenton Community Park.	<b>OPZ, DRP</b>	Short	Status of historical elements within the park.	In Progress	Phase 1 of the park will include informational signs about the stormwater/environmental elements. The Park will also include a "storytime trail", in collaboration with the Library. The Park includes a railroad-themed playground. The Heritage Society was consulted and requests made to include railroad signs in the park.
<b>c</b>	Develop qualitative evaluation of Odenton Community Park to determine its use and reception among different cultural and social groups throughout the OTC.	<b>DRP, OPZ</b>	Long	Status of evaluation.	Not Yet Started	The park has not been constructed.
<b>d</b>	Ensure that public programming for parks and recreation is both culturally diverse and culturally appropriate.	<b>DRP, OPZ</b>	Mid	Inclusion of culturally diverse and appropriate programming.	In Progress	The Park will be fully ADA accessible and includes bocce courts as requested by the adaptive recreation users. The Park signage will be bilingual.
<b>e</b>	Encourage the utilization of elements from the University of Maryland Partnership for Action Learning in Sustainability public park exercise in the final design.	<b>DRP, OPZ</b>	Short	Status of the inclusion of PALS findings.	In Progress	Phase 1 of the park includes the following recommendations from the PALS exercise: heavily vegetated pathways which allow users to be immersed within a natural setting and a play area.
<b>f</b>	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.	<b>DRP</b>	Mid	Status of study.	Not Yet Started	N/A
<b>g</b>	Collaborate with adjacent communities to identify opportunities for shared green space and parks.	<b>DRP, OPZ</b>	Short	Status of collaboration.	Not Yet Started	N/A
<b>h</b>	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.	<b>OPZ</b>	Short	Status of annual update.	Ongoing	The Amenity Map will be updated in Fall 2025.
<b>i</b>	Update amenities requirement as needed to meet gaps identified in Amenity Analysis.	<b>OPZ</b>	Short	Status of Code update.	Not Yet Started	N/A
<b>j</b>	Allow for relief, flexibility, or require amenities based on existing and/or planned amenities (see Amenity Analysis).	<b>OPZ</b>	Short	Status of Code update.	Ongoing	The Modification and Incentive Program allows flexibility.
<b>k</b>	Partner with local community organizations, Parent Teacher Organizations, and religious organizations to identify spaces, facilities, and programs for families and youth.	<b>DRP</b>	Short	Status of spaces and programming.	Not Yet Started	N/A
<b>l</b>	Study the feasibility of a community / youth center to serve the Odenton and neighboring communities.	<b>DRP, OPZ</b>	Mid	Status of study.	Not Yet Started	N/A
<b>m</b>	Work with local partners to develop a farmers market that can accept SNAP/Double Dollars.	<b>OPZ, ACDS, AAEDC</b>	Short	Status of farmers market.	Not Yet Started	N/A
<b>n</b>	Work with local partners to enhance and support food truck programs.	<b>AAEDC, OPZ</b>	Short	Status of food truck programming.	Not Yet Started	N/A
<b>o</b>	Study feasibility of a public entertainment and event space.	<b>OPZ</b>	Mid	Status of study.	Not Yet Started	N/A
<b>p</b>	Require multi-phased projects to develop a comprehensive plan for amenities and reserve land to accommodate amenities for future phases.	<b>OPZ</b>	Short	Status of Code update.	Not Yet Started	N/A

q	Provide incentives for adjacent private development projects to coordinate their amenities.	OPZ	Short	Status of Code update.	Completed	Article 17-7-807 - Activity space allows that adjacent property owners may, by agreement or joint easement, cooperatively provide public activity space that in total meets or exceeds the requirements.
r	Analyze fee in lieu schedule to better reflect relief sought and community need.	OPZ	Mid	Status of analysis.	Not Yet Started	N/A
s	Identify funding for new community spaces and public amenities, and ensure funding for operations and maintenance.	DRP	Short	Status of funding.	Not Yet Started	N/A
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.	Not Yet Started	N/A
HC2	Provide lifelong learning opportunities and facilities to foster a sense of community and improve quality of life for residents.					
HC2.1	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.	Not Yet Started	N/A
b	Identify additional community organizations that are interested in educational programs in the OTC.	AAEDC	Mid	Status of outreach to community organizations.	Not Yet Started	N/A
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.	Not Yet Started	N/A
HC3	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.	Not Yet Started	N/A
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.	Not Yet Started	N/A
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.	Not Yet Started	N/A
HC4	Ensure the OTC is an attractive and easy-to-navigate location to live in and visit.					
HC4.1	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.	OCS	Short	Status of outreach to stakeholder group and beautification program.	Not Yet Started	N/A
b	Identify partners to develop public art through the County's Beautification Program.	OCS	Short	Status of public art.	Not Yet Started	N/A
c	Identify a group of stakeholders and / or landscape firms interested in an Adopt a Median Program. Consider incentivizing participation.	DPW, OPZ, OCS	Short	Status of program.	Not Yet Started	N/A
d	Identify agencies responsible for median and OTC sign maintenance.	DPW, OPZ, OCS, SHA	Short	Maintenance of median and signage.	Completed	Maintenance has been completed by State, local, and private entities.
e	Develop a signage program for pedestrians, specifically in the Core area.	OOT, DPW, OPZ	Mid	Status of signage program.	Not Yet Started	N/A
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.	Not Yet Started	N/A



Healthy Economy						
<b>HE1</b>	Redevelopment and beautification of the OTC will be facilitated through financial mechanisms.					
<b>HE1.1</b>	Use funding opportunities to support private, public, and public-private partnership development, redevelopment, infrastructure, and beautification projects.					
<b>a</b>	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.	Not Yet Started	N/A
<b>b</b>	Determine the feasibility and applicability of establishing a Special Community Benefit District.	OPZ, AAEDC	Mid	Status of Special Community Benefit District.	Not Yet Started	N/A
<b>c</b>	Determine the feasibility and applicability of establishing a Business Improvement District.	OPZ, AAEDC	Mid	Status of Business Improvement District.	Not Yet Started	N/A
<b>d</b>	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.	Not Yet Started	N/A
<b>e</b>	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.	In Progress	The Odenton MARC parking garage will be funded in part by TIF.
<b>f</b>	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.	Ongoing	<p>The Sustainable Communities application for the Odenton/Severn area was recently submitted by the County and approved by the State. Two representatives from the OTCAC served as an advisory role to the development of the application. Furthermore, the application states that the OTCAC is actively engaged in planning and implementation projects, and there is support from local agencies, elected officials, and community stakeholders in implementing adopted plans for the area.</p> <p>The northern part of MD 175 within the OTC is designated as a Commercial Revitalization Area. This designation encourages revitalization of its older commercial corridors through rehabilitation, adaptive reuse, or redevelopment.</p>
<b>g</b>	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.	Not Yet Started	N/A
<b>h</b>	Pursue grant funds and assist private developers / property owners to facilitate development and redevelopment opportunities.	AAEDC, OPZ, ACDS	Short	Quantity of grant funds awarded.	Ongoing	In 2024, Anne Arundel County was awarded \$150,00 in Facade Improvement Funds and \$300,000 in Project Restore 2.0 funds from the Maryland Department of Housing and Community Development. AAEDC is the administrator of both these grants. The Facade Improvement Funds provides matching grant funds for commercial property owners in Odenton that apply for the Arundel Community Reinvestment (ACR) Loan for exterior improvements. The Project Restore Funds provide build out and rental assistance to businesses that move into vacant space at the Village at Odenton Station. In 2025 AAEDC was awarded an additional \$200,000 in Facade Improvement Funds from MD DHCD.
<b>i</b>	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.	Ongoing	See HE1.1.h above.  Since the number of grant opportunities can be limitless, a list cannot be provided.
<b>j</b>	Use incentives, such as financing tools, to encourage investment, new development, and redevelopment.	OPZ, AAEDC, ACDS	Short	Status of financing tools and other incentives.	Ongoing	AAEDC offers the ACR and Volt Loan Program. There have been two Volt Loans issued to Odenton businesses in 2024-present. AAEDC continues to market the program to Odenton businesses and property owners.

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.	Not Yet Started	N/A
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.	Not Yet Started	N/A
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.	Completed	The County updated the Adequate Public Facilities (APF) ordinance section related to the OTC during the adoption of the 2024 OTC Master Plan.
HE2	Attract, retain, and expand upon the diversity of businesses and industries that will provide jobs, income, and a sustainable tax base.					
HE2.1	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.	Not Yet Started	N/A
b	Work with partners to market resources and attract private sector companies to locate in the OTC.	AAEDC, OPZ	Short	Quantity of new companies.	Ongoing	This is part of AAEDC's workplan. AAEDC has identified 20 new, expanding, or relocating businesses in Odenton from 2024-present.
c	Assist private developers in attracting high-quality businesses.	AAEDC, OPZ	Short	Quantity of desired businesses.	Ongoing	This is part of AAEDC's workplan.
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.	Ongoing	In 2024, Anne Arundel County was awarded Project Restore 2.0 funds from Maryland DHCD. These funds are administered by AAEDC and provide businesses with build out and rental assistance to move into pre-selected vacant commercial properties. AAEDC specifically included the Village at Odenton Station in this application to target persistent commercial vacancy in this plaza.
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.	Ongoing	The Holding Capacity analysis identifies vacant and underutilized properties. A full listing can be found in Appendix B of this Annual Report.
f	Develop a branding plan for the OTC.	AAEDC, ACDS	Short	Status of branding plan.	Not Yet Started	N/A
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.	Not Yet Started	No active crises or declared emergencies to evaluate impact.
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.	In Progress	This goal would be addressed by Anne Arundel Workforce Development Corporation (AAWDC). AAEDC is hosting a Workshop on June 17, 2025 "FEDINOVATE: Empowering Federal Workers through Entrepreneurship" where AAEDC will market AAEDC resources and offer displaced federal workers strategies for developing new entrepreneurial ventures.
HE3	Promote the remediation and redevelopment of brownfield sites.					
HE3.1	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.	Ongoing	AAEDC maintains a list on their "Market Research Documents" website.
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.	Completed	All projects in the OTC may pursue a Modification or the Incentive Program.
c	Evaluate the Code for opportunities to incentivize brownfield redevelopment, including flexibility with development requirements.	OPZ	Short	Status of Code updates.	Completed	All projects in the OTC may pursue a Modification or the Incentive Program.

Process and Procedures						
<b>PP1</b>	Goal PP 1: Facilitate a productive relationship between the OTCAC, County staff, and community stakeholders.					
<b>a</b>	Position the OTCAC to advocate and implement the vision and goals, policies, and strategies of the Master Plan as necessary.	<b>OPZ</b>	Short	Status of Code updates.	Ongoing	Article 3-6B-101(A) - Odenton Town Center Advisory Committee establishes the purpose of the OTCAC which is to advocate for the vision, goals, policies, and strategies of the OTC Master Plan.
<b>b</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.	<b>OPZ</b>	Short	Status of Code updates.	Completed	Article 3-6B-101(G)(2) - Odenton Town Center Advisory Committee requires a developer present a sketch plan, preliminary plan, or an incentive program application to the OTCAC.
<b>c</b>	Evaluate and clarify, as needed, OTCAC's process for motions, letters, and comments on development plans and modifications.	<b>OPZ</b>	Short	Update to OTCAC bylaws.	Completed	The OTCAC updated their bylaws May 28, 2024.
<b>d</b>	Continue to update the OTCAC bylaws as necessary.	<b>OPZ</b>	Short	Status of OTCAC bylaws.	Completed	The OTCAC updated their bylaws May 28, 2024. The Bylaws are not anticipated to be updated until the next Master Plan.
<b>e</b>	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.	<b>OPZ</b>	Short	Status of letter in Annual Report.	Ongoing	The OTC Annual Report will be published in the Spring; whereas the OTCAC's Priority Project letter is developed in the Fall. The Annual Report will include the previous year's Priority Project letter in the appendix.
<b>f</b>	Continue to have the Office of Planning and Zoning - Long Range Planning staff continue to serve as primary liaison to the OTCAC.	<b>OPZ</b>	Short	Status of OPZ staff liaisons.	Ongoing	A member from OPZ - Long Range Planning team is currently serving as the liaison to the OTCAC.
<b>PP2</b>	Improve development and approval processes, and support incentives, for projects that serve the vision of this Master Plan.					
<b>PP2.1</b>	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.					
<b>a</b>	Continually evaluate challenges to development and redevelopment in OTC, and implement solutions.	<b>OPZ</b>	Short	Status of Master Plan recommendations.	Ongoing	The OTCAC will develop a list of ideas for Code amendments and/or items to consider during the next Master Plan process (OTCAC may draft a letter and share with Councilmember) in the Fall each year.
<b>b</b>	Establish and adhere to a clear, predictable timeframe and process for development approval. Develop a flowchart to illustrate the process.	<b>OPZ</b>	Short	Status of process and flowchart.	Completed	A new development approval flowchart has been posted to the OPZ website.
<b>c</b>	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.	<b>OPZ</b>	Short	Status of Code updates.	Not Yet Started	N/A
<b>d</b>	Develop a procedure for applicants to provide information and materials to the Office of Planning and Zoning prior to OTCAC meetings.	<b>OPZ</b>	Short	Status of policy.	Completed	A Google Form has been created for applicants to submit information to OPZ for a project they wish to present to the OTCAC.
<b>e</b>	Develop and codify a procedure for projects that are required to have both a Community Meeting per per Section 17-2-107 of the County Code as well as be presented to the OTCAC.	<b>OPZ</b>	Short	Status of Code updates.	Completed	Article 3-6B-101(E)(3) - Odenton Town Center Advisory Committee allows for this process to occur.
<b>f</b>	Evaluate how to maximize meaningful feedback from the OTCAC and public during developer presentations. Expedite the development review process while ensuring clarity and transparency.	<b>OPZ</b>	Short	Status of presentation guidelines and Code updates.	Completed	OPZ and OTCAC have developed a developer presentation template and an OTCAC letter to OPZ template.

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.	Ongoing	After review of the Annual Report, the OTCAC may request County and State representatives to present on topics.
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.	Completed	The Code currently exempts development in the CTC-C from the Adequate Public Facilities testing for school capacity.
i	Provide quarterly update of development project progress to OTCAC.	OPZ	Short	Status of quarterly updates.	Ongoing	OPZ continues to provide quarterly updates of development projects.
j	Consider creating a more lenient modification process for redevelopment projects.	OPZ	Short	Status of Code updates.	Not Yet Started	N/A
PP2.2	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.	Completed	The Incentive Program can be found in Article 17-7-810.
b	Ensure that Incentive Program and Modifications support flexibility for development proposals and relief from development requirements.	OPZ	Short	Status of Code updates.	Completed	Modifications and the Incentive Program allow for flexibility in Articles 17-2-108 and 17-7-810.
c	Review impact fee schedule to determine whether adjustments are needed.	OPZ	Mid	Status of Impact Fee Study.	Not Yet Started	N/A
d	Identify specific TOD criteria that can be linked to automatic incentives for development in the Core.	OPZ, OOT	Short	Status of Code updates.	Not Yet Started	N/A
PP3	Goal PP 3: With input from OTC residents and community stakeholders, implement the OTC Master Plan recommendations.					
PP3.1	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.	Not Yet Started	The OTC Master Plan was adopted in 2024. The next update will begin before 2029.
b	Track, measure, and monitor effectiveness of the OTC Master Plan implementation annually.	OPZ	Short	Status of Annual Report.	Ongoing	This Annual Report reviews the status of the strategies.
c	Track and record Incentive Program applications, including proffers, and publish on the County's website.	OPZ	Short	Status of listing on County website.	Ongoing	Incentive program applications are tracked for the Parole Town Center. OTC projects will needed to be categorized in order to be tracked in the system.
d	Establish metrics to ensure proportionality between relief sought and proffers.	OPZ	Short	Status of metrics.	In Progress	Article 17-7-810(C)(7) - Incentive program states that an application will be reviewed based on whether the proposed public benefits are comparable in scope to the incentive requested.
PP3.2	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.	Ongoing	After review of the Annual Report, the OTCAC may request County and State representatives to present on topics.
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.	Ongoing	After review of the Annual Report, the OTCAC may request County and State representatives to present on topics.