



Odenton Town Center Master Plan

December 2009

Anne Arundel County, Maryland

Odenton Town Center Master Plan

December 2009

Adopted March 15, 2010
By County Council Bill No. 90-09
Effective Date: May 2, 2010

Anne Arundel County, Maryland

Acknowledgments

County Executive

John R. Leopold

County Council

Daryl Jones, District 1
C. Edward Middlebrooks, District 2
Ronald C. Dillon, District 3
James Benoit, District 4
Cathleen M. Vitale, District 5
Chuck Ferrar, District 6
Tricia L. Johnson, District 7

Planning Advisory Board

Michelle Corkadel, Chairman
Mary Alter, Ph.D.
Wayne Dixon
Sage Mumma
John Norville
Vernon Thomas
Joan Turek

Odenton Town Center Oversight Committee

Donald Price, Acting Chairman
Teresa Birge
David Douglas
Joseph Gorman
Nicole Howe
Claire Louder
Robert Morton
Norman Myers
Doreen Strothman (former member)

Office of Planning and Zoning

Larry R. Tom, Planning & Zoning Officer
Carole Sanner, Assistant Planning & Zoning Officer
Chris Soldano, Assistant Planning & Zoning Officer
Lynn Miller, Planning Administrator, Long Range Planning
Michael Fox, Senior Planner, Long Range Planning
Parag Agrawal, Planner, Long Range Planning
Courtney Wilson, Planner, Development Division
George Cardwell, Planning Administrator, Transportation Planning
Martha Arzu, Planner, Transportation Planning
Suzy Schappert, Planning Administrator, Zoning Division
Darian Schwab, Historic Resources Planner, Cultural Resources Division
Lisa Webb, Anne Arundel Economic Development Corporation

Table of Contents

Chapter 1: Introduction	1
1.0 Background	3
1.1 Overview of the OTC Plan	3
1.2 Related Documents.....	4
1.3 OTC Location.....	4
1.4 Vision.....	6
1.5 Goals	9
1.6 Genesis of the Plan	9
2.0 Development Concept.....	14
2.1 Overview	14
2.2 OTC Boundary.....	14
2.3 Sub-Areas	14
2.4 Blocks.....	17
2.5 Special Designation Areas.....	17
Chapter 2: Planning Guidance.....	35
1.0 Land Use & Development.....	37
2.0 Urban Design	37
3.0 Transportation	38
3.1 Existing Conditions.....	38
3.2 Major Road Intersections	39
3.3 Commuting Patterns.....	39
3.4 Commuter Rail	39
3.5 Bus Transit Service	40
3.6 Ridesharing.....	41
3.7 Regional Trail System	41
3.8 Regional Airport	42
3.9 BWI Airport	42
3.10 Objectives.....	42
4.0 Public Utilities	44
4.1 Water Service	45
4.2 Sewer Service.....	45
5.0 Environment.....	48
5.1 Watershed and Topography	48
5.2 Archaeological Resources	51
Chapter 3: Functional Planning Controls	53
1.0 The OTC Development Review Process.....	55
1.1 OTC Plan Applicability	55

1.2 New Development.....	55
1.3 Pre-Existing Development.....	55
1.4 Multi-Staged Developments	57
1.5 Post Construction Compliance	59
2.0 Land Use Planning Controls	59
2.1 Permitted Development Methods.....	59
2.2 Permitted Land Uses	60
2.3 Permitted Building Height.....	69
2.4 Floor Area Ratio (FAR) Limitations.....	71
2.5 Building Setbacks.....	71
2.6 Open Areas	76
3.0 Urban Design Planning Controls	77
3.1 Public Space Network.....	77
3.2 Active Frontages.....	78
3.3 Special Features	82
3.4 Historic Preservation	84
4.0 Transportation Planning Controls	84
4.1 Priority Transportation Projects	84
4.2 Planned Road Network	86
4.3 OTC Roadway Classifications and Streetscape Design	92
4.4 Right-of-way Dedication and Reservation	97
4.5 Pedestrian and Bicycle Network	97
4.6 Corridor Access Management	99
4.7 Adequate Public Facilities (APF) for Roads.....	101
4.8 Private Parking	104
4.9 Public Parking	106
4.10 Transit Service, Facilities and Development	107
5.0 Public Utilities Planning Controls	109
6.0 Environmental Planning Controls	110
6.1 Special Treatment Areas	110
6.2 Existing Laws and Regulations.....	111
6.3 OTC Greenway Network.....	112
6.4 Stormwater Management Controls.....	113
Chapter 4: Design Standards	115
1.0 Introduction	117
1.1 Applicability	117
1.2 Organization and Use.....	117
1.3 Overall Design Goals.....	117
2.0 Urban Form.....	118
2.1 Vista and Views.....	118
2.2 Landmarks	118
2.3 Gateways.....	119
2.4 Focal Areas.....	119

3.0 Streetscape Standards.....	119
3.1 Pedestrian System.....	119
3.2 Sidewalk Café Standards	121
3.3 Merchandise Displays	122
3.4 Lighting Standards	122
3.5 Street Furniture Standards	123
4.0 Parking Standards	123
4.1 Parking Structures	124
4.2 Surface Parking Lots	124
4.3 Parking Lot Best Management Practices	125
4.4 Parking Lot Landscaping	126
4.5 Bicycle Parking	126
5.0 Landscaping Standards.....	126
5.1 Streetscape Landscaping	127
5.2 Site Landscaping	127
5.3 Residential Landscaping.....	128
5.4 Interim Use Screening	128
6.0 Site Design	129
6.1 Setbacks	129
6.2 Site Access and Circulation	130
6.3 Public and Residential Activity Spaces	130
6.4 Screening and Service Areas.....	131
6.5 Outdoor Storage.....	132
6.6 Lighting.....	132
6.7 Site Maintenance.....	133
7.0 Architectural Standards	134
7.1 Massing.....	134
7.2 Orientation	135
7.3 Intersections	135
7.4 Facades	136
7.5 Active Frontage.....	137
7.6 Entryways.....	138
7.7 Roofs	139
7.8 Ancillary Structures	140
7.9 Canopies & Awnings	140
7.10 Materials and Colors	141
7.11 Additional Requirements for Special Uses.....	142
8.0 Signage	143
8.1 Signage Systems.....	143
8.2 Specific Signage Types	146
9.0 Historic Preservation	153
9.1 Guidelines for Retention of Historic Buildings.....	153

10.0 Design Standards for Sub-Areas.....	156
10.1 Core Sub-Area	156
10.2 Village Sub-Area	161
10.3 Transition Sub-Area.....	163
10.4 Industrial Sub-Area	166
10.5 East and North Sub-Areas.....	167
10.6 Ft. Meade Sub-Area.....	169
Chapter 5: Process and Procedures	173
1.0 OTC Plan Amendment, Modification & Oversight.....	175
1.1 Comprehensive Plan and Zoning Review	175
1.2 Plan Oversight.....	175
1.3 Plan Modifications	177
1.4 Appeals	178
2.0 Development Approval Process.....	178
2.1 Role of the OTC Oversight Committee	178
2.2 Adequate Public Facilities Requirements	180
3.0 Recommended Future Actions.....	180
Chapter 6: Bonus Program	183
1.0 Application Process	185
2.0 Evaluation of Application	185
3.0 Development Proffers.....	186
3.1 Transportation Proffers	186
3.2 Environmental Proffers.....	186
3.3 Architectural Proffers	187
3.4 Streetscape and Urban Design Proffers	187
3.5 Historic Preservation Proffers.....	187
3.6 Other Proffers	187
4.0 Bonus Rewards	188
Glossary.....	189
Bill 90-09.....	197

List of Figures

Figure 1-1: Odenton Regional Context Map.....	5
Figure 1-2: Odenton Vicinity Map.....	7
Figure 1-3: Odenton Illustrative Vision Map	8
Figure 1-4: Existing Conditions Map.....	11
Figure 1-5: 2007 Land Cover	12
Figure 1-6: Concept Development Plan	13
Figure 1-7: Sub-Area Regulatory Zoning Map	15
Figure 1-8: Core Sub-Area Illustrative Vision Plan	18
Figure 1-9: Desired Core Sub-Area Character.....	19
Figure 1-10: Architectural Development Concepts in Core Sub-Area.....	20
Figure 1-11: Village Sub-Area Illustrative Vision Plan	21
Figure 1-12: Desired Village Sub-Area Character	22
Figure 1-13: Transition Sub-Area Illustrative Vision Plan	23
Figure 1-14: Desired Transition Sub-Area Character	24
Figure 1-15: Industrial Sub-Area Illustrative Vision Plan.....	25
Figure 1-16: Desired Industrial Sub-Area Character.....	26
Figure 1-17: East Odenton Sub-Area Illustrative Vision Plan	27
Figure 1-18: North Odenton / Ft. Meade Sub-Area Illustrative Vision Plan	28
Figure 1-19: Desired East and North Odenton Sub-Areas Character.....	29
Figure 1-20: Development Concepts for East and North Sub-Areas.....	30
Figure 1-21: Architectural Concepts for East and North Sub-Areas	31
Figure 1-22: Block Regulatory Map	32
Figure 1-23: Special Designation Area Map	33
Figure 2-1: Water Service Plan.....	46
Figure 2-2: Sewer Service Plan	47
Figure 2-3: Environmental Features.....	49
Figure 2-4: Elevation Map.....	50
Figure 2-5: Archeological Resources Map.....	52
Figure 3-1: 2000 Zoning Map	58
Figure 3-2: Permitted Use List	62

Figure 3-3: Mix of Uses Functional Plan.....	67
Figure 3-4: Land Use Mix Categories	68
Figure 3-5: Summary of Development Requirements by Sub-Areas.....	70
Figure 3-6: Roadways and Streetscape Design Standards.....	72
Figure 3-7: Natural Open Areas and Greenways Functional Plan	79
Figure 3-8: Community Facilities Map.....	80
Figure 3-9: Active Frontage Functional Plan.....	81
Figure 3-10: Special Features Functional Plan.....	83
Figure 3-11: Historic District Functional Plan	85
Figure 3-12: Priority Transportation Project List.....	87
Figure 3-13: Planned Road Network Plan	91
Figure 3-14: Roadway Classifications Functional Plan	93
Figure 3-14 Continued: Grid G1	94
Figure 3-14 Continued: Grid G2.....	95
Figure 3-15: Trails Schematic Plan	100
Figure 3-16: Public Parking Distict Plan.....	108
Figure 4-1: Design Standards for Individual Sub-Areas	157
Figure 5-1: Development Approval Process for Projects in the Odenton Town Center.....	179



Chapter 1: Introduction

1.0 Background

1.1 Overview of the OTC Plan

The Odenton Town Center (OTC) Plan provides a significant new level of planning guidance compared to previous County Plans. In addition to providing general planning guidance to be used in making land use, development review, zoning, and public improvements decisions, this plan has regulatory standing. As a result, the planning guidance throughout this plan is organized into two parts – Intent and Requirements. All text labeled “Requirements” constitutes regulatory directives.

The OTC Plan includes Functional Planning Controls and Design Standards. It is intended to serve both as a guide for future growth and as the standard of review for individual applications for land use development and permitting. The Plan establishes seven (7) zoning Sub-Areas, and numerous blocks within those Sub-Areas, each having special characteristics. The Plan sets forth criteria for development in each Block, some of which may be common to the entire Plan, or specifically detailed to serve as development criteria for that particular Block.

The Design Standards and development requirements by Sub-Area and Block, including site design, environmental considerations, architecture, open space and activity areas, signs, parking, landscaping, streetscapes, are a regulatory function of this Plan.

The OTC Plan also contains numerous Functional Plan components. They include a Land Use Mix Functional Plan, as well as functional plans for roadways, greenways, active frontage, special features, and trails.

Seven OTC specific zoning categories are established based upon the nature of past development in the category area and the Plan goals for future development or re-development of that area. The Zoning Categories set out the types of uses permitted. The Plan sets out dimensional requirements (setbacks, yards, heights, massing and similar components), intensity of development (FAR's), ratios of required mixes of use, and the sequencing of development of those uses. These seven zones are intended to be by-right zones, not overlay or floating zone classifications.

The Plan sets forth:

- goals, policies and procedures,
- guidelines for future growth,
- standards of review for individual applications for land use development,
- recommended fiscal and public finance programs and policies that further the goals of the Plan and implement its recommendations,
- methods of streamlining the permit process,
- unifying, as practicable, related regulatory processes and programs such as zoning, subdivision, landscape manuals, storm water management, road codes, and other regulatory codes,

- a development bonus program that encourages and supports owners and developers to build vertical, mixed-use projects linked to pedestrian walkways and transit/structured parking facilities,
- a series of disincentives to build or renovate in sprawling, low intensity patterns, and
- environmental best management practices and quality standards.

The OTC Plan is intended to serve two distinct functions and with separate intended audiences, as follows:

- 1) This Plan is directed towards the individuals and organizations who need to understand development rules in order to build public or private projects within the OTC, or who plan to review or comment on those development activities.
- 2) The Plan also provides planning and implementation guidance to the public sector. It serves as a resource for the County in planning public expenditures needed to support OTC growth and as a tool in monitoring and updating this Plan. It provides the background analysis that is the basis for generating this Plan, such as existing conditions and trends. It also provides regional context and advisory recommendations of issues beyond the boundaries of the OTC in order to reinforce the need to protect these areas from unwarranted adverse impacts.

1.2 Related Documents

Several other documents also guide and/or regulate development nearby or within the OTC boundaries and should be consulted in conjunction with this plan. These include the:

- Severn Small Area Plan;
- Odenton Small Area Plan;
- Anne Arundel County Greenways Master Plan;
- Anne Arundel County Pedestrian and Bicycle Master Plan;
- Anne Arundel County Stormwater Management Practices and Procedures Manual;
- Anne Arundel County Landscape Manual;
- Anne Arundel County Subdivision Code;
- Anne Arundel County Zoning Code;
- Severn River Watershed Management Master Plan.

1.3 OTC Location

“Odenton Town Center” is the name given to the entire Odenton Growth Management Area. In some earlier documents, only a part of the area (now comprised of the Core, Transition, and Village Sub-Areas) was referred to as the “Town Center.”

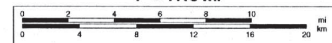
The OTC is an area of 1,620 acres, located in the western part of Anne Arundel County as shown in Figure 1-1. It is located within 12 miles of the City of Baltimore, 16 miles of Washington, D.C., and five miles from the Baltimore Washington International Airport.

Figure 1-1: Odenton Regional Context Map



© 2002 DeLorme.

Scale 1 : 450,000
1" = 7.10 mi



Odenton is one of three designated “Town Centers,” in Anne Arundel County, the others being Parole to the southeast and Glen Burnie to the northeast. The OTC is strategically located in the Washington-Baltimore corridor at the junction of MD 32, MD 170, and MD 175 with close connections to the Baltimore Washington Parkway and I-97. Its location on the MARC rail line has played a significant role in Odenton’s development. The adjacent U.S. Army Base, Fort George G. Meade, is an important economic influence on the area. A vicinity map is shown in Figure 1-2 illustrating the location of the OTC on the County’s Land Use Plan.

1.4 Vision

The Odenton Town Center will be a vital community where some live and work and others come for the shopping, entertainment, cultural enhancement and transportation access provided there. It will offer something for everyone and will be a place that brings the diverse population of the Odenton area together as a community. The Odenton Town Center is at the heart of an area that has experienced tremendous residential and business growth in recent decades and is expected to experience even more growth in decades to come.

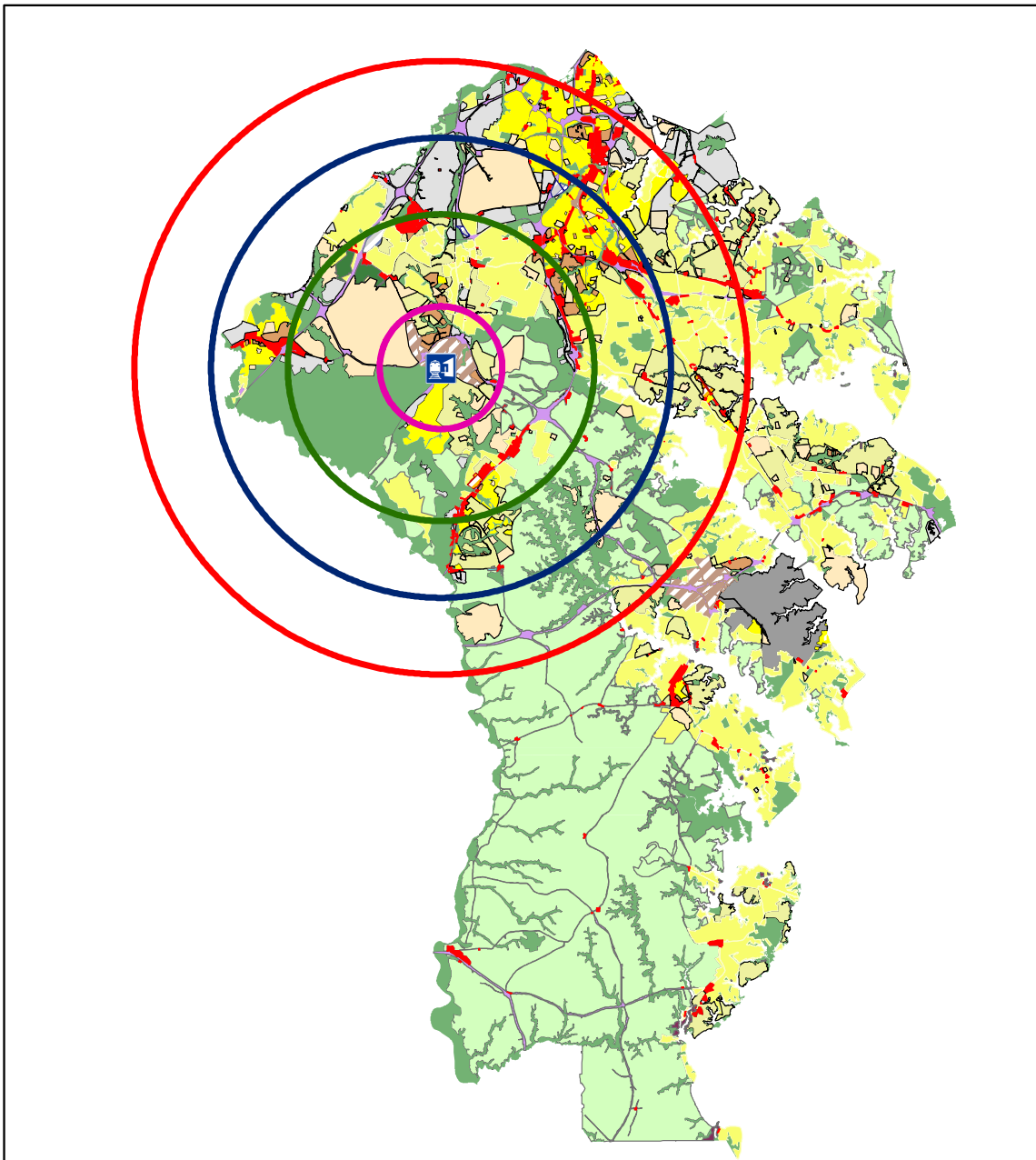
As a result of the recent Federal Base Realignment and Closure (BRAC) Initiative, a number of federal positions are planned for relocation to the Fort George G. Meade military base just west of the Odenton Town Center. It is anticipated that this relocation will bring both additional jobs and households to the County as well as to the region in general. It is estimated that 22,000 new jobs will locate in Anne Arundel County as a direct result of BRAC, including defense positions, government contractors, and service providers. Most of this job relocation and expansion will occur within the next five years or by the year 2015 time frame. In addition to the new job growth, it is projected that around 4,500 new households will locate in the County as a result of the BRAC initiative.

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

Illustrative Vision Plan

Figure 1-3, Illustrative Vision Plan and the other Sub-Area vision plans found in this document show the OTC area as it may become by the year 2020 if this vision and plan are implemented. The uses shown on these vision plans are conceptual and are not meant to indicate that any of the uses shown are required uses.

Figure 1-2: Odenton Vicinity Map



**Odenton Town Center
Master Plan Update**
2009

Office of Planning and Zoning
Long Range Planning Division

Legend






-  Radius Distance: 2 miles
-  Radius Distance: 5 miles
-  Radius Distance: 7.5 miles
-  Radius Distance: 10 miles
-  Odenton MARC Station



Figure 1-3: Odenton Illustrative Vision Map



- Cemetery
- Church
- Hotel
- Multi-Family Residence
- Townhouse Residence
- Single Family Residence
- Tree Masses
- Parking Garage
- Mixed Use
- Office
- Public Facility
- Retail
- Industrial
- Wetlands
- Streams
- Odenton Boundary

1.5 Goals

The goals for development of the OTC are as follows:

- Goal 1: Create a destination for shopping, employment, entertainment, education, and other public services that serves the Odenton area and West County.
- Goal 2: Capitalize on access to regional public transit by creating development conditions that promote transit use by both residents commuting out of and workers commuting into Odenton.
- Goal 3: Embrace the State's Smart Growth principles and create a compact, mixed-use urban Core that is designed so that jobs, housing, and daily needs are within walking distance of each other.
- Goal 4: Create a strong sense of place for the Town Center that draws upon and respects Odenton's heritage and its historic resources.
- Goal 5: Protect the natural resources of the OTC and in particular the wooded upland wetlands in the northern portions of the OTC.
- Goal 6: Provide community spaces.
- Goal 7: Ensure accessibility of the Town Center by those traveling on foot or by bike, car, bus, or train.
- Goal 8: Expedite quality land use through flexible and timely development approvals to support expanded growth associated with Fort George G. Meade.

1.6 Genesis of the Plan

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

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

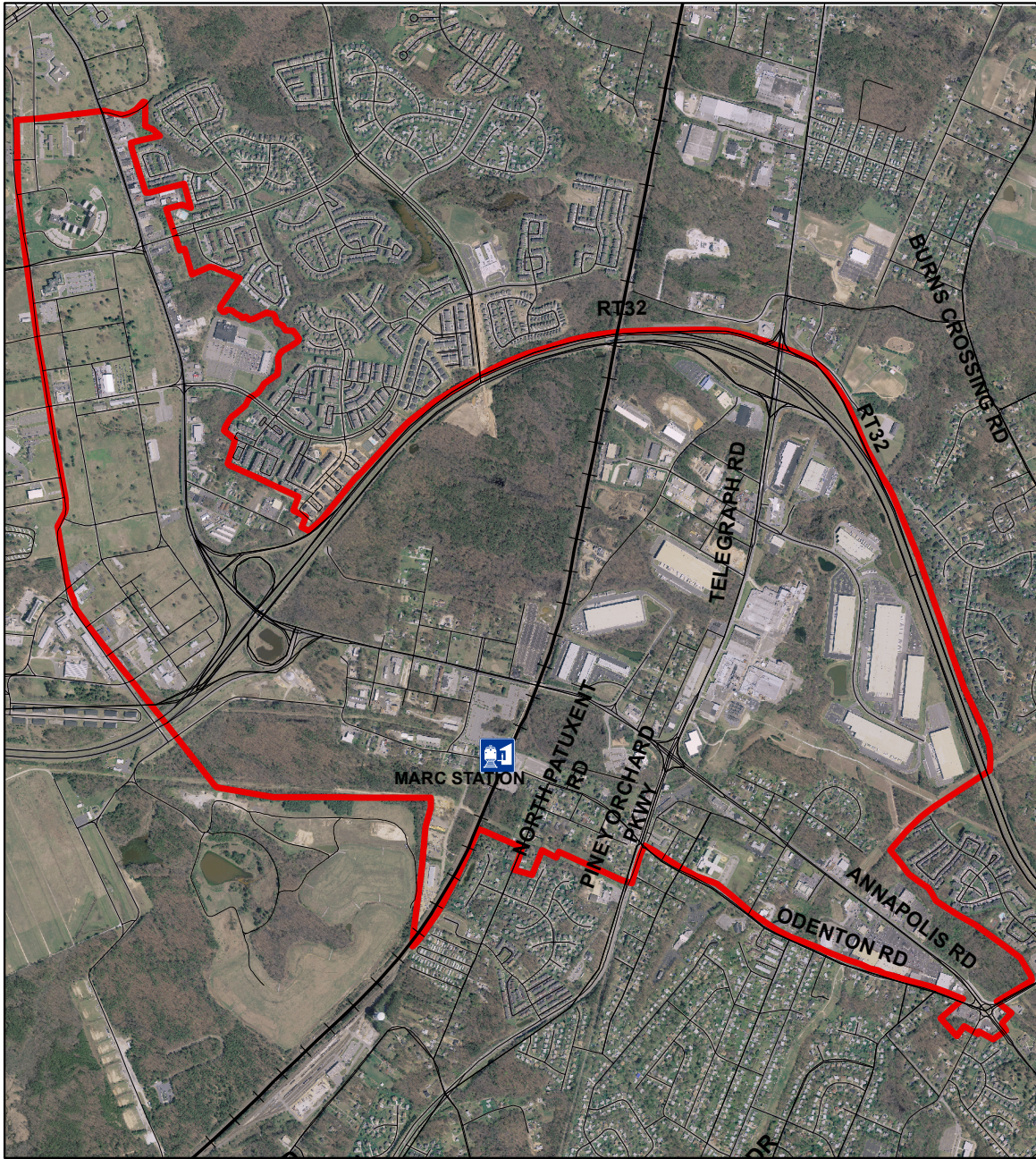
In 2001, the oversight committee, in conjunction with the Odenton Small Area Plan Committee, participated in creation of the Odenton Town Center Master Plan, which formalized a new vision for the Town Center. The new plan was completed in 2003 and took into consideration the design recommendations of the 1999 Route 175 Streetscape and Roadway Improvement Plan, the ongoing Corps of Engineers Wetlands Permit Applications and several other documents. The plan contained several elements, including a refined vision for the core, formerly known as the "town center", more detailed development controls, new design standards, and recommendations on zoning.

Over the past decade, progress has been made on several recommended actions from the earlier Plans. Key accomplishments include the following:

- Industrial development along MD 170 in two of the County's premier industrial parks, Arundel Crossing East and West.
- The North Odenton Sub-Area was designated as part of a State Community Legacy Area and a County Revitalization District.
- Public/private development agreements are being utilized to assure adequate infrastructure capacity to serve new development in the Town Center.
- A roundabout at MD 175 and Sappington Station Road has been completed.
- Gateway Signs were chosen through a County and West Anne Arundel County Chamber of Commerce design contest. The Gateway Train Sign was selected and two signs were erected: one in the median on MD 170 just south of MD 32 and another in the east gateway roundabout at MD 175 and Sappington Station Road.
- Several Historical Buildings and the Community Health Center have been refurbished and are actively used.
- The West County Regional Library was completed. It serves as a community meeting facility with high tech access.
- Revisions to the MD 175 Streetscape Design plans have been made.
- Odenton Road from the Sappington Station Road and MD 175 roundabout to Piney Orchard Parkway has been reconstructed to include a biker/hiker trail and sidewalks as well as acceleration/deceleration lanes.
- A Memorandum of Understanding was established among State, County and private companies to promote Transit-Oriented Development by constructing a dense mixed use development around the MARC Station. The development will include up to 3,500 structured parking spaces located in one or more various garages.
- New developments have included two four-story senior housing buildings, a Dunkin Donut/Baskin Robbins, two banks, and EZ Storage.
- Development is underway on the new mixed-use development of the Village at Odenton Station.

The 2009 update to the Odenton Town Center Master Plan will accomplish three primary objectives. First, it provides some adjustments and clarification to some of the Plan provisions, in order to facilitate implementation of the Plan. Second, it includes revisions to some of the functional controls and design guidelines and standards that will better accommodate current development proposals. Third, the 2009 update will formalize a process that will help secure enhanced designs and developments through an established Bonus Program.

Figure 1-4: Existing Conditions Map



**Odenton Town Center
Master Plan Update
*2009***

Office of Planning and Zoning
Long Range Planning Division

Source: 2007 Anne Arundel County Aerial Image

Legend




-  MARC Station
-  Railway Line
-  Town Center Boundary



Figure 1-5: 2007 Land Cover



Land Cover Categories

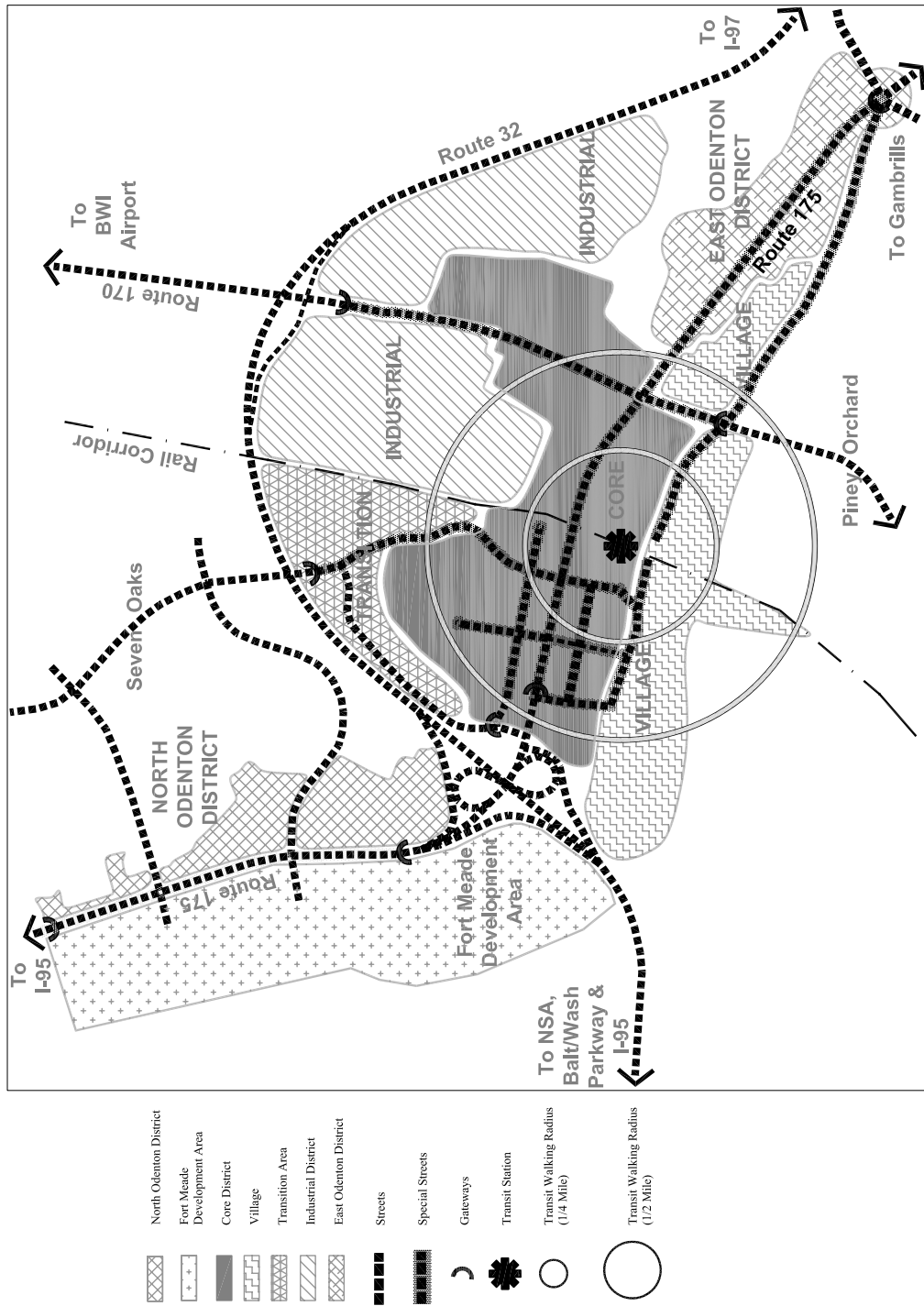
- Commercial
- Forested Wetland
- Industrial
- Open Space
- Open Wetland
- Pasture/Hay
- Residential Woods
- Residential 2-acre
- Residential 1-acre
- Residential 1/2-acre
- Residential 1/4-acre
- Residential 1/8-acre
- Row Crops
- Transportation
- Utility
- Water
- Woods

**Odenton Town Center
Master Plan Update
2009**

Office of Planning and Zoning
Long Range Planning Division



Figure 1-6: Concept Development Plan



2.0 Development Concept

2.1 Overview

The OTC development concept is largely described through a series of maps. Figures 1-4 and 1-5 illustrate the existing conditions and land cover in the OTC in 2007. Figure 1-6 presents a general concept plan for the overall planned development of the OTC. A series of Regulatory Maps define the areas upon which requirements are applied. A series of area-wide Functional Plans identify and locate the required infrastructure, community amenity, and linkage improvements that will establish the community pattern for the OTC. Illustrative Vision Plans, shown both in an overall map and in a series of larger more detailed maps, provide block-by-block, and individual site guidance on the intended application of planning guidance and requirements.

Master Plan guidance (Chapter 2) and functional controls (Chapter 3) are provided under five major categories:

- Land Use,
- Urban Design,
- Transportation,
- Public Utilities, and
- Environment.

2.2 OTC Boundary

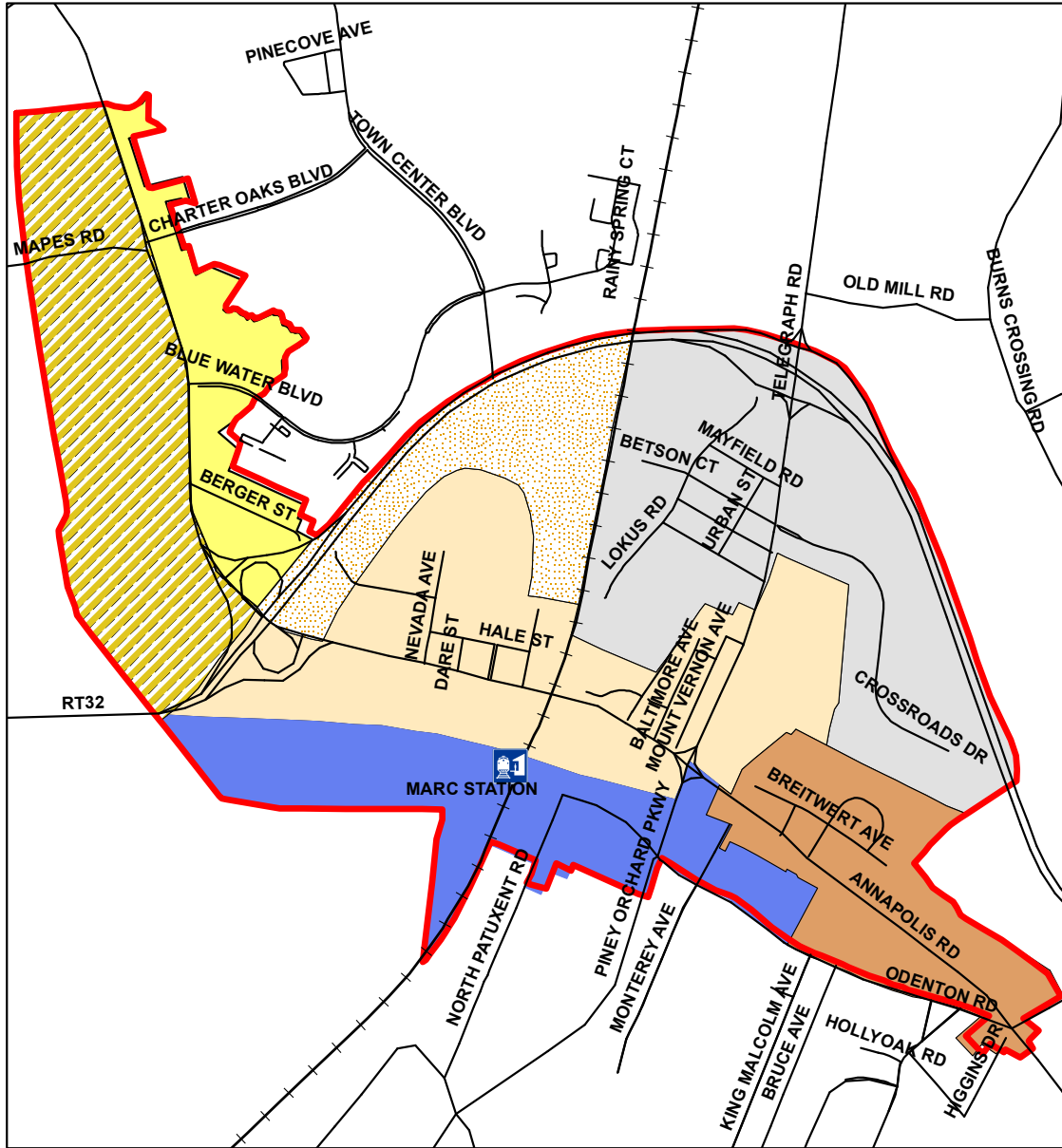
For the purposes of planning and zoning, the OTC area is considered a neighborhood, the limits of which are defined by its official boundary. This boundary is considered a growth boundary and the Master Plan and Design Standards define clear measures to reinforce these boundaries with physical separations such as buffers and open space that separate the OTC from adjoining low and moderate density residential neighborhoods. An official OTC Boundary Map will be kept on file in the Office of Planning and Zoning.

2.3 Sub-Areas

The seven Sub-Areas, which serve as regulatory zoning districts, are shown in Figure 1-7. Each of the Sub-Areas has a specific character and purpose within the overall concept as defined below:

Core – This is the heart of the OTC. It will be the most intensely developed area with a diverse mix of retail, office, civic, and housing uses combined to create a vibrant live/work community. The Core will also serve as a regional destination for the surrounding community, meeting shopping, business, service, entertainment, and transit needs. Development in this area will create a strong pedestrian environment and automobile traffic will be secondary to the needs of the pedestrian. Transit use from the neighboring MARC Station will be encouraged. Building designs will be created that








Figure 1-7: Sub-Area Regulatory Zoning Map



Odenton Town Center
Master Plan Update
2009

Office of Planning and Zoning
 Long Range Planning Division

Odenton Sub-Areas

- | | | | |
|---|-------------------------|---|----------------------|
|  | Core - O-COR |  | North Odenton -O-NOD |
|  | East Odenton -O-EOD |  | Transition -O-TRA |
|  | Fort Meade Areas -O-FTM |  | Village -O-VIL |
|  | Industrial -O-IND | | |

relate directly to the pedestrian environment with interesting facades, attractive display windows, little or no setback, and easy and frequent access points.

Village – The Village area of the OTC is the historic center of the community. The area includes a designated historic district, which includes several historic properties that set the framework for the general character and scale of the village. This traditional center of the community is envisioned as a place to live, work, and shop while maintaining the historic village character and residential feel. Design and historic preservation standards are provided to help ensure that new development will complement the traditional architecture, yards, and street character. The transit station will be a focal point of activity for the village with development of small specialty shops in the immediate area.

Transition – A mixture of moderate density office, housing and retail is envisioned in this area just north of the Core. This area contains several isolated development sites that are interspersed with large areas of preserved wooded wetlands. These larger development sites are envisioned as locations for larger, more auto-oriented businesses that will serve the greater Odenton area, as well as the highway travelers along MD 32. These businesses will serve different needs than the pedestrian-oriented businesses in the Core, and will serve to enhance, not compete with, the Core businesses.

Industrial – Large-scale industrial development has already set a pattern in the industrial area to the east of Telegraph Road. Large warehouse buildings sited to minimize visual impact on the surrounding area, wide roadways lined with trees, and natural wooded buffers are characteristic of the existing industrial development. Similar development character is envisioned as the industrial area expands across Telegraph Road. A few older industrial buildings line Telegraph Road and are part of the historic character of the community. Improved streetscape elements along this area will improve the visual character of these buildings, and pedestrian improvements will aid movement of pedestrians across Telegraph Road from the buildings to their associated parking areas.

East Odenton – This area centers on the commercial corridor along Route 175 to the east of the Core and Village. The properties not directly along the corridor frontage are primarily residential, single family homes that are envisioned to remain. The corridor itself is lined with local-serving businesses, and is planned to continue to be a business center for the community. The character of the road will continue to be primarily auto-oriented with development patterns consistent with convenience retail and services. However, improvements to the pedestrian environment are intended to create better linkages between businesses and safer passage for people moving around the area on foot.

North Odenton – The MD 175 corridor along the edge of Fort Meade is envisioned to be a business community serving the needs of the local military personnel and their families, the surrounding neighborhoods, and local office development across MD 175 in the Fort Meade area. Improved access management will not only help ease ingress and egress along MD 175, but will also improve pedestrian safety and access along this

primarily auto-oriented corridor. Façade enhancements and general area clean up and maintenance will improve the area's ability to attract customers and retain businesses.

Fort Meade Development Area – Fort Meade's Master Plan has proposed moderate density office uses in the Fort Meade Development Area. These office uses would be primarily government agencies supporting the military base needs such as Department of Defense services and contractors. A major office complex in this location will also help to support the revitalization of the North Odenton Business Corridor across MD 175.

The intended character of each Sub-Area is illustrated in the illustrative vision plans, desired character photographs, and architectural development concepts depicted in Figures 1-8 through 1-21.

2.4 Blocks

In order to provide guidance regarding building height, development intensity, and other issues that are important to an urban center and its adjoining areas, a series of regulatory blocks have been identified within each Sub-Area of the OTC.

The blocks are mapped in Figure 1-22. The boundaries of the blocks are generally defined by shared planning objectives, principal land uses or physical separations such as major roads or stream valleys.

2.5 Special Designation Areas

Several other special County and State designated areas exist in the OTC area for purposes of providing special incentives for revitalization or design control. These are mapped in Figure 1-23 and they include the following:

- *Community Legacy Area* - The State Community Legacy program provides loans and grants for projects aimed at strengthening communities through activities such as business retention and attraction, encouraging homeownership and commercial revitalization.
- *Designated Neighborhood Area* - State "Designated Neighborhoods" are mixed-use areas in need of revitalization that are eligible for State loans and grants to qualified applicants.
- *Commercial Revitalization Area* - The County Commercial Revitalization Program provides tax incentives and greater flexibility of use in designated areas.
- *MARC Enhancement Area* -- The MARC Enhancement Area is a State designated area for transit-related enhancements for the area surrounding the MARC station.
- *Odenton Historic District* - The Odenton Historic District is a County designated area.

Figure 1-8: Core Sub-Area Illustrative Vision Plan



- Cemetery
- Church
- Hotel
- Multi-Family Residence
- Townhouse Residence
- Single Family Residence
- Tree Masses
- Parking Garage
- Mixed Use
- Office
- Public Facility
- Retail
- Industrial
- Wetlands
- Streams
- Odenton Boundary
- Sub-Area Boundary

Figure 1-9: Desired Core Sub-Area Character



Urban mixture of offices with shops



Office buildings set to the sidewalk



Large and small stores with an urban character



Residences and offices over shops



Parking structures blend with the community



Low speed streets with on-street parking

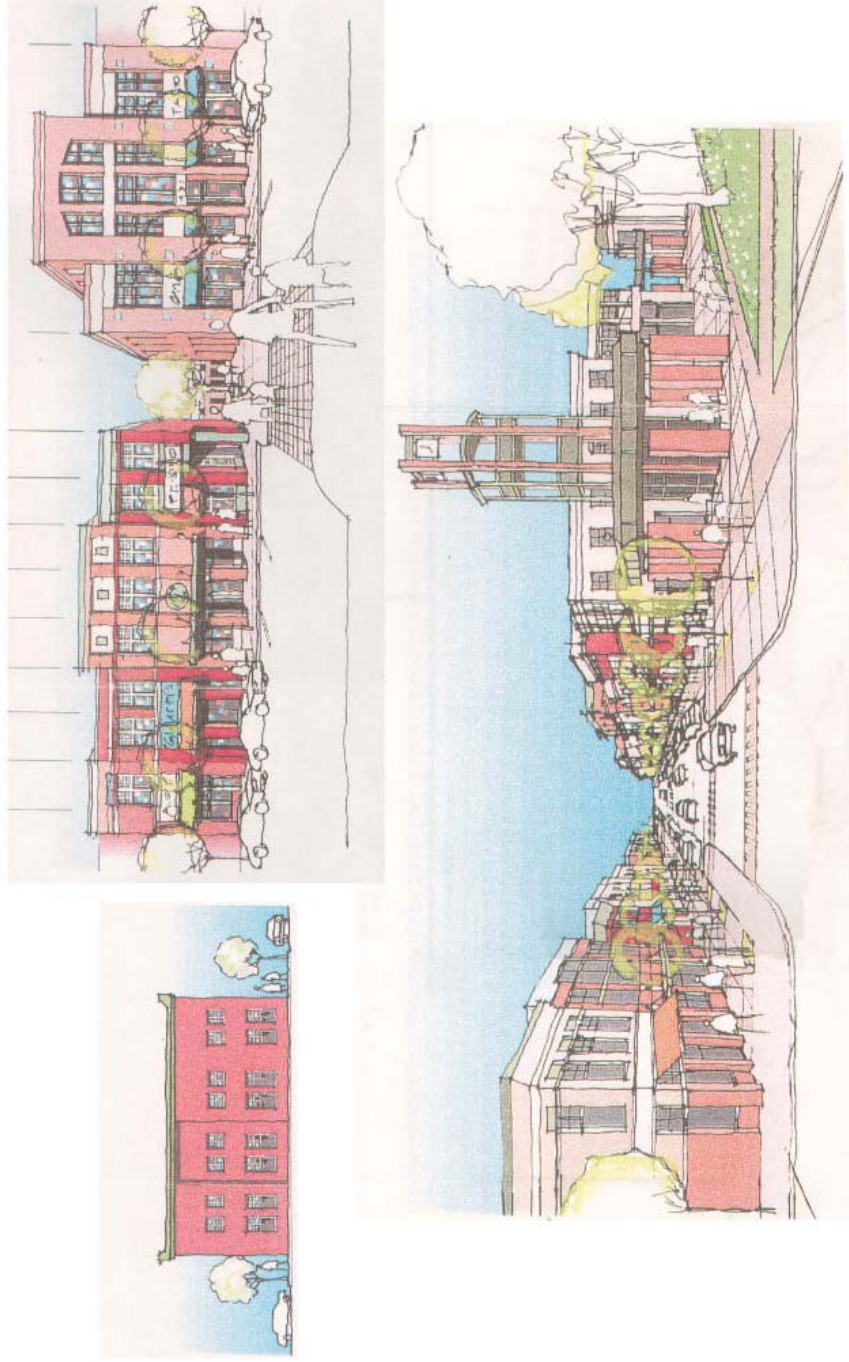


Urban housing that interacts with the street



Active shopping streets with store front business

Figure 1-10: Architectural Development Concepts in Core Sub-Area



CREDIT: A.L.T BREEDING SCHWARZ ARCHITECTS

Figure 1-11: Village Sub-Area Illustrative Vision Plan



- Cemetery
- Church
- Hotel
- Multi-Family Residence
- Townhouse Residence
- Single Family Residence
- Tree Masses
- Parking Garage
- Mixed Use
- Office
- Public Facility
- Retail
- Industrial
- Wetlands
- Streams
- Odenton Boundary
- Sub-Area Boundary

Figure 1-12: Desired Village Sub-Area Character



Low scale mixed use commercial buildings



Restored and reused buildings



Low-scale infill commercial buildings blending with existing historic buildings



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



Build new developments to blend with massing and character of existing historic buildings



New traditional-style homes infilling with existing village homes

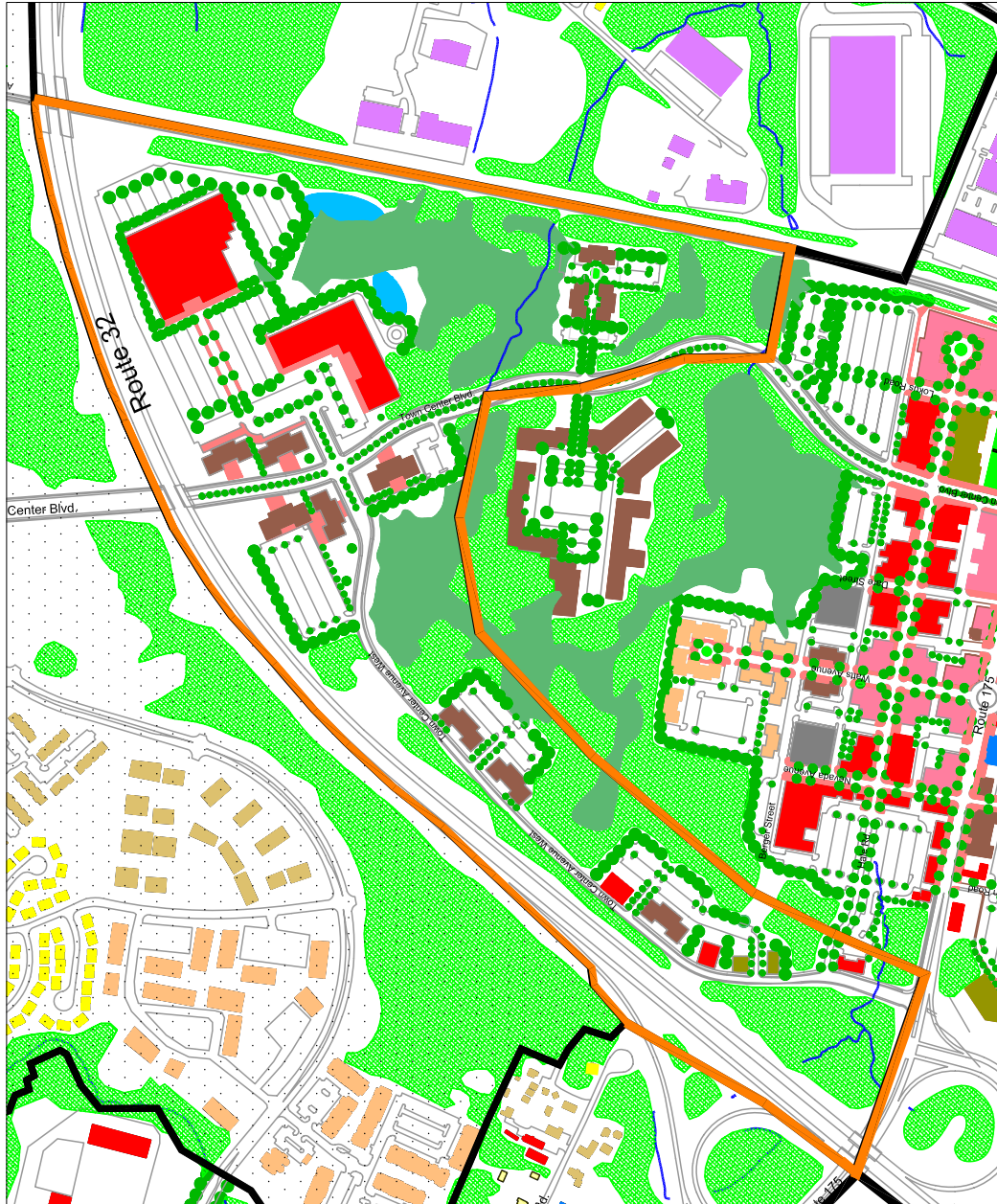


Preserve historic homes



Traditional two-story front retail

Figure 1-13: Transition Sub-Area Illustrative Vision Plan



- Cemetery
- Church
- Hotel
- Multi-Family Residence
- Townhouse Residence
- Single Family Residence
- Tree Masses
- Parking Garage
- Mixed Use
- Office
- Public Facility
- Retail
- Industrial
- Wetlands
- Streams
- Odenton Boundary
- Sub-Area Boundary

Figure 1-14: Desired Transition Sub-Area Character



Office buildings of moderate scale



Buildings separated by preservation of existing trees and natural areas



Urban multi-family housing of moderate scale



Long retail facades broken up by varying rooflines, materials, and façade setbacks



Retail architecture blending with the community



Retail frontage addressing walkways



Low signage using materials compatible with the community and accented by plantings



Preserved natural open spaces and wetlands and pedestrian and bike friendly roadways

Figure 1-15: Industrial Sub-Area Illustrative Vision Plan



- Cemetery
- Church
- Hotel
- Multi-Family Residence
- Townhouse Residence
- Single Family Residence
- Tree Masses
- Parking Garage
- Mixed Use
- Office
- Public Facility
- Retail
- Industrial
- Wetlands
- Streams
- Odenton Boundary
- Sub-Area Boundary

Figure 1-16: Desired Industrial Sub-Area Character



Large warehouse buildings sited to minimize visual impact on the surroundings



Wide roadways lined with trees



Streetscape improvements will aid movement of pedestrians



Older industrial buildings contribute to the historic character of the community



Streetscape elements will improve the visual character of the area



Natural wooded buffers containing the development



Older industrial development along Route 170



New industrial development

Figure 1-17: East Odenton Sub-Area Illustrative Vision Plan

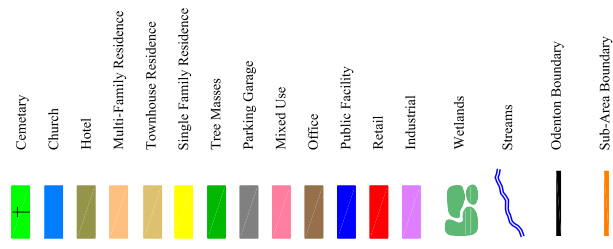
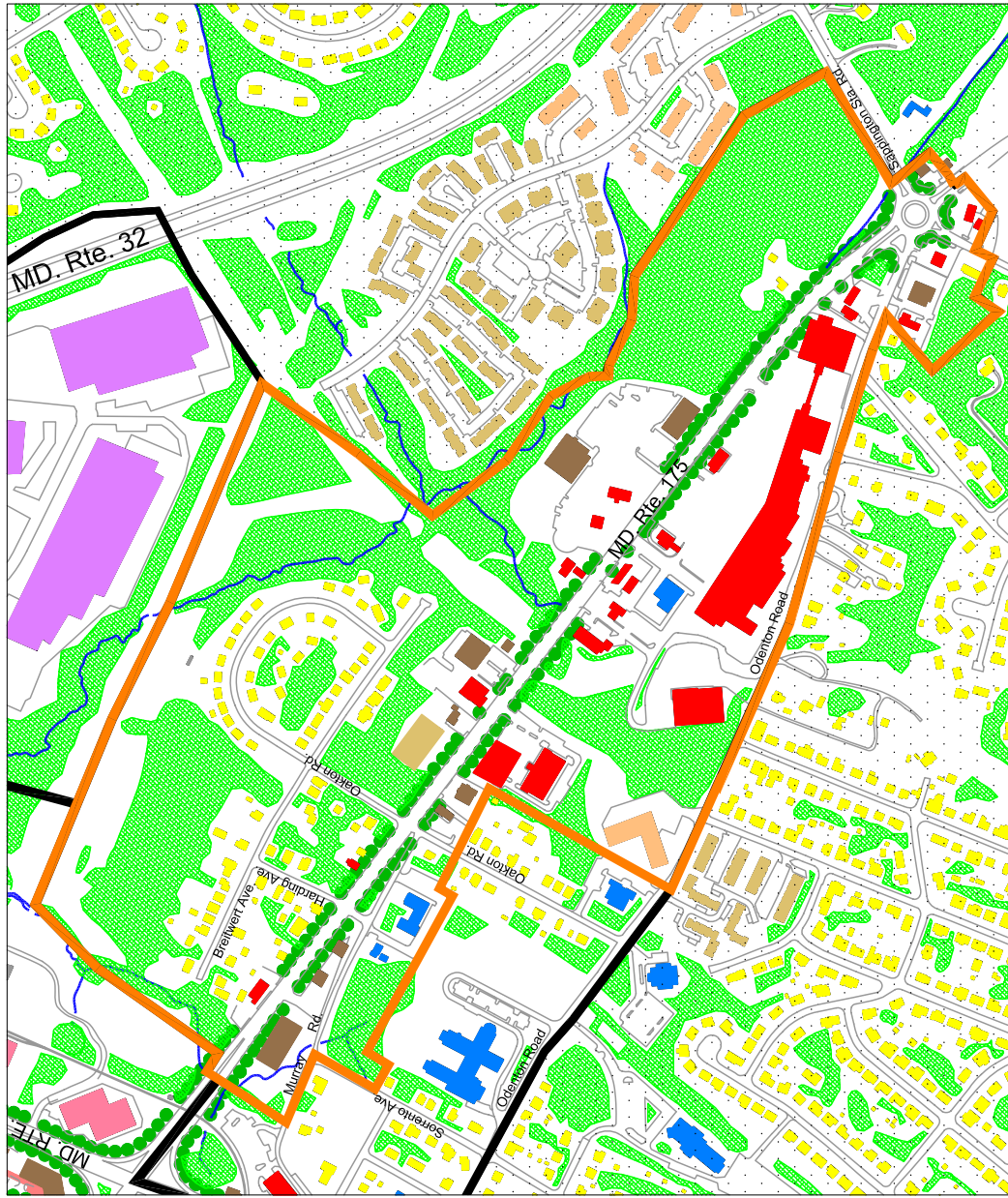
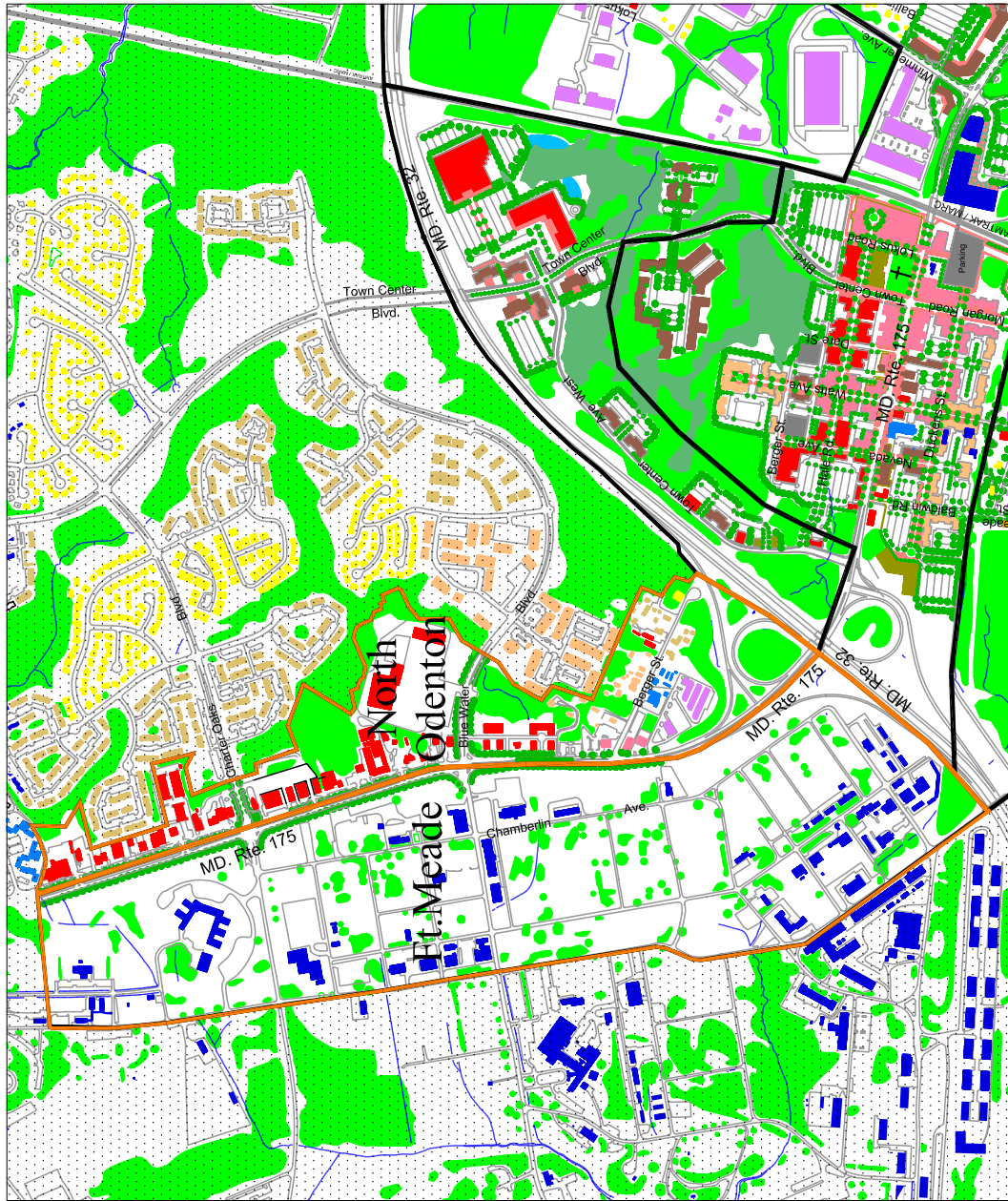


Figure 1-18: North Odenton / Ft. Meade Sub-Area Illustrative Vision Plan



- Cemetery
- Church
- Hotel
- Multi-Family Residence
- Townhouse Residence
- Single Family Residence
- Tree Masses
- Parking Garage
- Mixed Use
- Office
- Public Facility
- Retail
- Industrial
- Wetlands
- Streams
- Odenton Boundary
- Sub-Area Boundary

Figure 1-19: Desired East and North Odenton Sub-Areas Character



A business center for the local community



Primarily auto-oriented corridors



Improved access management



Improved pedestrian safety and access



Facade enhancements will improve the ability to attract businesses



Convenience retail and services



Better linkages between businesses



Local office development in the Fort Meade area

Figure 1-20: Development Concepts for East and North Sub-Areas

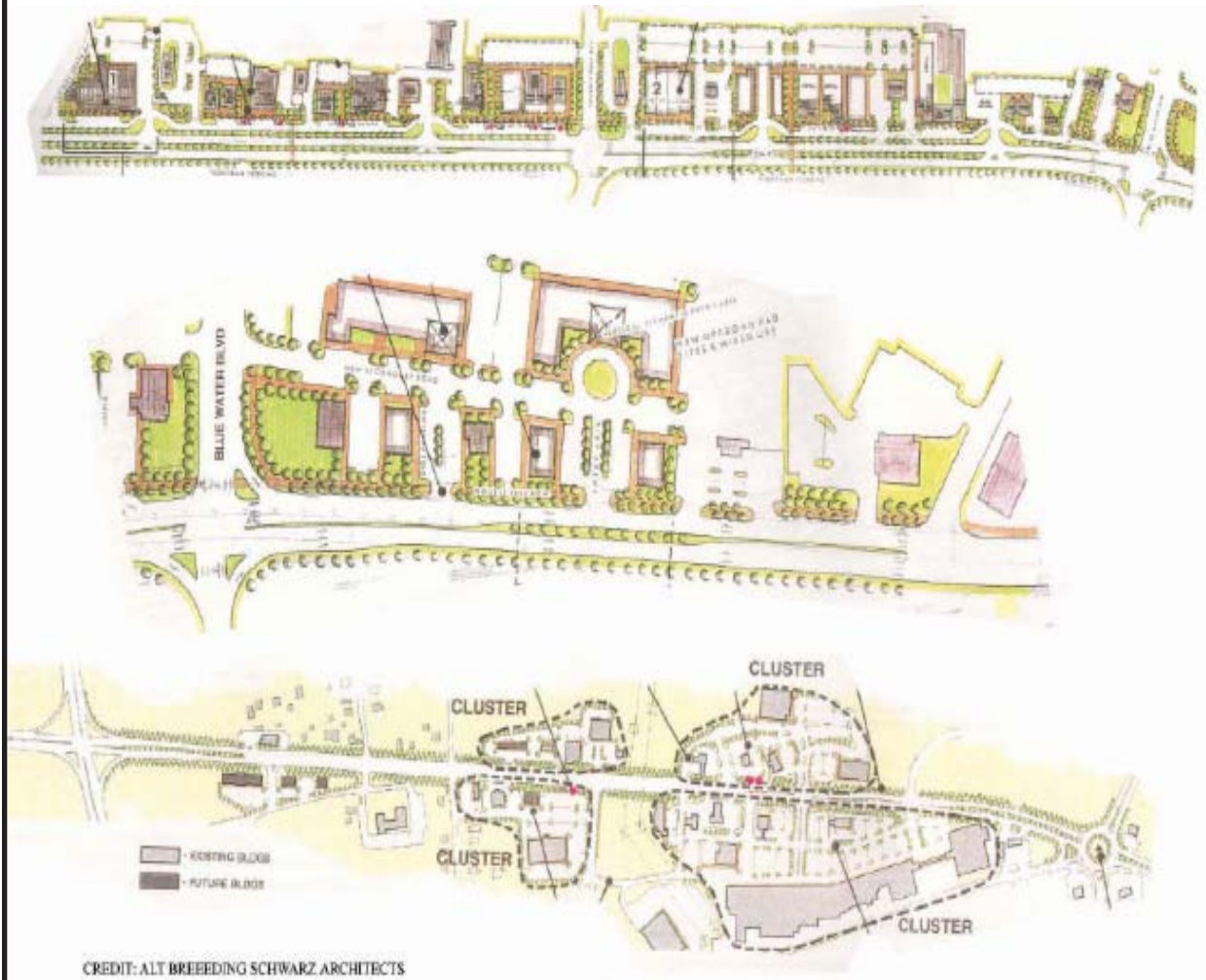


Figure 1-21: Architectural Concepts for East and North Sub-Areas

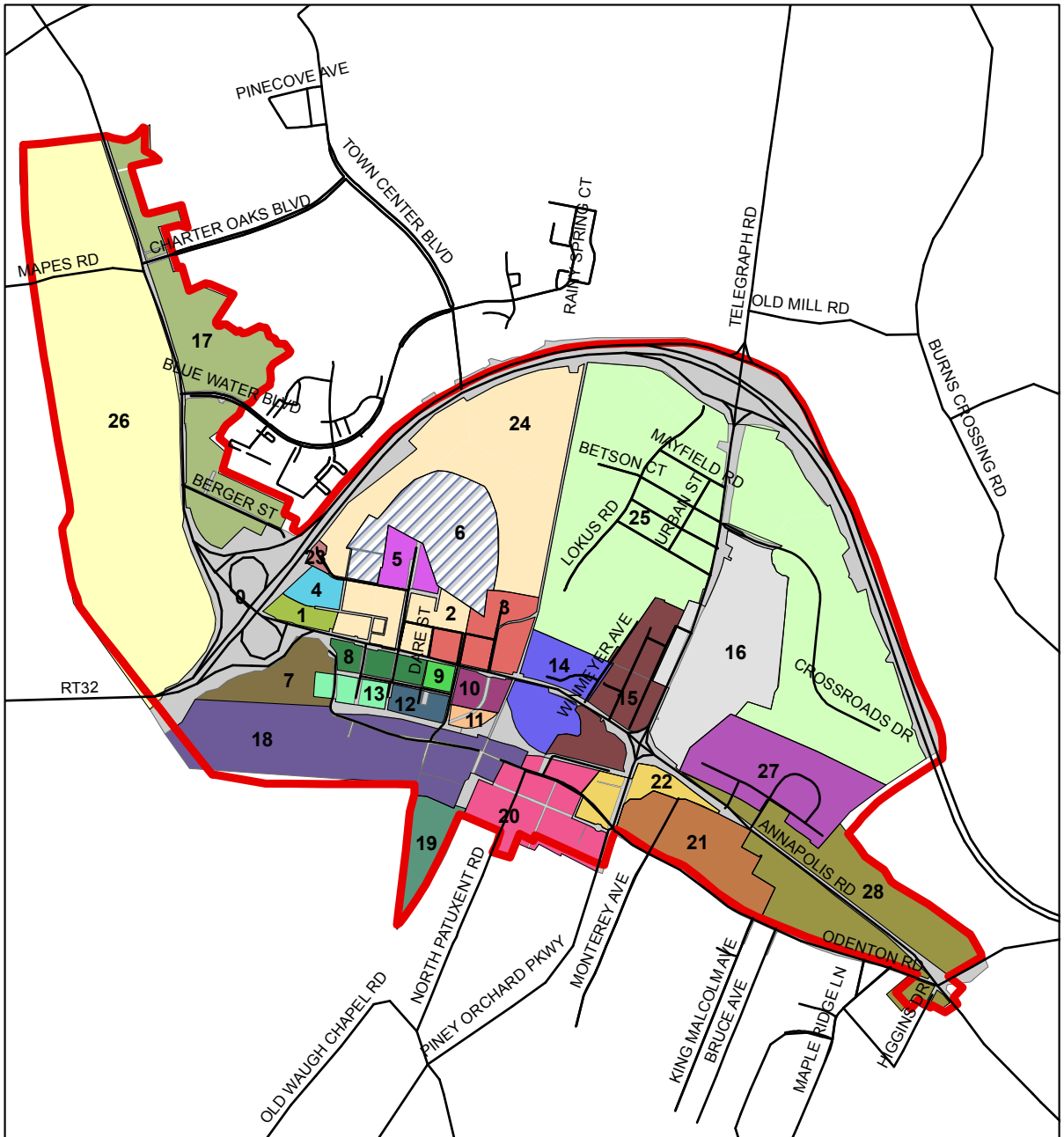


Improving Existing Building Facades with Simple Architectural Overlay Elements



CREDIT: ALT BREEDING SCHWARZ ARCHITECTS

Figure 1-22: Block Regulatory Map



**Odenton Town Center
Master Plan Update
2009**

Office of Planning and Zoning
Long Range Planning Division



Figure 1-23: Special Designation Area Map



- Historic District
- Revitalization Area/
Community Legacy
- Designated Neighborhood
- MARC Enhancement Area
- Odenton Boundary

Chapter 2: Planning Guidance

1.0 Land Use & Development

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

- 1) Provide flexible development requirements and incentives that attract development activity to the OTC.
- 2) Require individual developments to follow consistent standards and coordinate with each other in order to create a cohesive urban center with a strong sense of place and identity.
- 3) Encourage the development of high-quality compact development with balanced land use mixes and defined development characteristics in order to promote pedestrian activity, transit use, and other transportation impact reductions.
- 4) Ensure incremental intensification and longer-term development planning for OTC properties with special attention to small sites and pre-existing uses.
- 5) Reward outstanding developments that provide excellent design and public amenities beyond those required.

2.0 Urban Design

The urban design objectives of this Master Plan are:

- 1) Require both development and public areas to be designed in a manner that gives Odenton a strong sense of place and identity and that will dramatically change both the public and market perception of Odenton. Design character will vary from Sub-Area to Sub-Area.
- 2) Develop requirements and incentives for coordination to help ensure individual development efforts contribute to a larger whole, and to cause the public and private sector to work together.
- 3) Require development to be a high quality mixed use, with an urban character. This includes well-designed usable areas for public spaces with public amenities, green areas, and urban-styled architecture, with a pedestrian-oriented streetscape. This requirement is in return for permitting higher development density and providing a more time-certain, by-right development approval process.
- 4) Provide standards and requirements that ensure the development of a coordinated network of protected natural greenways, natural and high quality urban public spaces, and pedestrian/bike ways. Provide for an overall unified design character for the streetscapes and public spaces of the various areas of the OTC.
- 5) Require development to build upon and acknowledge the OTC's history and heritage when naming places and streets and when creating public spaces for monuments to past events and places. Explore thematic links to other activities/attractions in the area.
- 6) Require development to create usable public activity spaces. In addition, encourage development to create a series of large and small "focal areas" with special regulations. Identify general locations for these focal areas and encourage specific types of development near them to give the area a unique "sense of place". These focal areas should be sited in coordination with an OTC transit loop system in order to focus development around major transit stops.

- 7) Plan for one or more centrally-located public activity spaces that will become the icon for Odenton's new identity. The space, or spaces, need not be large, but should probably be publicly operated, requiring some public sector funding to build and maintain. This investment will lead to redevelopment in the area, and become the catalyst for change. The spaces should connect to parking, shops, and offices as well as other public and private activities. They might serve as a focal point of a walk-through area, or offer an active experience that would attract participation and visitation.
- 8) Require high quality architecture. Buildings should be harmonious with each other and be designed to help form lively urban spaces and active street fronts. A single, unified thematic architectural character or style is not required throughout the OTC. Instead, a variety of expression is permitted within a general range of design standards that ensure general compatibility and contribution to the urban street character.
- 9) In order to create an environment where large numbers of people will chose to walk, bike or ride transit, rather than drive, a high quality streetscape network is required. The street and open space need to be lined with buildings that create a street wall. Ground floor uses and building designs need to provide entrances that face the street areas of active storefront retail and evening entertainment.

3.0 Transportation

3.1 Existing Conditions

Odenton is located near the confluence of MD 170, MD 174, MD 175 and MD 32, and is bisected by the AMTRAK/MARC railroad line. The primary east/west highways serving the area consist of MD 32 and MD 100 which are high speed limited access regional facilities and MD 175 and MD 198 which are secondary transportation corridors primarily serving localized traffic destined for the area. The major north/south movements in the area are I-97/MD 3, the Baltimore Washington Parkway (MD 295), and MD 170/Piney Orchard Parkway. MD 32 is a multi-lane freeway with access controls and provides a travel link between Columbia and Annapolis. MD 170 and 175 connect the Town Center with nearby residential areas. Town Center Boulevard connects the Town Center with the Seven Oaks residential development and will serve as a parallel relief route to MD 175.

Since MD 32 was completed in 1992, it has diverted approximately 50 percent of the through traffic away from MD 175, allowing the highway network in Odenton to better serve internal demands. Piney Orchard Parkway south of MD 175 to Odenton Road was reconstructed as a four-lane median divided highway with streetscape type amenities.

By the year 2020, growth and development in the Odenton area will generate increased traffic demands that will require certain additional roadway improvements to maintain an adequate system. Other arterials are important in the distribution and circulation of local traffic, providing essential alternatives necessary to avoid congestion. They include: Odenton Road, Piney Orchard Parkway, Town Center Boulevard, Burns Crossing Road, Mapes Road, Llewellyn Avenue, Waugh Chapel Road and Patuxent Road.

3.2 Major Road Intersections

The major intersection in Odenton is MD 170 and MD 175. The flow of traffic between the Piney Orchard community and MD 32 has a major impact on this intersection. The intersection of Odenton Road and Piney Orchard Parkway also shares much of the same traffic flow. Both of these intersections will serve as vital crossings for proposed hiker/biker and pedestrian movements.

Other intersections that will carry a high volume of traffic include those on MD 175 at the MD 32 interchange ramp and at several streets that will serve future Town Center development including Town Center Boulevard and Odenton Avenue.

3.3 Commuting Patterns

The daily commute greatly affects Odenton transportation patterns and congestion. By understanding existing commuting patterns, times of departure and mode choices, planners will be able to effectively develop solutions to ease traffic congestion and to compensate for future travel demands. In the year 2000, the US Census Bureau conducted a survey to measure commuting patterns within the Odenton area.

Below is a summary of the data from the Journey to Work 2000 census data.

Means of Transportation	Percentage in Odenton	Percentage in Anne Arundel County
Drive Alone	82.7	80.3
Car Pool	8.6	10.7
Public Transportation	4.5	2.5
Bicycle/Walk	1.0	2.5
Worked at Home	3.0	3.4

Based on the table above, 14.1 percent of workers in Odenton commute to work by modes other than a single occupancy vehicle. This percentage is lower than that for the entire County. However, there are a significant number of workers in Odenton that utilize public transportation (4.5 percent) when compared to the 2.5 percent in Anne Arundel County. As per the Census, 53.7 percent of the population in the Odenton Town Center works outside of Anne Arundel County, and the mean travel time to work for Odenton workers is 30.5 minutes, whereas the Countywide mean travel time for commuting workers is 28.9 minutes.

3.4 Commuter Rail

The Maryland Commuter Rail, or MARC, system operates frequent commuter service, with more than 30 trains per day along the Penn line between Perryville and Baltimore to Union Station in Washington, D.C. Two of the stations served are in Anne Arundel County, located at BWI Airport and Odenton. This system is an essential element of the overall regional transportation network. It interconnects with both the Washington, D.C. and Baltimore transit systems to provide an extremely wide range of accessibility to and from Odenton. The Odenton MARC

station, located at the end of Odenton Road west of Piney Orchard Parkway, is the most highly utilized station on the line (other than Union Station and Baltimore's Penn Station).

Because of its location and accessibility, Odenton will continue to be a major commuter rail station location. This factor was very heavily considered in the original planning of the Odenton Town Center in 1972 and 1978. In response to demand from MARC train commuters, the Maryland Department of Transportation completed construction of an 800-car parking lot in 1995. This brings the total capacity for surface parking for the station to 1,300 vehicles. Still, the area around the train station is severely in need of additional parking. Use of the station has increased to the point that a multi-story parking facility is being studied at the site. A multi-story parking structure is a key element in the revitalization and redevelopment of the Odenton Town Center Core area and will help implement the vision of the OTC as a transit-oriented center. Limited bus and van transit service to employment centers in the vicinity, such as NSA, is also provided.

In addition to MARC Transit, the Federal Transit Administration, Federal Rail Administration and MTA are studying a high speed magnetic levitation system that would run between downtown Baltimore City and Washington, D.C. Although the project is in the preliminary stages, two alignments are being considered. Both alignments would utilize the station at the BWI Airport and the existing AMTRAK line. This Town Center plan does not propose to accommodate a magnetic levitation system. The Odenton community has expressed considerable opposition to the proposed Odenton alignment.

3.5 Bus Transit Service

Currently Route K (Arundel Mills-Odenton) is the only State funded MTA bus service in the Odenton area. The former MTA Route 240 between downtown Baltimore and Fort Meade with service to Pioneer City in North Odenton has been discontinued. Limited local bus service is provided by the Corridor Transportation Corporation (CTC).

The following is a list of current Connect-A-Ride routes provided by CTC to the Odenton MARC Station.

Connect-A-Ride Route K – Arundel Mills/Odenton

Description: Provides service from Arundel Mills Mall to Odenton. Key points serviced include: Severn, Lake Village, Meade Village, Pioneer City, Seven Oaks, Odenton MARC Rail Station, and Johns Hopkins Medical Center on MD 175.

Connect-A-Ride Route L – Odenton/MD 170 Shuttle

Description: Provides weekday peak-only service between the Odenton MARC Station and industrial centers along the MD 170 Corridor. Key service points include the former Nevamar site, Atlas Container, Guardian Services, Ryder Truck, US Foodservice, Mack Truck Distributors, and Severn Mobile Home Park.

Connect-A-Ride Route M - Piney Orchard/MD 170

Description: Provides weekday shuttle service between the Odenton MARC Station/ the overflow parking lot adjacent to the Odenton Volunteer Fire Department and NSA.

Future bus service improvements under consideration include:

- An express commuter bus from Annapolis to Fort Meade and Columbia through Odenton.
- Local shuttle buses connecting Fort Meade, the commuter rail station, Odenton Shopping Center and major residential communities.
- Inter-connecting local bus service between Odenton, Crofton, Maryland City and BWI Airport.

Transit systems rarely operate from farebox revenues alone. Funding must be identified to start any new service. Cost and ridership projections are needed to compare relative benefits of all proposals. People will make decisions on places to live, work and shop, especially if they are dependent on transit. Good comprehensive planning must include these factors in the location of planned land use activities and their relationship to transit facilities. New planned communities in the Odenton area are designed to accommodate efficient bus routes.

3.6 Ridesharing

Carpooling and vanpooling provide people with another alternative for the daily commute. Ridesharing has become an increasingly popular mode not only to the environmentally conscious but also to the economically minded.

The BWI Business Partnership and the Annapolis Regional Transportation Management Association (ARTMA) provide Rideshare Programs promoting carpooling, vanpooling and public transit, along with other commute alternatives, to help reduce single-occupancy vehicle traffic.

These programs also offer businesses valuable assistance in addressing issues related to the work commute, including establishing in-house transportation programs, commuter tax credit programs, and company-wide ridematching opportunities. The BWI Business Partnership Rideshare Program is part of a multi-state network of providers, and services are available to commuters and businesses throughout the Maryland and Washington, D.C. area. ARTMA Rideshare program is part of a local initiative between Annapolis and Anne Arundel County commuters.

3.7 Regional Trail System

Currently, there are two proposed County hiker/biker trails that will traverse the Odenton area. The WB&A Trail and the South Shore Trail are major trail projects that will provide both local county inter-connectivity and regional connectivity. These trails will provide vital segments in linking two National trails, the American Discovery Trail and the East Coast Greenway Trail.

Funding is already in place for both trails. The South Shore Trail funding is authorized to acquire property, design and construct a trail using the abandoned WB&A Railroad bed between Annapolis and Odenton. The Trail and Greenway corridor will link with the Annapolis Pathway System

and will terminate near the crossroads of MD 175 and Sappington Station Road in Odenton. The WB&A Trail project is authorized to design and construct a paved multi-use trail on portions of the roadbed of the former WB&A railroad south of Odenton in order to construct a trail system linking the South Shore Trail with the Patuxent River.

3.8 Regional Airport

Tipton Airport is a General Aviation facility that was taken over by Anne Arundel County in 1999 and is managed by an Airport Authority. Redevelopment of the airport is expected to take place over the next several years. The airport will not only serve Anne Arundel County but also the surrounding counties. Key to the airport's success will be good access provided by the regional highway network, extension of the runway, and improvements to ground-based facilities.

3.9 BWI Airport

Odenton is located just five miles from the Baltimore/Washington International Thurgood Marshall (BWI) Airport. BWI Airport was the fastest growing airport in the U.S. in 2001 and 2002. It is recognized as one of the most powerful economic engines in Maryland, generating over \$6.5 billion for the state's economy. BWI Airport is easily accessible from MD 175 in Odenton via MD 170, I-97 or the Baltimore-Washington Parkway (MD 295). It is one of the only airports in the country to have direct rail service, and is directly connected to Odenton by the MARC line.

3.10 Objectives

The transportation objectives of this Master Plan are:

- 1) Develop, improve and coordinate a multi-modal system that facilitates access to the commercial town center, the commuter rail system, and residential areas.
 - Provide comprehensive planning coordination and ongoing transportation analysis to ensure timely response to transportation issues and opportunities.
 - Coordinate OTC multi-modal transportation network improvements with the regional network and improve the OTC network and regional connectivity, as needed.
 - Promote policies and public improvements to the transportation infrastructure that increase traffic capacity by means other than road widening, whenever possible.
 - Traffic count data and development impacts should be periodically monitored to identify changes or new trends that may affect priorities or require additional improvements.
 - Review and analyze the most current Census Journey to Work data to verify traffic modeling assumptions and projections.
 - Work in accordance with local, regional, and State transportation planning efforts.
- 2) Follow a comprehensive physical improvement program of road, intersection and rail improvements in order to plan for a system that supports internal OTC traffic and multi-modal facilities.

- Design and build needed transportation projects to support future Town Center Development.
 - Begin design and construction of near term improvements as soon as possible.
 - Continue to design and build for mid and long term transportation improvements.
- 3) Coordinate among developers and State and County agencies to prepare an action program for implementation of significant OTC projects.
- Expand the transportation network and infrastructure in the Odenton Town Center to keep pace with development pressures within the OTC area and to accommodate full build-out of the planned urban center.
 - Investigate the feasibility of using traffic circles within the Town Center core to improve vehicular flow using the Roundabout Design Guidelines from the Maryland State Highway Administration.
 - Facilitate meeting State and Federal permit requirements and constructing improvements recommended in the developer and capital improvement projects.
 - Create a predictable and timely sequence of transportation projects to support land development.
- 4) New transit and shuttle bus operation improvements should continue to be developed and promoted within the OTC.
- Schedule continued dialogue between community representatives, major developers, Fort Meade/NSA, the County, MTA, and Regional Planning agencies to ensure that planning, programming, and funding is applied to optimize commuting in Odenton.
 - Encourage the implementation of a bus system as the Town Center grows and demand increases.
 - Consider regional express bus service between Annapolis, Odenton, Fort Meade, and Columbia as the Town Center grows and demand for service increases. Regional bus service would connect major employment and residential centers along the MD 32 and MD 175 corridors and provide an inter-connection with the MARC train system with wide-reaching benefits and potential improvements in accessibility to jobs.
 - Continue to support local bus service. Local links to adjacent communities will provide extensive opportunity for more efficient connections between retail, residential and employment areas.
- 5) Continue to support Commuter Assistance and Ridesharing programs within the Odenton area.
- Continue coordination with private employers and Transportation Management Associations to develop and provide a variety of employee based commute options.
 - Provide adequate parking facilities to encourage ridesharing and transit use.
- 6) Develop a comprehensive network of bicycle and pedestrian pathways within the OTC throughout all stages of development.
- Coordinate bicycle and pedestrian projects with all major roadway improvement projects.

- Use the County’s development regulations and capital improvement program to acquire and develop rights-of-way for bike and pedestrian paths. Multi-purpose trails and dedicated bikeways along designated routes should create a continuous comprehensive system that takes advantage of Odenton’s central location at the crossroads of several regional trail systems.
- Work with business owners and the public agencies to ensure safe and convenient bike storage at commercial and employment centers and at the MARC station.
- Plan and construct a safe and convenient bikeway and sidewalk network that connects local community centers, services, recreation facilities and expands commuting opportunities for bicycling.
- Ensure the creation of pedestrian-oriented development with generous streetscapes that encourage walking.
- Ensure that all new roads and developments incorporate ample pedestrian and bike facilities.
- Ensure that bikeway facilities for commuter use and recreational facilities for area residents are available day and night, year round.
- Promote a change in travel behavior to encourage greater use of public and private transit, walking and bicycling to make the OTC a truly pedestrian and transit-oriented center.
- Promote the improvement, expansion, and connection of the hiker/biker trails in Odenton and West County, including the South Shore Trail and West County Trail, with spurs to the Odenton Nature Area, Piney Orchard, and BWI Trail.

4.0 Public Utilities

Public water and sewer service is either existing or planned throughout the OTC, except for an area southeast of the MD 32/MD 175 interchange that is owned by the Federal Government. Extension of utility lines will be necessary in several sections of the Core, Village, Transition, and Industrial Sub-Areas. Future utilities will be installed through County capital projects or by developers required to extend utilities in conjunction with subdivisions or building permits. The County may also partner with private developers to provide funding for major public utility infrastructure in order to support new development projects. Provision of adequate sewer and water infrastructure to support the OTC is considered a priority. Fort Meade is served by its own water and sewer systems, and must plan for sufficient capacity in the Fort Meade Development Area to accommodate major employment uses.

Figures 2-1 and 2-2 indicate, respectively, the water and sewer service timing categories for the OTC as per the County’s Master Plan for Water Supply and Sewerage Systems adopted in 2007. The Existing Service category indicates where existing public utility infrastructure is currently in place, although there may be individual properties or neighborhoods within this service area that have not connected to public service. The Planned Service category indicates where public water and/or sewer are planned and likely to be extended by private developers as the area continues to be developed. The Other Service category reflects the Fort Meade property.

Public water and sewer extensions into Existing or Planned Service areas will typically occur when new development occurs or as the result of a petition. In the case of new development, the developer covers the cost of the extension. In the petition process, individual property owners in an existing neighborhood or community may collectively petition the County to extend public utilities and the petitioners must agree to cover the cost of the extension. In the OTC, because some major utility line upgrades and extensions will be required to serve the planned development, the County is working with private developers of some of the key properties to ensure that future extensions of utility lines will provide adequate capacity to serve the Town Center.

4.1 Water Service

The OTC is located in the King Heights/Odenton 330 Water Pressure Zone in the County's water system. The area currently served in the 330 pressure zone is generally bounded by Fort Meade and the Patuxent Wildlife Refuge to the west, Gambrills to the east, and Crofton to the south. The water pressure zone is approximately 8,550 acres and includes the OTC and the Piney Orchard and Seven Oaks PUDs. See Figure 2-1 for the extent of existing and planned water service in the OTC.

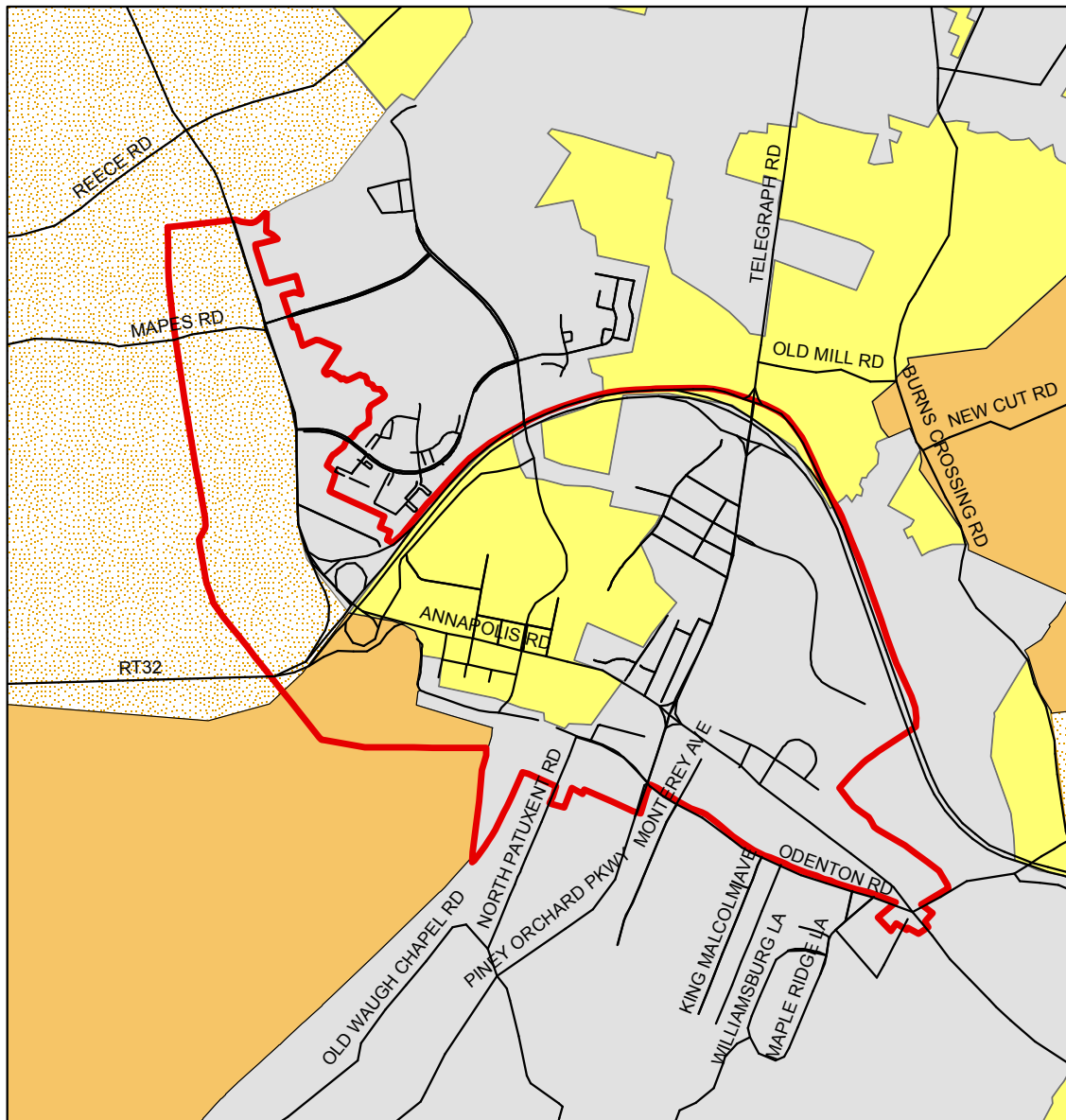
The Crofton Meadows II Water Treatment Plant, located in the 290 Pressure Zone, supplies water to the 330 Zone via a 36-inch transmission main that runs along Waugh Chapel Road and Piney Orchard Road to Old Waugh Chapel Road. This transmission main was the first phase of a series of new transmission mains to connect the Crofton Meadows WTP with the 330, 350, and 400 Pressure Zones. The next phase will include 32,000 feet of 36-inch transmission main from Old Waugh Chapel Road, through the OTC and Seven Oaks, and north along Town Center Boulevard to the proposed Fort Meade Pump Station. Upon completion of these projects, excess production capacity at the Crofton Meadows treatment facility can be conveyed to other water pressure zones to the north and west. This is consistent with the County's 2003 Water Strategic Plan to provide transmission flexibility across pressure zones and reduce reliance on the City of Baltimore.

4.2 Sewer Service

The OTC is located within the Patuxent Sewer Service Area, which includes the portion of the Patuxent River drainage basin east of Fort George G. Meade. The sewer service area encompasses approximately 14,560 acres and includes portions of Severn, Jessup, Odenton, and Crofton. A majority of land in the service area is planned for low and medium density residential uses or mixed use development. See Figure 2-2 for the extent of existing and planned sewer service in the OTC.

Sewage from the service area is collected and conveyed to the Patuxent Water Reclamation Facility (WRF) located west of MD 3, just north of Crofton. The facility has a rated capacity of 7.5 MGD. Based on the most recent Comprehensive Sewer Strategic Plan completed in 2007, the projected year 2030 average daily flow in the service area will be 9.93 MGD. These projections indicate the Patuxent WRF may exceed its rated design capacity by approximately year 2018. The County will need to address upgrading this facility in the near future.

Figure 2-1: Water Service Plan



Legend

**Odenton Town Center
Master Plan Update
2009**

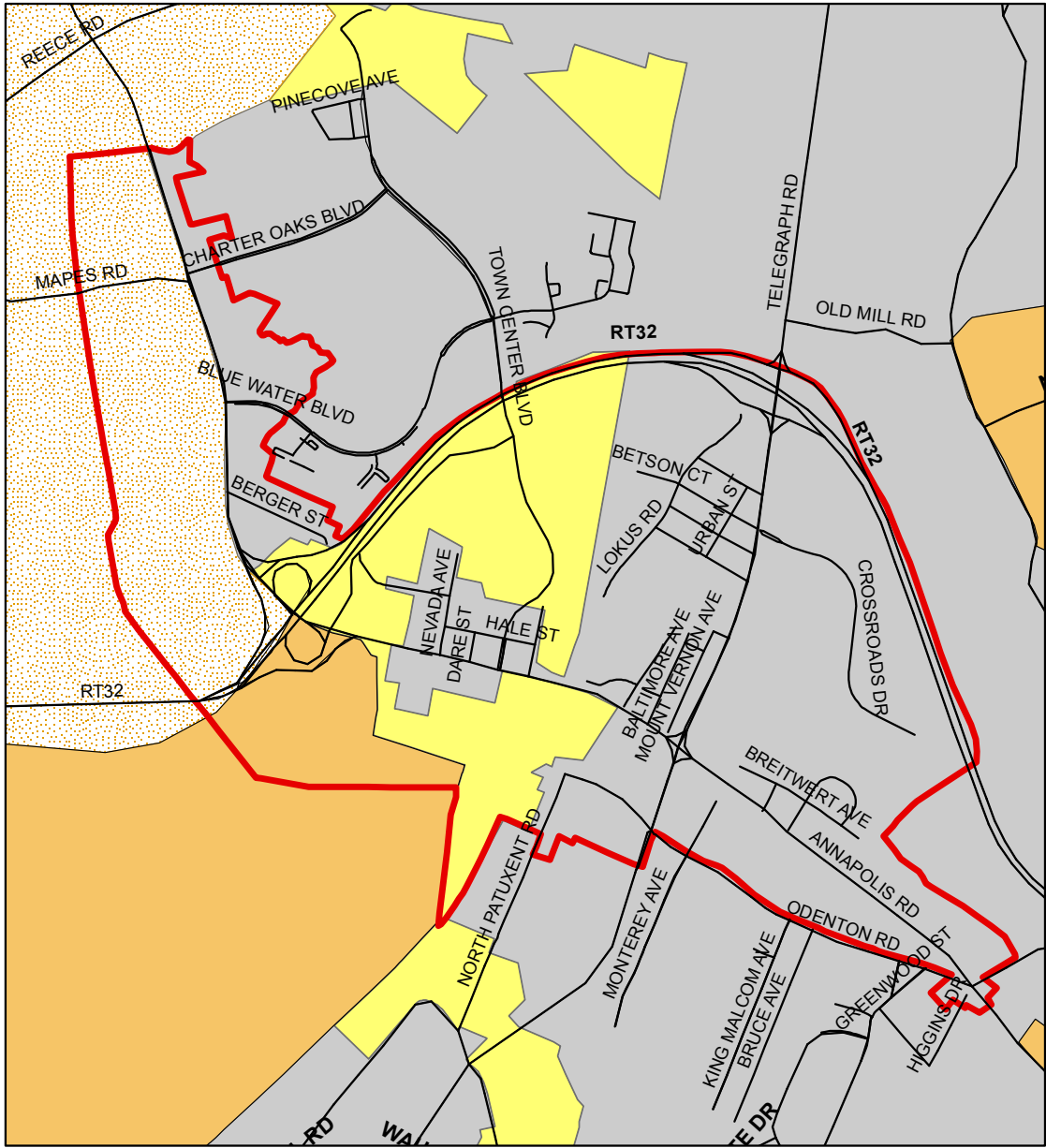
Office of Planning and Zoning
Long Range Planning Division

2007 Water Service Timing Categories

- Existing Service
- No Public Service
- Other
- Planned Service



Figure 2-2: Sewer Service Plan



Legend

**Odenton Town Center
Master Plan Update
2009**

Office of Planning and Zoning
Long Range Planning Division

2007 Sewer Service Timing Categories

- Existing Service
- No Public Service
- Other
- Planned Service



Funding was approved in FY 2009 and again in the FY 2010 Capital Budget for a project that includes right-of-way acquisition and the design and construction of sewer collectors and interceptor upgrades to serve the Odenton Town Center. Based on current flow projections for the anticipated build-out of the Town Center, the Odenton Interceptor will need to be upsized. The existing system is at or near capacity in several pipe sections when analyzed using existing and allocated flows. The existing Odenton Interceptor, from Manhole 29721 (near the rail road crossing) to MH 10154 (near the Severn Run Sanitary Pump Station) is approximately 8,600 feet in length. If the OTC develops as anticipated, the current interceptor, which varies in size from an 8-inch to 18-inch diameter, will need to be upsized to an 18-inch to 30-inch diameter sewer pipe. In addition to this upsizing, 11,800 linear feet of sewer pipe that connects to this interceptor will also be required to be upsized to meet the increasing demand. Capacity will also become an issue for the Severn Run Sanitary Pump Station as the OTC approaches build out conditions. The County is working with OTC stakeholders to determine how to best complete the necessary upgrades.

More detailed information about the County's public water and sewer systems may be found in the Master Plan for Water Supply and Sewerage Systems.

5.0 Environment

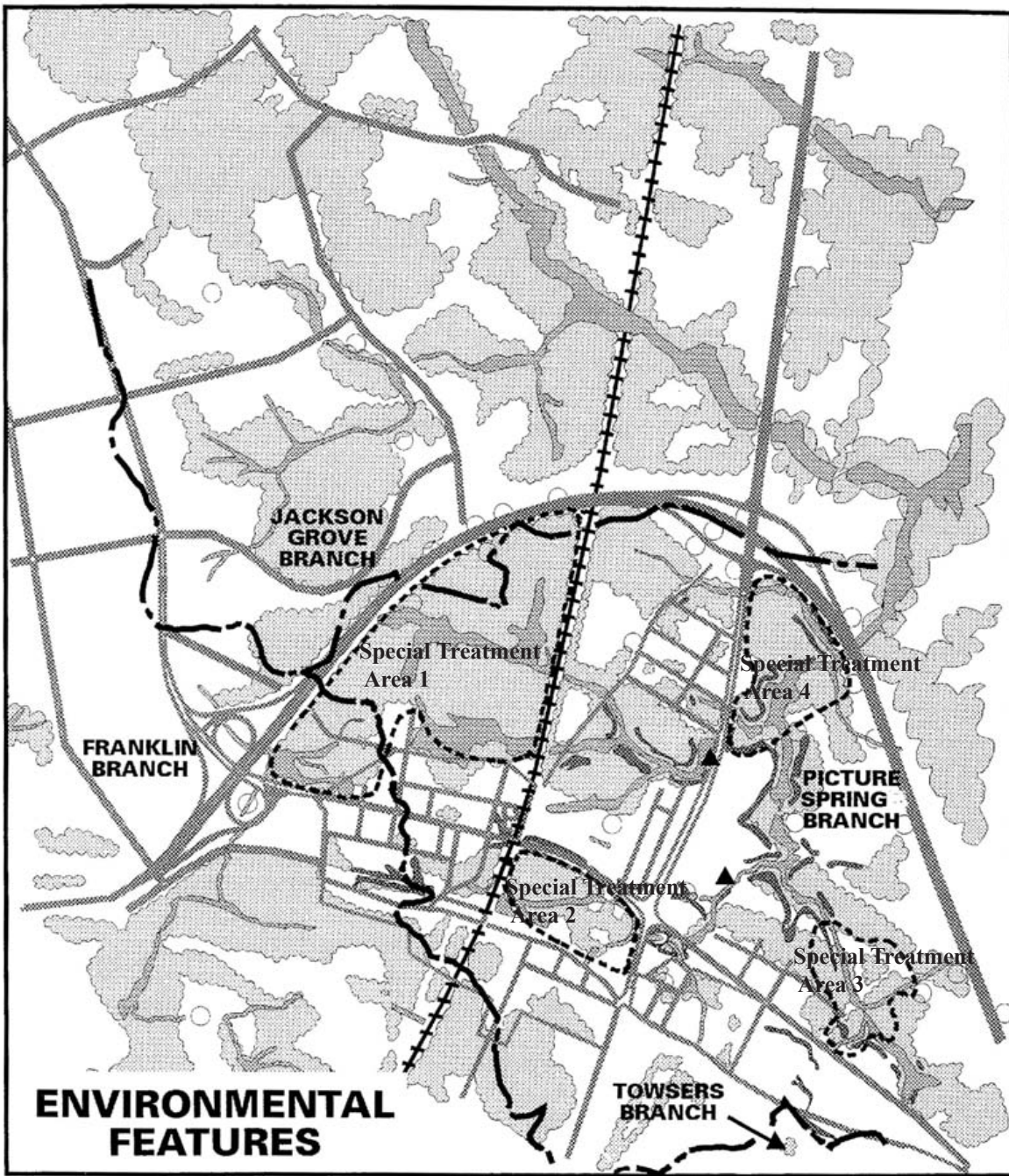
A primary goal of this Plan is to protect the natural resources (including the water quality of receiving streams) of the Odenton area, in particular, the wooded upland wetlands in the northern portions of the OTC. All developments are encouraged to use environmentally-sensitive site designs to minimize development impacts on the natural environment. The County's Stormwater Management Practices and Procedures Manual was updated in 2009 in accordance with new State regulations and will apply to development in the OTC as well as countywide. In addition, developments in the OTC must adhere to Open Area requirements in accordance with this Master Plan.

5.1 Watershed and Topography

The Odenton Town Center straddles the ridgeline that separates the Severn River and Little Patuxent River watersheds. The majority of the developing and undeveloped portions of the Town Center area and the historic Odenton/MD 170 corridor drain to the Picture Spring Branch of the Severn River. The North Odenton/Seven Oaks area northwest of MD 32 drains to the Jackson Grove Branch of Severn Run. Fort Meade and the area around the MD 175/MD 32 interchange drain to the Franklin Branch of the Little Patuxent River. Figure 2-3 illustrates the major environmental features in the OTC.

The topography of the area, shown in Figure 2-4, consists mostly of flat to rolling hills averaging less than 10% slopes. Slopes greater than 15 percent and 25 percent are concentrated in the stream valleys in the Picture Spring Branch watershed and along the roadways and railroad right-of-way. The high point of the Odenton Growth Management Area is 193.5 feet, just south of Second Street in historic Odenton. The low point is below 80 feet where Picture Spring Branch passes under MD 32.

Figure 2-3: Environmental Features



ENVIRONMENTAL FEATURES

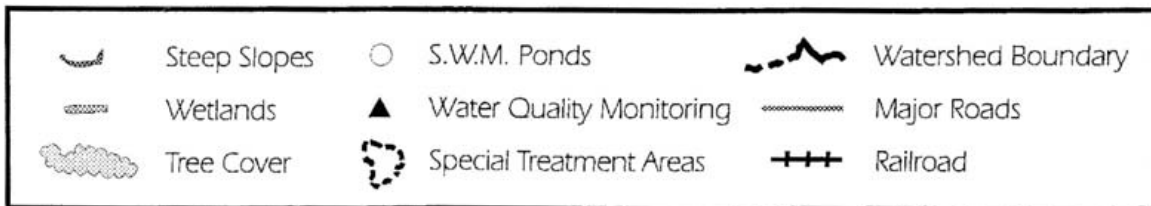
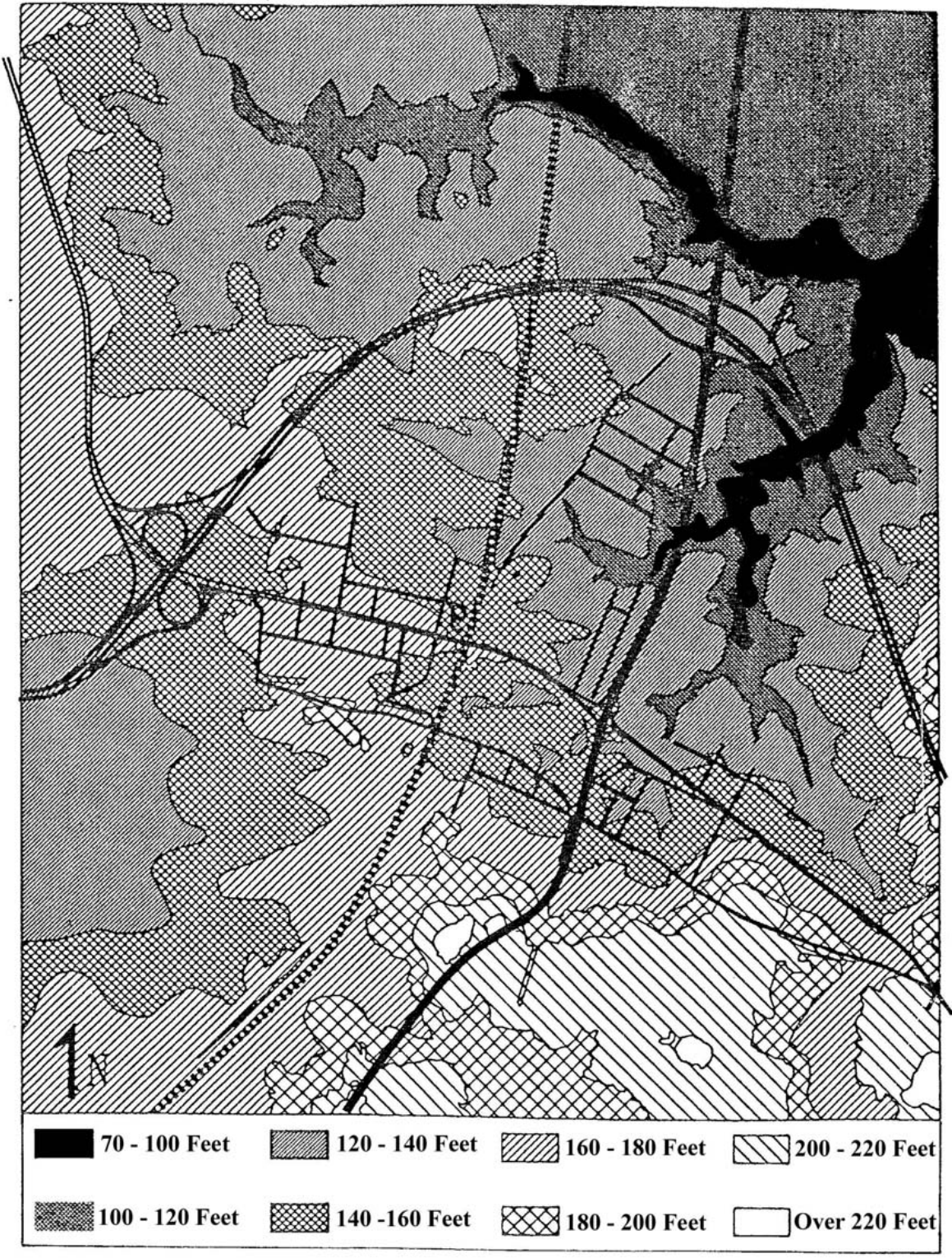


Figure 2-4: Elevation Map



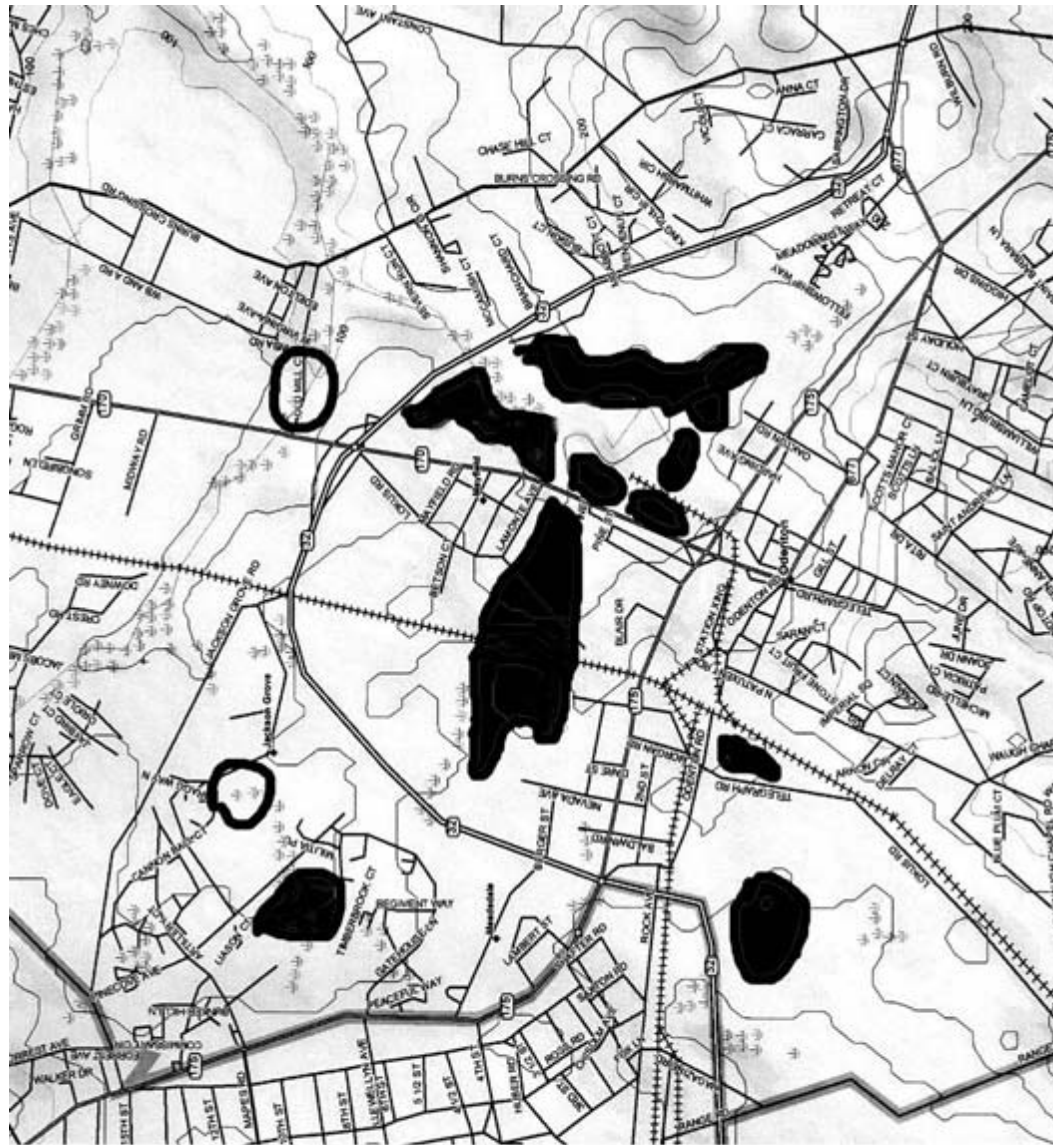
5.2 Archaeological Resources

To protect unique cultural resources, locations determined to be significant archaeological sites shall be avoided when feasible, or mitigated in accordance with Federal, State, and local guidelines.

Based on models of the occurrence of Native American archaeological sites, there are several areas with a high potential for archaeological resources within the Odenton study area. Figure 2-5 shows the locations of high potential areas in which archaeological surveys may be required prior to development. Many of these areas are located along the numerous streams within the OTC boundaries. The potential for sites along streams is equated with the occurrence of ecological zones providing food resources and potable water in these areas. Archaeological survey and excavation just outside the Town Center limits has born out these predictions.

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

Figure 2-5: Archeological Resources Map



Known Sites



Potential Sites

Chapter 3: Functional Planning
Controls

1.0 The OTC Development Review Process

1.1 OTC Plan Applicability

Unless specifically exempted, the OTC Plan shall fully apply to all development, including both standard and optional methods of development. Partial or full exemptions shall apply to pre-existing uses, including renovation sites, redevelopment sites and additions, small sites, multi-staged development, and changes of use as described in the following sections.

In addition, the Functional Planning Controls and Design Standards in this Master Plan do not apply to a structure addition of less than 1,000 square feet or a tenant improvement that is consistent with the character and purpose of the Sub-Area and block in which the site is located and the use of the site remains substantially the same.

Article 17, Subdivision and Development, of the Anne Arundel County Code governs the development review and approval process in the County. Certain sections of Article 17 also apply to development within the Odenton Town Center, unless certain provisions of the Code are specifically superseded by provisions in the OTC Plan, as noted in this Plan or its enabling legislation. In cases of conflict between development requirements in the Code and in the OTC Master Plan, the latter will govern.

1.2 New Development

Requirements

- 1) All new developments, including both standard and optional methods, are required to follow the applicable review process as described in Chapter 5 of the OTC Master Plan and applicable elements of current Article 17 of the Anne Arundel County Code and all requirements found in the Odenton Town Center Master Plan. As stated above, in cases of conflict between development requirements in the Code and in the OTC Master Plan, the latter will govern.

1.3 Pre-Existing Development

Intent

At the time of adoption of this Plan, there will be development that does not conform to the functional planning controls and design standards intended to make the OTC an attractive, vital, mixed-use, pedestrian friendly, transit-oriented center. The plan recognizes that market forces and existing partial development may tend to require unusual and difficult re-configuration and redevelopment of the site to accommodate the added uses of the Mixed Use Optional method. Therefore, in order to protect property owners from harsh demands and promote improvement of existing developments, the following standards apply to these sites.

Requirements

- 1) The alteration, reconstruction, conversion or expansion of a pre-existing single-family detached dwelling is governed by the Standard Method of Development.
- 2) The alteration, reconstruction, conversion or expansion of a pre-existing development other than a single-family detached dwelling that does not result in a floor area ratio that exceeds 0.50 is governed by the Standard Method of Development.
- 3) While all property owners are encouraged to improve their properties to achieve the Plan's vision, pre-existing development shall not be required to conform to the Plan requirements except under the following conditions.
 - a) Site improvements such as signs, ancillary structures, landscape features and fences shall comply with all applicable requirements.
 - b) Renovation and Redevelopment projects or other projects that will result in a significant change of use shall be required to make partial or full improvements to the existing site and structure conditions in order to conform to the applicable Plan requirements, upon application for a Building Permit, Site Development Plan and/or Subdivision Plan. The improvements required for these projects will be based on the proportional amount of disturbance to pre-existing site and structure conditions.

Redevelopment sites and/or subdivisions with approved phased development plans, shall be permitted to phase in renovations in existing non-residential developed properties over a reasonable time based on the limitations below to conform with Plan requirements, except for those items that would require modification to the main building or structure on the lot or property. For open space, parking, lighting, signage, landscape and streetscape, sidewalks, pathways and trails, road rights of way, storm-water/bio-retention facilities, façade standards and similar provisions, the requirements are as follows:

- i) Full compliance – Sites that expand the existing floor area by more than 50 percent shall be required to fully comply with Plan requirements.
- ii) Partial Compliance – Sites that expand the existing floor area by less than 50 percent shall be required to partially comply with Plan requirements. They shall not be required to modify the main building or structure on the lot or property, but shall be required to modify open space, parking, lighting, signage, landscape and streetscape, sidewalks, pathways and trails, road rights of way, storm water/bio-retention facilities, façade standards and similar provisions based on the following:
 - (1) All sites are required to provide a continuous pedestrian network at the perimeter of the site, and to buffer parking areas from the street, in compliance with the Plan's Functional Plans and design standards.
 - (2) The extent of required renovation shall be proportional to the extent of proposed disturbance of the site and building(s). Proportional requirements shall be as follows:
 - Existing site modification: Disturbance to more than 20 percent of the site requires full compliance with plan design standards regarding site

conditions, and disturbance to less than 20 percent of the site requires proportional compliance with plan design standards regarding site conditions.

- Existing building modification: Disturbance to more than 20 percent of an existing structure's façade requires full compliance with plan design standards regarding architecture facade conditions and disturbance to less than 20 percent requires a proportional compliance with architectural design standards.
- c) For redevelopment projects on former industrial sites, design flexibility may be afforded at the discretion of the Planning and Zoning Officer with regard to design standards for parking, frontage, façades, minimum building height, building entrances and building setbacks. Flexibility may be necessary in cases where redevelopment of certain industrial sites (i.e. those zoned W-3 as shown in Figure 3-1 and with access to a state highway) involves environmental remediation and/or constraints, or requires special planning and design considerations to meet the requirements of a desired user.

1.4 Multi-Staged Developments

Intent

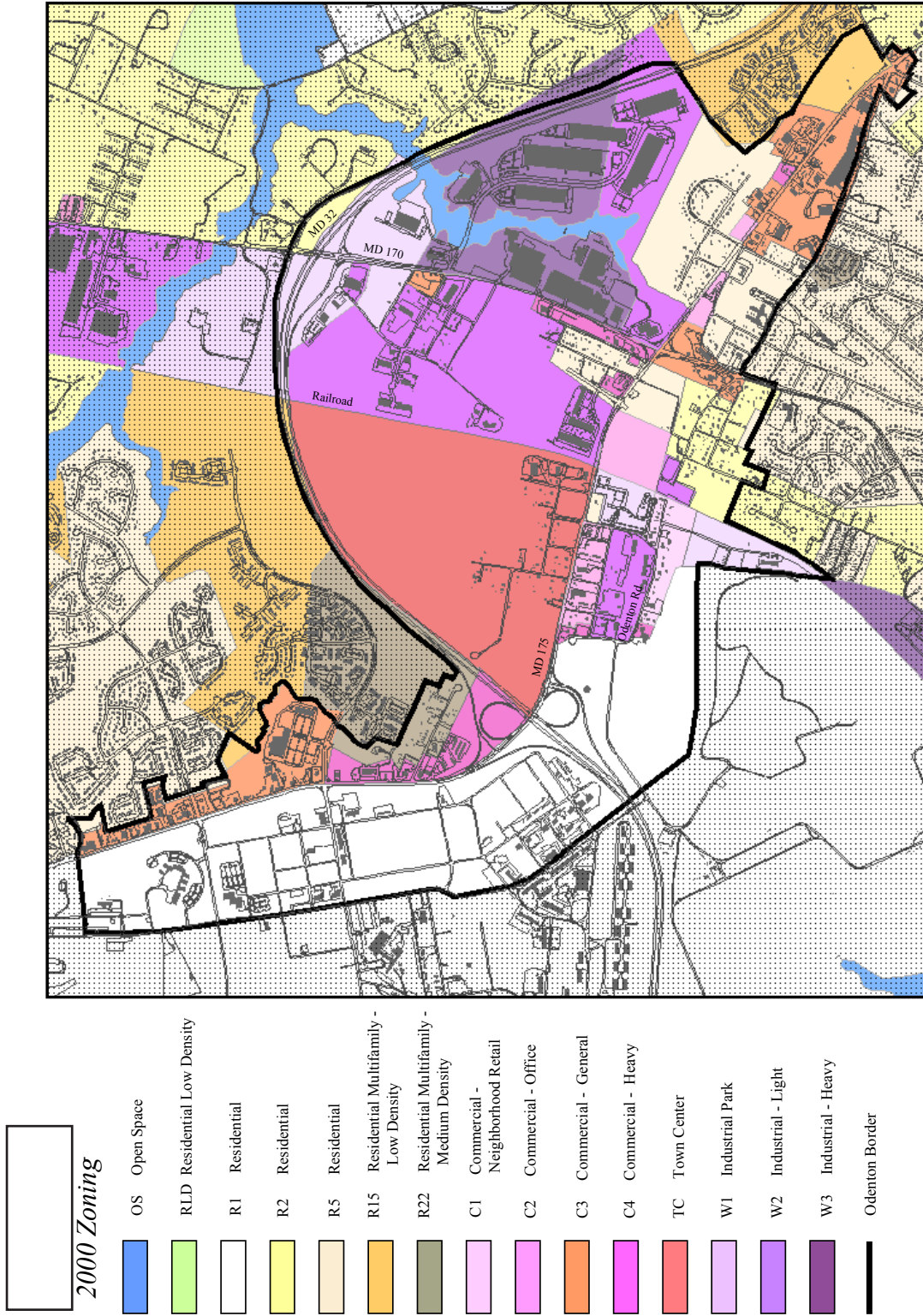
A balanced mix of uses shall generally be established and maintained on multi-phased mixed-use sites through each stage of construction. Timing commitments for phased development of mixed use sites shall be established at the time of Site Development Plan and/or Subdivision Plan review. Specific agreements shall be set for each site as to the staging of development of each use category.

Requirements

Development staging shall be limited by the following constraints:

- 1) At the time of Site Development Plan and/or Subdivision Plan submittal, the applicant shall provide a timetable for development of the proposed uses on the site. Every effort should be made to provide a balance of uses at each stage of development; however, consideration will be given to allowing all of one use prior to other uses being constructed with suitable justification provided to the Office of Planning and Zoning. Using the Site Development Plan and/or Subdivision Plan review process, multiple phase developments may be built with a single use in the initial phase with other uses in later phases. (See Chapter 5, Process and Procedures for applicable review plan and staging requirements.)
- 2) Approved estimates of off-site trip generation for interim stage development shall not exceed the approved number of off-site trips approved for full build out in the concept plan.
- 3) The mix of uses at each stage of construction shall be as approved in the multi-phase plan except as follows:
 - a) Any changes to the approved multi-phase plan that exceed the limits of approved staging plans by more than 10 percent shall require an amendment to the approved Site Development Plan and/or Subdivision Plan.

Figure 3-1: 2000 Zoning Map



1.5 Post Construction Compliance

Intent

Once a building or a cluster of buildings are built, it is common that the land use mix on the site will change over time due to fluctuations in the real estate market, tenant changes and other forces. A reasonable amount of this is acceptable and even encouraged as long as the goals of this Plan are met and the required Sub-Area land-use ratios are maintained. Applicants are encouraged to design and construct buildings that, in addition to meeting the design standards and plan requirements, have the capacity for flexibility.

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

Requirements

A degree of fluctuation in the site's land-use mix ratio, where applicable, shall be permitted subject to the following limitations below. Change of Use applicants will be required to meet the following standards:

- 1) *Permitted Use* – The use must be permitted in that Sub-Area.
- 2) *Joint Use Agreements* – Applicants must include any existing agreements with other OTC sites regarding shared parking or cooperative mix of uses and show that the change of use will not violate these agreements.
- 3) *Land Use Ratio* – Applicants must show that the use change will not cause the site's land use ratio to drop below the minimums established for that Sub-Area unless agreements are provided with other sites to justify the variation.
- 4) *Parking Adequacy* – Applicants must show that there is adequate parking available either on-site or nearby in leased spaces or public facilities to meet the requirements for the new use per the parking facilities plan.
- 5) *Off-site Trips* - Applicants must either show that the use will not cause the site to exceed the approved maximum number of off-site trips established by the site's approved traffic analysis or must seek approval for additional off-site trips.

2.0 Land Use Planning Controls

2.1 Permitted Development Methods

Intent

In order to provide all OTC property owners with the choice of whether or not to build a mixed-use development, two development methods are permitted in the OTC. Either method can be applied to land parcels of any size. These are referred to as the Standard Method of Development and the Optional Method of Development and are defined as follows.

Requirements

- 1) *Standard Method Development* - This is development that occurs in accordance with the Zoning District that was in place prior to adoption of the 2003 Odenton Town Center Master Plan. (See Figure 3-1 for prior zoning.) The Office of Planning and Zoning will verify the previous zoning on any parcel that chooses to develop under the Standard Method. Three types of standard method development are possible as follows:
 - a) Residential - The standard method of development for a property that was zoned as a residential district (RA, RLD, R1, R2, R5, R10, R15, or R22) prior to being rezoned to an OTC zone is development that conforms to the permitted use requirements of the previously zoned Residential district and this Plan's requirements.
 - b) Commercial and Industrial - The standard method of development for a property that was zoned as a Commercial or Industrial district (C1, C2, C3, C4, W1, W2, W3) prior to being rezoned to an OTC zone is development at an FAR of 0.5 or less that conforms to the permitted use requirements of the previously zoned Commercial or Industrial district and this Plan's requirements.
 - c) Town Center – The standard method of development for a property that was zoned as Town Center district (TC) prior to being rezoned to an OTC zone is development at an FAR of 0.5 or less that conforms to the permitted use requirements of the previously zoned Town Center district and this Plan's requirements.
- 2) *Optional Method Development* – This is development that occurs in accordance with the Odenton Town Center Zoning Districts adopted in this Master Plan. (See Figure 1-7 for Sub-Area Zoning Districts.) This method allows more intense development, in return for greater discretionary approval over all elements and achievement of a better quality of design and more public amenities, than typical standard development. Optional method developments shall conform to the requirements of this Plan.

2.2 Permitted Land Uses

Intent

The intent of the following land use requirements is to manage the range, ratios and arrangements of the permitted land uses in the OTC, consistent with the Plan's land use goals and objectives.

Figure 3-2 is the Permitted Use List that defines the uses allowable in the OTC area under the Optional Method of development. This list is divided into six columns, one for each of the OTC Sub-Areas with the exception of the Fort Meade Sub-Area. The uses permitted reflect the defined purpose and character of each Sub-Area.

The scope and purpose of each of the land use categories are as follows:

- *Residential* – Includes medium to high-density residential activities with a wide range of unit types as well as other living environments such as retirement facilities, extended stay hotels and other related uses. The list of permitted residential uses varies from zone to

zone in the OTC. On mixed-use sites, allowable residential density is defined as a portion of the site's floor area.

- *Retail* – Includes a wide range of retail, service and entertainment functions that will serve the daily needs of workers and residents within the OTC and the region. For certain uses in certain Sub-Areas, a maximum floor area is established to ensure a community orientation. It also includes public or commercial parking to serve these needs.
- *Office* – Includes general offices for business, professional, administrative, medical scientific, financial and applied research and other similar activities, as well as public or commercial parking, to serve these needs.
- *Light Industrial* – Includes attractive industrial research and development uses, a limited range of light manufacturing, fabrication, and flex spaces suitable for uses that meet specific performance standards regarding issues such as vibration, noise, pollution, and glare. It also includes public or commercial parking to serve these needs.
- *Civic/Institutional* – Includes government offices and services, private institutions and philanthropic organizations, such as museums, hospitals, libraries, community centers, houses of worship, performing art centers and theatres, and other similar activities for community use.

Requirements

- 1) *Permitted Uses* - OTC developments under the Optional Method are permitted to build any land use from any land use category that is permitted in the applicable Sub-Area in accordance with Figure 3-2, Permitted Use List.
- 2) *Mix of Uses* - All sites of three acres or greater that develop under the Optional Method must contain a mix of uses. The Mix of Uses Functional Plan, shown in Figure 3-3, indicates the land use mix categories applicable to each specific block. The Land Use Mix and Ratio Chart (Figure 3-4) indicates the percentage of each type of land use required in the different land use mix categories. Sites of less than three acres are exempt from these requirements. Eight land use mix categories are used in the Odenton Town Center. They are as follows:
 - a) Commercial Mix
 - b) Industrial Mix
 - c) Office Retail Mix
 - d) Residential Mix
 - e) Town Center Mix
 - f) Transit Village Mix
 - g) Office Park Mix
 - h) Office Mix

Surface parking lots and parking garages not utilized to meet the minimum onsite required parking, as described in Article 18 of the Anne Arundel County Code, are permitted as a retail use. Only that amount of parking area that is above the minimum onsite required parking can count toward the Mix of Uses requirements in Figure 3-4,

Figure 3-2: Permitted Use List

LIST OF LAND USES	OTC SUB-AREAS					
	1 Core	2 Village	3 Trans.	4 Indust.	5 East	6 North
Residential						
Dwelling unit accessory	P	P	P	P	P	P
Dwelling Units, Adult Independent	P	P	P	P	P	P
Dwellings, duplex and semi-detached	P	P	P	P	P	P
Dwellings, Multifamily	P	P	P	P	P	P
Dwellings, Single-Family Detached	P	P	P	P	P	P
Dwellings, Townhouses	P	P	P	P	P	P
Group homes in classifications one and two	P	P	P	P	P	P
Group homes in classification three	P	P	P	P	P	P
Home occupations	P	P	P	P	P	P
Rooming houses	P	P	P	P	P	P
Retail						
Adult daycare	P	P	P	P	P	P
Alcoholic beverage uses	P	P	P	P	P	P
Antique shops	P	P	P	P	P	P
Arcades	P	P	P	P	P	P
Art galleries	P	P	P	P	P	P
Art and craft shops	P	P	P	P	P	P
Artisans and craft work	P	P	P	P	P	P
Automobile repair facilities	P	P	P	P	P	P
Automobile gasoline stations	P	P	P	P	P	P
Automobile parts and supply stores	P	P	P	P	P	P
Automobile rental facilities	P	P	P	P	P	P
Bakery or doughnut shops	P	P	P	P	P	P
Banks	P	P	P	P	P	P
Banquet halls	P	P	P	P	P	P
Barbershops	P	P	P	P	P	P
Bed and Breakfast Homes	P	P	P	P	P	P
Bed and Breakfast Inns	P	P	P	P	P	P
Bicycle, skateboard, and roller blade sales and service	P	P	P	P	P	P
Billiard and pool halls	P	P	P	P	P	P
Bookstores, except adult bookstores	P	P	P	P	P	P
Bowling alleys	P	P	P	P	P	P
Business complexes	P	P	P	P	P	P
Business complexes with auxiliary use	P	P	P	P*	P	P
Business machines, sales and service	P	P	P	P	P	P
Cafeterias, snack bars, and lunchrooms	P	P	P	P	P	P
Candy stores	P	P	P	P	P	P
Carpet and vinyl flooring stores	P	P	P	P	P	P
Car washes	P	P	P	P	P	P
Catering establishments	P	P	P	P	P	P
Child care centers	P	P	P	P	P	P
Clothing stores	P	P	P	P	P	P

LIST OF LAND USES	OTC SUB-AREAS					
	1 Core	2 Village	3 Trans.	4 Indust.	5 East	6 North
Retail (cont.)						
Commercial recreational facilities, including miniature golf driving ranges; tennis, racquet, and handball barns or courts; artificial ski slopes; indoor soccer; bowling alleys; skateboard or rollerblade parks; and skating rinks	P		P	P	P	P
Commercial parking lots or garages	P	P	P	P	P	P
Community swimming pools	P	P	P	P	P	P
Community centers	P	P	P	P	P	P
Computer goods, sales and service	P	P	P	P	P	P
Consignment shops, except pawn shops	P	P	P		P	P
Convenience stores	P	P	P	P	P	P
Country clubs, private clubs, service organizations, and nonprofit charitable or philanthropic organizations or institutions	P	P	P	P	P	P
Data processing services	P	P	P	P	P	P
Delicatessens	P	P	P	P	P	P
Department stores	P		P		P	P
Dog grooming and dog day care establishments without boarding	P	P	P	P	P	P
Dry cleaning and laundry establishments, including pick up station, package plants, and coin-operated facilities, limited to establishments with less than 4,000 square feet of floor area	P	P	P	P	P	P
Electronic stores, including equipment service	P	P	P	P	P	P
Enclosed electric power public utility substations	P	P	P	P	P	P
Florist shops	P	P	P	P	P	P
Funeral establishments	P	P	P	P	P	P
Furniture, appliance, and carpet stores and showrooms	P	P	P	P	P	P
Garden supply stores	P	P	P	P	P	P
Gift shops	P	P	P	P	P	P
Grocery stores	P	P	P	P	P	P
Hair and nail salons	P	P	P	P	P	P
Hardware Stores	P	P	P	P	P	P
Health clubs, spas, gymnasiums	P	P	P	P	P	P
Home centers and building supply stores	P		P	P	P	P
Hotels, motels, and hostels	P	P	P	P	P	P
Household appliances, sales and service, except the repair of gasoline-powered equipment	P	P	P	P	P	P
Ice cream stores	P	P	P	P	P	P
Interior decorating	P	P	P	P	P	P
Janitorial supply stores	P	P	P	P	P	P

LIST OF LAND USES	OTC SUB-AREAS					
	1 Core	2 Village	3 Trans.	4 Indust.	5 East	6 North
Retail (cont.)						
Jewelry stores	P	P	P	P	P	P
Kennels – Commercial				P		
Linen supply establishments	P		P	P	P	P
Linen, bath, and curtain stores	P	P	P	P	P	P
Locksmiths	P	P	P	P	P	P
Luggage or leather goods stores	P	P	P	P	P	P
Meat, seafood, and poultry markets, except live poultry markets	P	P	P	P	P	P
Medical clinics and dental clinics	P	P	P	P	P	P
Messenger services	P	P	P	P	P	P
Musical instrument sales and service	P	P	P	P	P	P
Newsstands	P	P	P	P	P	P
Nightclubs and comedy clubs	P	P	P	P	P	P
Novelty shops	P	P	P	P	P	P
Nursing homes and nursing and care centers	P	P	P		P	P
Office supply stores and business service establishments	P	P	P	P	P	P
Opticians or optometrical establishments	P	P	P	P	P	P
Pet shops	P	P	P	P	P	P
Pharmacies	P	P	P	P	P	P
Photographic stores and studios	P	P	P	P	P	P
Picture-framing establishments	P	P	P	P	P	P
Produce markets	P	P	P	P	P	P
Restaurants	P	P	P	P	P	P
Retail or wholesale display rooms for the sale of products associated with the principal use	P	P	P	P	P	P
Secretarial, telephone answering service, and message centers	P	P	P	P	P	P
Showrooms and sales of specialty building products, with less than 5000 sf of floor area	P	P	P	P	P	P
Showrooms and sales of specialty building products, with 5000 sq ft or greater.			P	P	P	P
Sporting goods stores	P	P	P	P	P	P
Sporting and athletic goods manufacturing	P	P	P	P	P	P
Tanning salons	P	P	P	P	P	P
Tattoo parlors and body-piercing salons	P	P	P	P	P	P
Taverns	P	P	P	P	P	P
Taxicab stands	P	P	P	P	P	P
Telecommuting centers	P	P	P	P	P	P

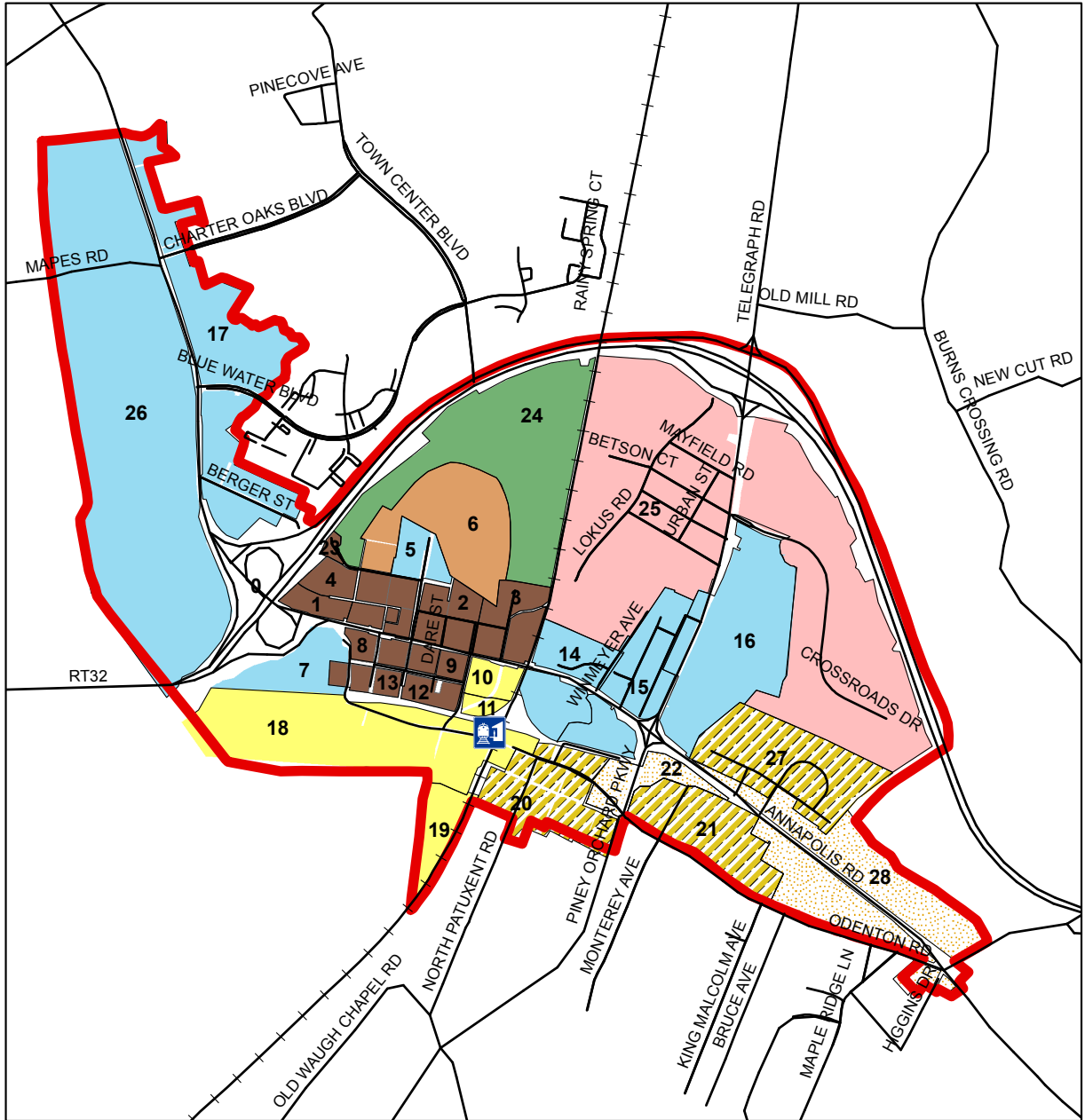
LIST OF LAND USES	OTC SUB-AREAS					
	1 Core	2 Village	3 Trans.	4 Indust.	5 East	6 North
Retail (cont.)						
Television studios, radio broadcasting stations, and recording studios, excluding freestanding towers	P	P	P	P	P	P
Theaters except adult motion picture theaters	P	P	P	P	P	P
Tool sales and rental stores	P	P	P	P	P	P
Toy shops	P	P	P	P	P	P
Trade expositions	P	P	P	P	P	P
Travel agencies	P	P	P	P	P	P
Upholstering shops	P	P	P	P	P	P
Variety stores	P	P	P	P	P	P
Veterinarians provided overnight stays are limited to those necessary for medical treatment	P	P	P	P	P	P
Video sales and rental establishments with less than 1,500 square feet of floor area	P	P	P	P	P	P
Video sales and rental establishments	P	P	P	P	P	P
Wallpaper and paint stores	P	P	P	P	P	P
Office						
Office, professional and general	P	P	P	P	P	P
Light Industrial						
Building material storage				P		
Cabinetry and special lumber mill working and sales				P		
Commercial telecommunications facilities subject to conditions set forth in Article 18, Section 18-10-109	P	P	P	P	P	P
Commercial parking lots or garages	P	P	P	P	P	P
Dry cleaning operations and laundry establishments, including pickup stations, package plants, and coin-operated facilities				P		
Laboratories, research or testing				P		
Lithographing				P		
Manufacturing, fabrication, and assembly uses				P		
Outdoor storage			P	P		
Photoengraving				P		
Printing and publishing establishments				P		
Public utility, essential services	P	P	P	P	P	P
Research and development establishments and testing laboratories, including prototype manufacturing				P		

LIST OF LAND USES	OTC SUB-AREAS					
	1 Core	2 Village	3 Trans.	4 Indust.	5 East	6 North
Light Industrial (cont.)						
Retail display rooms for sales at industrial establishments of products manufactured on site or other products of the corporation, but only if not more than five percent of the total floor area				P		
Warehousing and storage				P		
Wholesale trade, warehousing, and storage establishments				P		
Wholesale display rooms in industrial establishments for products of the corporation				P		
Civic / Institutional						
Civic facilities, including auditoriums	P	P	P	P	P	P
Libraries	P	P	P	P	P	P
Hospitals	P	P	P	P	P	P
Museums	P	P	P	P	P	P
Religious Facilities	P	P	P	P	P	P
Schools, public charter and schools, private, academic, arts, business, technical or trade	P	P	P	P	P	P
Parks, public or private	P	P	P	P	P	P

* For list of auxiliary uses, please refer to Article 18, Subsection 18-5-102 and Subsection 18-6-103

1. If a listed use is in conflict with any uses in Article 18 of the County Code, then the use listed in Figure 3-2 will supersede. Any use listed in this figure but not in Article 18 only applies to the Odenton Town Center.
2. Fort Meade Sub-Area permitted uses are not governed by this Figure.

Figure 3-3: Mix of Uses Functional Plan



**Odenton Town Center
Master Plan Update
2009**
Office of Planning and Zoning
Long Range Planning Division

Land Use Mix Categories

- | | | | |
|--|-----------------|--|---------------------|
| | Commercial Mix | | Office Retail Mix |
| | Industrial Mix | | Residential Mix |
| | Office Mix | | Town Center Mix |
| | Office Park Mix | | Transit Village Mix |



Figure 3-4: Land Use Mix Categories

	Residential	Retail	Office	Industrial
Land Use Mix Categories				
Residential Mix <i>(Each site shall have at least 2 land uses)</i>	50- 80 %	0-50%	0-50%	0 %
Town Center Mix <i>(Each project of 2 stories and above shall have at least 2 land uses)</i>	0-100 % (on second story and above)	Requires 100 % retail at street level. <i>* Retail can also be used as a secondary use with office or residential on the second story and above.</i>	0-100 % (on second story and above)	0 %
Office Retail Mix <i>(Each site shall have at least 2 land uses)</i>	0-80 %	0-80 %	20 -80 %	0-10 %
Industrial Mix <i>(Each site shall have at least 2 land uses)</i>	0 -40%	0- 60 %	0- 60 %	0- 80 %
Transit Village Mix <i>(Each site shall have at least 2 land uses)</i>	50- 70 %	0- 50 %	0- 50 %	0 %
Commercial Mix <i>(Each site shall have at least 2 land uses)</i>	0- 85 %	15- 80 %	0- 85 %	0 %
Office Park Mix	0-20 %	0-20%	0-100 %	0-20%
Office Mix <i>(Each site shall have at least 2 land uses)</i>	0-20 %	0 -20%	0-95 %	0-20%

- Notes:**
1. All sites of 3 acres or greater must comply with the Land Use Mix requirements when developing under the Optional Method.
 2. Institutional uses are permitted in all Land Use Mix Categories and may occupy 100% of the Floor Area on any site.
 3. Modifications to the Land Use Mix requirements may be granted in accordance with Chapter 5, Section 1.3.

and only if that excess amount of parking space is commercial parking (e.g. paid parking). However, for surface parking lots, the number of parking spaces provided cannot be greater than 10 percent above the minimum required by Article 18 regardless of whether the excess parking area is being counted toward the Mix of Uses requirements.

Mixed Use requirements may be met by any of the following arrangements:

- Vertical mixed use development occurring in one building; or
 - A mixed use site with several single use buildings that cluster larger amounts of uses together to create a critical mass, provided that the site and architectural design treatments are sufficient to ensure frequent pedestrian interaction between the uses and sharing of parking facilities.
- 3) Summary of Development Requirements - Figure 3-5 summarizes the height, FAR, and mix of uses development requirements by Sub-Area and block.

2.3 Permitted Building Height

Intent

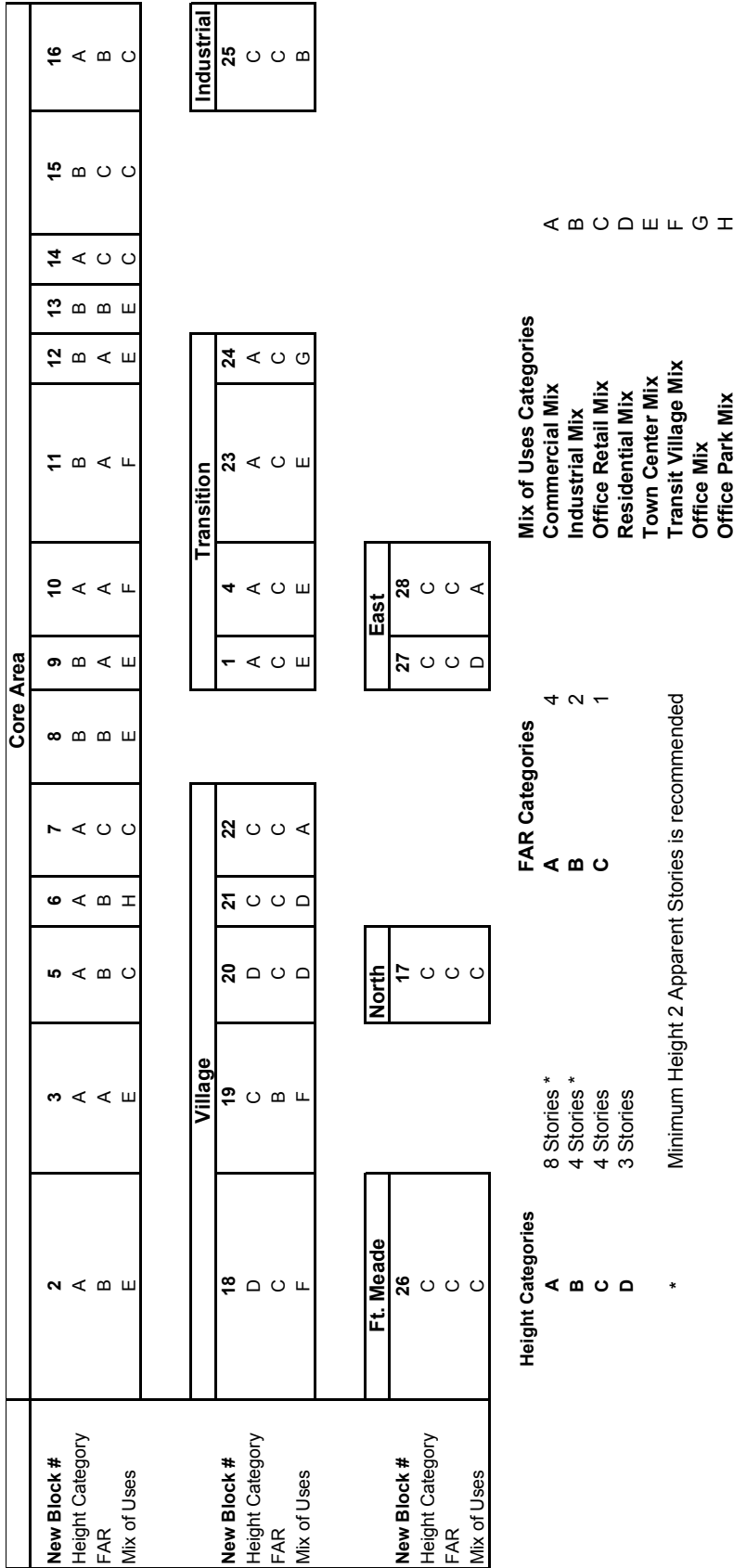
The intent of the OTC building height standards is to encourage the development of multi-story buildings, in order to ensure efficient and compact development on the limited land area, and to create a more uniform urban character. The ability to create taller buildings is offered as a reward for desired actions. Building heights in transition areas are limited, in order to protect adjoining residential communities.

Building height requirements are also intended to encourage staged development intensification over time. Common wall building masses and individual buildings that are designed for incremental horizontal and/or vertical expansion are encouraged.

In certain blocks a minimum height is encouraged noted by an * on height categories A and B as shown on Figure 3-5 as follows:

- All exposed building facades that can be seen from a public street, not hidden by a common wall with other buildings, should have the appearance of at least two occupied stories.
- In buildings with varied heights, the minimum average number of floors for the building should be two and all exposed facades should appear to be two stories. Common wall building masses may be included in this calculation at the applicant's option.
- The interior space on upper floors may be left unfinished until occupancy.
- In approved multi-staged plans, buildings that do not meet the above standards may be designated and approved as an interim building to be either replaced or vertically expanded in later phases. Buildings approved for later vertical extension should be designed and built to support and accommodate the upper floors at the time of initial construction.

Figure 3-5: Summary of Development Requirements by Sub-Areas



Requirements

- 1) Building heights are limited by the development regulations shown in Figure 3-5, Summary of Development Regulations by Sub-Area. Only the building stories at street level or higher count towards maximum allowable stories. Maximum allowable stories apply to all sides of a structure that have a street frontage.
- 2) Maximum number of stories does not include any unoccupied mechanical space on the rooftop, decorative rooftop treatments that have no access from the main stairwells, and any exposed walk-out basements below the grade of the primary entrance.

2.4 Floor Area Ratio (FAR) Limitations

Intent

Development intensity in the OTC is largely controlled by a combination of building height limitations and the requirements for open area, parking and stormwater management. These have been adjusted to permit a moderate density when combined with the FAR. A range of maximum floor area ratio limitations has been established for the OTC on a block-by-block basis in order to control development intensity and concentrate density into the core area.

The intent of these FAR standards is to reward developments that provide multi-story buildings and mixed-use development with structured or shared parking that may be off site. This will help ensure efficient and compact development on the limited land area, and create a balanced land use mix throughout the OTC.

FAR limitations are also intended to encourage staged development intensification over time. Development intensity is reduced on blocks nearest the OTC boundaries in order to protect adjoining residential communities.

Requirements

- 1) The FAR limitations are listed in Figure 3-5, Summary of Development Requirements by Sub-Area.

2.5 Building Setbacks

Intent

In order to create a more urban environment, it is important to relate buildings to adjoining rights-of-way and corresponding sidewalks and streetscapes.

Requirements

- 1) Building setbacks for the various street standards in the OTC are identified in Figure 3-6, Roadways and Streetscape Design Standards.

Figure 3-6: Roadways and Streetscape Design Standards

Street Name	Road Segment		Functional Classification	Min. ROW Width	# of Lanes	Min Roadway Width	Median (Y/N)	Parking Lanes	Bike Lanes/Compatible	Building Setback (Ft.)		Min Sidewalk Width	Min Hiker/Biker Trail Width
	From	To								Min.	Max.		
Urban Arterial													
Annapolis Rd (MD 175)	Jackson Grove Rd.	MD 32	Principle Arterial Rd.	126-147*	6	96-117	Y	N	Y	0	45	5'	8
Telegraph Rd (MD 170)	MD 175	MD 32	Principle Arterial Rd.	98	4	72	Y	N	Y	0	45	5'	10***
Blue Water Blvd	Annapolis Rd (MD 175)	Town Center Blvd (P)	Minor Arterial	60	4	50-78	Y	N	Y	0	45	10'	10***
Charter Oaks Blvd	Annapolis Rd (MD 175)	Town Center Blvd (P)	Minor Arterial	60	4	50-78	Y	N	Y	0	45	10'	-
Odenton Ave. (P)	Annapolis Rd (MD 175)	Town Center Blvd (P)	Minor Arterial	100	4	50-78	Y	N	Y	0	45	5'	10***
Town Center Blvd. (P)	Annapolis Rd (MD 175)	Blue Water Blvd	Minor Arterial	100	4	50-78	Y	N	Y	0	45	5'	10***
Telegraph Rd (MD 170)	Odenton Rd	MD 175	Minor Arterial	70	4	36	Y	N	Y	0	45	6'	10***

Urban Blvd.

Annapolis Rd (MD 175)	MD 32	Town Center Blvd (P)	Principle Arterial Rd.	80*	4	50	Y	N	N	0	45	0-10'	5'	8
Annapolis Rd (MD 175)	Town Center Blvd (P)	MD 170	Principle Arterial Rd.	88*	5	58	N	N	N	0	45	0-10'	5'	8
Annapolis Rd (MD 175)	MD 170	Harding Avenue	Principle Arterial Rd.	88*	5	58	N	N	N	0	45	0-10'	5'	8
Annapolis Rd (MD 175)	Harding Avenue	Oakton Road	Principle Arterial Rd.	98**	5	72	N	N	Y	0	45	4'	5'	10
Annapolis Rd (MD 175)	Oakton Road	Sappington Station Rd	Principle Arterial Rd.	98**	4	72	Y	N	Y	0	45	4'	5'	10
Betson Ct.	Lokus Rd	Telegraph Rd (MD 170)	Collector Rd.	66	2	36	N	Y	Y	0	55	8'	6'	-
Bucklina Ave.	Lokus Rd	Telegraph Rd (MD 170)	Collector Rd.	66	2	36	N	N	Y	0	55	8'	6'	-
Crossroads Dr.	Telegraph Rd (MD 170)	Terminus (IND PK)	Collector Rd.	66	2	36	N	N	Y	0	55	8'	6'	-
Lamonte Ave.	Lokus Rd	Telegraph Rd (MD 170)	Collector Rd.	66	2	36	N	N	Y	0	55	8'	6'	-
Lokus Rd	Lamonte Ave.	Mayfield Rd	Collector Rd.	66	2	36	N	Y	Y	0	55	8'	6'	-
Mayfield Rd	Lokus Rd	Telegraph Rd (MD 170)	Collector Rd.	66	2	36	N	N	Y	0	55	8'	6'	-

Street Name	Road Segment		Functional Classification	Min. ROW Width	# of Lanes	Min Roadway Width	Median (Y/N)	Parking Lanes	Bike Lanes/Compatible	Building Setback (Ft.)		Min Planting Width	Min Sidewalk Width	Min Hiker/Biker Trail Width
	From	To								Min.	Max.			
Urban Blvd. Cont.														
Morgan Rd(T CBldv)	Odenton Rd	Annapolis Rd (MD 175)	Minor Arterial	80	4	50	Y	Y	N	0	45	5'	10'	10***
Oakton Rd	Odenton Rd	Brietwert Ave.	Collector Rd.	64	2	36	N	N	Y	0	45	5'	6'	-
Odenton Rd	Magazine Rd	Terminus (Marc Station)	Collector Rd.	64	2	36	N	Y	N	0	45	5'	6'	-
Odenton Rd	Terminus (Marc Station)	Piney Orchard Pkwy	Collector Rd.	64	2-3	36	N	N	N	0	45	5'	6'	-
Odenton Rd	Piney Orchard Pkwy	Sappington Station Rd	Collector Rd.	70	2-3	36	N	N	Y	0	45	5'	6'	10***
Winnemeyer Ave.	Terminus (County Library)	Terminus	Collector Rd.	64	2	36	N	N	Y	0	45	5'	6'	-
Planned Road (P4)	MD 170	Winnemeyer Ave.	Collector Rd.	64	2	36	N	N	Y	0	45	5'	6'	-
Planned Road (P3)	Lokus Rd	Town Center Blvd (P)	Collector Rd.	64	2-3	36	N	N	Y	0	45	5'	6'	-
Planned Road (P2)	Piney Orchard Pkwy	Morgan Rd. Ext./TC Blvd. (P)	Collector Rd.	64	2-3	36	N	N	Y	0	45	5'	6'	-
Urban Street	Lamonte Ave.	Mayfield Rd	Local Rd.	56	2	36	N	N	Y	0	45	8'	6'	-
Patuxent Rd N	Waugh Chapel Rd	Odenton Rd	Collector Rd.	60	2-3	36	N	N	Y	0	45	5'	6'	-
Urban Grid														
Baldwin Rd	Terminus	Berger St.	Collector Rd.	60	2-3	36	N	Y	Y	0	20	Sidewalk trees	10'	-
Baltimore Ave.	Annapolis Rd (MD 175)	Pine Street	Collector Rd.	60	2-3	36	N	Y	Y	0	20	Sidewalk trees	10'	-
Berger Street	Odenton Ave. (P)	Nevada Ave.	Collector Rd.	60	2-3	36	N	Y	Y	0	20	Sidewalk trees	10'	-
Dare Street	Annapolis Rd (MD 175)	Hale Rd	Local Rd.	50	2	28	N	Y	Y	0	20	Sidewalk trees	10'	-
Dare Street Extended (P)	Hale Rd	Proposed Alley	Local Rd.	50	2	28	N	Y	Y	0	20	Sidewalk trees	10'	-

Street Name	Road Segment		Functional Classification	Min. ROW Width	# of Lanes	Min Roadway Width	Median (Y/N)	Parking Lanes	Bike Lanes/ Compatible	Building Setback (Ft.)		Min Planting Width	Min Sidewalk Width	Min Hiker/ Biker Trail Width
	From	To								Min.	Max.			
Urban Grid Cont.														
Duckins Street	Baldwin Rd	Morgan Rd(TCBlvd)	Collector Rd.	60	2-3	36	N	Y	Y	0	20	Sidewalk trees	10'	-
Duckins Street	Old Odenton Rd	Baldwin Rd	Local Rd.	50	2	28	N	Y	Y	0	20	Sidewalk trees	10'	-
Hale Rd	Baldwin Rd	Lokus Rd	Collector Rd.	60	2-3	36	N	Y	Y	0	20	Sidewalk trees	10'	-
Hale Rd Extended (P)	Odenton Ave. (P)	Baldwin Rd	Collector Rd.	60	2-3	36	N	Y	Y	0	20	Sidewalk trees	10'	-
Lokus Rd	Annapolis Rd (MD 175)	Hale Rd	Collector Rd.	60	2-3	36	N	Y	Y	0	20	Sidewalk trees	10'	-
Lokus Rd	Hale Rd	Terminus (TC Blvd)	Local Rd.	50	2	28	N	Y	Y	0	20	Sidewalk trees	10'	-
Nevada Ave.	Duckins Street	Terminus	Collector Rd.	60	2-3	36	N	Y	Y	0	20	Sidewalk trees	10'	-
Nevada Ave. Extended (P)	Odenton Rd	Duckins Street	Collector Rd.	60	2-3	36	N	Y	Y	0	20	Sidewalk trees	10'	-
Pine Ave	Mt. Vernon Ave.	Telegraph Rd (MD 170)	Collector Rd.	64	3	36	N	Y	Y	0	20	Sidewalk trees	10'	-
Pine Street	Baltimore Ave.	Mt. Vernon Ave.	Collector Rd.	64	2	36	N	Y	Y	0	20	Sidewalk trees	10'	-
Mt. Vernon Ave.	MD 175	Pine Ave.	Collector Rd.	64	2	36	N	Y	Y	0	20	Sidewalk trees	10'	-
Local Rd.														
Becknel Ave.	Patuxent Rd N	Terminus	Local Rd.	54	2	28	N	Y	Y	0	45	5'	6'	-
Berger Street	Annapolis Rd (MD 175)	Terminus	Local Rd.	54	2	28	N	Y	N	0	45	5'	6'	-
Belton Ct	Terminus (Mayfield IND PK)	Lokus Rd	Local Rd.	54	2	28	N	Y	N	0	45	5'	6'	-
Beverly Ave.	Murray Rd	Monterey Ave.	Local Rd.	54	2	28	N	Y	N	0	45	5'	6'	-
Brietwert Ave.	Terminus	Terminus (E. of Oakton Rd)	Local Rd.	54	2	28	N	Y	N	0	45	5'	6'	-
Harding Ave.	Murray Rd	Brietwert Ave.	Local Rd.	54	2	28	N	Y	N	0	45	5'	6'	-
Lokus Rd	Terminus (IND PK)	Lamonte Ave.	Local Rd.	54	2	28	N	Y	N	0	45	5'	6'	-

Street Name	Road Segment		Functional Classification	Min. ROW Width	# of Lanes	Min Roadway Width	Median (Y/N)	Parking Lanes	Bike Lanes/Compatible	Building Setback (Ft.)		Min Planting Width	Min Sidewalk Width	Min Hiker/ Biker Trail Width
	From	To								Min.	Max.			
Lokus Rd	Mayfield Rd	Terminus	Local Rd.	54	2	28	N	Y	N	0	45	5'	6'	-
Magazine Rd	Pepper Rd	Old Odenton Rd	Local Rd.	54	2	28	N	Y	N	0	45	5'	6'	-
Monterey Ave.	Odenton Rd	Murray Rd	Local Rd.	54	2	28	N	Y	N	0	45	5'	6'	-
Morgan Rd Ex/TC Blvd (P)	Odenton Rd.	Terminus	Local Rd.	54	2	28	N	N	N	0	45	5'	6'	10***
Murray Rd	Odenton Rd.	Oakton Rd	Local Rd.	54	2	28	N	Y	N	0	45	5'	6'	-
Old Odenton Rd	Magazine Rd	Terminus	Local Rd.	54	2	28	N	Y	N	0	45	5'	6'	10***
Planned Road (P-1)	**Proposed Old Odenton Rd	Terminus (Marc Station)	Collector Rd.	54	2-3	36	N	Y	N	0	45	5'	6'	-
Railroad Ave.	Terminus	Beverly Ave.	Local Rd.	54	2	28	N	Y	N	0	45	5'	6'	-
Sarrento Ave.	Odenton Rd	Beverly Ave.	Local Rd.	54	2	28	N	Y	N	0	45	5'	6'	-
Skyline Ave.	Becknel Ave.	Odenton Rd	Local Rd.	54	2	28	N	Y	N	0	45	5'	6'	-
Waco Ave.	Becknel Ave.	Odenton Rd	Local Rd.	54	2	28	N	Y	N	0	45	5'	6'	-
Alleys														
As per planned Dev.	TBD	TBD			1-2	TBD	N	TBD	N	0	0	0	0	-

Local Rd. Cont.

Note:

Planning and Zoning Officer can grant modifications to the Roads and Streetscape Design standards as described in Chapter 5.

Setbacks shall be calculated from the back of the existing or proposed sidewalks

* Based on Typical Sections depicted in SHA DRAFT ALTERNATIVE for MD 175 PHASE I

** Based on Typical Section depicted in MD 175 PHASE II FEASIBILITY STUDY

*** Based on Typical Section depicted in ODENTON TRAILS SCHEMATIC PLAN

Scenic and Historic Roads are subject to Article 17-6-504

Definitions:

P: Planned Road

TBD: To Be Determined

Sidewalk Trees: Trees will be planted in tree wells in the sidewalks as per the Streetscape Landscaping Standards in Chapter IV of OTC

2.6 Open Areas

Intent

Defined amounts of open and activity areas are required as part of each development in the OTC. These areas are intended to create a network of high quality, memorable spaces that work in combination with the required streetscapes and architecture in order to create an attractive urban identity for Odenton.

Consistent with the goals and objectives of this Plan, these open and activity areas are intended to serve multiple functions. They will provide green relief, promote infiltration and evapotranspiration and protect sensitive areas. They will provide activity areas where residents, workers, and shoppers can gather, recreate, and socialize. Because of the desired development intensity and urban character, the location of OTC open areas is more flexible than in other areas of the County. Open areas may be provided on rooftops and in interior common spaces, as well as in exterior ground level areas. In order to encourage urban redevelopment of small sites, creation of a few high-quality OTC Focal Areas, and preservation of significant green areas, development applicants can seek reduction in the open space requirements through modifications and/or the Bonus Program. In order to insure that open areas fulfill these functions, defined spaces are required to meet different performance standards.

In OTC there are two types of open areas: 1) Activity Areas and 2) Green Areas. Activity Areas can be further broken down into Public Activity Space and Residential Activity Space.

The intent of each of the individual required open areas is as follows:

- *Public Activity Space* - On development sites with non-residential uses, a portion of the required open area will be designed for public activities. These areas are intended for the shared use of the public, site occupants and site residents, and will be designed for strolling, gathering, play, dining, cultural activity or other events. They may be in interior, exterior or rooftop locations and may include a wide range of features such as a village green, plaza or square, courtyard, pocket park, rooftop garden or terrace, atrium lobby, or food court. The required amount of public activity space is expressed as a percentage of the amount of non-residential building square footage.
- *Residential Activity Spaces* - On sites with residential development, a portion of the required open area will be designed for the exclusive use of residents in individual developments. They may be in interior, exterior or rooftop locations and include a wide range of features such as usable lawns and terraces, pool areas, fitness rooms, rooftop gardens and similar spaces. The required amount of residential activity space is expressed as a percentage of the residential building square footage proposed.
- *Green Areas* - A defined percentage of the required open area must meet the standards for green area in order to provide adequate relief in urban areas. The definition of green area excludes all paved areas and counts exterior planted areas of almost any kind and size that contribute to creating green relief, infiltration or evapotranspiration in the OTC. Green areas can include usable, unusable and even inaccessible areas. They can include lawns, planters, green roofs, landscaped areas, forest and sensitive preservation areas,

buffers, bio-retention areas, parking lot strips, flood plains, wetlands, tree pits, etc. The intent is to promote full development of OTC sites without sacrificing the goal of green relief and environmental sustainability inside the OTC.

Requirements

1) *Total Open Area Requirements*

In the OTC, developments shall provide a minimum amount of open area that is equivalent to 20 percent of the gross site area.

Of the required 20 percent Open Area, a minimum shall be provided as follows:

Expressed as a percent of gross site area:

<u>Sub-Area</u>	<u>Activity Area</u>	<u>Green Area</u>
Core	15%	5%
Village	10%	10%
Transition	10%	10%
Industrial Area	10%	10%
North Odenton	10%	10%
East Odenton	10%	10%
Fort Meade Dev. Corridor	10%	10%

2) *Total Activity Space Requirements*

a) Minimum Public Activity Space

One square foot of public activity area shall be provided for every 10 square feet of non-residential floor area, except that in all optional development projects, no less than 1,000 square feet of public activity area shall be provided.

b) Minimum Residential Activity Space

One square foot of public activity space shall be provided for every 10 square feet of residential floor area.

3) Activity areas shall be calculated by the percentage of the gross site area or by the square footage building requirement, whichever is greater. In addition, see the design standards for public and residential activity spaces in Chapter 4.

3.0 Urban Design Planning Controls

3.1 Public Space Network

Intent

In order to ensure the creation of a coordinated network of public spaces, a series of functional plans locate the required and/or recommended locations for public spaces, streetscapes,

amenities, and natural open spaces, desired, and required special features in Odenton. These functional plans include:

- Figure 3-7 – Natural Open Areas and Greenways Functional Plan,
- Figure 3-8 - Community Facilities Plan,
- Figure 3-9 – Active Frontage Functional Plan,
- Figure 3-10 – Special Features Functional Plan,
- Figure 3-11 – Historic District Functional Plan,
- Figure 3-14 – Roadway Classification Functional Plan, and
- Figure 3-15 – Odenton Trails Schematic Plan.

Figures 3-7 and 3-8 provide the locations of natural features and other sites that can serve as links within the overall public space network. Figure 3-7 illustrates the conceptual network of open areas that will result from environmental preservation and open area dedications. Figure 3-8 indicates the location of existing public and community facilities in the OTC.

Requirements

- 1) Development applicants are required to build in a manner that interacts with the public space network and to provide their portion of the network as part of their open area and other requirements. Development shall be designed in a manner that creates a unified image for the Sub-Area and coordinates with adjoining properties along the street front.
- 2) Development should contribute to the preservation and enhancement of a network of natural open areas and community facilities as shown in Figures 3-7 and 3-8.

3.2 Active Frontages

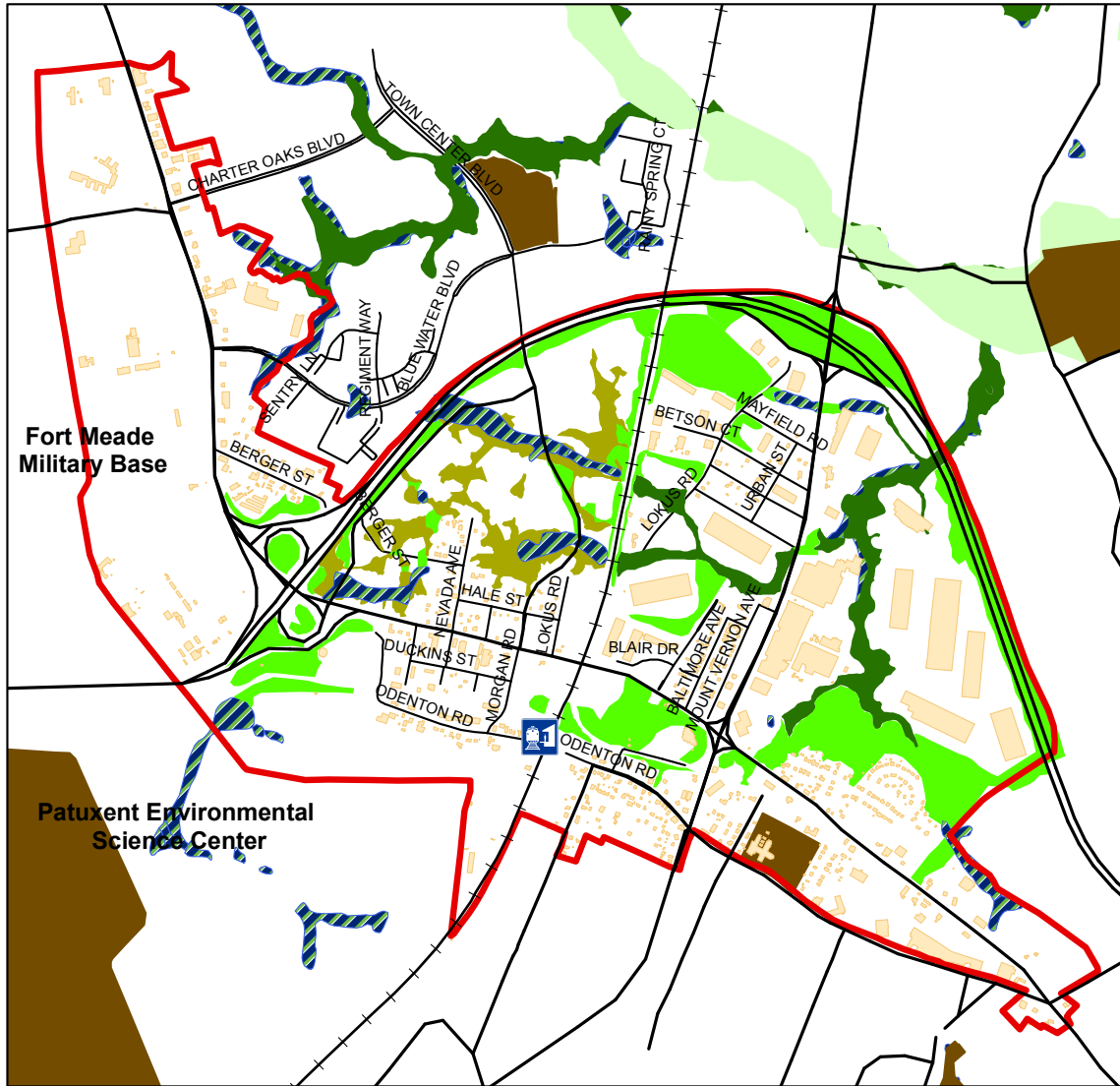
Intent

Certain corridors in the OTC are designated for special treatment, to ensure that they become active urban spaces that attract pedestrian activity. Design standards for architecture, streetscapes, on-street parking and open areas, all work together to ensure the creation of a critical mass of land-uses and an attractive setting suitable for urban street activity along these streets.

Requirements

- 1) The Active Frontage Functional Plan, shown in Figure 3-9, establishes the geographic location for two development standards - Active Frontage and Semi-Active Frontage. Buildings along these streets are required to meet the architectural standards as defined in Chapter 4, Section 7.5.

Figure 3-7: Natural Open Areas and Greenways Functional Plan



Legend

- OTC Greenways Plan
- Parkland
- 2002 County Greenways Network
- 100 Year Non-Tidal Floodplain
- NWI Wetlands
- Corps Delineated Wetlands
- Existing Building Footprint

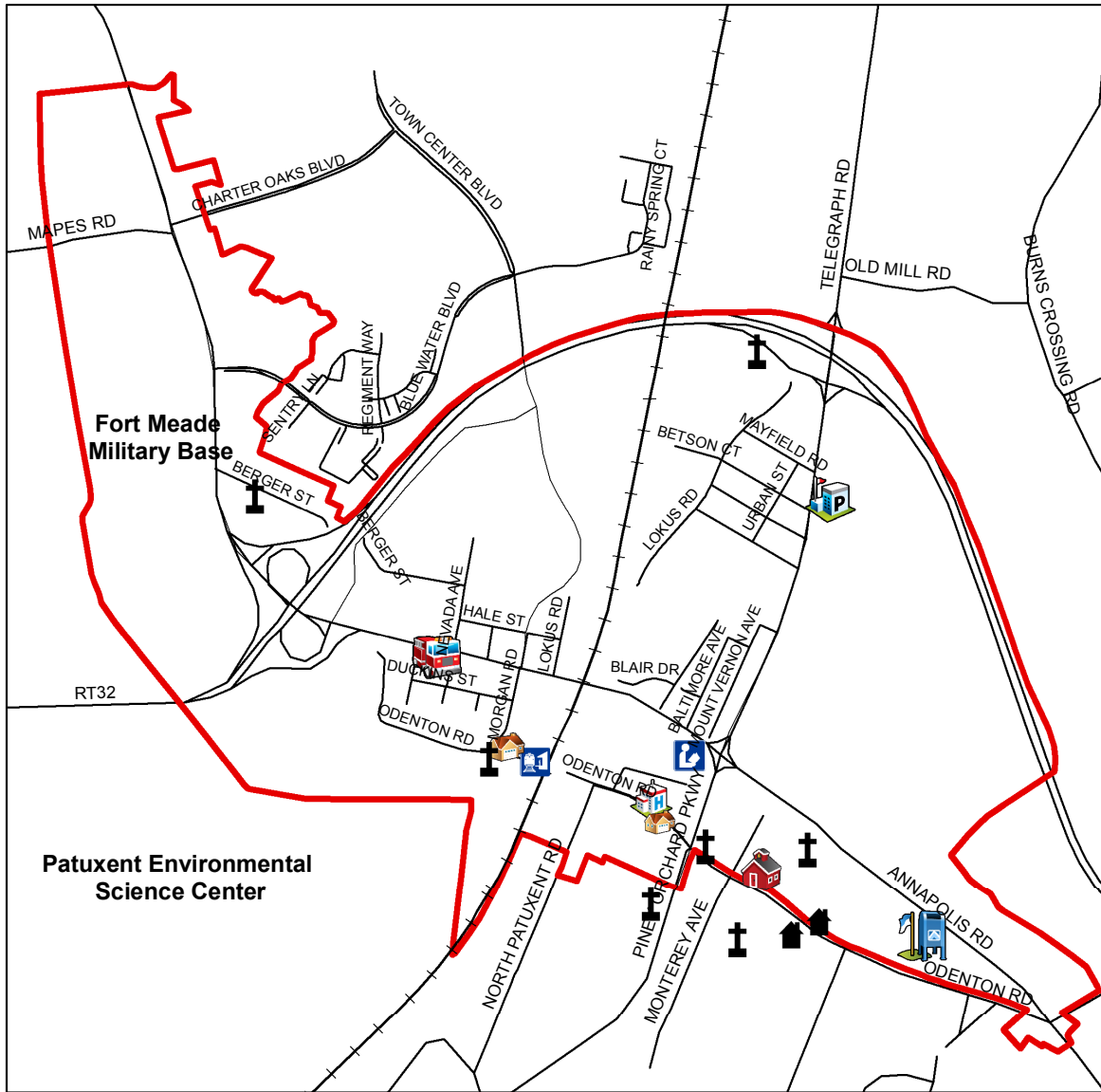
**Odenton Town Center
Master Plan Update**

2009











Office of Planning and Zoning
Long Range Planning Division



Figure 3-8: Community Facilities Map



Legend

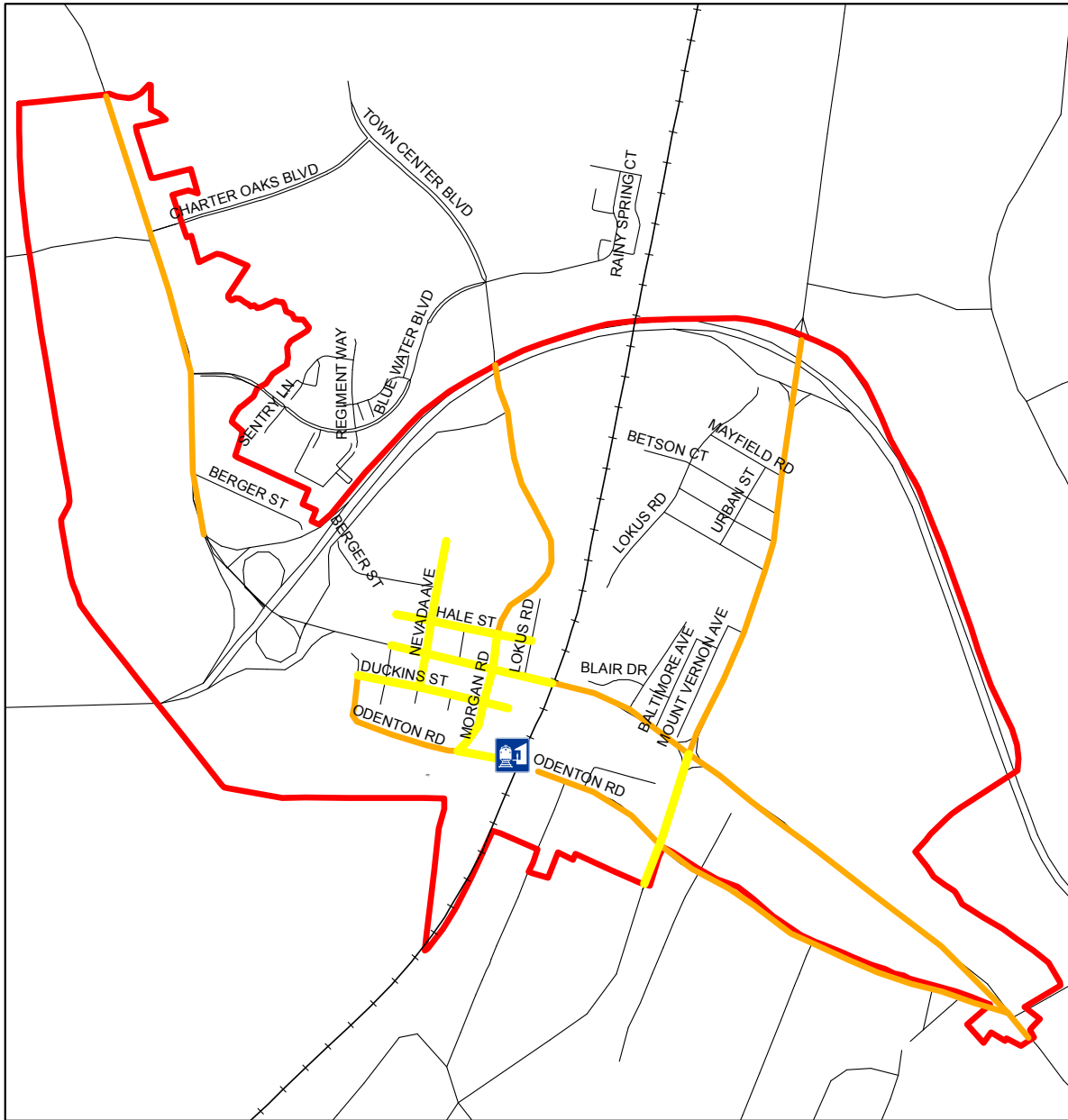
- | | | | |
|---|---------------------------|--|--------------------------|
|  | Church |  | Odenton Heritage Society |
|  | Fire CO.28 |  | Odenton Library |
|  | MARC Station |  | Odenton Post Office |
|  | O' Malley Senior Center |  | Western Police Station |
|  | Odenton Elementary School | | |
|  | Odenton Health Center | | |

**Odenton Town Center
Master Plan Update
2009**

Office of Planning and Zoning
Long Range Planning Division



Figure 3-9: Active Frontage Functional Plan



Odenton Town Center
Master Plan Update

2009

Office of Planning and Zoning
Long Range Planning Division

Legend

- Active Road Frontage
- Semi Active Road Frontage



3.3 Special Features

Intent

The Special Features Functional Plan is shown in Figure 3-10. It locates the following required and recommended urban design elements.

Requirements

- 1) *Landmark Locations* - General locations for landmark buildings and site design treatments are shown on Figure 3-10. Private property owners at these designated corners are required to meet the minimum standards found in Chapter 4 of this plan in order to help create special character at key intersections, focal areas (when designated) and gateways.

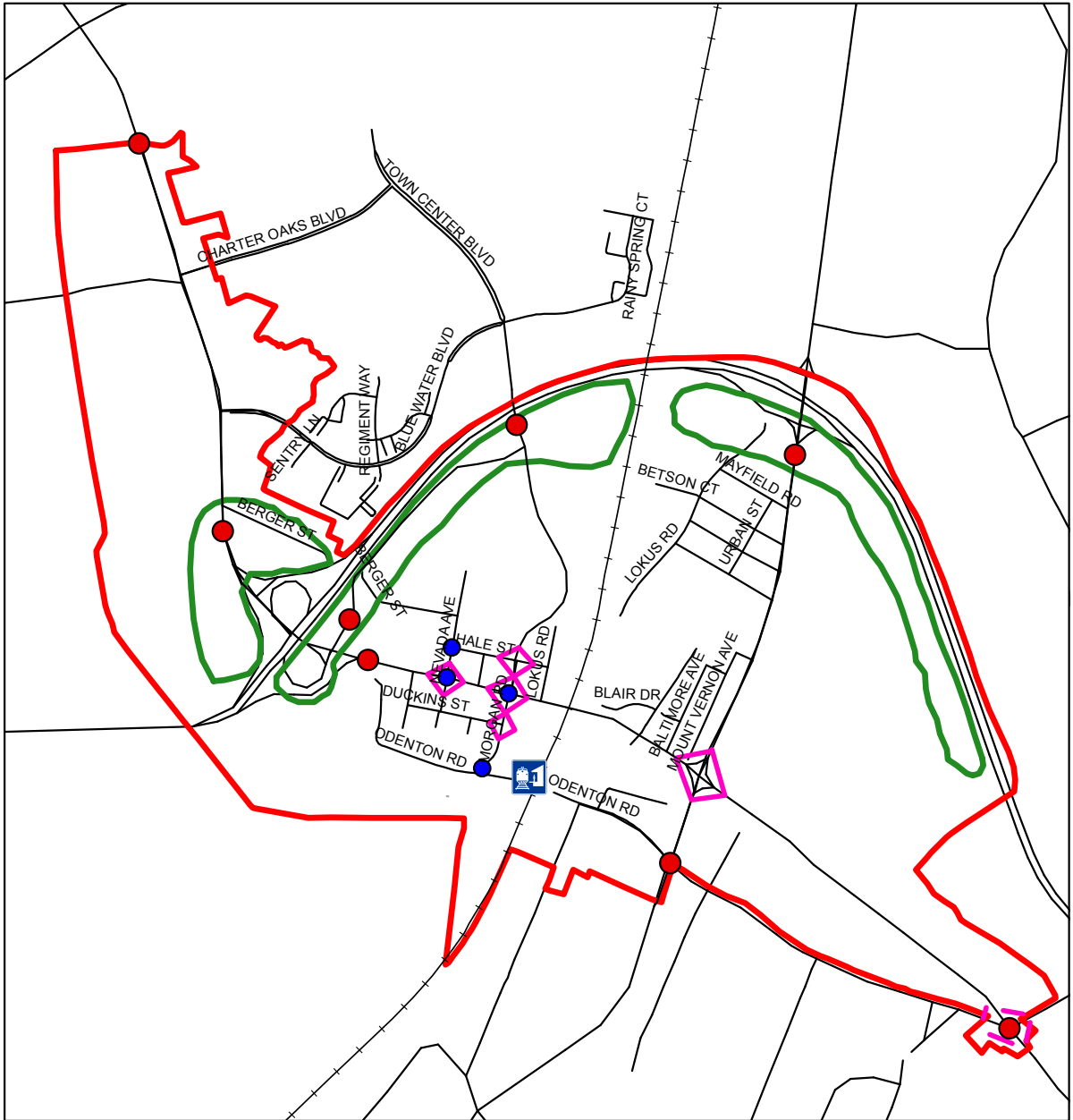
All buildings over six stories in height, regardless of location are also required to meet these minimum design standards for landmark locations. Property owners at other locations with structures of six or less stories are encouraged to use landmark design standards.

- 2) *Gateways* - General locations for gateways are shown on Figure 3-10. These are existing and proposed visual and physical gateways both for the OTC. Improvements, such as streetscape, signs and plantings are intended to help create an attractive sense of arrival in these locations. Private property owners that abut the designated gateway intersections are required to meet certain standards in order to help create gateway character. Several of the gateway locations are also indicated on the Plan as landmark locations. Property owners, in these locations, are encouraged to apply for landmark building designation in accordance with the requirements described in Chapter 4.
- 3) *Focal Areas* - General locations for a series of large and small Focal Areas are identified on Figure 3-10. These locations are coordinated with existing or proposed OTC transit routes in order to encourage development of transit stops and future public parking structures. Developers or groups of developers in these general locations are required to design their open areas to meet the Focal Area Design Standards in Chapter 4.

Focal Areas are encouraged to have a public activity space or series of linked spaces, which includes one or more Significant Public Amenity or other feature that serves as a memorable icon, and gives the space a strong sense of identity. The space may be either public or privately operated. The space, or spaces, should connect to parking, shops, and offices, as well as other public and private activities. The space should be a focal point of a high pedestrian traffic area, or offer an active experience that would attract participation and visitation. The abutting buildings should meet the Active Frontage requirements and include one or more landmark structures. The Design Standards define the requirements for these elements. One property owner within a designated Focal Area may host a space or a series of property owners may agree to cooperate together and apply to provide a major Focal Area Activity Space. This cooperation must be in the form of a legal agreement, a partnership, or an easement.

- 4) *Vistas* - Buildings located in certain areas of Odenton are highly visible from the highway approaches to the OTC. In order to provide an attractive sense of arrival, a visual gateway to the OTC shall be created with an attractive façade and roofline as seen from the highway.

Figure 3-10: Special Features Functional Plan



Odenton Town Center
 Master Plan Update
 2009

Office of Planning and Zoning
 Long Range Planning Division

Legend

- Focal Areas
- Gateways
- Landmark Locations
- Vistas



Buildings, in designated vista areas of the OTC, are required to meet design standards regarding the appearance of their upper floors and rooflines. Buildings located in mapped vista areas shown on Figure 3-10, and that are of a height or location that can be seen in the vista, shall be designed to comply with the Design Standards in Chapter 4.

3.4 Historic Preservation

Intent

The Odenton Town Center Historic District represents the most concentrated and cohesive area of historic resources within old Odenton. There is a larger district of historic resources in the Odenton area that is listed in the Maryland Inventory of Historic Properties, and a smaller portion of this area has been determined eligible for the National Register of Historic Places. However, for the purposes of the Odenton Town Center plan, any development proposed within the Odenton Town Center Historic District, and the designated resources outside the district, will be governed by the design requirements contained in this Plan.

In order to preserve the character of the historic village area of the OTC and of existing historic resources within that area, requirements are established that apply to both new development and improvements to existing conditions in the area designated as the Odenton Town Center Historic District and to designated historic structures. Figure 3-11, Historic District Functional Plan, identifies the OTC Historic District as well as some historic resources located outside the District Boundary.

Requirements

- 1) The Odenton Historic District as designated in Figure 3-11, Historic District Functional Plan, shall be preserved and retained in accordance with the guidelines for retention of historic buildings outlined in Chapter 4, Section 9.1. Public and private improvements planned within the historic district and on specific designated historic resource sites are required to comply with the historic preservation Design Standards, also found in Chapter 4.

4.0 Transportation Planning Controls

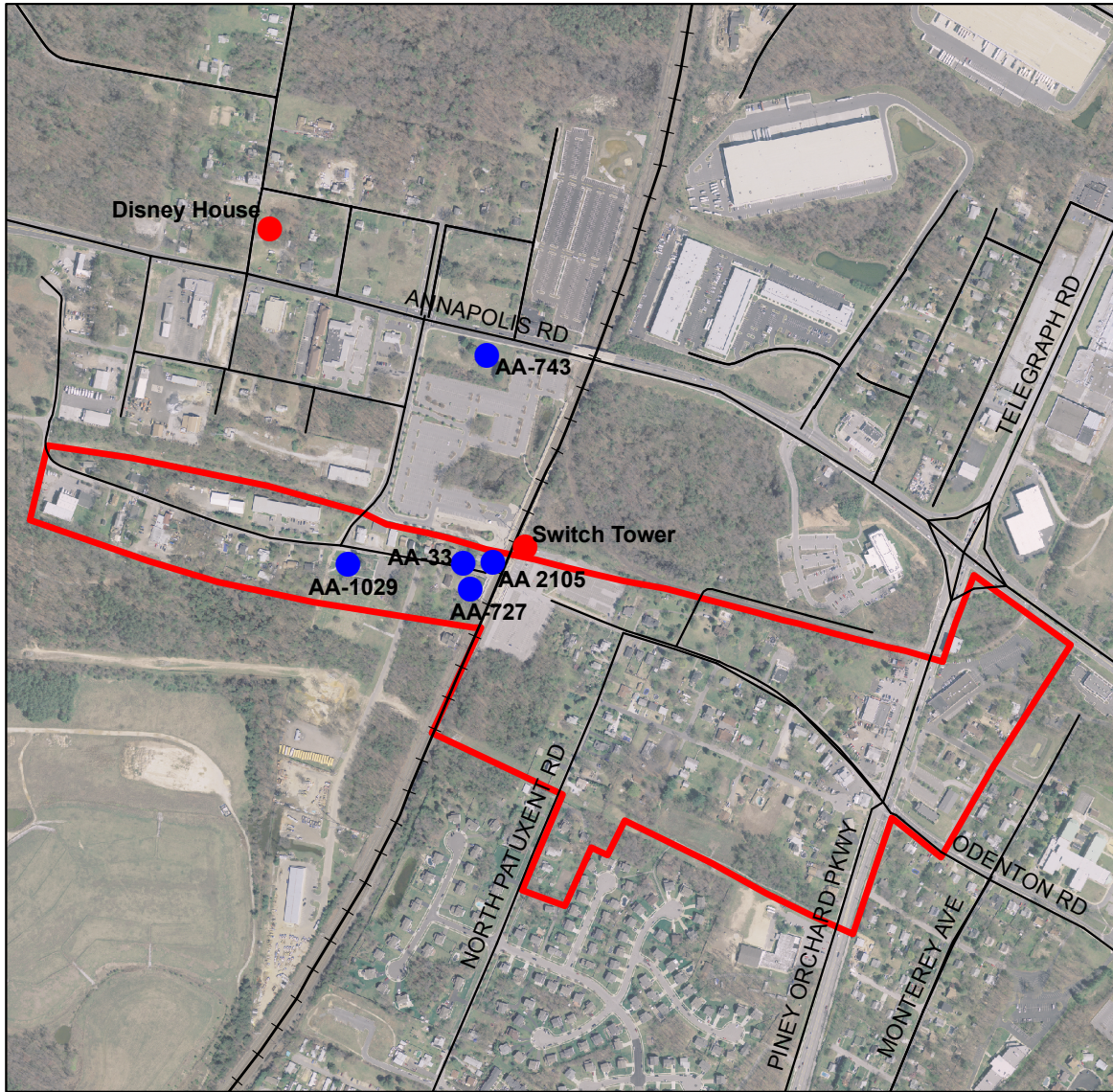
A wide range of techniques have been combined to ensure mobility in the OTC and to support a wide array of travel mode choices in a cost-effective manner. These include programs, regulations, as well as recommendations for specific physical improvements. Several transportation Functional Plans are provided here to identify recommended transportation requirements. In addition to minimum requirements for both public and private development, provisions are made for development bonuses for improvements that exceed the new higher minimum standards.

4.1 Priority Transportation Projects

Intent

This section is intended to define the specific actions that will provide the additional traffic capacity needed to serve the growing needs of both travelers moving through OTC and travelers coming to and moving around OTC. The prioritized list of key transportation improvements, and

Figure 3-11: Historic District Functional Plan



Legend

- Historic District
 - Other Historic Properties
 - Maryland Inventory of Historic Properties
- AA-2105, Odenton Station
 AA-33, Odenton Bank
 AA-727, Nathian Watts House
 AA-1029, Epiphany Episcopal Church
 AA-743, Jones House

Odenton Town Center
Master Plan Update
2009

Office of Planning and Zoning
 Long Range Planning Division



the accompanying series of maps, illustrate the recommended improvements, and are intended to guide State, County and developer decisions on what to fund and build in the OTC.

Major transportation infrastructure projects in the OTC are listed in the Priority Project List shown in Figure 3-12. The list will also be used as a guide to assist in staging developments that depend on fully developing the multi-modal transportation network. This list should be reviewed and updated on an annual basis and refinements made to the priorities as needed to support the goals of this plan.

Requirements

Development applicants in the OTC, who are required to aid in improving the transportation network, will be required to assist in creating the current transportation network plan.

1) Arterial Corridor Improvements

- a) Develop the MD 175 corridor throughout the Odenton area per the design criteria detailed in the OTC Roadway and Streetscape Design Plan.
- b) Assist in developing Town Center Boulevard and Odenton Avenue.

2) Interconnected Street System Improvements and Additions

- a) Assist in developing the roadway network as per the OTC Roadway and Streetscape Design Standards throughout the OTC.
- b) Assist in providing pedestrian facilities such as sidewalks, street lighting, pedestrian ramps and crosswalks, etc.
- c) Assist in the development of and/or enhancing the existing hiker/biker trail in the Town Center Core.

3) Highways

- a) Assist in improving access points from MD 32 into the Town Center Core.

4.2 Planned Road Network

Figure 3-13 identifies planned roadways being evaluated for potential expansion and/or construction in the Odenton Town Center. These include the extension of some existing roads like Hale Street and Morgan Road, as well as some new road alignments to be studied. New road alignments are indicated as P1, P2, P3, and P4.

The planned roads indicated on Figure 3-13 are at various stages of development. Some will require a feasibility study and/or further traffic studies. For others such as Odenton Avenue, land has already been set aside for the required right-of-way. Town Center Boulevard is being designed and budgeted for construction utilizing public/private funding. In addition to the planned roads shown, traffic issues may be further addressed by improvements to existing roads to increase capacities, or by Transportation Demand Management alternatives, Transportation System Management alternatives or additional planned roads.

Previous studies conducted by the Transportation Division of the County Office of Planning & Zoning (MD 175 Phase I, 2005 and MD 175 Phase II, 2009) and the Environmental Assessment

Figure 3-12: Priority Transportation Project List

S. No.	Project Name	Description	Network Rationale	Funding Source	Further Study Needed	Project Type	Status
Current and Ongoing							
1	Odenton Road Sidewalk-South	To provide a residential sidewalk along the south side of Odenton Road (MD Route 677) between Piney Orchard Parkway & Green Woods Street.	Improve pedestrian network	State/County	No	S	Open to Traffic
2	MD 175/Sappington Station Roundabout	Design and Construction of a Roundabout on MD 175 in East Odenton.	Improve OTC traffic circulation	State/County	No	R, S,B	Open to Traffic
3	Odenton MARC Enhancement Phase II	Direct sidewalk connection between Odenton Road & Odenton MARC Train Parking Area, sidewalk extension (south side of MD 175) between Morgan Road & MD 170 (Piney Orchard Parkway), and concept design.	Improvement to the existing parking lot located on the east side of the Odenton MARC Train Station	State/County	No	S,P	Under Construction
4	Build new and retrofit existing roads within Town Center Core	Build to completion interior Town Center Roads using approved OTC streetscape standards.	Improve transportation network and retail viability.	State/County/Private	No	R,S,B,T,P	OTC Master Plan Transportation Study in progress 2009, MD 175 Phase II Transportation Study complete.

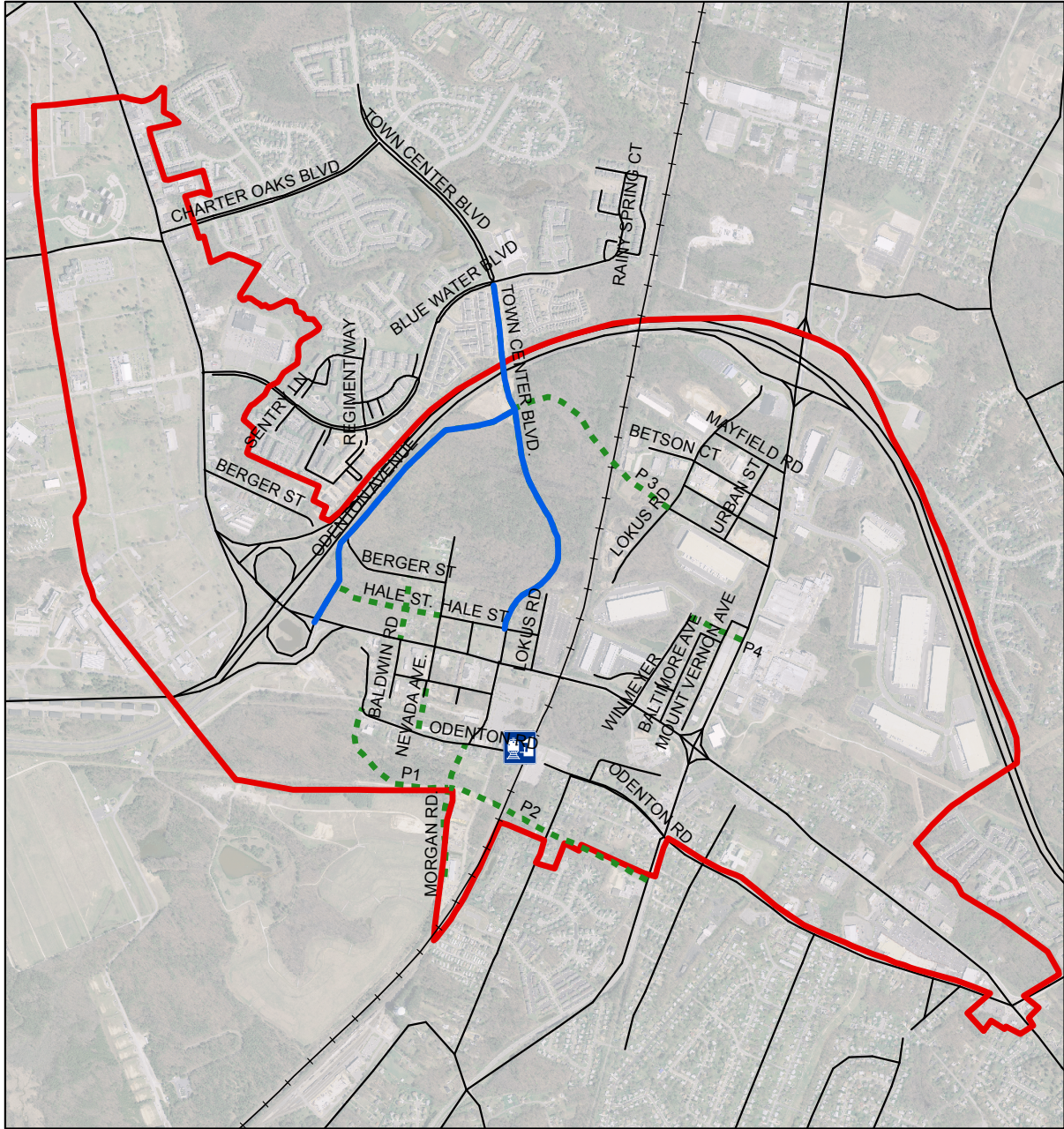
S. No.	Project Name	Description	Network Rationale	Funding Source	Further Study Needed	Project Type	Status
5	Build necessary hiker/biker connections	Build approved hiker/biker trails to connect the OTC to adjacent communities and regional connections.	To provide for pedestrian bicycle access to the regional trail system.	State/County/Private	Yes	S,B	OTC Master Plan Transportation Study in progress 2009, MD 175 Phase II Transportation Study complete. Completed Odenton Trails Schematic Plan January 2007
6	Identify and improve pedestrian circulation at designated intersections	Construct appropriate pedestrian and bicycle facilities within the OTC network.	Due to the development of off road and on road bicycle and pedestrian facilities, safe intersection crossing will be needed.	State/County/Private	Yes	R,S,B	OTC Master Plan Transportation Study in progress 2009, MD 175 Phase II Transportation Study complete.
7	Retrofit existing OTC roadways per Design Guidelines	Construction of new streetscapes, bicycle and pedestrian facilities on designated OTC roadways.	Improve the streetscape, bicycle and pedestrian network.	State/County/Private	Yes	R,S,B	OTC Master Plan Transportation Study in progress 2009.
8	Mid & Long - Term Project Planning	Acquisition of rights-of-way and finalization for mid & long term projects.	Preserve rights-of-way for future projects, preserves options for future infrastructure.	State/County/Private	Yes	R,S,B,T,P	OTC Master Plan Transportation Study in progress 2009, MD 175 Phase II Transportation Study and MD 175 Nepa Study complete.
Near Term (1-6 Years)							
9	Odenton Town Center Boulevard	Build to completion	Follow through to construction for core routes in the OTC	State/County/Private	Yes	S,P,B	Odenton Town Center Boulevard under design
10	MD 175 Streetscape Construction	Create approved OTC streetscapes along MD 175 throughout the length of the OTC area.	To develop a streetscape presence along MD 175 and to provide pedestrian and bicycle facilities.	State/County/Private	Yes	R,S,P,B	NEPA Study completed from Reece Road to MD 170 and MD 175 Phase II Study is complete from MD 170 to School Lane

S. No.	Project Name	Description	Network Rationale	Funding Source	Further Study Needed	Project Type	Status
11	Public Garages	Begin construction on the proposed MARC parking garage.	Improve transportation network and mass transit options.	State/County/Private	Yes	T,P	MOU between the State, County and Developers
12	MD 170 Streetscape	Retrofit MD 170 per OTC Streetscape Design Standards	Improve transportation network and OTC Streetscape presence.	State/County/Private	Yes	R,S,T,B	TBD
13	Odenton Road Sidewalk	Provides pedestrian improvements to Odenton Road recommended in the Odenton Town Plan, including sidewalks & biking improvements.	Improve pedestrian network	State/County	Yes	S	From Baldwin Rd to Marc Station (TBD), Marc Station to Piney Orchard (TBD), and Piney Orchard to Sappington Station (Open to Traffic)
14	WB&A Trail	Authorizes the design & construction of a paved multi-use trail on portions of the roadbed of the former WB&A Railroad.	Improve hiker/biker trail network	State/County	Yes	S,B	Refer to Odenton Trail Plan
15	South Shore Trail	Authorized to acquire property, design & construct a trail utilizing the abandoned WB&A Railroad between Annapolis & Odenton.	Improve hiker/biker trail network	State/County	Yes	S,B	Refer to Odenton Trail Plan
16	MD 175 and Brockbridge Rd.			State	Yes	R,S,B	CTP; NEPA Study completed - Planning only
Mid and Long Term (7 + Years)							
17.	Odenton Avenue	Build to completion	Follow through to construction for core routes in the OTC.	State/County/Private	Yes	S,P,B	Odenton Avenue has an Alignment Concept
18	Study potential trail crossing over the railroad	As increased use becomes evident on major hiker/biker trails, a study may be necessary to determine the usability of a hiker/biker overpass.	Improve the bicycle, pedestrian and transportation network.	State/County/Private	Yes	R,S	Studied in MD 175 NEPA Study

S. No.	Project Name	Description	Network Rationale	Funding Source	Further Study Needed	Project Type	Status
19	Town Center Roads/MD 32 Link	Study potential road alignments from MD 32 ramp at MD 175 into the TC Core.	To provide direct access into TC Core from MD 32 ramp	State/County/Private	Yes	R,S,B	Studied in MD 175 NEPA Study
20	MD 175/Odenton Town Center	Coordinate developer & state roadway improvements & permit right-of-way acquisition along MD 175 in the Odenton Town Center area (MD 170 on the east to School Lane on the west) in accordance with the MD 175 Phase II Study.	To begin to improve the RT 175 corridor in accordance with the OTC to meet design guidelines.	State/County/Private	Yes	R,S,B,T,P	Ongoing
21	Town Center to Reece Road	This project creates a .42-mile link from Reece Road to Town Center Boulevard constructed through the Seven Oaks PUD. The Seven Oaks community & communities to the north using Reece Road will have more direct access to the MARC station and the future Odent	The link is one of two connections needed to complete a new road linking Fort Meade North at Reece Road with the MARC train station at Annapolis Road.	State/County/Private	Yes	R,S,B,T	Funded for construction from Morgan Road to MD 32. In negotiations with Fort Meade for proposed road segment from Jacobs Rd to Reece Road
22	Buildout of OTC road network	Completion of the Town Center road network per design standards.	Provide a complete road transportation framework for the Town Center	State/County/Private	Yes	R,S,B,T,P	Ongoing

*NOTE: R=roads, S=streetscape/pedestrians, B=bikes, T=transit, P=parking

Figure 3-13: Planned Road Network Plan



**Odenton Town Center
Master Plan Update**

2009

Office of Planning and Zoning
Long Range Planning Division

Legend

- Planned Roads with Right-of-Way Reserved
- - - Planned Roads
- Existing Roads
- Town Center Boundary



for MD 175 from the Baltimore Washington Parkway (MD 295) to Telegraph Road (MD 170) by SHA have identified very unacceptable traffic delay consequences along Annapolis Road (MD 175) from MD 32 to MD 170. The principal locations of substantial delay are at the intersections of MD 175 with Morgan Road (Odenton Town Center Boulevard) and Telegraph Road (MD 170)/Piney Orchard Parkway.

In an effort to address this problem the County is conducting a transportation planning study of the Odenton Town Center Master Plan area. Of particular concern is the forecast delay at the intersection of MD 175 at MD 170/Piney Orchard Parkway which serves as a gateway to the Town Center. This intersection also provides a major highway connection to a freeway (MD 32), to the Odenton MARC Rail Station, and to Fort Meade. In part, this study will evaluate two new locations for crossings of the AMTRAK/Penn Line, or Northeast Corridor (NEC) and potential improvements at the MD 175/MD 170 intersection. Those two crossings are identified as two new minor arterial facilities labeled P2 (south of MD 175) along an existing utility corridor and P3 (north of MD 175) as an extension of Lamonte Avenue and. If the transportation planning study indicates that either roadway segment sufficiently reduces traffic demand at the intersection of MD 175 at MD 170/Piney Orchard Road and provides a measurable improvement of the level of service and reduction of delay, then further analysis is warranted. If one or both locations show no traffic demand reduction at the intersection of MD 175 at MD 170/Piney Orchard Road, then both will be dropped and other potential geometric improvements at the intersection will be evaluated.

If through the study it is determined that any of these planned roads provide sufficient travel demand relief, and if these roads are advanced through the project development process to design and construction, then the Planning and Zoning Officer may require that land in a subdivision be reserved for acquisition by the County for future County or State roads if it is determined that the land is needed and the road is funded in the County's Capital Improvement Program or the State's Consolidated Transportation Plan. Specific conditions for land reservation are in Section 17-3-403 of the Anne Arundel County Code.

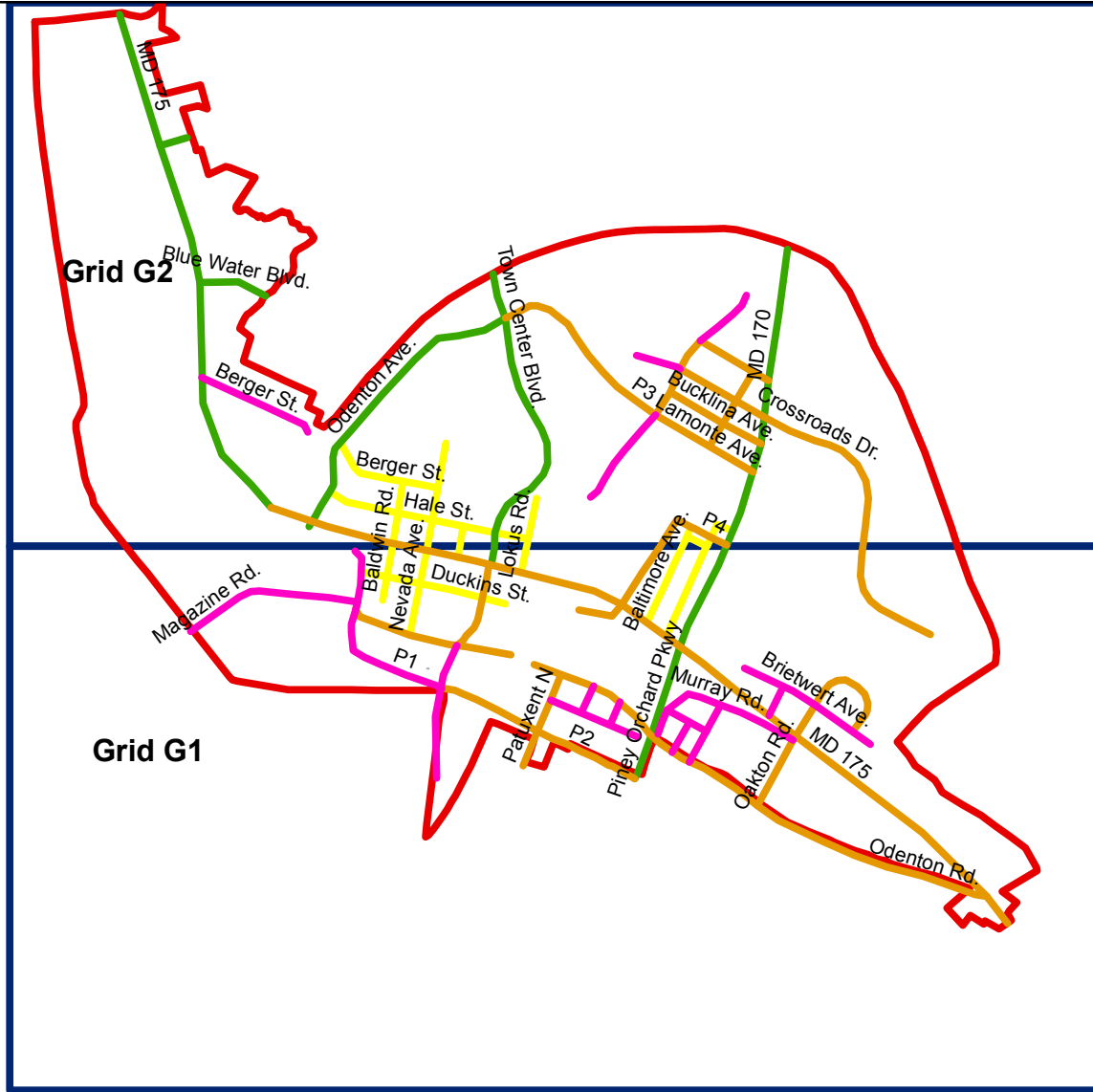
4.3 OTC Roadway Classifications and Streetscape Design

Intent

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

Each road in the Town Center is assigned to a road classification as shown in Figure 3-14. In addition, for each road in the OTC, Figure 3-6 provides the governing road and streetscape design standards including minimum right-of-way, number of travel lanes, and requirements for medians, on-street parking, bike lanes, sidewalks, and other streetscape features. Figure 3-6 also lists the corresponding Roadway Functional Classification from the County's Design Manual. The engineering standards from the Design Manual must be followed in addition to the other requirements in Figure 3-6.

Figure 3-14: Roadway Classifications Functional Plan



Legend

- Local Rd.
- Urban Blvd.
- Urban Arterial
- Urban Grid
- Town Center Boundary

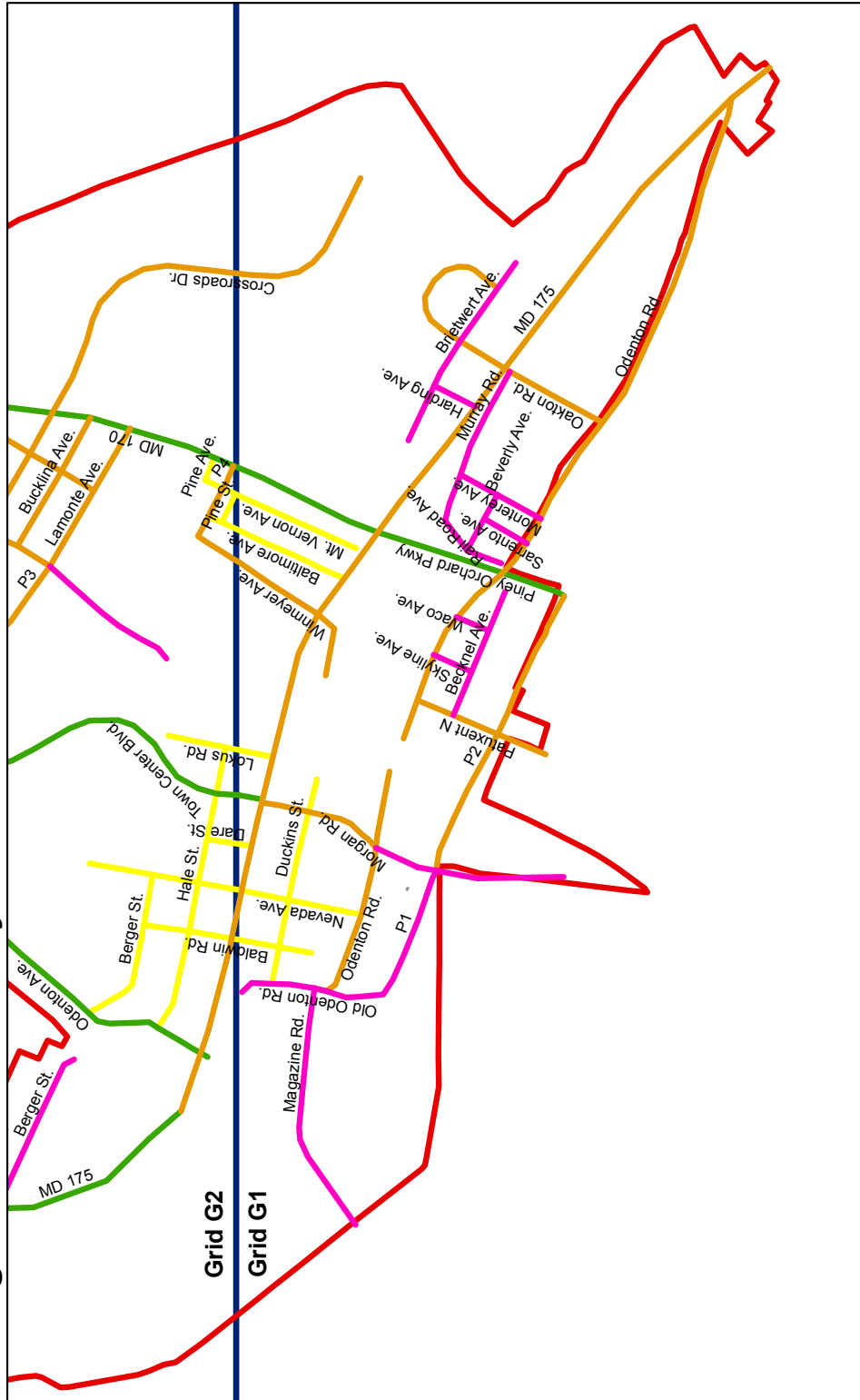


**Odenton Town Center
Master Plan Update**

2009

Office of Planning and Zoning
Long Range Planning Division

Figure 3-14 Continued: Grid G1



Legend

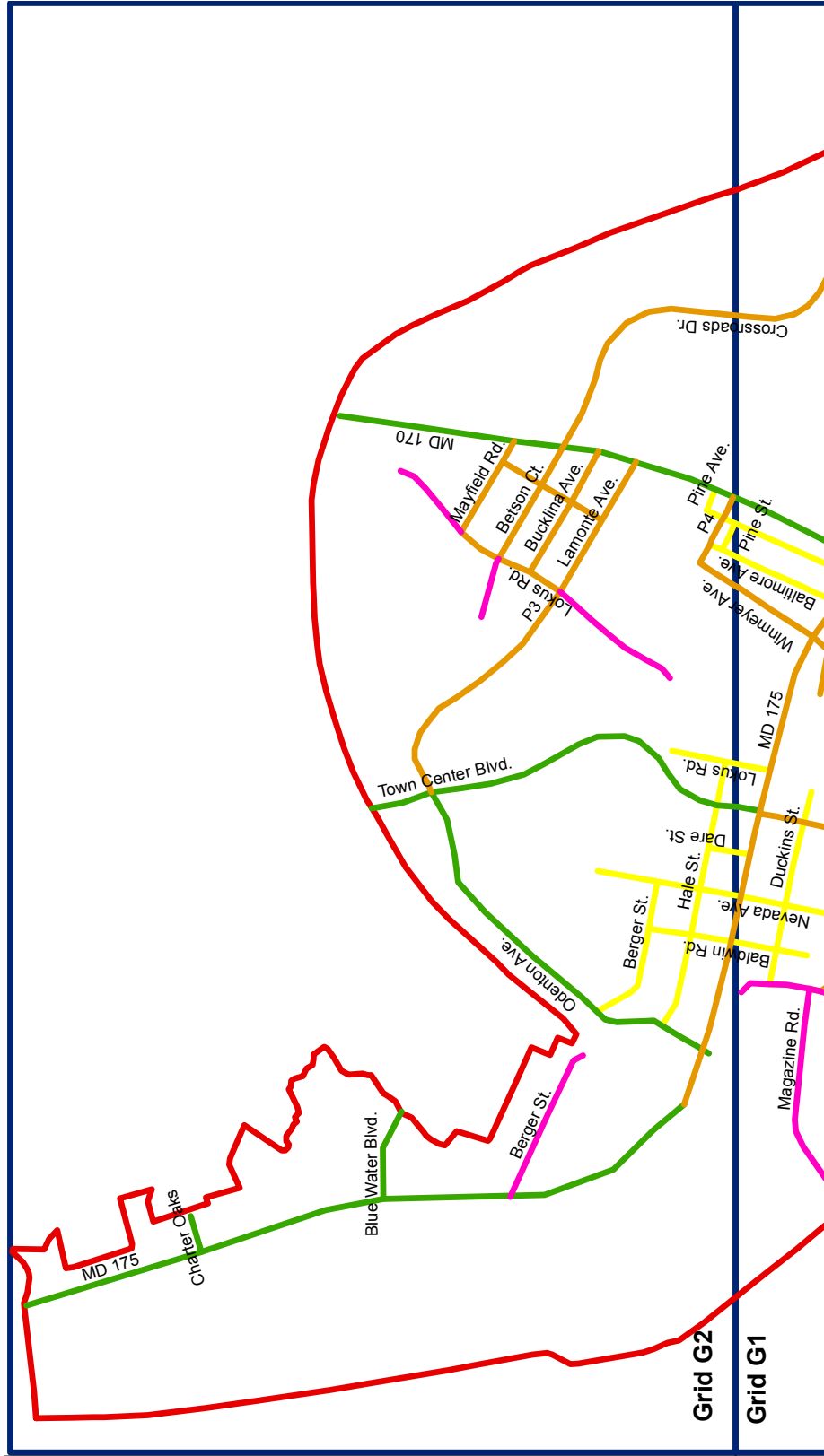
- Local Rd.
- Urban Blvd.
- Urban Arterial
- Urban Grid
- Town Center Boundary

**Odenton Town Center
Master Plan Update**

2009

Office of Planning and Zoning
Long Range Planning Division

Figure 3-14 Continued: Grid G2



Legend

**Odenton Town Center
Master Plan Update
2009**
Office of Planning and Zoning
Long Range Planning Division

The road classifications used in the OTC are as follows:

- *Urban Arterial* - A multi-lane (divided or undivided) roadway that provides both access and mobility with the emphasis on the movement of through traffic; provides primary access to or through communities of residential, commercial, retail, or industrial land uses and distributes traffic to smaller geographic areas; and partially controls access to abutting commercial, industrial and residential properties at predetermined locations to discourage direct access to individual properties at other locations. These roadways will typically provide a hiker/biker trail and no on-street parking.
- *Urban Boulevard* - These roadways serve both functions of access and mobility for traffic circulation within residential, commercial and industrial areas. They provide sidewalks of five feet or wider and are lined with street trees and specialty plantings. Some roadway sections will have a hiker/biker trail and/or bike compatible lanes.
- *Urban Grid* - A two or more lane roadway with on street parking; retail frontage is prominent along the street; transparency of the first floor of building is maintained; buildings are separated from the roadway by a wide sidewalk; some specialty planting areas line the sidewalk. Lighting and other pedestrian features are provided; service and other major parking areas are located in the rear of the buildings.
- *Local Road* - Local roads provide direct access to adjacent properties and residences. They provide the lowest level of mobility and speed and discourage through traffic movement. These roads will accommodate pedestrian flow when providing a direct link between various uses within the OTC.
- *Alley* - A trafficway which provides service access for vehicles and pedestrians to the side or rear of abutting properties; generally runs along the backside of the building; allows access to garages as well as service and loading areas.

In addition to the requirements set forth in this section, the Design Standards in Chapter 4 utilize the classifications to enumerate specific guidance related to roadway classification type.

Requirements

- 1) All new roads, improvements to roads and development adjacent to roads shall comply with the design criteria set forth in Figure 3-6, Roadway and Streetscape Design Standards. The Planning and Zoning Officer may approve variations from these standards where full compliance is practically difficult as defined in the Modifications section of Article 17 and in Chapter 5 of this Master Plan. In multi-phased developments, interim improvements may be approved, provided that the final standards are met in increments proportional to the development size and are in place in the final phase.
- 2) In order to reserve space for anticipated road improvements and widening, street setbacks along certain roads may be increased by the Office of Planning and Zoning and streetscape improvements may be setback from the existing curb edge. The exact depth of the setback required shall be established at the time of Site Development Plan and/or Subdivision Plan application.

4.4 Right-of-way Dedication and Reservation

Intent

Right-of-way dedication and reservation is intended to preserve the land areas needed to create and expand the OTC transportation network of roads, bikeways and walkways, to enable the full development of the OTC. Additional land will be needed to complete the projects on the Priority Project List (Figure 3-12) and in the Planned Road Network (Figure 3-13) and to meet the recommended road and streetscape design standards.

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

Requirements

- 1) *Right-of-way Dedications* - At the time of Site Development Plan, Subdivision Plan, and/or Building Permit approval, all development applicants are required to provide right-of-way dedications consistent with the road and streetscape improvements required by this Plan. Such dedications may be credited towards Adequate Public Facilities (APF) requirements. Transfers of dedicated land within approved multi-staged developments may be delayed until needed, subject to the approval of the Office of Planning and Zoning.
- 2) *Pedestrian Easements* - On street sections where required streetscape widths exceed five feet with a minimum of four feet completely clear, the additional width may be provided in the form of a pedestrian easement at the discretion of the Office of Planning and Zoning.

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

- 3) *Limitations for Development in Future Roadway Areas* - No permits for structures will be granted on land designated as future rights-of-way in order to preserve locations for new roads and road expansions. Permits for air rights to build structures over or under right-of-way segments, may be approved, provided planned road expansions can be accommodated.

4.5 Pedestrian and Bicycle Network

Intent

The intent of these standards is to encourage greater numbers of people, in and around Odenton, to walk or bike to their daily destinations. These destinations might include transit stops, work, shopping, dining, and other errands as well as general recreation. National studies have shown that, by providing a safe attractive network of walks and bikeways, combined with compact mixed-use development, people will choose this option in significant numbers. As a result, car trips will be reduced significantly and community health will improve.

Additional specific intentions are to provide bikeways or shoulders for safer bicycle travel. The use of bicycles for trips other than recreation is beginning to grow in popularity. Where

safe facilities are provided, the use of bicycles is noticeably greater. The B&A Trail from Glen Burnie to Winchester Road in Arnold has attracted an impressive number of riders. With the development of the WB&A Trail and the South Shore Trail in the near future, Odenton residents will have a variety of alternatives to motor vehicle transportation.

A system of coordinated bikeways is recommended by this Plan. All plans for commuter rail and light rail stations include provisions for bicycle racks or lockers. All road projects in the Baltimore region, excluding controlled access expressways and interstates, are considered for the inclusion of bicycle facilities. These range from wide shoulders or striped curb lanes to separate bikeways.

Pedestrian circulation systems are important in providing a means for people to walk between land use activity areas, eliminating unnecessary short vehicle trips that add to traffic congestion. This Plan recommends a system of pedestrian walkways throughout the OTC area and recognizes the need for pedestrian-safe intersections. Walkways are coordinated in the development plan review process and are generally built as part of new developments. Certain parts of Odenton are good locations for pedestrian systems due to the proximity of housing areas to retail centers and other community facilities.

Anne Arundel County adopted its first Pedestrian and Bicycle Master Plan in 2003. This plan identifies the Odenton Town Center as a recommended Pedestrian Improvement Zone. It also recommends the installation of appropriate bicycle facilities on MD 175 and MD 170. Overall, the Anne Arundel County Pedestrian and Bicycle Master Plan supports the construction of key on-road bicycle and pedestrian facilities throughout the County, building on the successful County trail system and integrating bicycling and walking as a standard part of each new development and transportation project.

In addition to the countywide Pedestrian and Bicycle Master Plan, an Odenton Trails Schematic Plan was developed by the Department of Recreation and Parks in 2007. The purpose of the Schematic Plan is to develop a system of multi-use trails radiating from the OTC and MARC Station to nearby communities, to link public and private facilities to activity centers, and to provide links to the South Shore Trail and the WB&A Trail, linking Odenton to Annapolis and Severn. The existing and planned trail segments identified in the Schematic Plan are shown in Figure 3-15. Together with the Road and Streetscape Design Standards in Figure 3-6, these figures identify where improvements will be required for trails, sidewalks and bike lanes to create a pedestrian and bicycle network for OTC.

Requirements

1) On-site Improvements

- a) Development applicants are required to provide the necessary on-site improvements to accommodate the pedestrian and bicycle amenities required in Figure 3-6, Roadway and Streetscape Design Standards, and Figure 3-15, Odenton Trails Schematic Plan, and to comply with the detailed design standards for bicycle and pedestrian systems and facilities in Chapter 4. Additional rights-of-way and/or pedestrian easements shall be provided as needed to accommodate these improvements through right-of-way dedication.

- b) Multi-phased developments are required to establish a continuous perimeter pedestrian network on-site that will connect to the OTC pedestrian network as part of phase one improvements. Such staged projects may use an interim standard for streetscape design initially and construction of final streetscape treatments proportionate to the site construction of each phase.
- c) Pedestrian access corridors that are wider than five feet with a minimum of four feet completely clear may be created in the form of a pedestrian easement, rather than a right-of-way, if approved by the Planning and Zoning Officer.

2) Road Projects

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

4.6 Corridor Access Management

Intent

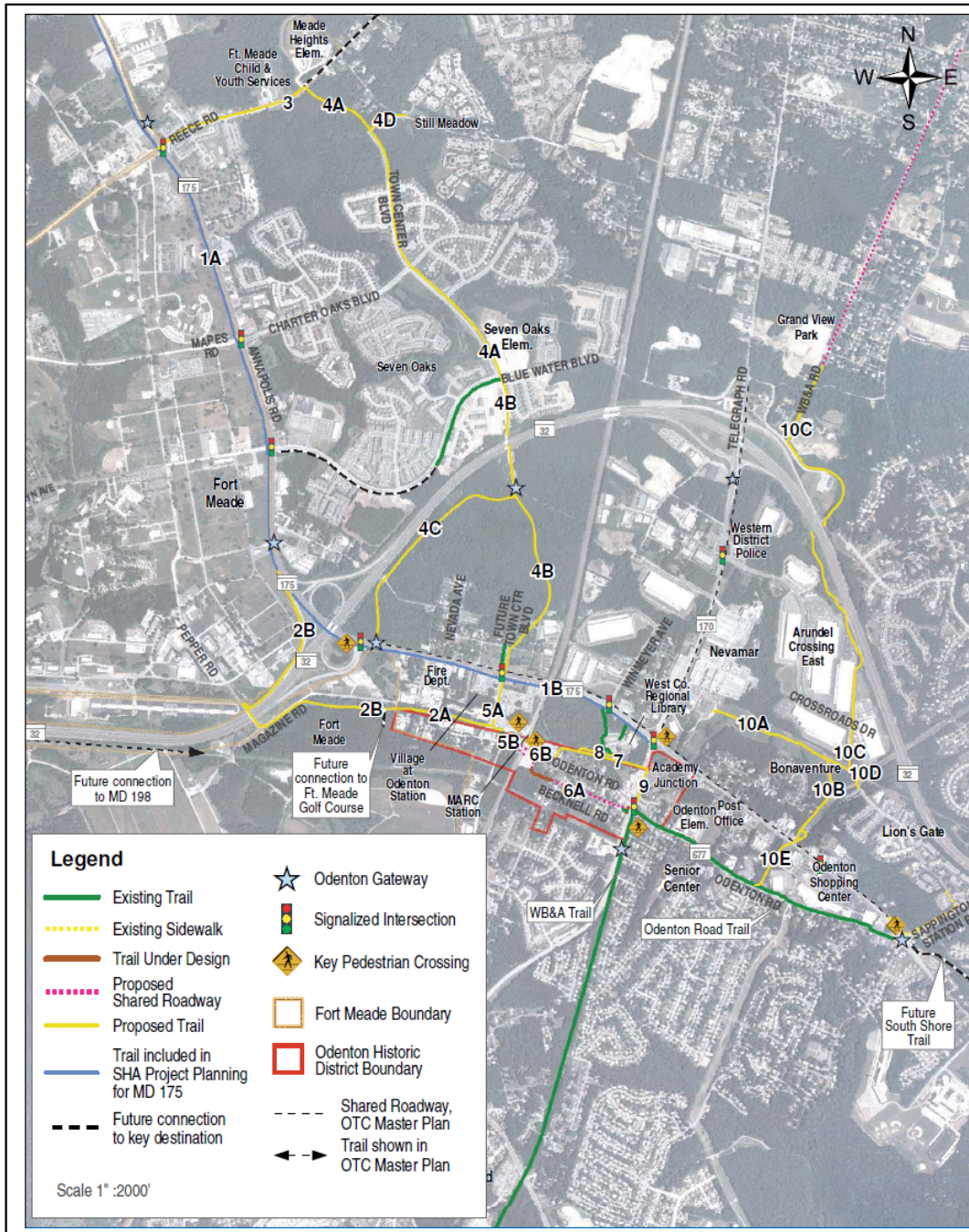
The intent of this section is to ensure that traffic on the major OTC roads flows smoothly and that traffic delays are not caused by drivers attempting to turn into driveways along the major roads. Currently, many major roads have a large number of curb cuts. The high volume of left turn movements is causing congestion. Further, many developments have no point of access other than onto these major roads. Therefore, a high degree of connectivity between developments is desirable throughout Odenton. The creation of alleys, frontage roads, shared driveways, curb cuts, and parking lot connections must be provided in order to manage congestion, create multiple access routes and preserve traffic capacity on arterial roads. The Design Standards in Chapter 4 provide regulations to achieve this condition throughout Odenton.

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

Requirements

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

Figure 3-15: Trails Schematic Plan



Odenton Town Center Master Plan Update 2009

Office of Planning and Zoning
Long Range Planning Division

Source: 2007 Odenton Trails and Schematic Plan



parking connections that will direct movements to signalized intersections, and to coordinate these improvements with adjoining properties. Recommended locations for these shared conditions are also shown on the series of Illustrative Vision Plans in Chapter 1.

4.7 Adequate Public Facilities (APF) for Roads

Intent

The intent of these OTC Adequate Public Facility (APF) requirements is to permit urban levels of congestion within the OTC, but not on regional through roads. This will modify travel behavior. It will permit regional through roads to function at lower levels of congestion while permitting outside traffic to move through in a reasonable amount of time on roads designated for that purpose. The APF requirements restrict development that cannot meet defined standards for mobility and ensure that all development activities contribute a fair share to the effort to maintain adequate traffic capacity in the OTC.

These requirements are based on the concept that all new OTC development shall pay their fair share for needed public road capacity. As part of this requirement, all developments that generate more than a very modest amount of traffic will be required to prepare traffic studies and may be required to help improve specific parts of the transportation network, if studies reveal problems. New development shall have the right to use available traffic capacity on a first come, first serve basis and permanent reserves of capacity by inactive projects will not be approved unless that capacity was created and paid for by that development. Further, required mitigation for inadequate capacity must be functional before occupancy can occur.

Requirements

The following requirements shall apply for traffic circulation with regard to all Site Development Plans, Building Permits, Subdivision Plans and/or Zoning Certificate of Use applications submitted after this plan takes effect.

- 1) *Standards* - Each intersection inside the OTC, from all site access points to and including the first arterial intersection and other intersections identified by the Office of Planning and Zoning, shall operate within a defined measurement of intersection congestion during peak hours. Intersection congestion shall be measured using either Critical Lane Volume (CLV) or the comparable Highway Capacity measurement of delay (LOS). Congestion levels at OTC intersections shall be at or less than the following:
 - a) 1450 CLV at all intersections within the OTC that are outside the Core.
 - b) 1600 CLV at all intersections in the OTC Core.
In order to analyze traffic during the most congested times of the day, traffic volumes and congestion will be measured during weekday AM and PM peak hours and Saturday mid-day peak hours.
- 2) *Mitigation Measures* - If the traffic generated to or from the site fails to meet the standards set forth in this section as determined by an approved traffic impact analysis, a site shall not be developed unless an applicant agrees to undertake mitigation measures per Section 17-5-901 of the Anne Arundel County Code which may include one or more of the mitigation measures listed below. In selecting mitigation measures, an applicant must present, through a traffic analysis, that the mitigation measures will ensure that the projected intersection

failure(s) will not be caused by or worsened by the project's projected trips.

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

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

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

Whenever feasible, applicants shall select mitigation measures that are part of, or consistent with, the OTC Transportation Priority Project List shown previously.

3) *Traffic Impact Study Procedures*

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

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

- i) The number of existing off-site trips generated by the site.
- ii) Estimates of the number of trips generated by each proposed land use using the current ITE trip generation standards or other County approved standard trip generation resource.

- iii) Off-site trip reductions of up to 15 percent can be approved by Planning and Zoning Officer with written justification, due to one or more of the following:
 - (1) The planned mix of uses on-site;
 - (2) Public transit service availability, proximity to a transit center, and adequacy of the existing pedestrian and bikeway network;
 - (3) An acceptable para-transit operation or TDM program such as car and van pooling, telecommuting or staggered hours that reduces peak hour trips; or
 - (4) Provision of a series of off-site improvements such as walkways, and bikeways.
- iv) Estimates of the total net new off-site trips during each required peak hour period. Where a traffic analysis has been accepted by the Office of Planning and Zoning for trips attributable to the most recent pre-existing uses on a renovation and/or redevelopment site, those trips shall be used to reduce the estimates of total net new off-site trips during each required peak hour period.

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

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

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

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

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

- i) A list of mitigation measures for each proposed development phase and full build-out.
- ii) A developer's cost and schedule of contributions to County CIP projects and/or State CTP projects, if any.
- iii) A schedule and staging plan for both public and private construction projects.

- iv) A Public Works Agreement and/or an agreement with the Maryland Department of Transportation (MDOT).
- c) Pre-Existing Vehicle Trips on Renovation and/or Redevelopment Sites
Notwithstanding any provision herein to the contrary, if a site can be renovated and/or redeveloped, the owner shall be entitled to an offset for the vehicle trips generated by the most recent pre-existing uses on the site, whether or not the uses are currently in operation. The owner shall submit a traffic analysis to the Office of Planning and Zoning (OPZ) that illustrates the pre-existing uses on the site, the square-footage attributable to such uses, and the trips generated by such uses. If the analysis is accepted, the number of trips attributed to the pre-existing uses may be used to offset the total net new off-site trips generated during each required peak hour period by the uses proposed in the renovation and/or redevelopment of the site for the purposes of complying with the standards regarding Adequate Public Facilities for Roads in Section 4.7. The offset shall be available upon OPZ's acceptance of the analysis; a Site Development Plan shall not be required. The offset shall not be forfeited even if one or more of the structures that contained the pre-existing uses is demolished or otherwise removed from the site.

4.8 Private Parking

Intent

The intent of this section is to make parking more efficient so that it uses a smaller share of the OTC land area. It is intended to facilitate the shift away from single use surface parking lots that stand empty much of the time and to focus on cost effective shared use parking lots and parking structures that serve the needs of OTC businesses. In addition, Chapter 4 establishes standards to make the design of parking lots and parking garages more environmentally friendly, more attractive, and less visually dominating in the landscape.

In order to promote and facilitate shared use of private parking, the development of public parking, and the redevelopment of existing surface parking lots throughout the OTC, applicants for new development and redevelopment are required to comply with standards for parking that are specific to OTC. Developers may also be eligible for development bonus rewards if they proffer items such as shared parking lots or parking amenities in accordance with Chapter 6. Careful mixing of land uses allows each parking space to be used numerous times over a 24-hour period while still providing each user with ample parking.

Property owners are encouraged to work with adjoining property owners to create shared parking arrangements, shared access and circulation patterns to achieve this goal. Parking issues addressed by this section include:

- Parking Requirement Calculations
- Parking Reduction Calculations
- Overflow Parking
- Off-site Parking

The OTC Permitted Use List (Figure 3-2) classifies commercial parking lots and garages as a permitted use in several Sub-Areas. This is intended to encourage developers who need to fulfill their second or third use requirement to consider using public parking to meet that requirement.

Requirements

1) *Parking Requirement Calculations*

- a) Location - Required off-street parking spaces shall be located so that the parking structure's pedestrian entrance is within 600 feet of the primary building entrance as measured along a defined pedestrian route, except that designated overflow parking spaces shall be within 800 feet.
- b) Quantity – The number of parking spaces required shall be in accordance with Sections 18-3-105 and 18-3-106 of the Anne Arundel County Code.

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

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

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

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

- Reductions due to trips converted to walking between on-site uses.
- Reductions due to walking to nearby existing uses within 600 feet of a building's front door as measured on existing sidewalks or those that are fully funded for construction.
- Reductions due to public transit service availability, if the development is within 600 feet of a Transit System route, or within 1,300 feet of the MARC Station as measured on walkways, and not divided by a major highway.
- Reductions due to existing or proposed connections to the existing pedestrian and bikeway network within 1,300 feet of the site.
- A para-transit operation or TDM program such as car and van pooling, telecommuting or staggered hours that reduce peak hour trips.
- Shared parking may not include reserved parking for residential uses. Parking spaces that are reserved for a specific business (e.g., reserved for doctors only) or designated and marked for use by handicapped persons shall not be counted toward meeting the general shared parking requirements.

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

- 3) *Overflow Parking* - Development applicants are permitted to designate up to 20 percent of parking as “overflow parking.” Overflow parking is defined as those spaces that are anticipated to be used less than twice a week on average or only for peak periods (such as holidays) during the year. Overflow parking areas may be surfaced with grass, paved with semi-pervious materials, or placed on existing pervious surfaces as approved. Additional design standards are covered in Chapter 4.
- 4) *Off-Site Parking*
 - a) Development applicants are permitted to meet up to 100 percent of their parking needs in off-site lots or structures, provided those spaces are within 600 feet of the primary door of the building as measured from the edge of the parking lot along a planned or existing walkway.
 - b) Off-site parking not controlled by the applicant shall be guaranteed with a legally binding Shared Parking Agreement duly executed and acknowledged among all owners of record. Joint-use or reserved-use agreements shall include a provision that the agreement may not be abrogated unless a new source of parking can be obtained or if the need ceases to exist. The same standard applies to reserved public spaces.
 - c) Remote parking lots or structures that are over 600 feet away may be approved by the Office of Planning and Zoning if adequate transit or shuttle service is made available and these spaces are used by employers who require employees to use the spaces. For instance, retail centers may use these standards for employee parking during peak seasons.

4.9 Public Parking

Intent

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

The OTC Public Parking District would be organized into sub-parking districts of a size suitable to share one or more parking facilities. Each facility would serve the activities within walking distance. Figure 3-16 provides a Public Parking District Plan that illustrates the conceptual location of these sub-districts and highlights several suggested locations for public or public/private parking structures.

It is envisioned that each sub-parking district will be activated when interest and demand is demonstrated for public parking or for public participation in a public/private parking facility. Activation means that the ad-valorem tax is collected in that sub-district and a facility is created. Parking facilities may be built either in anticipation of projected parking demand, or in response to existing parking demand within a defined sub-parking district area. Development applicants

will most likely locate interim parking lots on-site to be built upon in later development stages, as off-site parking facilities become available.

Parking District Recommendations

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

Parking Structure Recommendations

Development applicants are encouraged to create private shared use parking structures, to propose public/private shared use structures in association with planned parking districts. The general site selection criteria for public or shared private/public parking structures are as follows:

- Sites where the greatest amount of development intensification, redevelopment and greatest amount of multi-modal travel is desired and anticipated, particularly in the Core and Village Sub-Areas.
- Sites in the larger OTC blocks where a critical mass of parking needs can be generated within walking distance of 600 feet without crossing a major arterial, and where a diversity of existing and planned land uses will promote 24-hour use of constructed spaces.
- Sites should be near existing or planned transit routes, near focal areas, or on or near streets with an active street-front and retail uses that activate the area during the evening hours to make garage users feel more secure.
- Locations where land has been dedicated for use as public parking.
- Locations such as under or over public roads will be considered.
- Sites where private partners step forward to demonstrate need and a desire to cooperate.
- Several general locations have been tentatively identified for parking structures. These locations are shown on Figure 3-16.

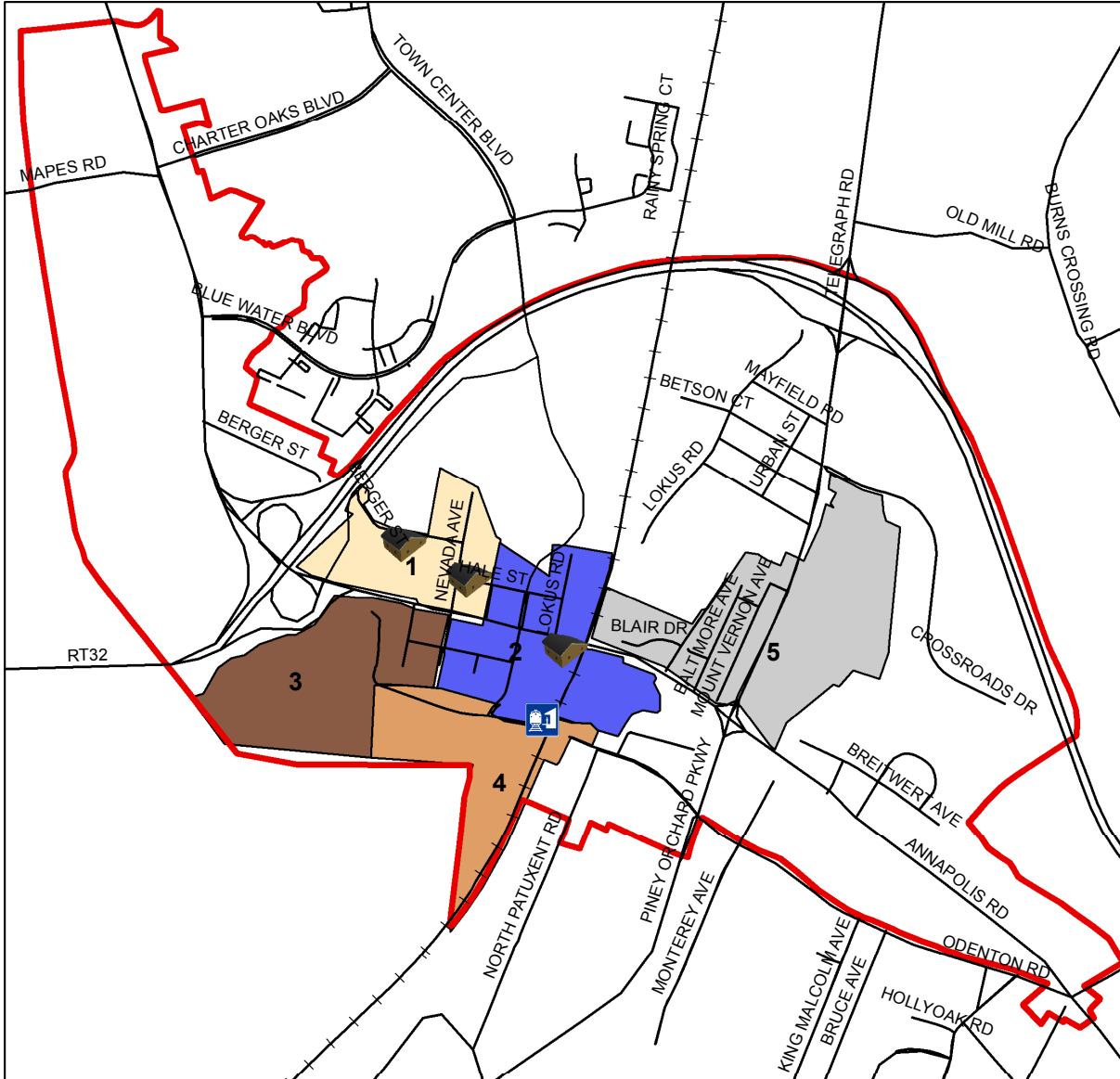
4.10 Transit Service, Facilities and Development

Intent

The OTC is intended to be a transit-oriented area. Elements throughout this document are designed to ensure that transit becomes an increasingly important mode of travel. Current 2000 Census data estimate that 4.5 percent of commuters use public transit and 14.5 percent use another mode of travel other than a single occupancy vehicle (SOV). The County's goal is to substantially increase non-SOV commuter trips.

As a result of this target, the objective is to increase the existing transit area of service, number of routes, route frequencies and ridership of both the local and regional bus system. The possibility

Figure 3-16: Public Parking District Plan



Legend



Potential Parking Garages

Parking Districts

Number

- District 1
- District 2
- District 3
- District 4
- District 5



**Odenton Town Center
Master Plan Update
2009**

Office of Planning and Zoning
Long Range Planning Division

of more intensive fixed rail transit use in the mid-term to long-term future should be taken into account. This strategy for transit use addresses the following forms of transit:

- Internal Odenton Transit
 - Para-transit, van and car pools
 - Seasonal shuttle buses/jitneys
- Future MTA commuter buses to Washington D.C. and Baltimore.
- Transit fixed rail connections to BWI Airport, Baltimore, and Washington, D.C.
- Park and ride lots for bus riders and carpoolers.

The OTC Zoning and Design Standards are intended to help ensure a critical mass of compact mixed-use development that is pedestrian-oriented with generous streetscapes arranged around focused public space nodes as well as on internal transit routes. The purpose is to encourage a change in travel behaviors including:

- Reduced vehicle trips, replaced with walking, biking, or transit trips for commuting and mid-day travel.
- Chaining of trips through the provision of multiple destinations nearby.
- Delayed trips beyond peak hours through the provision of evening activities and housing.

Requirements

- 1) All developments are required to be designed in a manner that supports transit use and that links their development to adjoining or nearby transit stops. As described in Chapter 4, development applicants are required to design sites in specific ways to encourage transit ridership and are encouraged to provide transit amenities through the OTC Bonus Program (see Chapter 6). Recognition is given to the reduced traffic impact that results from increased transit use as defined in the APF requirements described earlier in this section.
- 2) *Transit Oriented Design*
 - a) Provide a high quality pedestrian environment, with direct and safe pedestrian links to the transit center.
- 3) *Transportation Demand Management (TDM) Participation or Transit Fee* - All employers with more than 50,000 square feet of office development or with more than 150 employees are required to:
 - a) Provide their own Transportation Demand Management program that will reduce their weekday PM peak hour off-site trip generations by at least eight percent; or
 - b) Participate in a County-approved, OTC-wide Transportation Demand Management program.

5.0 Public Utilities Planning Controls

The provision of public water and sewer service in the County is governed by the goals, objectives, policies, and provisions of the Master Plan for Water Supply and Sewerage Systems. This comprehensive plan establishes the public utility services areas and service timing categories

for the County in accordance with current land use plans and demand projections. The Plan is updated every three years in accordance with State requirements. Changes to service areas or service timing categories, whether in the OTC or elsewhere in the County, require an amendment to the Water and Sewer Master Plan

Phased extension of public water and sewer to major development parcels in the OTC should be consistent with the goals of the OTC Master Plan as well as the Water and Sewer Master Plan. To facilitate orderly development of business, industry, and housing in designated areas, public utilities are necessary in advance or concurrent with such development. Especially in the Core and Industrial sub-areas, the concept depends on these basic services to achieve the desired density or employment levels. Limitations in sewer treatment capacity may discourage desired users from locating in the OTC and thereby delay plan implementation.

The County should regularly review allocation of capacity and proposed sewer and water lines in relation to growth projections of the adopted plan. Phasing utilities should be accelerated in some areas to encourage infill development and relocate non-conforming uses to more appropriate sites. Incentives should be offered to encourage property owners to petition for capital project extensions. Streetscape plans should be coordinated with the installation of water lines. Lists of short and long-range capital project funding sources should be developed.

6.0 Environmental Planning Controls

6.1 Special Treatment Areas

There are natural features in four areas in the OTC that may be threatened by development. These are shown in Figure 2-3 and labeled as Special Treatment Areas. If preserved, these natural features can enhance the environmental and aesthetic integrity of the OTC. Maintaining the quality and minimizing the impact of development on these natural features and associated waterways are part of the site plan review for the following areas:

1) The Core and Transition Sub-Areas north and west of the existing neighborhood (Special Treatment Area 1).

This undeveloped section comprises about 170 acres, including about 25 acres of wetlands in three separate areas, two of which drain into Picture Spring Branch of the Severn River. A smaller wetland area flanking MD 175 at the MD 32 interchange poses major constraints for access and development of a key parcel that can anchor the Core Sub-Area on the west. Some road crossings will also be necessary to serve the Transition Sub-Area; however, the impact of development should be minimized with ample buffers, and effective stormwater management. These wooded wetland areas may function as stream valley open space, providing visual relief, recreation amenity, and generally enhancing abutting development parcels.

2) Rail station east to MD 170 between MD 175 and the existing neighborhood (Special Treatment Area 2).

About 25 acres in this area remain largely undeveloped between the highway and the railroad spur. This forested site is bisected diagonally by a drainage course and abutting

wetlands. As future development occurs, special attention should be given to preserving the wetlands and retaining a wooded buffer along the edge of the historic Odenton community to the south. Careful layout will be necessary to minimize road crossings and mass grading for commercial use on sloping land near the railroad.

3) **East Odenton north of MD 175 behind existing commercial development (Special Treatment Area 3).**

This sensitive area has been designated as the headwaters of Picture Spring Branch between Lions Gate, Hidden Village Apartments and the Winmark office complex. The stream valley contains significant floodplain, associated wetlands and steep slopes. Although most abutting development has been completed, about 20 acres of vacant land remains to the south and east to be developed. Special consideration should be given in site planning to preserve trees and stabilize slopes, provide ample buffers and more effective stormwater management for abutting commercial and residential development. Pathway connections across the stream valley should be located for minimal impact on slopes and wetlands. As the remaining area develops, there may be a need for additional internal roads to improve traffic circulation. If so, any roads in this area should be constructed to avoid and/or minimize any impacts to the wetlands or streams.

4) **Industrial Area east of MD 170 and north of Arundel Crossing East (Special Treatment Area 4).**

Located near the interchange at MD 32, this area will be under considerable pressure for development due to its convenient access and visibility. It is fully wooded and contains tributaries of Picture Spring Branch, flanked by steep slopes. There are several acres of buildable land, which should be carefully planned to minimize grading, preserve tree cover and maintain water quality at this key point of discharge into the Severn Run.

6.2 Existing Laws and Regulations

The primary means of protecting Odenton's natural environment during the development process is through the administration of existing laws and regulations. They include:

- Floodplain Management, Sediment Control and Stormwater Management Ordinances, Article 16 of the Anne Arundel County Code;
- Stormwater Management Practices and Procedures Manual (SWM Manual);
- Subdivision and Development laws, Article 17 of the Anne Arundel County Code;
- Maryland Forest Conservation Act and County Tree Preservation Bill 13-90.

Other planning documents provide additional guidance:

- Anne Arundel County Greenways Master Plan;
- Odenton Small Area Plan;
- Severn River Watershed Management Master Plan.

6.3 OTC Greenway Network

Intent

The intent of these requirements is to promote the expansion and enhancement of a greenway network within the OTC that is connected to the surrounding County network, that is a key aesthetic asset in the development of the OTC and that meets the following three environmental objectives:

- Ensure a stable environment by protecting the water quality, stream hydrology, flora and fauna, with connected wildlife corridors.
- Provide green relief and passive recreation with the urban center.
- Provide buffers between the OTC and adjoining areas.

It is intended that new development be designed to contribute and interact with the greenway network. In addition, developers may proffer additional green areas beyond those required by this Plan in order to enhance the greenway network in exchange for development bonus rewards in accordance with Chapter 6.

This Greenway network should be comprised of both public and private open space that is permanently protected and visually attractive. It is not intended to be fully accessible for public use or publicly owned and maintained. Many parts of the greenway are too steep or too sensitive for access by people and some parts will be reserved for private use. Only where appropriate, will public accessibility and passive or active recreation be encouraged.

The Design Standards in Chapter 4 address the requirements for on-site green areas. These requirements provide for the creation of many pockets of green areas scattered around the OTC. These green areas should be connected to the larger greenway network where possible.

Recognizing that a significant portion of the most desirable greenway areas in the OTC are not on, or adjacent to, the sites where development will occur, this Plan also encourages developers of smaller sites to build-out their sites to full capacity and to contribute a fee in-lieu for off-site forest planting or conservation within the OTC.

Requirements

- 1) *The Greenway Functional Plan* - The Natural Open Areas and Greenways Functional Plan, shown in Figure 3-7, shall be used as a guide in preparing and reviewing the proposed green areas of all development applications and in making strategic selections of sites for inclusion in the greenways network. Figure 3-7 illustrates an expanded network that links to green areas outside the OTC boundary and to the Countywide Greenway Master Plan. It is a combination of public and private lands and of existing and proposed sites and includes:
 - a) Privately owned but permanently protected open space such as:
 - i) Riparian stream corridors and their buffers
 - ii) Sensitive areas and their buffers
 - iii) Forest preservation & reforestation areas

- b) Publicly owned green areas and landscape buffers along highways
 - c) Public and private land zoned for Open Space
 - d) Public County and City Parks
- 2) *Sensitive Areas and Their Buffers* - For the purpose of this Plan, as elsewhere in the County, sensitive areas include intermittent and perennial streams extending from the headwaters to tidal areas and steep slopes in the stream valley of more than 25 percent outside the Critical Area and more than 15 percent inside the Critical Area. Buffers are as defined in the County Stormwater Management Manual.
 - 3) *Greenway Protection* - Greenways may be protected either through protective easements or through dedication to the County or to a land conservation entity in accordance with Article 17 of the Anne Arundel County Code, the Stormwater Management Manual, and the Forest Conservation regulations.
 - 4) *Landscape Requirements* - Chapter 4 provides the landscaping design requirements in the OTC. These are intended to ensure that plantings contribute to improving the environment, at the same time as they provide an aesthetic appeal and green relief suitable to an urban setting.

6.4 Stormwater Management Controls

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

Chapter 4: Design Standards

1.0 Introduction

1.1 Applicability

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

1.2 Organization and Use

This chapter provides overall guidance on site, architectural and signage design for the OTC area. It establishes design requirements for the various areas of the OTC based on their differing functions, character and location. These requirements provide specific guidance appropriate for different locations within the OTC area, while permitting flexibility by the County in response to changing conditions, creative development proposals and individual site limitations. In order to determine the applicable requirements for a site, the applicant should review the following based on the site's physical location and land use type:

- *Sub-Area Location Categories* - Identify the site's Sub-Area location. The OTC is divided into seven Sub-Areas as defined in Figure 1-7.
- *Land Use Types* - Identify the site's land use since requirements for commercial, industrial, and residential product types vary.
- *Street Relationships* - Identify the required design character and relationships that development must give to the adjoining and internal streets. These are defined in the Roadway Classifications Functional Plan (Figure 3-14).

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

1.3 Overall Design Goals

- Promote a cohesive development pattern that creates identity and a sense of place.
- Promote and retain a healthy mix of business, residential, institutional, recreational, and entertainment uses in the OTC that grows and changes to serve the evolving needs of Odenton's residents and the County's economy.
- Develop an attractive system of gateways, landmarks, and vistas to reinforce clarity in the roadway system upon entering, leaving, or moving through the Odenton area and to expose meaningful symbols related to the history and function of the area.
- Develop a strong interface between the transit station and the surrounding Odenton development through clear pedestrian movement patterns and attractive visual connections.
- Create an identifiable community center and a unique focus for community life.

- Develop a well-connected pedestrian system that allows for ease of access and safety of movement through all areas of the OTC.
- Utilize good site design, architecture, and landscaping to create memorable spaces and an attractive image for the OTC.
- Achieve a unity among streetscape elements including building scale, setback, materials, signage, and landscaping.
- Guide redevelopment and infill development to enhance the vision for the OTC while respecting historic context.

2.0 Urban Form

Urban form requirements direct the overall cityscape of the OTC to help create a cohesive community identity with landmarks and other focal points that give visitors a sense of orientation and organization.

2.1 Vista and Views

Intent

In locations where expansive views of Odenton's skyline occur, particular attention must be given to the quality of those views. Building rooflines, placement, orientation, character, and massing all contribute to how the view down a road, or from a hill, will combine all of the elements into a visual whole. It is important to consider how a development will relate to its neighbors and to the overall skyline of the area as it is designed.

2.2 Landmarks

Intent

Within the unity of the overall Odenton cityscape, it is important to have landmarks that serve as orientation and reference points. Landmarks are often located at intersections, at termination points of corridors, on high points, or in association with focal areas. Landmark buildings and spaces should be strategically located at important intersections, at the terminus of an important view or vista, or in the center of a high activity area.

Requirements

Landmark locations are designated in Figure 3-10. Buildings in these locations shall incorporate special architectural features such as:

- 1) Distinctive rooflines such as decorative pitched roofs, penthouses, cupolas, towers, spires, or art work at the cornice line that are designed to enhance the Odenton skyline.
- 2) Over-scaled ornamental entrances and building corner features facing diagonally into major intersections and designed to reinforce the pedestrian activity at the corner.
- 3) Decorative facades with arcades, balconies, and roof terraces designed to encourage building occupants to interact with adjoining public spaces.

- 4) An activity space or a series of activity spaces along the street or at the corner that includes a significant public amenity.

2.3 Gateways

Intent

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

Requirements

- 1) Consistent monumental gateway signage shall be developed and installed at the gateway locations.
- 2) Gateway locations are designated in Figure 3-10. Developments at these intersections or other noted gateway points shall incorporate ornamental plantings along the roadway or in medians both along the public roadways and private accesses as permitted by SHA and County regulations, where possible.
- 3) A comprehensive maintenance plan shall be submitted and approved by the County and/or SHA.
- 4) Developments at gateway designations shall incorporate special landmark architectural features such as described above in the landmark section.

2.4 Focal Areas

Intent

Focal Areas are designated locations for major gathering spaces within the OTC found at important intersections, transit centers, and other important nodes where people come together. See Figure 3-10 for Focal Area locations.

3.0 Streetscape Standards

The streetscape requirements describe what needs to happen within the public rights-of-way of Odenton and how adjoining properties need to connect into the right-of-way system.

3.1 Pedestrian System

Intent

Pedestrian accessibility reduces traffic impacts and enables the development to project a friendlier, more inviting image. Public sidewalks and internal site walkways need to work together to create a logical system of pedestrian flow. This section sets forth requirements for public sidewalks and internal pedestrian circulation systems that can provide user-friendly pedestrian access as well as pedestrian amenity, safety, shelter, and convenience within the OTC.

Requirements

- 1) Sidewalks shall be provided along all sides of the lot abutting a public street in accordance with the minimum widths set forth in Figure 3-6.
- 2) All minimum sidewalk widths shall be considered clearance widths from obstacles such as trees, lights, power poles, fire hydrants, street furniture, and signage.
- 3) An alternative to a street sidewalk may be approved if determined by the County or State that a surface pedestrian crossing is unfeasible or unsafe due to one or more of the following constraints:
 - a) High volume of traffic and/or speed of traffic on an adjacent street,
 - b) Landform, or
 - c) An established pattern of existing buildings that makes a pedestrian-oriented street front unfeasible.

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

- 4) Marked crosswalks and pedestrian on-demand traffic signal systems must be provided at all intersections that meet the following criteria:
 - a) A traffic control signal is in place or planned.
 - b) Sidewalks are required along at least one of the intersecting roadways.
- 5) Crosswalks must be provided at all intersections that meet the following criteria:
 - a) Across any road intersection where stop signs regulate the traffic in the direction perpendicular to the stopping street.
 - b) At all signalized intersections unless prohibited by SHA.
- 6) On-demand traffic signal systems may be provided at congested intersections where provision of walk time in signal cycles will cause further delay and pedestrian traffic is low at peak periods and are subject to permit following warrant studies by SHA or the County, depending on ownership of the roadway or intersection.
- 7) The pedestrian system shall take precedence over vehicular traffic whenever conflicts or crossings arise. This means that clear pedestrian crossings shall be provided, and vehicular traffic shall be made to slow for pedestrians through signage, raised crossings, rumble strips or other means as approved by the County or SHA depending on ownership of the roadway or intersection.
- 8) All pedestrian walkways shall be distinguished from driving surfaces through the use of durable, low maintenance surface materials such as pavers, bricks, or scored concrete to enhance pedestrian safety and comfort, as well as the attractiveness of the walkways. Surface materials utilized shall not be slippery when wet. Pedestrian walkways must comply with the requirements of the Americans with Disabilities Act.
- 9) Paving materials, colors, patterns, and design as well as detailing of such elements as handicapped ramps and tree pits, shall be coordinated throughout the district to create a

unified character. Crosswalk markings shall be standardized, and shall be either painted or constructed of decorative paving, as directed by the County or SHA depending on ownership of the roadway or intersection.

- 10) A pedestrian walk that coordinates through adjacent properties shall be provided between any high concentrations of uses. This includes links between areas such as housing and shopping as well as where dirt paths indicate extensive pedestrian traffic.
- 11) Sidewalks no less than five feet in width shall be provided along the full length of the commercial buildings not fronting a public street along any facade featuring a customer entrance, and along any facade abutting customer or public parking areas. Permanent planters or landscaped areas that include trees, shrubs, benches, flowerbeds, ground covers, or other such materials for no less than 50 percent of their length shall be provided.

3.2 Sidewalk Café Standards

Intent

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

Requirements

- 1) There shall be a minimum of eight feet clear distance or 50 percent of the sidewalk width, whichever is greater, free of all obstructions, in order to allow adequate pedestrian movement along the sidewalk. This minimum distance shall be measured from the portion of the café which is nearest either the curb line or the nearest obstruction. For the purpose of this minimum clear path, parking meters, traffic signs, and trees that have gratings flush to grade without fences or guards, shall not count as obstructions.
- 2) All sidewalk cafes shall maintain a clear width of at least 15 feet from bus stop shelters, newsstands, or any other objects greater than 15 square feet in area. The closed end of a kiosk may abut a sidewalk café.
- 3) Furnishings of a sidewalk café shall consist solely of moveable elements such as tables, chairs and other moveable accessories.
- 4) No structure or enclosure to accommodate the storage of garbage may be erected or placed adjacent to, or separate from, the sidewalk café on the public right-of-way.
- 5) Awnings over sidewalk cafes are encouraged. Where provided, they shall be adequately secured, retractable and made of a non-combustible frame covered with flame-proofed canvas or cloth, slow burning plastic or other equivalent material, but not including glass, as approved by the Office of Planning and Zoning.
- 6) At no point shall the awning of an enclosed sidewalk café be lower than seven feet above the floor of the café.
- 7) All planters, railings and fences placed within an unenclosed sidewalk café shall be self-supporting.

- 8) In order to maximize visual access, the height of all railings or planters including the vegetation therein, shall not be higher than 30 inches.
- 9) All obstructions shall be removed from the sidewalk during periods when the unenclosed sidewalk café ceases operation for the season, except for the planters that may alternatively be placed with their longest sides against the wall of the restaurant, provided that such planter does not prevent egress from the building.
- 10) Paint, grass or artificial turf, carpet, platforms, or any other surface cover or treatment of any kind shall not be permitted to be placed upon the area designated for an unenclosed sidewalk café at any time.

3.3 Merchandise Displays

Intent

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

Requirements

- 1) Merchandise displays are permitted wholly, or in part, within the right-of-way only along portions of streets designated as either primary or secondary active street frontages.
- 2) Where permitted, merchandise displays may occupy a combination of sidewalk and/or on-site walkway area at a ratio of 0.5 square foot per one linear foot of primary building façade, provided that minimum sidewalk clearance widths are maintained.
- 3) All merchandise displays must be completely moveable and must be removed from the sidewalk at all times the associated establishment is closed.
- 4) All merchandise displays shall be kept tidy and attractive at all times.

3.4 Lighting Standards

Intent

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

Requirements

- 1) All light fixtures to be placed in County rights-of-way, shall be approved by County staff. Streetlights are encouraged along urban streets and sidewalks.
- 2) Adequate streetscape light levels shall be provided as follows:
 - a) 0.5 foot-candles along public walkways in non-residential areas
 - b) 0.2 foot-candles along public walkways in residential areas

- 3) Lighting fixtures shall be selected to coordinate with the acorn fixture styles used at the MTA station and along MD 175.
- 4) Any streetlight that is installed or maintained at the expense of the County must be included in the Public Service Commission's public street light schedule.

3.5 Street Furniture Standards

Intent

Outdoor furniture and amenities such as lighting fixtures, planters, benches, trash receptacles, bus stop shelters, and phone booths must be integral elements of the streetscape and shall reflect and enhance the building architecture and landscape design. Styles and colors of furniture shall be coordinated throughout the OTC. The variety of styles shall be minimized.

Requirements

- 1) At least one bench per 50 feet of frontage of eating establishments and civic attractions shall be provided.
- 2) Hanging baskets and planter boxes shall be placed on light poles, utility poles, and building fronts whenever possible and shall have vertical clearance of seven feet.
- 3) Civic art shall be integrated into streetscape elements such as bollards, fencing, and paving. In addition, art shall be integrated into public activity spaces.
- 4) Exterior vending machines are discouraged; however they may be provided if enclosed within a special architectural feature designed to be compatible with the neighboring architecture.
- 5) All streetscape furniture and design elements shall be shown on all site plans and landscape plans.
- 6) Streetscape furniture must be maintained by the property owner unless otherwise agreed to by the County.

4.0 Parking Standards

Intent

The following requirements apply to the design of surface and structured parking. In some areas, these requirements conflict with the County Landscape Manual. Where conflicts exist, the requirements in this document shall supersede.

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

4.1 Parking Structures

Requirements

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

4.2 Surface Parking Lots

Requirements

- 1) Surface parking lots design standards shall adhere to the requirements of Sections 17-6-601 to 17-6-606 of the Anne Arundel County Code.
- 2) Surface parking lot areas shall not be placed between a building and a public street or a major site entrance, nor shall parking be placed at lot corners abutting street intersections. Surface parking lot areas shall be placed to the rear, between, or to the side of buildings.
- 3) Surface parking lots shall be screened from public sidewalks and streets with a solid evergreen hedge or solid wall that is no less than three feet and no more than five feet tall. Wall materials, color, and detailing shall be coordinated with the adjoining buildings. This standard also applies to auto service areas.
- 4) Curb stops shall be provided to prevent vehicles from encroaching on adjoining landscaping and walkways.
- 5) Walkways through parking lots shall be provided and separated from vehicular circulation, where possible. When a pedestrian walkway must cross a vehicular way, distinct markings such as striping or paving changes must be used to define the walkway.

- 6) Parking areas devoted to storage of trucks, boats, recreation vehicles, and other vehicles in association with dealerships, marinas, contractors yards, storage facilities, or other commercial enterprises shall follow guidelines for outdoor storage outlined in Section 6.5 of this Chapter.
- 7) Parking lots shall connect onto alleys or local service roads where possible instead of feeding directly onto major public roads. Screening is not required along alleys or local service roads, except where parking areas are visible from other public spaces such as activity spaces or neighboring roadways. In those cases where screening is necessary, evergreen vegetative buffers, decorative low walls, or decorative fences may be used.
- 8) Parking lots shall not abut Urban Grid streets. Developments in blocks along Urban Grid streets shall locate parking in the center of the block permitting buildings to ring the parking areas along the street edges.
- 9) Parking lots for properties along Urban Boulevards and Urban Arterials shall minimize their frontage along the roadway. Parking lots shall comply with one of the following:
 - a) Placed behind buildings so that the buildings are up against the road and the Parking is visually screened behind, or
 - b) Placed beside buildings that are up against the road such that the parking lot's shortest dimension is along the roadway and that shortest dimension does not exceed the length of the building façade against the roadway.
- 10) In certain cases, where appropriate for high volume short-term parking turnover, a single double-loaded row of parking between the building and the roadway, specifically reserved for short-term parking, may be permitted. This parking area shall be visually screened from the roadway using level changes, berms, plantings, hedges, low walls, or other approved means.

4.3 Parking Lot Best Management Practices

Requirements

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

4.4 Parking Lot Landscaping

Requirements

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

4.5 Bicycle Parking

Requirements

- 1) Safe and secure bicycle racks shall be provided for all development in the OTC at a rate of one space per 4000 square feet of building, or five spaces, whichever is greater. The maximum number of spaces that shall be required is 100 spaces. Racks shall be located in well-lit areas of parking lots and along public walkways where widths are sufficient to accommodate the bicycle traffic to the parking spaces. For each bicycle parking space required, a stationary object shall be provided to which a user can secure both wheels and the frame of the bicycle.
- 2) All racks and lockers shall be consistent with their environment in color and design and be incorporated whenever possible into building and street furniture design.
- 3) Bicycle parking shall generally be provided within 50 feet of the main building entrance in a visible and prominent location that is lit at night, and physically separated from automobile parking to prevent vehicles from intruding into the bicycle parking area.
- 4) A minimum aisle of five feet shall be provided for bicycles to maneuver in when accessing the rack.
- 5) Bicycle lockers provide secure weatherproof storage for bicycle parking. Lockers are recommended for employee and longer-term parking.

5.0 Landscaping Standards

Intent

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

Requirements

- 1) All developments must comply with the landscaping guidance and standards provided in the County's current Landscape Manual. In addition, the requirements in Sections 5.1 to 5.4 of this Chapter also apply.
- 2) When any provision of the OTC Master Plan is in conflict with the County Landscape Manual, the OTC Plan will supersede.

5.1 Streetscape Landscaping

Requirements

- 1) Street trees are required along all OTC roadways according to the following guidelines. Street tree obligations and other site-oriented landscaping obligations are to be computed separately.
- 2) Street trees must be planted in required roadway planting strips or tree wells, along each side of the road, at a maximum average interval of 40 feet on center. This spacing may be modified to accommodate utilities, sight distances, and visibility for traffic control signs, but the minimum number of trees shall be based on the 40-foot interval.
- 3) Street trees along Urban Grid Streets shall be accommodated in tree wells set in the sidewalk, abutting the curb. A minimum clearance width of six feet must be maintained from the tree trunk to the building edge. Greater clearance widths may be required to ensure that trees do not block streetlights, traffic signs or sightlines at intersections.
- 4) Where provided, street trees along all roadways other than Urban Grid streets shall be accommodated in a planting strip in the minimum width indicated in Figure 3-6. This planting strip shall be located at the back of the curb. Trees located in planting strips shall be centered between the sidewalk edge and the curb. If the required planting strip width is proven not to be achievable, then the maximum width possible must be established. However, if the maximum feasible width is proven to be less than five feet, the trees shall be planted three feet from the outside edge of the sidewalk. If the area of tree planting falls outside of the road right-of-way, a 10-foot wide planting easement is required. The easement may be expanded to accommodate the placement of the trees.
- 5) Active street frontage directly abutting roadways is preferred to street trees. If a building directly abuts the sidewalk, and meets the requirement for active street frontage, street trees are not required for the length of the active frontage. However, along the length of the façade where street trees are not provided, a permanent awning or arcade providing shade must be provided. In addition, stationary or moveable planters or window boxes shall be provided and maintained with plantings along at least 25 percent of the façade.
- 6) Where provided, roadway medians shall be landscaped with trees, groundcovers, and/or specialty plantings. Landscaping materials must be planted in a manner which ensures that sight distances and clearance to obstruction guidelines are observed, especially at intersections. Landscaping should also consider maintenance problems and costs, utilities, additional lanes and possible bicycle facilities. Also, plantings such as trees should be located carefully as they could cause visual obstruction for turning motorists.
- 7) Streetscape plant species and planting methods used along all roadways shall be chosen to be consistent with other plantings along the street to provide an effective tree canopy where street trees are required, to avoid sidewalk damage, and to minimize water consumption.

5.2 Site Landscaping

Requirements

- 1) All plant materials shall be sized so that the landscaping has an attractive appearance at the time of installation and a mature appearance within three years of planting.

- 2) At least 50 percent of the required trees for each site shall be at least 2.5-inch caliper.
- 3) In cases where existing trees in high priority areas are allowed to be removed for new development, substantial additional trees, other landscaping, and/or additional mitigation measures shall be required beyond the standards established in this section.
- 4) All proposed shrubs except accent, color or ground cover planting shall be a minimum five-gallon size.
- 5) Shrubs and ground cover plants shall be spaced close enough together to ensure an attractive and mature planting effect.
- 6) Native species plant material shall be encouraged to be used wherever possible
- 7) Tree species shall be selected with root growth habits that will not cause damage to sidewalks, or such tree species should be sited away from such hardscape areas.
- 8) Proposed landscaping must coordinate with landscaping of surrounding properties.
- 9) All lots exposed to MD 32 shall be buffered by additional landscaping and/or related elements such as a reforestation area, berms, attractive walls and/or fencing to mitigate undesirable impacts. Fencing, walls, or berms intended to satisfy the buffering requirements shall be supplemented with plant materials. Credit may be given toward reforestation requirements of the Forest Conservation Act. Existing vegetation that is retained but does not meet the minimum forest retention requirements may still be credited toward screening requirements. Such buffers shall be in addition to street trees.

5.3 Residential Landscaping

Requirements

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

5.4 Interim Use Screening

Requirements

- 1) Developments that abut a property containing an existing single-family residential home shall provide a minimum 10-foot wide buffer from the property line.

- 2) Any development not fully complying with the design standards contained in this chapter due to the staging of development shall be required to provide a vegetative buffer, a wall, a fence or other screening to buffer neighboring uses or screen large parking areas or other interim conditions from the street.

6.0 Site Design

6.1 Setbacks

Intent

In order to create a uniform character along streets, and create pedestrian friendly environments, the design requirements specify a minimum and maximum range of setbacks.

Proposed setbacks for each development will be reviewed based on the design layout objectives above and minimum/maximum range.

Setbacks shall generally be calculated from the back of the existing or proposed sidewalk, unless no sidewalk exists or is planned, then they shall be calculated from the back of the existing or planned curb. The intent is to have buildings relate to sidewalk location, but in some cases proposed future road improvements may necessitate setbacks relating to where the sidewalk will be located in the future rather than where it currently exists.

Requirements

- 1) Both minimum and maximum setbacks for buildings fronting onto public streets within the Sub-Areas are set forth in Figure 3-6.
- 2) Vertical setbacks are covered further in Section 7.4 of this Chapter.
- 3) Projections into and over the sidewalk portions of the setback or public rights-of-way are permitted in the OTC as follows:
 - a) Awnings, lights, canopies, balconies, projecting signs, and other similar overhead projections may encroach into the required setback or public rights-of-way provided they do not interfere with traffic sight distances, pedestrian circulation, vertical clearance, or utilities.
 - b) Building extensions may also extend over sidewalks by means of covered arcades. Such building extensions shall be no taller than two stories or 30 feet as measured from the street.
 - c) Temporary intrusions are allowed for outdoor merchandise displays and café seating.
 - d) In all cases, projections, intrusions, and extensions shall extend no closer than 2.5 feet to the inside face of the curb and shall preserve a clear sidewalk of six feet for pedestrians.

6.2 Site Access and Circulation

Intent

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

Requirements

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

6.3 Public and Residential Activity Spaces

Intent

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

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

Requirements

- 1) The scale, size and shape of the activity spaces shall be coordinated with the buildings, circulation patterns, and sequence of other public activity spaces to create interaction between public activity spaces and a sensitively designed, unified environment for various activities.
- 2) No activity areas shall be constructed of materials that are inferior to the principal materials of the building and landscape.
- 3) Public activity areas shall have direct access to the public sidewalk network.
- 4) Activity spaces shall be located in a manner that allows good visibility from the street or residential developments. They should be located adjacent to a public sidewalk where feasible.
- 5) Activity spaces shall be defined on at least three sides with buildings, walls, and/or landscaping. Where possible, activity spaces should be placed so that they are bounded by a building wall on at least one side, are not shaded by buildings during midday, and are protected from winter winds. Buildings entrances, overlooking balconies, and windows looking into the activity space are encouraged.
- 6) Developments shall create a series of smaller spaces rather than one large space when development includes multiple commercial establishments. Generally, one activity space for every three establishments shall be created unless the site design allows all the businesses to orient to one large focal activity space.
- 7) For an activity space located along any street front, the length of the activity space along any one street shall not be greater than three times the average depth of the activity space measured perpendicular to the street frontage.
- 8) Property owners shall maintain their activity spaces in good repair including litter control, care and replacement of vegetation, sidewalk maintenance, snow removal and all other contained amenities including kiosks, furniture, and lighting.
- 9) No driveways, parking spaces, passenger drop-offs, loading areas, or trash collection facilities larger than 45 gallons shall be permitted in an activity space. If such uses are located near an activity space, they shall be separated and visually screened through the use of walls or plant materials.
- 10) Developments shall arrange activity spaces to provide southern exposure where possible in order to provide maximum sunlight in the spaces. Sites with questionable solar exposure issues may be required to submit a solar diagram.
- 11) All amenities included in activity spaces shall be compatible with the architectural character of the building where the establishment is located in terms of style, color, materials, and similar elements.

6.4 Screening and Service Areas

Intent

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

Requirements

- 1) Areas for outdoor storage, truck parking, trash collection or compaction, loading, or other such uses shall not be visible from abutting streets.
- 2) Loading docks, truck parking, outdoor storage, utility meters, HVAC equipment, trash collection, trash compaction, and other service functions shall be incorporated into the overall design of the building and the landscaping so that the visual and acoustic impacts of these functions are fully contained and out of view from adjacent properties and public streets, and no attention is attracted to the functions by the use of screening materials that are different from the principal materials of the building and landscape.
- 3) Non-enclosed areas for the storage and sale of seasonal inventory shall be permanently defined and screened with walls and/or fences. Materials, colors, and designs of screening walls and/or fences, as well as any covering, shall conform to those used as predominant materials and colors of the building.
- 4) Loading zone requirements may be met with dedicated on-street parking areas rather than off-street locations. Such loading areas shall be on private or County streets where on-street parking is permitted. These on-street loading areas shall be approved by County staff on a case-by-case basis.

6.5 Outdoor Storage

Intent

Outdoor storage is not compatible with the urban and/or residential character of the OTC. Outdoor storage shall be as obscured from public view as possible.

Requirements

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

6.6 Lighting

Intent

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

Requirements

- 1) Private development lighting fixtures shall be chosen to coordinate and complement public street light fixtures. In choosing the site fixtures, structural ability of poles to hold hanging baskets and banners shall be considered.

- 2) Lighting levels provided on private sites shall be designed to coordinate with light patterns from public streetlights and shall not create glare from neighboring properties or from the roadway.
- 3) Site lighting shall be directed to shine on both public and private pedestrian areas within and abutting the site but shall not be directed into residential land.
- 4) Adequate site light levels shall be provided as follows:
 - a) 0.5 foot-candles along public walkways in non-residential areas, except that block cut-throughs must maintain an illumination level of not less than two horizontal foot-candles from sunset to sunrise.
 - b) 0.2 foot-candles along public walkways in residential areas.
 - c) 0.9 foot-candles in public activity areas.
- 5) Evaluation of parking lot lighting designs shall be based on the following criteria:
 - a) Light Intensity Level
 - i) Illumination level: Not greater than 4.0 horizontal foot-candles, average maintained, nor less than 0.2 horizontal foot-candles, average maintained.
 - ii) Illumination levels beyond the property line of a parking lot: Illumination levels attributable to a parking lot lighting system shall not exceed 0.5 horizontal foot-candles, average maintained, on other properties in residential areas, except public rights-of-way.
 - b) Uniformity ratio: No greater than 4:1, average to minimum foot-candles over the entire parking lot.
 - c) Glare control: Luminaires shall have a cutoff classification with no more than 2.5 percent of the candle power above 90 degrees from vertical nor more than 10 percent above 80 degrees from vertical. As an alternative, shields may be installed on the luminaires to achieve the cutoff requirements, or a non-cutoff luminaire having a light source that emits no more than 10,000 lumens at each pole location installed. The luminaires shall be designed to eliminate glare.

6.7 Site Maintenance

Intent

All property owners must regularly maintain their sites to keep the OTC looking clean and attractive.

Requirements

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

7.0 Architectural Standards

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

These requirements seek to raise the quality of architectural design within Odenton to create a more urban, community-oriented and pedestrian friendly pattern of development while respecting the historic character of Odenton's past.

7.1 Massing

Intent

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

Requirements

- 1) Buildings shall be designed to avoid undesirable environmental impacts on adjacent open spaces and other properties. Environmental factors to consider include sun, wind, noise, shadow, and reflection.
- 2) Buildings and/or structures shall be designed so as not to have a substantial adverse impact on the distribution of natural and artificial light and the quality of views on adjacent properties. Reviewing agencies may require developers to provide the following analyses for review and approval as part of the permitting process:
 - a) A solar impact analysis that indicates the location of shadows cast by the building on the development site as well as its adjoining properties, with associated dates of the year.
 - b) A visual analysis that identifies to what extent existing views may be blocked, including graphic illustrations depicting views before and after, utilizing photographs of the area and drawings derived from at least two points from which the project will be commonly viewed. This analysis shall be accompanied by a map or plan of the area that indicates the locations and orientation of the views.
 - c) A summary of key conclusions derived from the analysis and steps to be taken to comply with the adverse impact standard. Developers must design and construct building structures to mitigate any adverse impacts.
- 3) A fine-grained texture shall be achieved for new development by dividing large projects into several buildings. Creation of a single, large dominating building mass shall be avoided, where feasible.
- 4) Simple rectangular volumes are preferred over pyramidal, cylindrical, or odd-angled building shapes.

- 5) Buildings and extensions of buildings shall be designed to form, overlook, and interact with outdoor spaces. Use of building shapes and elements such as courtyards, balconies, arcades, terraces, and decks will help integrate the building with the surrounding landscape, streetscape, and public spaces to the extent feasible.
- 6) Towers, spires, chimneys, and other similar uninhabited features may extend 15 feet above the roofline on all buildings, and may extend 30 feet above the roofline on all buildings on sites designated as landmarks. A tower, antenna, or monopole for a commercial telecommunication facility will not be subject to height limitations provided it is located in an area to minimize its appearance from public streets and any neighboring residential area.

7.2 Orientation

Intent

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

Requirements

- 1) The front façades and primary pedestrian entrances of buildings shall generally be oriented to face the abutting street that is most designated for pedestrian activities and that serves as the main pedestrian way within the site or as the primary connection to the site.
- 2) The longest dimension of a building shall be oriented parallel to this street, wherever feasible.
- 3) Buildings on corner sites shall generally be oriented to have their primary façades and primary pedestrian entrances facing the corner of streets with pedestrian activity.
- 4) New major civic buildings such as libraries, government offices, courthouses, performing arts facilities and transit centers shall be placed in central locations, preferably in or adjacent to focal areas. To the extent feasible, they shall be located in close proximity to a transit stop.
- 5) Sites that consist of larger developments that establish a main entryway as well as an internal parking area, automobile, and pedestrian interconnectivity may be designed so that the focus and activity frontage are internal, but still must establish a functional façade with pedestrian walkways along roadway frontages.
- 6) Elements of all development plans shall be arranged to maximize the opportunity for privacy by the residents of the development, if needed, and minimize infringement on the privacy of adjoining land uses. Additionally, the plan shall create opportunities for interactions among neighbors without sacrificing privacy or security.

7.3 Intersections

Intent

Intersections are natural nodes of high activity and the spaces created by the four corners of the surrounding blocks create a significant public space within the urban environment. Intersections are places that deserve special architectural treatments.

Requirements

- 1) The tallest buildings and/or tallest features of buildings shall be placed at the corners of the blocks to make the most effective use of the space and prominence.
- 2) Building corners at intersections shall be treated with prominent building entries, retail display windows, or other architectural features creating an active pedestrian environment.
- 3) Gateway corners and vista locations shall take priority when deciding which corners and locations will contain the most prominent entrances and features. (See Figure 3-10 for gateway and vista locations.)

7.4 Facades

Intent

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

Requirements

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

or other horizontal arrangements. Glass curtain walls shall be permitted only behind colonnades or arcades.

7.5 Active Frontage

Intent

Active Frontage requirements are divided into Active and Semi-Active corridors as indicated in Figure 3-9. Active Frontages have building design elements such as human-scale features, large windows, colorful detailing, creative signage, public gathering spaces, and quality materials that all lend to a strong street edge that attracts pedestrians and encourages them to perceive the street as a place. Semi-Active frontages have wide sidewalks, are pedestrian-friendly, and tend to serve as a connector between the more intensified urban uses.

Requirements

1) *Edges*

- a) Commercial facades along Active Frontage edges shall have continuous building facades along at least 80 percent of the street frontage, except where unobtainable due to existing historic buildings that are to remain.
- b) Commercial facades along Semi-Active Frontage edges shall have continuous building facades along at least 50 percent of the street frontage with at least another 30 percent of the frontage edges with attractive fences, walls, or hedges of a quality as high as the primary building materials.
- c) Residential facades for each individual property shall be continuous along at least 80 percent of the frontage on Active Frontage streets.
- d) Residential facades along Semi-Active Frontage edges shall have continuous building facades along at least 50 percent of the street frontage and have at least another 30 percent of the frontage edges with attractive fences, walls, or hedges of a quality as high as the primary building materials.
- e) Edge elements, other than building facades, shall be at least three feet tall and no higher than six feet tall measured from the pedestrian pathway level.
- f) Residential facades along both primary and secondary active frontages are encouraged to feature individual residential unit entrances that connect directly to the sidewalk.

2) *Variation*

- a) Facades that face active frontage corridor pathways shall develop a complex street face that incorporates no less than four of the following:
 - projecting windows,
 - window boxes or other planters,
 - porches,
 - contrasting window framing or shutters,
 - pedestrian-oriented signage,

- more than two colors,
 - awnings,
 - canopies or porticos,
 - overhangs,
 - recesses/projections,
 - arcades,
 - peaked roof forms,
 - arches, and
 - architectural details such as tile work and moldings integrated into the building structure and design.
- b) Facades that face Semi- active frontage corridor pathways shall develop a complex street face that incorporates no less than three of the elements listed above.
- 3) *Transparency & Windows*
- a) Commercial ground floor facades that face Active Frontage corridor pathways shall be transparent between the height of three feet and eight feet above the walkway grade for no less than 75 percent of the horizontal length of the building façade.
- b) Commercial ground floor facades that face Semi-Active frontage corridor pathways shall be transparent between the height of three feet and eight feet above the walkway grade for no less than 50 percent of the horizontal length of the building facade and have arcades, display windows, entry areas, awnings, or other such features along no less than another 20 percent of their horizontal length.

7.6 Entryways

Intent

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

Requirements

- 1) All commercial buildings shall feature at least one customer entrance on the side of the building directly abutting the primary street.
- 2) All multi-family residential buildings are encouraged to feature individual residence entries for ground floor units along the primary street.

7.7 Roofs

Intent

Variations in rooflines should be used to add interest to, and reduce the massive scale of large buildings. Roof features should compliment the character of neighboring structures.

Requirements

- 1) Variations in rooflines shall be used to add interest to, and reduce the massive scale of large buildings.
- 2) Roof features shall compliment the character of neighboring structures.
- 3) Rooftops shall be treated as design elements that contribute to the Odenton skyline.
- 4) All roofs shall have no less than two of the following features:
 - a) Parapets concealing roofs and rooftop equipment such as HVAC units from public view. The average height of such parapets shall not exceed 15 percent of the height of the supporting wall and such parapets shall not at any point exceed one-third of the height of the supporting wall. Such parapets shall feature three- dimensional cornice treatments.
 - b) Overhanging eaves, extending no less than three feet past the supporting walls.
 - c) Sloping roofs that do not exceed the average height of the supporting walls, with an average slope greater than or equal to one foot of vertical rise for every one foot of horizontal run, and less than or equal to one foot of vertical rise for every one foot of horizontal run.
 - d) Three or more roof slope planes.
- 5) Roofs in buildings greater than 100 feet in length, measured horizontally on any side, shall incorporate a minimum of three of the above features listed in a) through d). Roofs shall be designed to create the impression of multiple buildings side by side.
- 6) Flat-roofed buildings shall feature three-dimensional cornice treatment on all walls visible from public streets (excluding alleys) or walkways unless they are stepped and terraced back to form usable roof terrace area(s).
- 7) All penetrations (except chimneys) such as plumbing vents, exhaust vents, pipes, flues, etc., must be located on the least visible side and painted to match the sloped roof.
- 8) All rooftop heating, air conditioning, and ventilating equipment shall be screened from view located in a manner to be screened from all views above and below. Noise, odor and heat-generating equipment shall be located well away from pedestrian areas and set well above such areas where possible.
- 9) All roofs shall drain to internal rain leaders connected underground to storm drain system or other approved storm water management systems.
- 10) Hidden roofs shall be constructed of built-up or membrane roofing or other approved material.

7.8 Ancillary Structures

Intent

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

Requirements

- 1) All on-site structures for storage that are over 120 square feet in floor area shall meet the basic design requirements for buildings of this section and shall be designed to complement the design of the primary structure on site.
- 2) The use of sea crates or trailer boxes or unlicensed trucks for onsite storage is prohibited.
- 3) Play structures either indoors or outdoors shall not be permitted to be the dominant feature of a building façade.
- 4) Shopping cart storage structures shall be designed to blend with the associated architecture and landscaping. Any signage other than identification of the function will count in the site's signage area calculation.

7.9 Canopies & Awnings

Intent

Canopies and awnings are not required elements of building facades, but may be incorporated to meet entry requirements for signage or decorative purposes. An awning is a roof-like covering or shelter, which is usually constructed of canvas or other fabric, and extends out from the façade of a building. A canopy is a structural and permanent roof-like covering or shelter, usually constructed of metal, wood, and/or glass. A canopy may extend out cantilevered from a building façade with the support of steel rods, or may be in whole or part, freestanding.

The intent of the following guidelines is to encourage the use of modestly-sized awnings and canopies at building entries and along facades to shelter pedestrian walkways. Canopies larger than 200 square feet used to cover automobile service areas and drive-thru businesses are generally discouraged. Walk-up windows for pedestrians are preferred to drive-through canopies. Where canopies over 200 square feet do occur, they must be designed to be integral features of the building design by blending with the building roofline.

Requirements

- 1) Awnings shall be constructed of Sunbrella™ or similar canvas type fabric on internal metal frames, metal, or other approved material.
- 2) An awning may be permanently attached to a building in one position or can be raised or retracted to a position against the building when not in use.
- 3) Awnings and canopies may be provided at any floor level.
- 4) Awnings may not exceed 200 square feet, unless they cover the linear length of a walkway and project no more than 10 feet from the face of the attached building.

- 5) The color of an awning and/or canopy shall be compatible with and complementary to the color and material of the building to which it is attached.
- 6) Canopies larger than 200 square feet shall be designed to meet all roof requirements above and shall be designed to complement the roof design of the primary structure on site.

7.10 Materials and Colors

Intent

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

Requirements

- 1) Predominant exterior building materials shall be high quality materials as noted below. Highest quality materials shall be used on the ground floor facades where pedestrians will see the materials close-up.
- 2) Walls shall have a primary and one or more accent materials. The accent materials may instead be a different color than the primary material.
- 3) Primary materials shall be textured materials with native and historic characteristics such as brick, stone, and wood and shall be used in a repeating pattern as integral parts of the exterior building fabric, to the maximum extent possible. Other exterior materials, if any, shall be used as integral parts of the overall building fabric, in repeating modules, proportioned both horizontally and vertically to relate to human scale.
- 4) Primary materials may be one of the following:
 - Brick (standard or oversized),
 - Concrete masonry units,
 - Stucco,
 - Wood,
 - Cement Board Siding, or
 - Other approved material.
- 5) Accent materials may be one of the following:
 - Stucco (including EIFS),
 - Precast Concrete,
 - Glass Block,
 - Prefinished metal panels,
 - Wood,
 - Brick,
 - Concrete masonry units,

- Glazed tile, or
 - Other approved material.
- 6) The following materials are discouraged:
- Cement block with a plain finish,
 - Prefabricated tilt-up metal, and
 - Corrugated metal.
- 7) Building materials shall not be implemented in a manner so as to satisfy minimum materials requirements but be applied in a non-traditional manner or in a manner inconsistent with sound judgment and proven structural applications. For example, artificial stone or brick may not be applied in a manner so as to be structurally impossible had authentic materials been utilized. Such brick, masonry, stone, or other decorative facing shall at least extend to the first structural break along the sides of the structure.
- 8) Building materials shall not create excessive glare.
- 9) Light to medium values of color shall be used on buildings over five stories.
- 10) Walls, fences and planters used throughout the OTC shall be designed to match or be consistent with the style and colors of nearby buildings. Brick, stone or other masonry may be required for walls or fence columns.
- 11) Color bands used as building trims and accent colors may feature any color provided they are limited to 10 percent of the effected facade segment and have a height of no more than 24 inches.

7.11 Additional Requirements for Special Uses

Requirements

- 1) *Auto-Oriented Businesses (Such as Auto Repair/Service Shops/Car Washes)*
- a) Paved service areas, gas pump areas, and/or service bay areas shall be screened from the public sidewalk. Screening measures shall meet the requirements for screening of parking areas abutting roadways as defined in Section 4.2 of this Chapter. Vehicles under repair shall be kept either inside the structure or in an area behind the building screened from the public street.
 - b) Service areas and car washes shall provide adequate queuing space that does not impede vehicle circulation through the site or result in vehicles stacking into the street.
 - c) Architecture of auto-oriented businesses shall follow the requirements in Section 7.0 of this chapter. In general, the building architecture shall be designed to provide an attractive appearance that is compatible with the surrounding environment. Prefabricated buildings are discouraged unless substantially modified and embellished to create a product that meets the community standards. All architectural details shall be consistent with the design requirements for architecture in this Section.
 - d) Paved service areas, gas pump areas, and/or service bay areas shall be screened from the public sidewalk and shall be placed in the rear or side of the principal structure opposite

the street front and front/side street if located on a corner lot. Screening measures shall meet the requirements for screening of parking areas abutting roadways.

- e) Car washes shall be well integrated into a building design that is attractive and compatible with the design requirements whether they are stand-alone operations or part of a larger service station. Car wash openings shall not be directly visible from public streets. Site design shall address the issues of noise, adequate on-site drainage systems, and circulation patterns to prevent stacking.
- f) The amount of monotonous pavement or asphalt area in the site shall be limited through the use of efficient site circulation design, landscaping, and creative paving to provide a variety of colors and textures.

2) *Franchise or Thematic Corporate Architecture*

- a) Architecture of Franchise and/or Thematic Corporate businesses shall follow the requirements in Section 7.0 of this Chapter. In general, the building architecture shall be designed to provide an attractive appearance that is compatible with the surrounding environment. Prefabricated buildings are discouraged unless substantially modified and embellished to create a product that is consistent with the OTC design standards. All architectural details shall be consistent with the design requirements for architecture in this Section.

8.0 Signage

8.1 Signage Systems

Intent

An effective signage and graphics system functions not as a separate entity, but as an integral part of the built environment. Carefully-planned signs communicate essential advertising and directional information while also ordering and enhancing the area. A sign program should be established for each project within the OTC that avoids the chaos and clutter resulting from individual uses competing for dominance. Each program will be evaluated relative to the attractiveness of the signage, unified appearance (color, material, and scale), reduction of clutter, and the need for such signage. Sign size, height, location, and material should strongly relate to building design and scale, the streetscape, and the landscape features to create a coordinated, legible environment. Standardized or corporate signage that does not relate to building architecture is discouraged.

Requirements

1) *General*

- a) All signs shall complement their surroundings without competing with each other, shall convey their message clearly and legibly, and shall be vandal-proof and weather resistant.
- b) New building and building renovation design shall provide logical sign areas, allowing flexibility for new users as the building is re-tenanted over time. Designs shall provide for convenient and attractive replacement of signs.

- c) New construction and renovation shall develop a sign program that unifies the building signage through colors, typefaces, and/or materials. The sign program shall:
 - i) contribute to the efficient utilization of the development,
 - ii) minimize visual clutter,
 - iii) make use of directional signs in the parking areas and pedestrian circulation system,
 - iv) be in harmony with the architecture, landscaping, and other design elements of the development, and
 - v) be compatible with existing or potential development in the neighboring developments if the signage is along the periphery of the site or visible from public streets or roads.
- d) Signs shall be an appropriate scale with the building on which they are placed and shall not overwhelm the architecture of the building and the character of the neighborhood.
- e) Repetitious signage information on the same building frontage is not permitted.
- f) All signs shall be of quality materials and construction techniques. Sign installation details shall indicate where the transformer and other mechanical equipment will be located. Exposed supports or guy wires to stabilize signs are not permitted.
- g) Irrigation on all sites shall be designed so it does not damage signage.
- h) Landscaping shall be designed around the base of all freestanding signs to integrate the sign with the ground plane and screen out any low level flood lights.

2) *Sign Location*

- a) A sign may not project into or be located within any public or platted right-of-way without the written approval of the Department of Public Works or the State Highway Administration, or both. Portable signs may be placed within the sidewalk right-of-way along Urban Grid Streets without express permission, provided they leave the minimum clearance width required according to Figure 3-6 and are removed from the sidewalk at all times when the associated establishment is closed for business. If a police officer or authorized representative of the Department of Public Works, Department of Inspections and Permits, Office of Planning and Zoning, or the State Highway Administration determines the signs so placed constitute a hazard to traffic or pedestrians, the police officer or authorized representative may remove the signs. The office or department removing the signs under this authority shall notify the Office of Planning and Zoning of any signs removed.
- b) A sign and its supporting structures may not interfere with a traffic sight line or signal.
- c) Signs may not be posted on any pole, building, tree, or other property of a public utility company except with written permission of the public utility company.

3) *Signage Quantity*

- a) Wall Signs, Awning and Canopy Signs, Hanging Signs, Window Signs, Display Boxes, and any Banner Signs that are attached to a building façade shall constitute Façade Signage for the purposes of calculating allowable signage area quantity.

- b) Monument Signs, Freestanding Pedestrian Directory Signs, Portable Signs, Directional Signs, Post and Arm Signs, as well as Banner Signs that hang from lights, poles or other elements away from the building façade shall constitute Frontage Signage for the purposes of calculating allowable signage area quantity.
 - c) The total area of Façade Signage may not exceed the lesser of 400 square feet or 12 percent of the largest customer entry façade on that façade. This maximum allowable area shall include signage for all building tenants. Additional Façade Signage area not exceeding the lesser of 200 square feet or five percent of the area of the façade may be placed on each of the other building facades. No individual tenant shall be allocated more than a proportionate amount of allowable sign area based on their proportion of the floor area of the building.
 - d) The total area of Frontage Signage may not exceed the lesser of one square foot for each one foot of property road frontage or 200 square feet.
 - e) One monument sign used for identifying the development or building name and street number is permitted for each 500 feet, or fraction of 500 feet, of frontage along the street facing the building façades with customer entrances. The Monument Sign shall be visible from the abutting streets.
 - f) One Freestanding Pedestrian Directory Sign is permitted for each 250 feet, or fraction of 250 feet, of frontage along the street facing the primary building façade. In addition, one Freestanding Pedestrian Directory Sign is permitted for each 500 feet, or fraction of 500 feet, of frontage along the street facing other building facades featuring a customer entrance.
 - g) Freestanding Pedestrian Directory Signs may be integrated throughout the development site as needed. In addition, Pedestrian Directory Wall Signs may be incorporated into the Façade Signage package as needed.
 - h) Sign area is measured as the smallest rectangular area enclosing all elements of the sign face unless otherwise specified. Intervening space between different elements forming separate messages is not counted as sign area. Sign area includes all ornamental attachments and inner-connecting links but does not include the main supporting structure of the sign.
- 4) *Face Design*
- a) Only one face of a freestanding sign shall be measured for sign area, provided that the faces are placed back to back no more than two feet apart, are of the same dimensions, and have identical copy except for minor differences necessary for directional purposes.
 - b) A brief message shall be used. A sign with a brief, succinct message is simpler and faster to read, looks cleaner and is more attractive.
 - c) Signs shall be smaller if they are oriented to pedestrians. The pedestrian-oriented sign is usually read from a distance of fifteen to twenty feet; the vehicle-oriented sign is viewed from a much greater distance. The closer a sign's viewing distance, the smaller the sign needs to be.
 - d) Hard-to-read, overly intricate typefaces shall be avoided.

- e) Lettering shall be in proportion to the size of the sign. As a rule of thumb, the recommended size of letters is between one-third to one-half the height of the sign.
- f) Flat sheet signs (such as plywood) shall have a trimmed edge or frame to improve the finished appearance of the sign.

5) *Lighting*

- a) All signage in the Core and Village Sub-Areas shall be illuminated in such a manner that excessive light does not shine into adjacent property or adversely affect the night vision of motorists and pedestrians.
- b) In Sub-Areas other than the Core and Village, signage may be illuminated using external spot or flood lighting, provided that the light source is screened from direct view by passersby, and so that the light is directed against the sign and does not shine into adjacent property or blind motorists and pedestrians.
- c) Lighting levels for signage shall be designed to coordinate with the light patterns from the site lighting as well as the streetscape lighting.
- d) Light levels for externally and internally lit signage faces shall not exceed a maximum illumination level of 50 foot-candles unless otherwise approved.

8.2 Specific Signage Types

Intent

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

Requirements

- 1) *Street Identification Signs*: The identification of each building or store's street address in six-inch high numbers over the main entry doorway or within 10 feet of the main entry is required.
- 2) *Roof Signs*: The use of standing roof signs shall be prohibited.
- 3) *Directional Signs*: On-site driveway directional signs shall only be used for projects where circulation is complex and traffic must proceed through the site along a specific path for service. Directional signs shall not exceed four square feet in area for each face or a height of three feet above grade. On-site directional signs require specific approval.
- 4) *Off-site directional signs*: Signs shall follow the regulations for such in Article 18 of the Anne Arundel County Code.
- 5) *Service Signs*: One freestanding or façade sign may be installed in relation to the operation of a business or service that is permitted to operate a ticket, drive-through, or ordering window. This sign may not exceed a total area of 32 square feet or a height of five feet. This sign may not be visible from the primary abutting street. Signs may be an integral part of a fuel-dispensing pump, vending machine, or service appliance permitted within the

OTC, but total sign area for this type of signage shall not exceed 100 square feet. Signage on vending machines, pumps, or other service appliances will not count toward this total if completely screened from public streets.

- 6) *Theater Marquee Signs*: One sign attached to a marquee is permitted for a theater establishment. The sign may not exceed a total area of 400 square feet. This sign is in addition to the other signage allowable by this Section.
- 7) *Display Boxes*: Display boxes are permitted as part of the allowable amount of Façade Signage. Each box shall be a minimum of 18 inches deep unless directly associated with a theater, in which case, they may be proportioned for poster displays. Display boxes shall be placed at pedestrian eye level and mimic proportion, placement, height, and trim details of the windows on the building. Incorporated display signage shall follow the requirements for Window Signs in this Section.
- 8) *Post and Arm Signs*: A Post and Arm sign shall be a panel hung from a cross arm on a freestanding post no taller than seven feet and shall have a sign face area of no more than 12 square feet as measured on one side. Post and Arm signs shall have no more than two sides.
- 9) *Wall Signs*: Wall signs shall be mounted flush to the building face. Wall signs may take the form of panels or individual letters. However, signs with individual letters, either internally or externally lit, are preferred to internally-lit sign panels. Typically, wall signs shall be located within a sign band above the ground floor door and window level, but below the second floor windowsill level. Exceptions to this placement may be approved upon application if the placement and amount of signage located elsewhere on the façade is deemed appropriate and does not distract from the surroundings. For instance, landmark buildings or corner buildings in retail areas may prefer to mount a high quality logo sign near the roofline.

Sign lettering for wall signs shall meet the following:

- a) For facades 30 feet wide or less, letter/logo height shall be a maximum of eight inches. Sign face area shall not exceed one-half of the length of the façade multiplied by 12 inches.
- b) For facades 30 to 60 feet wide, letter/logo height shall be a maximum of 12 inches. Sign face area shall not exceed one-third of the length of the façade multiplied by 18 inches.
- c) For facades 60 feet wide or greater, letter/logo height shall be a maximum of 16 inches. Sign face area shall not exceed one-quarter of the length of the façade multiplied by 24 inches.
- d) Larger letter sizes are permitted only by special approval and will be approved only where the larger letters are in proportion to the façade size and are needed due to the distance between the building and the primary street.

As an alternative to an attached wall sign, lettering may be painted directly on the building façade.

All wall signs on multi-tenant buildings shall be consistently placed and sized or developed in a logical hierarchy based on tenant prominence.

10) *Monument Signs:*

- a) A monument sign shall be a horizontal freestanding sign that sits flush to the ground.
- b) Monument signs shall be no taller than five feet in height measured from grade to the top of the structure.
- c) Monument signs shall be largely solid. No more than 30 percent of the area between the top and the outer edges of the sign and the ground shall be open space.
- d) When an associated development does not directly abut the right-of-way, a minimum of 10 percent of the sign area of a monument sign shall be dedicated to the identification of the street address. Multi-store developments shall display the range of store addresses for that development on their sign.
- e) Monument signs shall not identify more than four tenants and the sign faces shall utilize the same sign color.
- f) Monument signs shall be placed perpendicular to the street and located to ensure that vehicular and pedestrian sight distances at entry driveways and sidewalks are not impaired.
- g) Monument signs shall be located and constructed to allow for natural surveillance on all sides and to prevent opportunities for hiding places.
- h) Monument signs shall be setback from the public right-of-way a minimum of five feet unless otherwise approved by the County.
- i) Monument signs shall be constructed of a solid architectural base and side of durable, long-lasting materials, preferably matching the finish and color of the associated building.
- j) Monument signs shall have a maximum of 50 square feet of sign face area per side and shall have no more than two sign faces separated by no more than a 30-degree angle.

11) *Pole signs:* Pole signs are prohibited throughout OTC.12) *Freestanding Pedestrian Directory Signs:*

- a) Pedestrian Directory Signs shall be located in areas of complex pedestrian circulation, or in areas with a high intensity of uses.
- b) Freestanding Pedestrian Directory Signs shall be designed so that the sign face is at eye level with pedestrians along the sidewalk.
- c) Pedestrian Directory Signs shall incorporate a directory of area businesses and a map or other graphic means of direction. No more than five percent of the sign face area may advertise any one tenant, product, or service.
- d) Freestanding Pedestrian Directory Signs shall be no taller than seven feet in height measured from grade to the top of the structure.
- e) No more than 50 percent of the area between the top and the outer edges of a Freestanding Pedestrian Directory Sign and the ground shall be open space.
- f) Freestanding Pedestrian Directory Signs shall be located and constructed to allow for natural surveillance on all sides and to prevent opportunities for hiding places.

- g) Freestanding Pedestrian Directory Signs shall be setback from the public right-of-way a minimum of five feet unless otherwise approved.
- h) Freestanding Pedestrian Directory Signs with one or two sides shall have a maximum of 50 square feet of sign face area per side and the two sign faces shall be separated by no more than a 30-degree angle. Freestanding Pedestrian Directory Signs with three or four sides shall have a maximum of 30 square feet of sign face area per side.
- i) In addition to a freestanding design, a Pedestrian Directory Sign may be a Wall Sign attached to a building façade.

13) *Awning & Canopy Signs:*

- a) Awning signs are any message painted, sewn, stained, or otherwise attached to the shed, flap, or valance of an awning.
- b) The portion of the awning that counts as a sign shall be defined by the smallest rectangular shape that encompasses the written and graphic symbols on the awning, unless the awning is colored and internally lit, in which case the entire area shall be counted.
- c) Signs on awnings may be approved on the shed portion of the awning, but are preferred on the valance flap so they can be read from the sidewalk.
- d) Letter sizes on awnings shall be no more than eight inches tall in the Core and Village Sub-Areas and 12 inches tall in all other Sub-Areas.
- e) The sign area of the awning shall not overwhelm the awning. In most cases, no more than 50 percent of the valance areas shall be part of a sign area.
- f) The color of an awning or canopy sign shall be compatible with and complementary to the color and material of the building to which it is attached.
- g) Canopy signs may be painted onto the rim of a canopy or may be freestanding letters attached to the canopy.
- h) Painted sign letters on canopy signs shall be no more than eight inches tall in the Core and Village Sub-Areas and 12 inches tall in all other Sub-Areas.
- i) Freestanding letters may be up to 16 inches tall in the Core and Village Sub-Areas and as tall as 24 inches in all other Sub-Areas.

14) *Portable Signs:*

- a) A portable sign shall be any sign or advertising device which rests on the ground and is not designed to be permanently attached to a building or permanently anchored to the ground.
- b) Although portable signs may take other forms, the A-frame sign, which is constructed of two boards hinged at the top to open at an angle for standing, is generally the most appropriate portable sign type for attracting pedestrians, not passing motorists. All portable signs require permitting whether used as temporary or permanent signs.
- c) A-frame signs shall have a maximum sign area of six square feet. The maximum height, from ground level, shall be three feet, and the maximum width shall be two feet. Other portable signs may stand up to four feet tall, provided they have a pole base and the sign face does not exceed two square feet.

- d) Portable signs shall only be located on private property or within the public right-of-way, provided they do not interfere with vehicular access, pedestrian movement or wheelchair access to, through, and around the site. A minimum access width of 10 feet must be maintained along all sidewalks and building entrances accessible to the public along retail streets. A minimum access width of six feet must be maintained along all sidewalks and building entrances accessible to the public along all other streets. Portable signs may not be placed closer than 18 inches to the curb. The signs shall not encroach into required off-street parking areas, public roadways or alleys, and may not be arranged so as to create sight distance conflicts or other traffic hazards. Portable signs shall not be placed within the corner curb return areas of intersections.
- e) Portable signs shall be utilized only during regular business hours and shall be removed during non-business hours.
- f) Materials for portable signs shall be of a permanent nature and not be subject to fading or damage from weather. The use of paper or cloth is not permitted unless located within a glass or plastic enclosure.
- g) Portable signs shall be designed in an attractive manner and present an image of quality and creativity.

15) *Banners:*

- a) A banner is a decorative panel of lightweight material that may be rigid or designed to move with the wind. Banner signs shall not be confused with flags or pennants. A banner sign is intended to add liveliness, color, and a sense of movement to a pedestrian-oriented street and sidewalk. Decorative banners, without a logo or message, shall not be considered a sign but shall meet the following requirements in all other respects.
- b) A banner shall be fabric or a lightweight flexible material that is fixed in place with supports to a freestanding pole or treated as a projecting sign on a building.
- c) Banners are encouraged along pedestrian-oriented streets, in plazas, and in commercial centers, and may be mounted either on light poles or building facades. Banners on public light poles shall generally be restricted to community-based identification, events and seasonal decorations. Banners that are less than two feet by three feet in size and provide no commercial message (written or graphic) shall not be counted as part of the sign area.
- d) All banners shall be properly secured to a building in a structurally sound manner. Banners mounted flush to a building facade are not permitted for use as permanent signs.
- e) Light poles to which banners are attached shall be designed to support the wind loads resulting from the banners. Banners shall be placed no less than eight feet above ground.
- f) Banners shall not extend more than five feet from the building or one-third the width of a public sidewalk, whichever is less. In addition, banners shall be measured eight feet above ground at its lowest point.
- g) Banners along the same block of a street shall be set at generally the same angle from the buildings.
- h) All banners must be approved by the Office of Planning and Zoning.

16) *Hanging Signs:*

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

17) *Window Signs:*

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

18) *General Temporary Signs:*

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

19) *Vehicle-Mounted Signs:*

- a) Vehicle-mounted signs will not be permitted to act as site signage by parking in strategic locations to attract the attention of passersby. Vehicle-mounted signs may only be used as temporary signage for very specific, time-limited events.
- b) No vehicle upon which a vehicle-mounted sign is affixed may be parked on any parking lot for the primary purpose of directing or attracting the attention of the public unless acting as a temporary sign for the purposes of advertising a specific event taking place

on the parking lot at the time of display (such as a parade, a fair, a circus, a carnival, a concert, or other approved temporary event). Except for purposes of advertising these temporary events, all vehicles upon which a vehicle-mounted sign larger than three square feet is affixed, shall park out of sight of public roads and walkways.

20) *Real Estate Signs:*

a) Multi-Family Residential

- i) A permanent single sign not exceeding 32 square feet in area is permitted for each apartment house or complex, or subdivision. If the complex or subdivision contains more than 100 units, additional signage shall be permitted not to exceed two signs, with a total sign area of not more than 64 square feet. In lieu of multiple signs as allowed herein, the total sign area may be allocated to one sign. Permanent real estate signs shall take the form of Monument Signs or Wall Signs. The permanent real estate sign may identify the development name, the street number, the leasing company, and leasing availability, when appropriate. When designing the permanent real estate sign, temporary real estate signs are only permitted when the development is less than 90 percent sold or leased, or as small individual unit signs. Long-term leasing signage needs shall be addressed in the design of the permanent sign.
- ii) During the development and sale or leasing of a residential housing project, one temporary sign naming the development and other pertinent sales information, having an area not exceeding 16 square feet, shall be permitted on the associated property. If the development has multiple street frontages, one additional sign of lesser or equal size shall be allowed to face another frontage direction. The signs shall be removed when 90 percent of the units have been sold or leased.
- iii) Real estate signs offering the sale, rental, or lease of individual multi-family units when a building is more than 90 percent sold or leased shall follow the requirements for individual residential units in Section 18-3-306 of the Anne Arundel County Code.

b) Individual Residential Units

One temporary real estate sign offering the sale, rental, or lease of the property on which it is located, is permitted. The sign may not exceed six square feet in area or a height of five feet above grade unless placed in a unit window. The sign shall be removed within 30 days after the date of settlement or the execution of the lease. No more than one individual unit real estate sign may take the form of a post and arm sign on each property. Additional unit signs must be placed in windows, or preferably, one general sign is posted with contact information for all units.

c) Other Real Estate Signs

One real estate sign placed on the façade of the primary customer entry façade wall offering the sale, rental, or lease of the property on which it is located is permitted. Such sign may not exceed 12 square feet. The sign shall be removed within 30 days after the date of settlement or the execution of the lease. One real estate sign for each road frontage, offering the sale, rental, or lease of the property on which it is located, is permitted. The sign shall be removed within 30 days after the date of settlement or the execution of

the lease. The sign may not exceed a height of 10 feet above grade. The maximum sign area of such sign shall not exceed:

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

9.0 Historic Preservation

The historic area of Odenton lies at the heart of the OTC. This area is shown on Figure 3-11, Historic District Functional Plan.

9.1 Guidelines for Retention of Historic Buildings

Intent

- In the Odenton Town Center Historic District:
All structures within the historic area shown on Figure 3-11 that contribute to the general and architectural history of Odenton shall be retained. A contributing resource in the Odenton historic district is a building or structure that has historic, architectural, cultural, or archaeological significance. The Office of Planning and Zoning will make the determination as to whether an existing structure is a contributing resource based on that criterion.
- Outside the Historic District:
Individual historic buildings located outside the Odenton Town Center Historic District and identified in Figure 3-11, are encouraged to be retained. However, relocation of a contributing historic building in this area to a designated area within the historic area will be permitted. Such relocated buildings shall be appropriately sited on public or private land within the Odenton Town Center Historic District.
- Preservation/Reuse of Historic Buildings:
In order to preserve the historic character of the existing historic buildings, all exterior changes, alterations, additions, and/or reconstruction of these buildings shall comply with the following applicable design requirements.
- Preservation of a Cohesive Character in the Historic District:
In order to preserve the character of a cohesive district, all new buildings as well as all changes, alterations, additions, and/or reconstruction to existing structures not designated as historic shall comply with the following requirements. All construction in the Odenton Town Center Historic District shall be compatible with the historic character and design of the area and shall promote existing spatial and visual qualities of the area, including building bulk, setbacks, height, scale, massing, façade articulation, accessory structures, fences, and parking. Construction shall comply with the following applicable design requirements in addition to those defined in other sections herein.

Requirements

1) *Site Design*

- a) Parking: Parking shall be located so as to minimize the impact of the parking on the streetscape. Wherever possible, parking shall be located behind structures and in the rear of the lot. Commercial parking areas shall be landscaped in accordance with the requirements in other sections.

2) *Architectural Guidelines*

- a) Scale and Massing: New construction, expansion of existing buildings, and all rehabilitation or alteration of existing buildings shall have scale and massing similar and compatible to existing contributing buildings.
 - i) On corner and through-lots, the building elevations (facades) facing the street shall relate to the scale and massing of buildings on their respective streets. Corner buildings shall complete the street form.
 - ii) Additions to existing contributing historic buildings shall be subordinate to the main structure in mass, height, scale and detail.
 - iii) Large new buildings shall be designed as a series of masses or building elements compatible with the immediate neighborhood.
- b) Façade Articulation: New construction and alterations and additions to existing contributing buildings shall be compatible with the historic character and design of the contributing buildings within the historic area. Alterations which return an historic contributing building to its original design are encouraged.

3) *Preservation Guidelines*

a) General

- i) Original and historic architectural features and qualities of the historic contributing buildings and their sites shall be preserved.
- ii) Significant changes to contributing buildings and their sites that have taken place over time are evidence of the history of the buildings and shall be preserved.
- iii) Deteriorated historic architectural features shall be repaired rather than replaced. Original architectural features shall not be changed or altered during the repair process.
- iv) Missing pieces and components of historic architectural features which cannot be repaired shall be replaced in kind (with exact copies).

b) Roofs

- i) Historic roofing materials shall be preserved. New or replacement materials shall replicate existing materials or shall be based on physical evidence and/or historical photographs or documentation.
- ii) Roofing materials used on additions to contributing buildings shall be compatible with materials on the existing structures.

- iii) Roofing materials for a new building shall relate to the design of the building and be compatible with the prevailing roofing materials of contributing historic buildings in the neighborhood.
 - iv) Historic dormers shall be preserved. Dormer design, proportions, and placement on additions and new buildings shall be compatible in size, scale, proportion, placement and detail with historic dormers found in the historic area.
- c) Wall Systems
- i) Historic brick, stone, and decorated concrete block construction shall be preserved.
 - ii) New masonry construction shall be compatible with existing buildings in the historic area.
 - iii) Historic wood siding shall be preserved. Any replacement shall be made in kind.
- d) Windows, Shutters, Doors and Trim
- i) Historic windows, shutters, doors and trim shall be preserved in place. If deteriorated, they shall be repaired rather than replaced. However, if deterioration is severe, replacement in kind will be permitted. Replacements shall match the historic features in design, dimensions, and materials.
 - ii) Windows and doors in a new addition to an historic building shall relate to the scale and proportion of original openings in the historic building.
 - iii) Windows and doors in new buildings shall relate to the scale and proportion of openings on contributing historic buildings in the immediate neighborhood and to the design of the new building. The percentage of window openings to the total wall surface area shall generally be less than 33 percent of the total wall area.
- e) Other Historic Building Features
- i) Historic porches and stoops shall be preserved in place.
 - ii) Historic chimneys shall be preserved. If deterioration is severe and repair is not feasible, replacement shall be based on physical evidence and historical photographs.
 - iii) Historic light fixtures shall be preserved in place. Reproduction light fixtures shall be historically accurate and compatible with the period of the historic building. Exterior lighting of new additions and new buildings shall be compatible with the historic area.
- f) Storefronts
- i) Historic storefronts shall be preserved. New storefronts in existing commercial buildings shall be based on physical evidence and historical photographs.
 - ii) Storefronts in new additions and new buildings shall be compatible in scale, proportion, design, and detailing with storefronts on contributing historic buildings.
- g) Signage (also see Section 8.0 for signage requirements):
- i) Signs shall be compatible with the scale, proportions, form and architectural character of the buildings that they identify, and/or to which they are applied.
 - ii) Backlit signs shall not be permitted in the historic area.

h) Accessory Structures:

Accessory structures are those not attached to the principal building on the lot, including storage sheds and garages. Accessory structures shall be secondary in size and scale to the principal structure on the site, and shall not exceed the principal structure in height.

i) Fences

Fences and walls shall be compatible with the architectural character and design of the existing and surrounding buildings. Fences and walls shall not be more than four feet high where they abut a public right-of-way. The use of solid board fences is discouraged.

10.0 Design Standards for Sub-Areas

Development projects in the Odenton Town Center shall also follow the design standards listed in Sections 10.1 to 10.6 for specific Sub-Areas along with the general design standards listed in the first nine sections of this Chapter. Figure 4-1 illustrates the specific design standards that are applicable to each of the seven Sub-Areas in the Odenton Town Center.

10.1 Core Sub-Area

10.1.1 Urban Form

Requirements

- 1) *Vista and Views* - The Core will make-up Odenton's primary skyline since this area will contain the highest density development and the tallest buildings. This area's architecture, rooflines, and massing shall be carefully coordinated so that the Core is visually cohesive both from within its internal streets and from the surrounding area.
- 2) *Focal Areas* - Focal area locations in the core are designated in Figure 3-10. Developments at these intersections shall establish a significant focal area as plans are drafted and finalized. This Focal Area shall be a driving element behind the design and placement of the Core buildings. An example is a traditional town square configuration with an open, activity space surrounded by prominent buildings along the square edge, helping to create and reinforce the space.

10.1.2 Streetscape Standards

Requirements

- 1) *Pedestrian System*
 - a) Sidewalks shall be set directly against the curb unless a planting strip is called for in Figure 3-6.
 - b) All non-residential buildings not directly set against the right-of-way edge shall provide sidewalk pavement as needed to extend the public sidewalk edge to the building face. This area shall be paved in a similar material as the sidewalk.
 - c) All residential buildings not directly set against the right-of-way edge shall provide pedestrian walkways, of no less than five feet in width, from the public sidewalk or

Figure 4-1: Design Standards for Individual Sub-Areas

		Core	Village	Transition	Industrial	East and North	Ft. Meade
Urban Form	Vista and view	●	●	●	●	●	●
	Focal Areas	●	●				
Streetscape Standards	Pedestrian System	●	●	●	●	●	●
	Street Furniture	●	●	●			●
Parking Standards	Surface Parking	●		●			
Site Design	Development Layout	●	●	●	●	●	●
	Setbacks	●	●	●	●		●
	Activity Spaces	●	●	●	●		
	Outdoor Storage	●	●	●	●		●
Architecture	Massing	●			●		
	Facades	●	●	●	●	●	●
	Entryways	●	●	●	●	●	●
	Roofs		●				

right-of-way to the principal resident entrance of all principal buildings on the site, and shall feature adjoining landscaped areas that include trees, shrubs, benches, flower beds, ground covers, or other such materials for no less than 50 percent of their length.

- d) Mid-block pedestrian alleys shall be created in Core Areas as needed to connect parking and/or courtyard spaces behind buildings to front sidewalks. Generally, building façades shall be no longer than 150 feet without a connection to rear parking, or one-half the length of the block, whichever is less. Spaces between Core buildings shall be treated as pedestrian alleys. These pedestrian alleys shall be a minimum of 20 feet wide. A minimum illumination level of 0.5 foot-candles shall be provided.
- e) At a minimum, additional walkways no less than eight feet in width shall be provided to connect focal points of pedestrian activity such as, but not limited to, transit stops, street crossings, and building and store entry points and shall feature adjoining landscaped areas that include trees, shrubs, benches, flower beds, ground covers, or other such materials for no less than 50 percent of their length.

2) *Street Furniture*

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

10.1.3 Parking Standards

Requirements

- 1) In the Core Area, surface parking areas shall be kept to a minimum. Any site in the Core containing less than 30 surface parking lot spaces is exempt from the surface lot landscaping requirements, if they provide additional open space on site at a rate of 200 square feet per 10 parking spaces.
- 2) All sites in the Core Area containing more than 30 surface parking lot spaces must follow the surface lot landscaping requirements, unless it is proven that a reduction of this landscaping requirement in return for the contributions of additional open space significantly reduces the visual impact of the parking lot and improves function from the surrounding properties and streets.
- 3) Development in blocks between MD 175 and Hale Street, and between MD 175 and Duckens Street, shall locate parking in the interior of the block permitting buildings to ring the parking areas along the street edges and creating active street edges on at least two sides of the blocks. Parking areas shall not abut Hale Street. Off-site parking in other nearby blocks is encouraged.
- 4) Where blocks along Hale Street are developed in conjunction with blocks along parallel streets, the parking required in blocks along Hale may be relocated to the outer blocks. When this occurs, the interior of the Hale Street block shall be developed with a combination of building footprint and activity space. An access connecting Hale Street to the parallel business street shall run through the activity space and connect sidewalk to sidewalk. The court may be otherwise surrounded by building or may front directly onto a public sidewalk.

- 5) Developments on the north side of Hale Street shall have buildings which front onto the next parallel street over from Hale Street with parking located behind.
- 6) Parking lot areas shall not exceed 55,000 square feet without division of internal accesses or landscaped buffers of five feet to the back of the perimeter curb stop.
- 7) Property owners must make a good faith effort to work with adjoining property owners to create shared parking lot arrangements and curb cuts, as well as driveways and service alleys. Connections between parking lots may be required to minimize curb cuts onto the street.
- 8) Where surface parking in the Core is approved adjacent to a public sidewalk, it may abut the back of the public sidewalk if screened with a solid wall that is at least three feet tall. It shall be set back a minimum of five feet when screened with a hedge that is at least three feet tall.

10.1.4 Site Design

Requirements

- 1) *Development Layout Objective* - Development patterns shall create urban-scaled blocks and modified street grids. Buildings shall line the streets, and parking lots and service alleys shall be placed internal to the block. Public roadways and sidewalks shall be treated as essential pedestrian environments that are reinforced and enhanced by abutting development. Buildings shall be placed close to each other and at the back of the public sidewalks. Customer entrances shall be oriented toward a pedestrian-friendly street so that customers use the public walk to arrive at the building entrance. All the streets shall be lined with generously wide streetscapes. Street trees, pedestrian-scaled street lighting and street furniture, sidewalk cafes, and awnings covering the walk are encouraged. Wherever possible, streets shall have on-street parking. Development sites shall have plazas, courtyards and village green-like spaces along the street edge to provide areas for people to gather. Off-street parking shall be placed along the street, between or behind the buildings.
- 2) *Setbacks*
 - a) All buildings are encouraged to meet the minimum setback along public roadways.
 - b) All buildings must meet the minimum setback along active urban roadways or shall provide pedestrian pavements as needed to meet the public streetscape edge using a similar material as the sidewalk.
 - c) Side yard and rear yard setbacks shall be minimized to create an urban character where applicable.
- 3) *Activity Spaces* - Each activity space in the Core Sub-Area shall incorporate at least three of the following features that are of sufficient size, amount, and quality to adequately enhance the space.
 - bus shelter,
 - pedestrian plaza with benches or tables/chairs,
 - walkway adjacent to retail display windows,
 - outdoor play area,

- kiosk area,
- water feature,
- clock tower, or
- other deliberately shaped area and/or a focal feature that, in the judgment of the Office of Planning and Zoning, adequately enhances public spaces.

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

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

10.1.5 Architectural Standards

Requirements

- 1) *Massing*: In order to minimize the bulk of tall buildings, all building facades that face public streets and/or activity spaces must have a design that minimizes building bulk and shadows by being creative with the vertical setback. The vertical setback shall be accomplished through architectural articulations such as stepped terraces and off-sets. Stepping-back upper stories helps to minimize bulk shadows from the street while creating opportunities for outdoor terraces for building users. No building mass footprint area in the Core, including single-buildings and groupings of buildings, may exceed 160,000 square feet without a pedestrian cut-through that allows pedestrians direct access through the block. This cut-through may be located outdoors between buildings or indoors through a store or lobby as long as access is direct, unimpeded, and clearly marked from the hours of 8a.m. to 8p.m. or until dusk, whichever is later. The cut-through may only be considered part of an urban activity space if it follows the requirements for activity spaces in Section 6.3 of this Chapter.
- 2) *Facades*: Most streets within the Core are designated as Active or Semi-Active Street Frontage locations. Therefore, facades along these streets must follow the requirements for such in Chapter 3, Section 3.2.
- 3) *Entryways*:
 - a) The primary entrances of buildings shall be oriented to face the public sidewalk and street, not interior parking lots.
 - b) Buildings located on corner lots abutting primary street intersections shall have a customer entrance at the corner facing the intersection.
 - c) Each principal building on a site shall have clearly defined, highly visible primary entrances featuring no less than three of the following:
 - canopies or porticos,
 - overhangs,
 - recesses/projections,
 - arcades,

- raised corniced parapets over the door,
- peaked roof forms,
- arches,
- outdoor patios,
- windows,
- architectural details such as tile work/moldings integrated into the building structure and design, or
- integral planters or wing walls that incorporate landscaped areas and/or places for sitting.

10.2 Village Sub-Area

10.2.1 Urban Form

Requirements

- 1) *Vista and View* - Due to the historic character of the Village, scale, massing, and rooflines of new development must be consistent with the existing character, so that vistas throughout the area are consistent with the village character.
- 2) *Focal Areas* - The Focal Area of the Village is already established around the transit station because of its high level of activity. This area shall be reinforced as a Focal Area with businesses and open spaces conducive to gathering, strolling, and visiting.

10.2.2 Streetscape Standards

Requirements

- 1) *Pedestrian System* - Continuous pedestrian walkways, no less than five feet in width, shall be provided from the public sidewalk or right-of-way to the principal entrance of all principal non-residential and multi-family buildings on the site, and shall feature adjoining landscaped areas that include trees, shrubs, benches, flower beds, ground covers, or other such materials for no less than 50 percent of their length.
- 2) *Street Furniture*
 - a) Pedestrian-scale streetlights shall be provided along all Village Sub-Area retail streets.
 - b) Waste receptacles shall be provided at a minimum of one per block on each side of the street in retail areas. An additional receptacle shall be provided for each 200 feet of street frontage on each side of the street.

10.2.3 Site Design

Requirements

- 1) *Development Layout* - Buildings and sites shall reinforce the historic, village-like character of this area. Buildings shall be placed near sidewalks with small front yards and entrances

facing the street. Sidewalks shall be wide enough for two people to pass and be shaded by street trees. Development sites shall have small seating nooks, courtyards and village green spaces to provide areas for people to gather. Parking shall be placed on the streets, between or behind the buildings.

2) *Setbacks*

- a) Setbacks in the Village are intended to create a front yard appearance in keeping with existing setbacks along Village streets. These front yards shall be kept well maintained and free of outdoor storage.
- b) In areas planned for retail uses, setbacks may be reduced to permit buildings to abut the sidewalk to create traditional storefronts.

3) *Activity Spaces* - Each activity space in the Village shall incorporate at least one of the following features that is of sufficient size, amount, and quality to adequately enhance the space:

- patio/seating area,
- walkway adjacent to retail display windows,
- civic art piece,
- outdoor play area,
- water feature, or
- other deliberately shaped areas, focal features, or amenities that adequately enhance the community and public space.

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

10.2.4 Architectural Standards

Requirements

1) *Facades*

- a) In general, design of both commercial and residential buildings shall emulate, but not necessarily duplicate, the styles and massing of historic structures in the OTC, and/or in other areas of Maryland consistent with the time period of historic development in the Odenton Town Center Historic District.
- b) When new buildings are built adjacent to or between existing buildings, they shall respond to existing buildings through the use of architectural devices that provide a transitional treatment between old and new. Such devices may include complementary rooflines, window placements and/or treatments, similar building materials and relating building proportions.
- c) A minimum amount of window space on all ground floor facades shall be created between the height of three feet and eight feet measured from sidewalk grade, facing the primary public street or internal street designated as the primary pedestrian path to the building as follows:
 - i) Retail Buildings shall have no less than 60 percent transparency.

- ii) Office Buildings shall have no less than 45 percent transparency.
- 2) *Entryways* - Each principal building on a site shall have clearly defined, highly visible customer entrances featuring no less than two of the following:
- canopies or porticos,
 - overhangs,
 - recesses/projections,
 - arcades,
 - raised corniced parapets over the door,
 - peaked roof forms,
 - arches,
 - outdoor patios,
 - windows,
 - architectural details such as tile work/moldings integrated into the building structure and design, or
 - integral planters or wing walls that incorporate landscaped areas and/or places for sitting.
- 3) *Roofs* - Roof design of both commercial and residential buildings shall emulate, but not necessarily duplicate, the styles and massing of historic structures in the OTC, and/or in other areas of Maryland consistent with the time period of historic development in the Odenton Town Center Historic District.

10.3 Transition Sub-Area

10.3.1 Urban Form

Requirements

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

10.3.2 Streetscape Standards

Requirements

- 1) *Pedestrian System*
- a) Sidewalks shall be set directly behind the required planting strips specified in Figure 3-6.
 - b) Continuous pedestrian walkways, no less than eight feet in width, shall be provided from the public sidewalk or right-of-way to the principal customer entrance of all principal buildings on the site, unless the entrance leads directly into a private residential unit, and shall feature adjoining landscaped areas that include trees, shrubs, benches, flower beds, ground covers, or other such materials for no less than 50 percent of their length.

- c) At a minimum, additional walkways no less than eight feet in width shall be provided to connect focal points of pedestrian activity such as, but not limited to, transit stops, street crossings, and building and store entry points and shall feature adjoining landscaped areas that include trees, shrubs, benches, flower beds, ground covers, or other such materials for no less than 50 percent of their length. In the Industrial Sub-Area, these requirements shall apply to frontage along MD 170 only.
 - d) Special design features such as towers, arcades, porticos, pedestrian light fixtures, bollards, planter walls, and/or other architectural elements shall be used to define pedestrian walkways.
- 2) *Street Furniture* - Waste receptacles shall be provided at a minimum of one per block on each side of the street. An additional receptacle shall be provided for each 200 feet of street frontage on each side of the street.

10.3.3 Parking Standards

Requirements

- 1) The driveway entryway of large shopping center parking areas shall provide at least 25 feet to 40 feet clearance before a turning movement occurs. This shall provide sufficient queuing room for cars entering off the street.
- 2) Parking lot areas shall not exceed 55,000 square feet without division of internal accesses or landscaped buffers of five feet to the back of the perimeter curb stop.
- 3) Parking areas shall be set back a minimum of 10 feet behind the sidewalk prior to starting the first parking space. The setback area shall be attractively landscaped. Parking buffer requirements may be included in the 10-foot setback.

10.3.4 Site Design

Requirements

- 1) *Development Layout* - Freestanding buildings shall be placed near a public or private sidewalk. Larger buildings shall be located behind a screen of smaller, out-parcel buildings along the street to maintain the pedestrian environment along the street. No more than a single row of parking and a single drive lane may be placed between a building and the street. Internal circulation patterns shall create street-like spaces lined with on-street parking and buildings and shall connect to adjoining sites. Building customer entrances shall face or be visible from the street. Sidewalks shall connect all buildings with the site and to adjoining sites. Sidewalks shall have street trees and pedestrian lighting. Development sites shall have seating nooks, café spaces, plazas, courtyards and village green spaces within the site near building entrances or inside the building, to provide areas for people to gather. Parking shall be placed on-street, or between or behind street edge buildings rather than in lots in front of buildings.
- 2) *Setbacks*
 - a) All buildings must meet the minimum setback along public roadways.
 - b) On large, deep parcels selected buildings may be exempted from the maximum setback requirements if all of the following are met.

- i) Other buildings on the development site have ground level walls within the maximum setback along public streets to maintain the pedestrian environment for at least 50 percent of the street frontage. These buildings must be designed so they are not only oriented toward the fronting streets, but have a relationship and orientation toward the other buildings in the development. These buildings must also be constructed before or at the same time as the exempt building.
- ii) Internal circulation system. An internal circulation system that meets the following requirements must be provided.
 - Internal accesses that are similar to streets must divide the site into parking areas that are no greater than 55,000 square feet.
 - Each internal access must have at least one auto travel lane with curbs and sidewalks along both sides. Sidewalks shall be at least eight feet wide.
 - Along each internal access that intersects a public street, parking may be provided except for within 75 feet of the public intersection.
 - Curb extensions that are at least the full depth of the parking must be provided at the intersections of internal accesses that have parking.
- 3) *Activity Spaces* - The requirements for Activity Spaces in the Transition Sub-Area are the same as those in the Core Sub-Area.
- 4) *Outdoor Storage* - Outdoor storage is permitted in accordance with the above requirements. Outdoor storage is not to exceed 15 percent of the total site area.

10.3.5 Architectural Standards

Requirements

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

2) *Facades*

- a) Create a minimum amount of window space on all ground floor facades, between the height of three feet and eight feet measured from sidewalk grade, facing the primary public street or internal street designated as the primary pedestrian path to the building as follows:
 - i) Retail Buildings shall have no less than 70 percent transparency.
 - ii) Office Buildings shall have no less than 45 percent transparency.
- b) Auxiliary structures, including freestanding pad structures, shall be architecturally consistent with the primary structures on the site in the use of color, material and detailing, if not form. Where multi-building developments require updating, auxiliary and pad buildings shall be remodeled in conjunction with an upgrade of the entire development.
- c) When multi-tenant buildings require remodeling, comprehensive upgrades for the entire center, not just one tenant, are strongly encouraged.

10.4 Industrial Sub-Area

10.4.1 Urban Form

Requirements

- 1) *Vista and Views* - The requirements for Vistas and Views in the Industrial Sub-Area are the same as those in the Transition Sub-Area.

10.4.2 Streetscape Standards

Requirements

- 1) *Pedestrian System* - The requirements for Pedestrian Systems in the Industrial Sub-Area are the same as those in the Transition Sub-Area, with the exception noted for Requirement 1(c) in Section 10.3.2.

10.4.3 Site Design

Requirements

- 1) *Development Layout* - Large, freestanding buildings and their associated parking, service, and loading areas shall be carefully sited into the landscape to minimize their appearance of bulk and scale from the street. Public and private sidewalks shall connect all of the buildings so that it is safe and attractive for people who want to walk from one building to another. Developments shall incorporate an attractive green area or plaza amenities that can be used by employees for break and lunch periods.
- 2) *Setbacks* - Where possible, setbacks from streets shall include berms, trees, or other approved methods for minimizing the bulk of the large buildings from the street.
- 3) *Activity Spaces* - The requirements for Activity Spaces in the Industrial Sub-Area are the same as those in the Village Sub-Area.
- 4) *Outside Storage* - Outdoor storage is permitted in accordance with the above requirements. Outdoor storage is not to exceed 15 percent of the total site area.

10.4.4 Architectural Standards

Requirements

- 1) *Massing* - A tower, antenna, or public utility structure may exceed 15 feet above the roofline provided it does not exceed 60 feet in height and is located in an area to minimize its appearance from public streets and any neighboring non-industrial area.
- 2) *Facades* - Create a minimum amount of window space on all ground floor facades, between the height of three feet and eight feet measured from sidewalk grade, facing the primary public street or internal street designated as the primary pedestrian path to the building as follows:
 - a) Retail Buildings shall have no less than 70 percent transparency.
 - b) Office Buildings shall have no less than 45 percent transparency.
 - c) Industrial Buildings shall have no less than 25 percent transparency (office portions only).
- 3) *Entryways* - Each principal building on a site shall have clearly defined, highly visible customer entrances featuring no less than two of the following:
 - canopies or porticos,
 - overhangs,
 - recesses/projections,
 - arcades,
 - raised corniced parapets over the door,
 - peaked roof forms,
 - arches,
 - outdoor patios,
 - windows,
 - architectural details such as tile work/moldings integrated into the building structure and design, or
 - integral planters or wing walls that incorporate landscaped areas and/or places for sitting.

10.5 East and North Sub-Areas

10.5.1 Urban Form

Requirements

- 1) *Vistas and Views* - Both of these corridors are primarily commercial strips surrounded by residential development. In these areas, it is important to consider both the views down the corridor from MD 175 and the views into the corridor from the surrounding residences. Looking down the corridor, development shall visually blend rather than compete for attention. Scale, setbacks, and signage shall relate and work together. Pedestrian facilities and

streetscaping shall provide consistency along the length of the corridor. From the surrounding residential areas, views into the rear of buildings along the corridor shall be carefully screened with landscaped and natural buffers.

10.5.2 Streetscape Standards

Requirements

1) *Pedestrian System*

- a) Sidewalks shall be set directly behind the required planting strips.
- b) Continuous pedestrian walkways, no less than five feet in width, shall be provided from the public sidewalk or right-of-way to the principal customer entrance of all principal buildings on the site, unless the entrance leads directly into a private residential unit. These walkways shall feature adjoining landscaped areas that include trees, shrubs, benches, flowerbeds, ground covers, or other such materials for no less than 50 percent of their length.
- c) At a minimum, additional walkways no less than five feet in width shall be provided to connect focal points of pedestrian activity such as, but not limited to, transit stops, street crossings, and building and store entry points and shall feature adjoining landscaped areas that include trees, shrubs, benches, flower beds, ground covers, or other such materials for no less than 50 percent of their length.
- d) A pedestrian walk that coordinates through adjacent properties shall be provided between any high concentration of uses.
- e) All pedestrian walkways shall be distinguished from driving surfaces through the use of durable, low maintenance surface materials such as pavers, bricks, or scored concrete to enhance pedestrian safety and comfort, as well as the attractiveness of the walkways.
- f) Special design features such as towers, arcades, porticos, pedestrian light fixtures, bollards, planter walls, and/or other architectural elements shall be used to define pedestrian walkways.

10.5.3 Site Design

Requirements

- 1) *Development Layout* - The corridors themselves are the primary focus of improvements in these areas. Away from the corridor frontage, these areas are primarily comprised of residential neighborhoods that will maintain their current residential character. Along the corridors, development will be primarily freestanding commercial buildings oriented to the street. Setbacks shall be minimized to create a stronger street edge and parking between the street and the buildings shall be used as short-term parking. The majority of site parking shall be to the side or rear of the building. Parking areas shall be connected from site to site, and individual curb cuts minimized, to improve access management onto MD 175. The pedestrian environment shall be continuously safe and attractive all along the commercial corridor to facilitate pedestrian movement among businesses and from the surrounding neighborhoods.

10.5.4 Architectural Standards

Requirements

- 1) *Facades* - The requirements for facades in the East and North Sub-Areas are the same as those in the Transition Sub-Area.
- 2) *Entryways*
 - a) The primary entrances of buildings shall be oriented to face the public sidewalk and street, not interior parking lots.
 - b) Each principal building on a site shall have clearly defined, highly visible primary entrances featuring no less than two of the following:
 - canopies or porticos,
 - overhangs,
 - recesses/projections,
 - arcades,
 - raised corniced parapets over the door,
 - peaked roof forms,
 - arches,
 - outdoor patios,
 - windows,
 - architectural details such as tile work/moldings integrated into the building structure and design, or
 - integral planters or wing walls that incorporate landscaped areas and/or places for sitting.

10.6 Ft. Meade Sub-Area

10.6.1 Urban Form

Requirements

- 1) *Vista and Views* - The Fort Meade Development area shall establish a complementary visual relationship with both the military base and the North Odenton area across MD 175. Development in the area shall treat MD 175 as its front door with a strong relationship to the roadway and the development across the street. Building designs shall work together to create visual harmony within the development and a relationship with its surroundings.

10.6.2 Streetscape Standards

Requirements

- 1) *Pedestrian System* - The requirements for Pedestrian Systems in the Fort Meade Sub-Area are the same as those in the Transition Sub-Area.

- 2) *Street Furniture* - The requirements for Street Furniture in the Fort Meade Sub-Area are the same as those in the Transition Sub-Area.

10.6.3 Site Design

Requirements

- 1) *Development Layout* - This area is envisioned as an attractive, comprehensively planned cluster of high-quality multi-story office development. Buildings shall be oriented towards MD 175 and have a strong interrelationship with each other. Development sites shall have seating nooks, cafe spaces, plazas, courtyards and village green spaces within the site near building entrances or inside the building, to provide areas for people to gather. Parking shall be placed between or behind street edge buildings rather than in lots in front of buildings.
- 2) *Setbacks* - Front setbacks in the Fort Meade Development Area shall be from MD 175 unless an internal street is created that attractively accommodates pedestrians along both sides of the roadway, allows for building development on both sides of the street, and is approved for reorientation of setbacks.
- 3) *Outside Storage* - Non-enclosed areas for the storage and/or sale of merchandise, such as outdoor garden centers or lumberyards, are not permitted.

10.6.4 Architecture

Requirements

- 1) *Facades* - The requirements for Facades in the Fort Meade Sub-Area are the same as those in the Transition Sub-Area.
- 2) *Entryways*
 - a) The primary entrances of buildings shall be oriented to face the public street and sidewalk or the primary internal street and its sidewalk, not interior parking lots.
 - b) Buildings located on corner lots abutting primary street intersections shall have a customer entrance at the corner facing the intersection.
 - c) Each principal building on a site shall have clearly defined, highly visible primary entrances featuring no less than three of the following:
 - canopies or porticos,
 - overhangs,
 - recesses/projections,
 - arcades,
 - raised corniced parapets over the door,
 - peaked roof forms,
 - arches,
 - outdoor patios,
 - windows,

- architectural details such as tile work/moldings integrated into the building structure and design, or
- integral planters or wing walls that incorporate landscaped areas and/or places for sitting.

Chapter 5: Process and Procedures

This Chapter addresses the OTC Plan Amendment, Modification & Oversight process and describes the Next Steps in implementation of this Plan.

1.0 OTC Plan Amendment, Modification & Oversight

1.1 Comprehensive Plan and Zoning Review

This Plan shall be reviewed and comprehensive amendments considered every five years, along with the zoning map and other related texts. This cycle mandates that the Plan is current and viable at all times, and provides landowners with a means to petition for different uses and standards to be applied to their property, in relation to the overall purposes of the Plan. At the same time, it will protect the Plan from piecemeal alterations to its complex and interrelated requirements. Significant adjustments to the OTC boundary, the size and shape of Sub-Areas, blocks, and to the zoning map should be made during this cyclical process.

1.2 Plan Oversight

In order to guide development of the OTC, the county staff will need many tools and assets and the help and support of many people. Three necessary tools are summarized here.

- 1) *OTC Coordinator* - A single person shall be assigned to coordinate and oversee OTC development. The Coordinator will serve as the primary staff liaison to the OTC Oversight Committee. The Coordinator's responsibilities will include a wide range of activities including, but not limited to, development review, coordination with other departments and agencies, pursuit of outside funding, as well as regular reports to the Planning and Zoning Officer and to the County Executive. The coordinator will need to be supported by a team of professionals and the oversight committee.
- 2) *OTC Oversight Committee* - The Odenton Growth Management Area will have an advisory committee known as the Odenton Town Center Oversight Committee. The duties of the Committee will be as follows:
 - To be advocates for the goals and objectives of the plan by working with property owners, developers, business owners, and government officials on development and infrastructure investments in the Growth Management Area and those actions that may affect the area;
 - To offer knowledge and expert advice as the county develops a phased implementation strategy and to assist and oversee its execution; and
 - To regularly review conditions and activity in the Growth Management Area to keep the plan and its recommendations up-to-date, relevant, and on course.

The following provisions apply to the OTC Oversight Committee:

- The Committee will be comprised of nine volunteer members who are appointed by the County Executive.

- Committee members will be appointed for three year terms, with appointments staggered so that three members are appointed each year. Committee members may serve for more than one term with no limit on the number of terms that a member may serve.
 - The Committee will maintain a balanced representation covering community, business, and developer interests.
 - The Committee will elect a Chairperson from among the nine committee members. The Chairperson will serve for a two-year term and may be re-elected by the Committee for more than one term.
 - The Committee will meet on a regular basis as necessary to fulfill its duties. Committee meetings will be open to the public and will be advertised in the County's public meetings calendar. Meetings will have representation by the Office of Planning and Zoning through the OTC Coordinator or other designated Staff.
 - Vacancies will be filled by appointment of a new Committee member by the County Executive. In such cases, the vacancy will be advertised by the County, and interested parties will be requested to submit a resume to the Office of Planning and Zoning. Resumes will be reviewed by the Planning and Zoning Officer, the OTC Coordinator, and the OTC Oversight Committee, and a recommendation will be forwarded to the County Executive. Vacancies shall be filled within three months of the departing member's termination.
- 3) *Plan Benchmarking and Tracking* - In order to help the Planning and Zoning Officer and the OTC Coordinator manage plan implementation and track the rapid changes anticipated in the OTC, regular monitoring needs to be done. The following three reports will be prepared by the Office of Planning and Zoning and will provide the data the County needs in order to be ready to respond to issues as they arise. This will help guide the planning, design and construction activities and identify any needed Plan changes.
- a) OTC Growth Management Report – The Plan requires that the Office of Planning and Zoning prepare and submit to the County Executive and County Council, with such assistance from an Oversight Committee as it may designate and in conjunction with other departments of County government, an annual Growth Management Report (GMR). The Report will include matters such as:
 - i) The number and type of applications for development approval (i.e., concept plans, final development plans, grading and building permits and use and occupancy permits) received that year;
 - ii) The square footage of new construction, including renovation and enlargement of existing buildings or structures;
 - iii) The amount and type of modifications requested and approved or disapproved.
 - iv) The status of planned and constructed public facilities, including noted deficiencies;
 - v) The most current growth projections for the OTC.
 - b) An updated OTC Priority Project List and Funding Status Report – This will address the following:
 - i) The status of grant applications and other funding requests in the various OTC programs and developer contributions;

- ii) An annual Capital Improvement Program and operational budget request for the OTC;
 - iii) The OTC Priority Project List shall include, but not be limited to, sections on the following project types:
 - Roadways
 - Parking
 - Transit
 - Pedestrian ways, bikeways and streetscapes
 - Stream restoration & open space priorities
 - Public amenities
 - Sewer and Water
 - Stormwater Management
 - BRAC-Related Projects
 - iv) Other matters deemed by the Planning and Zoning Officer to be pertinent to implementation of the Plan and other recommendations for the distribution of funds for improvements in the OTC growth management process.
- c) APF Monitoring Report – As part of the GMR, the Office of Planning and Zoning will report on the current and projected adequacy of public facilities in the OTC. Public facilities to be assessed are roads, schools, water supply and wastewater treatment systems, storm drains, and fire suppression. This report will be used to aid the County in updating the OTC Priority Project List, in formulating the County’s capital budget and making State funding requests. It will also assist County staff by identifying emerging APF issues in the OTC that should be addressed by upcoming development applicants.

1.3 Plan Modifications

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

- 1) The Planning and Zoning Officer may approve an application for a modification to this Master Plan, or to other provisions of the County Code as specified in Article 17-2-108, upon finding that:
 - a) practical difficulties or unnecessary hardship will result from strict application of this Master Plan;
 - b) the purposes of this Master Plan will be served by an alternative proposal;
 - c) the modification is not detrimental to the public health, safety, or welfare or injurious to other properties; and
 - d) the modification does not have the effect of nullifying the intent and purpose of this Master Plan.
- 2) An application for a modification may be denied if requested solely because compliance would add significantly to development costs or if requested solely for the convenience of

the developer, such as when the land is not usable because of error or poor assumptions on the part of the developer.

- 3) In granting a modification, the Planning and Zoning Officer may require conditions to secure the objectives of the provision that has been modified.
- 4) Modifications may be granted to the following provisions of this Master Plan in accordance with Part (1) above:
 - a) Land Use Mix Classification Requirements (Figure 3-4);
 - b) Road and Streetscape Design Standards (Figure 3-6);
 - c) Height and FAR Development Regulations (Figure 3-5);
 - d) Open Area Requirements (Chapter 3, Section 2.6)
 - e) Design Standard Requirements related to Urban Form, Streetscape, Parking, Landscaping, Site Design, Architecture, Signage, and Historic Preservation (Chapter 4).
- 5) Applicants seeking relief from any of the requirements of this Master Plan or applicable provisions of the County Code are encouraged to explore the use of the optional Bonus Program, as described in Chapter 6, as a mechanism for achieving enhanced design aspects or community benefits in exchange for relief from the desired development requirements.

1.4 Appeals

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

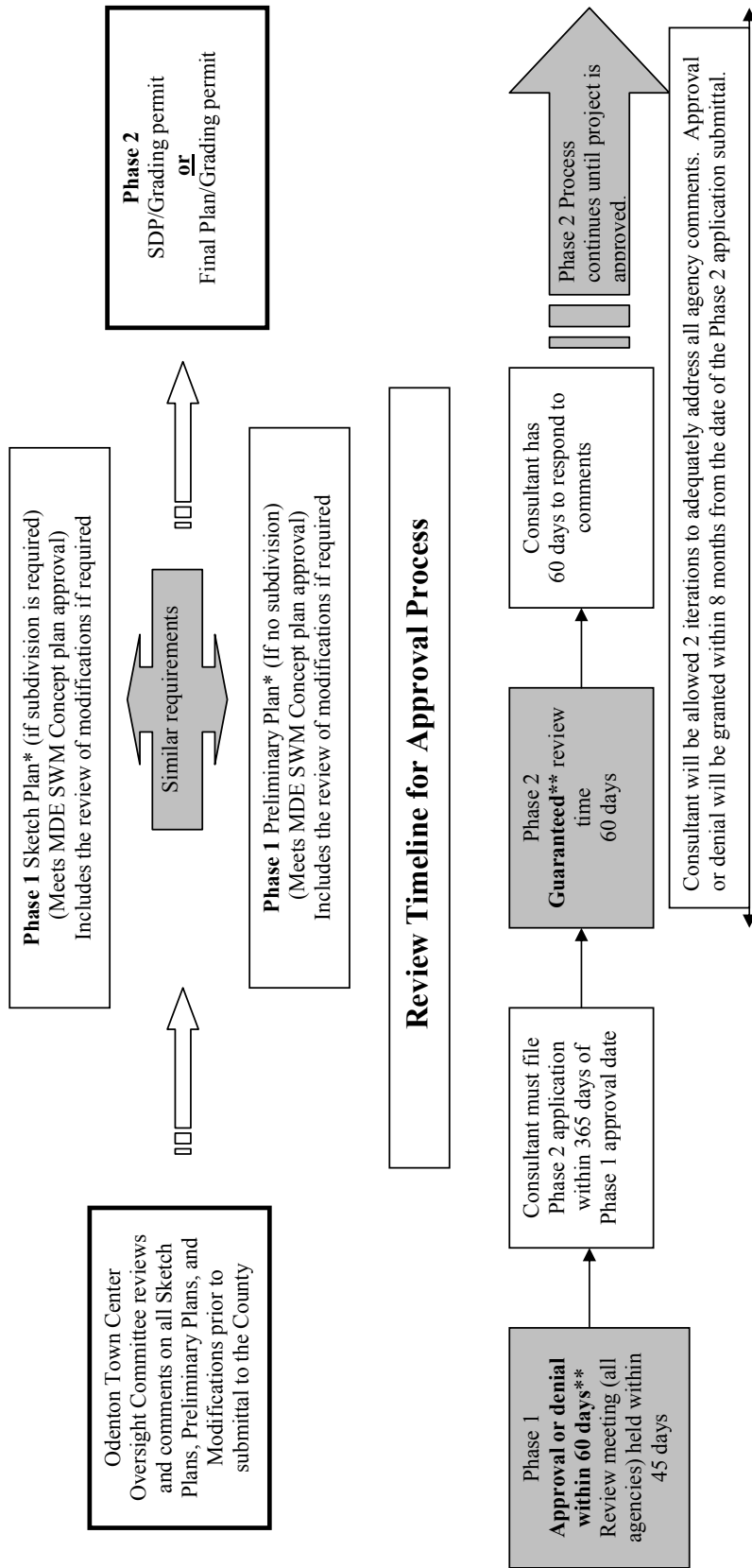
2.0 Development Approval Process

The Odenton Town Center Master Plan encourages quality development while expediting the development approval process. The Master Plan allows for a specified timeline for the development approval process that will be applicable to all development projects within the Odenton Town Center. The development timeline is illustrated in Figure 5-1. In addition, the requirements for Sketch Plans, Final Plans, and Site Development Plans that are designated in Article 17 of the Anne Arundel County Code governing application, contents, public notice, community meetings, notice to community associations, completion of subdivision, compliance, agreements, and expiration of Site Development Plans will also be applicable to all development projects in the Odenton Town Center. In cases of conflict between development requirements in the Code and in the OTC Master Plan, the latter will govern. For development projects within the Odenton Town Center, all required public notice and community meetings may, at the option of the developer, be conducted in conjunction with the Odenton Town Center Oversight Committee monthly public meetings.

2.1 Role of the OTC Oversight Committee

In addition to the duties specified in Section 1.2 of this Chapter, the OTC Oversight Committee will review and comment on Sketch Plans, Site Development Plans, and Modification

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



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

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

applications as part of the development review process. Sketch and/or Site Development Plans and Modification requests will be presented to the Committee by the development applicant prior to submittal to the Office of Planning and Zoning. The Committee will be responsible for providing written comments to the development applicant and the Office of Planning and Zoning regarding the consistency of the proposed development plans with the goals and objectives of the OTC Master Plan, as well as any specific recommendations or concerns related to the development plans.

2.2 Adequate Public Facilities Requirements

The Odenton Town Center is an area designated for significant growth in Anne Arundel County, and it is important to integrate the need to facilitate that growth in the processes the County uses in its review of development projects within the Town Center. As in other provisions within this master plan document, flexibility is the key to addressing fluctuations in the economy and in market demand. This principle needs to be part of the County's approach when determining whether to grant conditional approval of initial stages of the review process. This can be achieved by deferring site plan changes and construction details that have been agreed upon by the applicant and the County, to the final stages of design. Perhaps more importantly, flexibility needs to be an integral principle in the decision making process for determining Adequacy of Facilities for projects in the Odenton Town Center. The development time line as illustrated in Figure 5-1 accomplishes this by allowing the vesting of adequacy of public facilities to occur at either the Phase 1 Sketch Plan or Preliminary Plan phase or later in the review process under Phase 2.

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

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

3.0 Recommended Future Actions

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

Article 25A of the State Code grants the County authority to establish a Commercial District Management Authority, which would allow the imposition of taxes and fees to pay for the provision of security, maintenance, or amenities within the district. While such districts are

generally intended to apply to commercial or business districts, there may be a potential for application within a mixed use area such as OTC.

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

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

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

- 3) Pursue Grant Funds Available to Facilitate Development and Redevelopment

Opportunities. State and Federal grant funds may be available through programs offered by the MD Department of Business and Economic Development, the MD Department of Housing and Community Development, the American Recovery and Reinvestment Act of 2009, or other similar initiatives, as well as County grant programs administered by the Anne Arundel Economic Development Corporation or Arundel Community Development Services. The County should pursue all opportunities for funding assistance to facilitate development of the OTC and should assist private developers and/or property owners in the same.

Chapter 6: Bonus Program

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

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

1.0 Application Process

An application for use of the Bonus Program shall be made by a property owner or development applicant and shall include a description of the proposed project that reflects exceptional design quality, architectural features, and environmental sensitivity. The description also shall reflect land and streetscape improvements and enhancement of open space that exceed the standards set forth in the Odenton Town Center Master Plan and County Landscape Manual. The applicant must request the specific bonus rewards desired and must specify where the rewards will be applied. An applicant must submit calculations, drawings, plans, and textual documentation that show how the requirements of each incentive item and each requested bonus will be met. The application also shall include a study showing the feasibility, need, and benefit to the community, and a site development plan.

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

2.0 Evaluation of Application

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

- 1) Consistency with the Odenton Town Center Master Plan;
- 2) Public access to uses and amenities;
- 3) Community benefit;
- 4) Consistency with the current County Capital Program;
- 5) Compatibility and quality of design;

- 6) Pedestrian and vehicular access and circulation; and
- 7) Environmental enhancement and mitigation.

3.0 Development Proffers

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

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

3.1 Transportation Proffers

- 1) Structured parking on non-Active Streets, as defined in Figure 3-9, with uses such as office or commercial uses on the street level.
- 2) Adjacent property owners create shared parking lot arrangements, curb cuts, driveways and service alleys.
- 3) Employment centers establish an acceptable para-transit operation or TDM program such as car or van pooling, car sharing programs, etc.
- 4) Employment centers provide locker and shower facilities to accommodate and encourage employees to walk or bicycle to work.
- 5) Contribution to regional transit program or providing public transportation such as shuttle bus service to the MARC Station.
- 6) Provision of, or funding for, off-site road improvements that will improve traffic flow to and through the Odenton Town Center, beyond what is required by the OTC Plan.
- 7) Provide a MTA and/or County specified transit shelter for at least one existing or proposed transit stop.

3.2 Environmental Proffers

- 1) A minimum of 50 percent of impervious surfaces like walkways or activity spaces to have porous paving materials.
- 2) The site landscaping will be comprised of at least 50 percent Native Plant Species as listed in the County Landscape Manual.
- 3) Green Areas to exceed five percent of the gross site area in the core and 10 percent of the gross site area in other sub-areas of the OTC. Green area features are defined in Chapter 3, Section 2.6.
- 4) Exceed regional storm water management or regional water quality improvements standards of the County Stormwater Management Manual.

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

3.3 Architectural Proffers

- 1) Buildings with six stories or less on sites that are non-landmark building locations on Figure 3-10, will be constructed in accordance with the landmark building design standards in Chapter 4.
- 2) Land dedication for public and pocket parks, focal areas, gateways, etc. Land dedication shall exceed the OTC Master Plan open space requirements.

3.4 Streetscape and Urban Design Proffers

- 1) Focal area locations as depicted on Figure 3-10 will have a public activity space as described in Chapter 4.
- 2) Art to be placed in exterior activity spaces and building facades where it can be seen from the public sidewalk.

3.5 Historic Preservation Proffers

- 1) Preservation and rehabilitation of historic buildings that are depicted on Figure 3-11, Historic District Functional Plan and are outside the Odenton Historic District.

3.6 Other Proffers

- 1) Provision of residential units that qualify as workforce housing units under the State's definition of workforce housing.

4.0 Bonus Rewards

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

- 1) Flexibility with the land use mix requirements as presented in Figure 3-4, Land Use Mix Categories.
- 2) Additional building heights, subject to the following limits:
 - a) Building heights cannot exceed 10 stories in the Core Sub-Area.
 - b) Building heights cannot exceed five stories in the North Odenton, East Odenton, Ft. Meade, and Industrial Sub-Areas.
 - c) Building heights in Regulatory Blocks 18 and 20 cannot exceed four stories, and building heights in Regulatory Blocks 19, 21, and 22 cannot exceed five stories.
- 3) Additional building FAR, subject to the following limits:
 - a) FAR cannot exceed 4.5 for the blocks where the maximum allowable FAR is 4.0 as shown in Figure 3-5, Summary of Development Regulations by Sub-Area.
 - b) FAR cannot exceed 2.25 for the blocks where the maximum allowable FAR is 2.0 as shown in Figure 3-5, Summary of Development Regulations by Sub-Area.
 - c) FAR cannot exceed 1.125 for the blocks where the maximum allowable FAR is 1.0 as shown in Figure 3-5, Summary of Development Regulations by Sub-Area.
- 4) Reduction in the Open Area requirements as described in Chapter 3, Section 2.6, subject to the following limits:
 - a) Reduction in open area cannot exceed 30 percent of the open area requirements in the OTC.
 - b) Developments shall maintain the required percentage ratio between activity area and green area as shown in Chapter 3, Section 2.6.

Glossary

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

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

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

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

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

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

Awning Sign – A message painted, printed, sewn, or stained onto the awning or awning flap or shed. The portion of the awning that counts as a sign shall be defined by the smallest rectangular shape that encompasses the written and graphic symbols on the awning, unless the awning is colored and internally lit, in which case the entire area shall be counted.

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

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

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

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

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

Canopy Sign – A message painted on, printed on, or otherwise attached to a canopy. The portion of the canopy that counts as a sign shall be defined by the smallest rectangular shape that encompasses the written and graphic

symbols on the canopy, unless the canopy is colored and internally lit, in which case the entire area shall be counted.

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

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

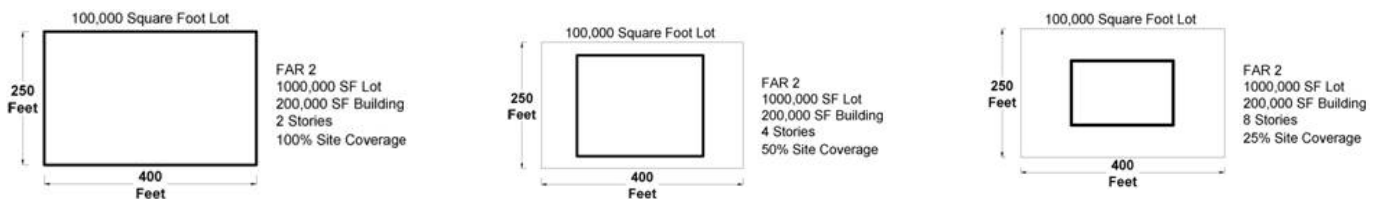
Façade – The primary front, side, or rear walls of a building.

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

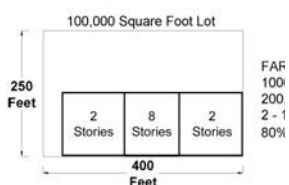
Floor Area – The sum of all enclosed floor area as measured from the exterior face of the exterior wall or from the centerline of common walls, including both primary and accessory buildings, occupied penthouse space, elevator shafts, interior balconies and mezzanines, attic space (whether or not the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

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

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



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



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

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

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

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

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

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

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

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

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

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

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

Massing – The shape of the volume created by a building's configuration.

Monument Sign – A freestanding sign, low to the ground, that has an architectural base made of high quality materials and is as wide or wider than the sign face.

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

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

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

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

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

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

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

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

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

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

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

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

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

Residential Activity Space – The portion of the required open area designed for the exclusive use of residents on sites with residential development. It may be in interior, exterior or rooftop locations and may include a wide range of features such as usable lawns and terraces, pool areas, fitness rooms, rooftop gardens and similar spaces.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Bill 90-09

COUNTY COUNCIL OF ANNE ARUNDEL COUNTY, MARYLAND

Legislative Session 2009, Legislative Day No. 41-09

Bill No. 90-09

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

By the County Council, December 21, 2009

Introduced and first read on December 21, 2009
Public Hearing set for January 19, 2010
Bill AMENDED on February 16, 2010
Public Hearing on AMENDED BILL set for and held on March 1, 2010
Public Hearing on SECOND AMENDED BILL set for and held on March 15, 2010
Bill Expires March 26, 2010

By Order: Judy C. Holmes, Administrative Officer

A BILL ENTITLED

1 AN ORDINANCE concerning: The Odenton Growth Management Area and Plan Review
2
3 FOR the purpose of repealing the 2003 Odenton Town Center Master Plan and amendments;
4 adopting the 2009 Odenton Town Center Master Plan Update dated December 2009 that
5 consists of an Introduction and Chapters concerning Planning Guidance, Functional
6 Planning Controls, Design Standards, Process and Procedures, and the Bonus Program;
7 establishing a Bonus Program and setting forth certain requirements and criteria;
8 amending provisions of the Subdivision and Development Article relative to the Odenton
9 Town Center Master Plan; amending provisions of the Zoning Article relative to the
10 Odenton Town Center Master Plan; providing the Planning and Zoning Officer with
11 certain discretion in the timing of adequacy testing in the Odenton Growth Management
12 Area; providing for an advisory committee; providing reference to the current Master
13 Plan; making certain variance requirements applicable to all modifications; making
14 certain technical and stylistic changes; and generally relating to the 2009 Odenton Town
15 Center Master Plan.

EXPLANATION: CAPITALS indicate new matter added to existing law.
[Brackets] indicate matter stricken from existing law.
Underlining indicates amendments to bill.
~~Strikeover~~ indicates matter stricken from bill by amendment.

1 BY repealing and reenacting, with amendments: §§ 17-3-203(d); 17-3-303(d); 17-4-203(d);
2 17-5-202(a); 17-5-203(a); 17-7-801(3); 17-7-803; 17-7-804; 17-7-805(c); 17-7-806; 17-
3 7-808(e); 17-7-809; 17-7-810; 18-2-103(a)(3); and 18-16-305(e)
4 Anne Arundel County Code (2005, as amended)
5

6 BY adding: §§ 17-3-203(d); 17-3-303(d); 17-4-203(d); 17-7-811; and 17-7-812
7 Anne Arundel County Code (2005, as amended)
8

9 SECTION 1. *Be it enacted by the County Council of Anne Arundel County, Maryland,*
10 That Section(s) of the Anne Arundel County Code (2005, as amended) read as follows:
11

12 ARTICLE 17 SUBDIVISION AND DEVELOPMENT

13 TITLE 3. SUBDIVISION

14 17-3-203. Review process.

15
16 (D) **Odenton Growth Management Area.** IN THE ODENTON GROWTH MANAGEMENT
17 AREA, DEVELOPMENT IS SUBJECT TO THE REVIEW TIMELINE SET FORTH IN THE ODENTON
18 TOWN CENTER MASTER PLAN.
19
20
21

22 [(d)] (E) **Action on the application.** At any time after the filing of an application for
23 sketch plan approval, the Office of Planning and Zoning may deny the application for failure
24 to comply with the provisions of this Code, THE ODENTON TOWN CENTER MASTER PLAN, or
25 other law. Otherwise, the Office shall approve the application for sketch plan approval.
26

27 17-3-303. Review process.

28
29 (D) **Odenton Growth Management Area.** IN THE ODENTON GROWTH MANAGEMENT
30 AREA, DEVELOPMENT IS SUBJECT TO THE REVIEW TIMELINE SET FORTH IN THE ODENTON
31 TOWN CENTER MASTER PLAN.
32

33 [d] (E) **Action on the application.** At any time after the filing of an application for final
34 plan approval, the Office of Planning and Zoning may deny the application for failure to
35 comply with the provisions of this Code, THE ODENTON TOWN CENTER MASTER PLAN, or
36 other law. Otherwise, the Office shall approve the application for final plan approval.
37

38 TITLE 4. SITE DEVELOPMENT

39 17-4-203. Review process.

40
41 (D) **Odenton Growth Management Area.** IN THE ODENTON GROWTH MANAGEMENT
42 AREA, DEVELOPMENT IS SUBJECT TO THE REVIEW TIMELINE SET FORTH IN THE ODENTON
43 TOWN CENTER MASTER PLAN.
44
45

46 (d) (E) **Recommendation and approval.** At any time after the filing of a site
47 development plan associated with an application for a building or grading permit, the Office
48 of Planning and Zoning may recommend to the Department of Inspections and Permits that

1 the application be denied for failure to comply with the provisions of this Code, THE
2 ODENTON TOWN CENTER MASTER PLAN, or other law. Otherwise, the Office shall
3 recommend approval. No appeal may be taken from a recommendation made under this
4 subsection. Approval of the permit by the Department of Inspections and Permits constitutes
5 approval of the site development plan.

7 TITLE 5. ADEQUATE PUBLIC FACILITIES

9 17-5-202. Testing; approval.

11 (a) When tested.

13 (1) A development is tested for adequacy of public facilities during review of the
14 initial application for approval of a subdivision or during site development plan review.

15 (2) IN THE ODENTON GROWTH MANAGEMENT AREA, THE PLANNING AND ZONING
16 OFFICER HAS THE DISCRETION TO DETERMINE THAT A DEVELOPMENT MAY BE TESTED FOR
17 ADEQUACY OF PUBLIC FACILITIES DURING EITHER SKETCH PLAN REVIEW OR FINAL PLAN
18 REVIEW FOR SUBDIVISION PLANS, OR DURING SITE DEVELOPMENT PLAN REVIEW.

21 17-5-203. Duration of approval – Subdivisions other than minor subdivisions.

23 (a) **Conditions to be met to retain approval.** UNLESS THE PLANNING AND ZONING
24 OFFICER HAS DETERMINED TO POSTPONE THE TEST FOR ADEQUACY OF PUBLIC FACILITIES
25 TO FINAL PLAN REVIEW FOR A DEVELOPMENT IN THE ODENTON GROWTH MANAGEMENT
26 AREA PURSUANT TO § 17-5-202(A)(2), [Upon] UPON the approval of a sketch plan for a
27 subdivision other than a minor subdivision, no further approval for adequacy of public
28 facilities is required if:

30 (1) the developer files an application for final plan approval within one year after the
31 date of sketch plan approval;

33 (2) the developer executes a public works agreement for any proposed mitigation;

35 (3) the final plan is approved and a record plat is recorded within six months after the
36 date of final plan approval; and

38 (4) the impact of the subdivision does not exceed the impact in the original study that
39 formed the basis for passing a test.

41 TITLE 7. DEVELOPMENT REQUIREMENTS FOR PARTICULAR TYPES OF 42 DEVELOPMENT

44 17-7-801. Definitions.

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

47 (3) “Odenton [Growth Management Area] TOWN CENTER MASTER Plan” means a

1 plan for the Odenton Growth Management Area adopted by the County Council [as an
2 amendment to the General Development Plan].

3
4 **17-7-803. Establishment of the Odenton Growth Management Area.**

5
6 The Odenton Growth Management Area [shall be] WAS established by [the adoption of
7 the Odenton Growth Management Area Plan by the County Council] THE ENACTMENT OF
8 BILL NO. 68-03.

9
10 **17-7-804. The Odenton Town Center Master Plan.**

11
12 (a) **Required inclusions.** The Odenton [Growth Management Area] TOWN CENTER
13 MASTER Plan shall include:

14 (1) planning guidance;

15
16 (2) designation of one or more zoning districts into which land in the Odenton
17 Growth Management Area will be classified;

18
19 (3) functional planning controls and design standards with which development in an
20 Odenton Growth Management Area Zoning District shall comply; and

21
22 (4) recommendations for future action.

23
24 (b) **Permissible inclusions.** The Odenton [Growth Management Area] TOWN CENTER
25 MASTER Plan may include:

26 (1) standard and optional methods of development;

27
28 (2) provisions having the force and effect of law as land use regulations that satisfy
29 the requirements of Article 66B, § 1.03(D), of the State Code;

30
31 (3) programs for bonus densities, credits, transfers of development rights, and other
32 incentives; and

33
34 (4) other provisions intended to permit a higher density of development and
35 economic return in exchange for enhanced environmental protections, a better quality of
36 design, and other amenities that promote the goals and objectives of the Odenton [Growth
37 Management Area] TOWN CENTER MASTER Plan.

38
39
40
41 **17-7-805. Development Rights and Responsibilities Agreements.**

42
43 (c) **Pre-conditions to execution.** The Planning and Zoning Officer may execute a
44 Development Rights and Responsibilities Agreement only after the public hearing required
45 by Article 66B, § 13.01, of the State Code, and a recommendation by the Planning Advisory
46 Board that the Development Rights and Responsibilities Agreement is consistent with the
47 Odenton [Growth Management Area] TOWN CENTER MASTER Plan and, as appropriate, each

1 of the plans listed in § 18-2-103 of this Code.

2
3 **17-7-806. Odenton Growth Management Advisory Committee.**

4
5 The Odenton Growth Management Area shall have an Advisory Committee appointed by
6 the County Executive, AS SET FORTH IN THE ODENTON TOWN CENTER MASTER PLAN, DATED
7 DECEMBER 2009. The duties of the Committee shall be to advise the Planning and Zoning
8 Officer on the implementation of the [Growth Management Area] ODENTON TOWN CENTER
9 MASTER Plan and on other matters as requested by the Planning and Zoning Officer or as
10 designated by law.

11
12 **17-7-808. Functional planning controls and design standards.**

13
14 (e) **Contribution to special community benefit district or special tax district.** A
15 requirement described in a functional planning control or design standard shall remain valid
16 and be enforced even if it permits a contribution to an Odenton Growth Management Area
17 [fund] SPECIAL COMMUNITY BENEFIT DISTRICT or special tax district as an alternative to
18 satisfying a requirement and the [fund] SPECIAL COMMUNITY BENEFIT DISTRICT or special
19 tax district has not been established.

20
21 **17-7-809. Alteration, reconstruction, expansion, and conversion of pre-existing**
22 **development.**

23
24 The alteration, reconstruction, expansion, or conversion of pre-existing development in
25 an Odenton Growth Management Area District shall be governed by the requirements for
26 pre-existing sites described in [Chapter V] CHAPTER 3 of the Odenton Town Center Master
27 Plan.

28
29 **17-7-810. Modifications.**

30
31 An owner may apply to the Office of Planning and Zoning for a [minor] modification
32 under the standard or optional method of development AS DESCRIBED IN CHAPTER 5 OF THE
33 ODENTON TOWN CENTER MASTER PLAN.

34
35 **17-7-811. Bonus Program.**

36
37 (A) **Creation and purpose.** THERE IS A BONUS PROGRAM FOR THE ODENTON GROWTH
38 MANAGEMENT AREA ADMINISTERED BY THE OFFICE OF PLANNING AND ZONING. THE
39 PURPOSE OF THE PROGRAM IS TO ACHIEVE A MIXTURE OF DESIRABLE LAND USES, QUALITY
40 DESIGN, AND PUBLIC AMENITIES THAT CREATE THE SENSE OF A UNIFIED COMMUNITY AND
41 AN ENHANCED QUALITY OF LIFE IN THE ODENTOWN GROWTH MANAGEMENT AREA.

42
43 (B) **When may be granted.** THE PLANNING AND ZONING OFFICER MAY GRANT
44 INCREASED FAR, HEIGHT, REDUCED OPEN AREAS, OR OTHER MODIFICATIONS TO THE
45 REQUIREMENTS OF THIS ARTICLE OR ARTICLE 18 OF THIS CODE WHEN AN APPLICANT
46 PROVES THAT AN EQUITABLE RELATIONSHIP EXISTS BETWEEN THE APPLICANT'S GAIN AND
47 THE PUBLIC BENEFIT WITHIN THE ODENTON GROWTH MANAGEMENT AREA.

48
49 **17-7-812. Application and criteria for Bonus Program.**

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56

(A) Application.

(1) AN APPLICATION FOR THE USE OF BONUSES SHALL BE MADE BY A PROPERTY OWNER OR DEVELOPMENT APPLICANT AND SHALL INCLUDE A DESCRIPTION OF THE PROPOSED PROJECT THAT REFLECTS EXCEPTIONAL DESIGN QUALITY, ARCHITECTURAL FEATURES, AND ENVIRONMENTAL SENSITIVITY. THE DESCRIPTION ALSO SHALL REFLECT LAND AND STREETSCAPING IMPROVEMENTS AND ENHANCEMENT OF OPEN SPACE THAT EXCEED THE STANDARDS SET FORTH IN THE ODENTON TOWN CENTER MASTER PLAN AND COUNTY LANDSCAPE MANUAL.

(2) THE APPLICANT SHALL REQUEST THE SPECIFIC BONUS REWARDS DESIRED AND MUST SPECIFY WHERE THE BONUS REWARDS WILL BE APPLIED.

(3) THE APPLICANT SHALL SUBMIT CALCULATIONS, DRAWINGS, PLANS, AND TEXTUAL DOCUMENTATION THAT SHOW HOW THE REQUIREMENTS OF EACH REQUESTED BONUS WILL BE MET.

(4) THE APPLICATION SHALL INCLUDE A STUDY SHOWING THE FEASIBILITY, NEED, AND BENEFIT TO THE COMMUNITY, AND A SITE DEVELOPMENT PLAN.

(B) Evaluation of application. THE OFFICE OF PLANNING AND ZONING SHALL EVALUATE THE APPLICATION BASED ON THE FOLLOWING CRITERIA:

- (1) CONSISTENCY WITH THE ODENTON TOWN CENTER MASTER PLAN;
- (2) PUBLIC ACCESS TO USES AND AMENITIES;
- (3) COMMUNITY BENEFIT;
- (4) CONSISTENCY WITH THE CURRENT COUNTY CAPITAL PROGRAM;
- (5) COMPATIBILITY AND QUALITY OF DESIGN;
- (6) PEDESTRIAN AND VEHICULAR ACCESS AND CIRCULATION; AND
- (7) ENVIRONMENTAL ENHANCEMENT AND MITIGATION.

(C) Proffers. PROFFERS TO BE CONSIDERED BY THE OFFICE OF PLANNING AND ZONING MAY INCLUDE:

- (1) TRANSPORTATION PROFFERS;
- (2) ENVIRONMENTAL PROFFERS;
- (3) ARCHITECTURAL PROFFERS;
- (4) STREETSCAPE AND URBAN DESIGN PROFFERS;
- (5) HISTORIC PRESERVATION PROFFERS; AND
- (6) OTHER PROFFERS.

(D) Bonus Rewards. BONUS REWARDS TO BE CONSIDERED MAY INCLUDE THE FOLLOWING:

1 (1) FLEXIBILITY MAY BE INCREASED WITH THE LAND USE MIX REQUIREMENTS AS
2 PRESENTED IN THE ODENTON TOWN CENTER MASTER PLAN.

3
4 (2) BUILDING HEIGHTS MAY BE INCREASED, SUBJECT TO THE FOLLOWING LIMITS:

5
6 (I) IN THE CORE SUB-AREA, THE MAXIMUM HEIGHT SHALL BE TEN STORIES;

7
8 (II) IN THE NORTH ODENTON, EAST ODENTON, FORT MEADE, AND INDUSTRIAL
9 SUB-AREAS, THE MAXIMUM HEIGHT SHALL BE FIVE STORIES;

10
11 (III) IN REGULATORY BLOCKS 18 AND 20, THE MAXIMUM HEIGHT SHALL BE FOUR
12 STORIES; AND

13
14 (IV) IN REGULATORY BLOCKS 19, 21, AND 22, THE MAXIMUM HEIGHT SHALL BE
15 FIVE STORIES.

16
17 (3) FAR'S MAY BE INCREASED, SUBJECT TO THE FOLLOWING LIMITS:

18
19 (I) IN AREAS WHERE THE MAXIMUM ALLOWABLE FAR IS 4.0, AS SHOWN IN THE
20 ODENTON TOWN CENTER MASTER PLAN, FAR SHALL NOT EXCEED 4.5;

21
22 (II) IN AREAS WHERE THE MAXIMUM ALLOWABLE FAR IS 2.0, AS SHOWN IN THE
23 ODENTON TOWN CENTER MASTER PLAN, FAR SHALL NOT EXCEED 2.25; AND

24
25 (III) IN AREAS WHERE THE MAXIMUM ALLOWABLE FAR IS 1.0, AS SHOWN IN THE
26 ODENTON TOWN CENTER MASTER PLAN, FAR SHALL NOT EXCEED 1.125.

27
28 (4) OPEN AREA REQUIREMENTS MAY BE DECREASED, SUBJECT TO THE FOLLOWING
29 LIMITS:

30
31 (I) REDUCTION IN OPEN AREA SHALL NOT EXCEED 30 PERCENT OF THE OPEN AREA
32 REQUIREMENTS IN THE ODENTON TOWN CENTER MASTER PLAN; AND

33
34 (II) DEVELOPMENTS SHALL MAINTAIN THE REQUIRED PERCENTAGE RATIO
35 BETWEEN ACTIVITY AREA AND GREEN AREA AS PROVIDED IN THE ODENTON TOWN CENTER
36 MASTER PLAN.

37
38
39
40 **ARTICLE 18 ZONING**

41
42 **TITLE 2. GENERAL PROVISIONS**

43
44 **18-2-103. Planning for future development.**

45
46 (a) **Guides.** The following documents shall be used as a guide in the future development
47 of land in and the location of public services and facilities by the County:

48
49 (3) the Odenton Town Center Master Plan dated [November, 2003] DECEMBER 2009,
50 as adopted by Bill No. [69-03] 90-09;

51 **TITLE 16. ADMINISTRATIVE HEARINGS**

52
53 **18-16-305. Variances**

1
2 (e) **Odenton Growth Management Area Districts.** In [an] THE Odenton Growth
3 Management [District] AREA, a variance may be granted from the provisions of this article
4 that are applicable to development under the standard method of development, except that a
5 developer who obtained a [minor] modification from the Office of Planning and Zoning may
6 not subsequently apply for a variance from the same provision.

7
8 SECTION 2. And be it further enacted, That the Odenton Town Center Master Plan for
9 Anne Arundel County, dated December 2009 is hereby amended as follows:

10
11 1. On page 9 of the Plan, in ‘Section 1.5 Goals’, after ‘Goal 7: Ensure accessibility of the
12 Town Center by those traveling on foot or by bike, car, bus, or train.’, insert:

13
14 ‘Goal 8: Expedite quality land use through flexible and timely development approvals
15 to support expanded growth associated with Fort George G. Meade.’

16 (Amendment No. 1)

17
18 2. On page 51 of the Plan, in ‘Section 5.2 Archaeological Resources’, in the second and
19 third lines of the first paragraph, delete ‘Figure 2-5 shows the locations of these areas along
20 the numerous streams within the OTC boundaries.’ and substitute ‘Figure 2-5 shows the
21 locations of high potential areas in which archaeological surveys may be required prior to
22 development. Many of these areas are located along the numerous streams within the OTC
23 boundaries.’

24 (Amendment No. 2)

25
26 3. On page 55 of the Plan, in ‘Section 1.1 OTC Plan Applicability’, delete the first
27 paragraph in its entirety and after the third paragraph, insert the following:

28
29 ‘Article 17, Subdivision and Development, of the Anne Arundel County Code governs the
30 development review and approval process in the County. ~~It also applies~~ Certain sections of
31 Article 17 also apply to development within the Odenton Town Center, unless certain
32 provisions of the Code are Specifically superseded by provisions in the OTC Plan, as noted
33 in this Plan or its enabling legislation. In cases of conflict between development
34 requirements in the Code and in the OTC Master Plan, the latter will govern.’

35 (Amendment Nos. 3 and 16)

36
37 4. On page 57 of the Plan, in ‘Section 1.3 Pre-Existing Development’, in the last line of
38 subsection (3) (c), delete ‘retailer’ and substitute ‘user’.

39 (Amendment No. 4)

40
41 5. On page 80 of the Plan, delete ‘Figure 3-8: Community Facility Map’ and substitute the
42 revised ‘Figure 3-8: Community Facilities Map’ attached as Exhibit A.

43 (Amendment No. 5)

44 6. On page 84 of the Plan, in ‘Section 3.4 Historic Preservation - Intent’, in the last line of
45 the second paragraph, delete ‘structures designated as historic resources’ and substitute
46 ‘OTC Historic District as well as some historic resources located outside the District

1 boundary’; and under ‘Requirements’ in the first line of the paragraph delete ‘and its

2 contributing historic resources’

3 (Amendment No. 6)

4

5 7. On page 85 of the Plan, delete ‘Figure 3-11: Historic District Functional Plan’ and

6 substitute the revised ‘Figure 3-11: Historic District Functional Plan’ attached as Exhibit B

7 and in the revised Figure 3-11, delete the “Dorsey House” designation and substitute

8 “Disney House”.

9 (Amendment Nos. 7 and 18)

10

11 8. On page 89 of the Plan, in ‘Figure 3-12: Priority Transportation Project List’, renumber

12 row ‘17’ to be row ‘11’, and renumber rows “11’, ‘12’, ‘13’, ‘14’, ‘15’, and ‘16’, to be rows

13 ‘12’, ‘13’, ‘14’, ‘15’, 16’, and ‘17’, respectively.

14 (Amendment No. 8)

15

16 9. On page 99 of the Plan, in ‘Section 4.6 Corridor Access Management’, in the paragraph

17 under ‘Requirements’, delete ‘Access to sites along these corridors shall be managed as

18 follows. Left hand turning movements that cross opposing lanes will be restricted to

19 signalized intersections. Median cuts in existing medians and planned median strips will be

20 limited to those needed for safety and for mid block u-turns, where approved, to increase

21 road capacity. Curb cuts for right-in, right-out movements will be restricted.’ And substitute

22 ‘Where access to and from State-maintained roadways is involved, comments and concerns

23 provided by the Maryland State Highway Administration shall govern the requirements for

24 this section. Left-hand turning movements that cross opposing lanes should only be

25 considered if studies can adequately demonstrate that full access can be achieved without

26 compromising safety of the motorists and pedestrians or capacity of the roadway below an

27 acceptable level of service. Median cuts in existing and planned medians should be limited

28 to those needed for safety, access, and mid-block u-turns, where approved, to increase road

29 capacity. Curb cuts for right-in, right-out movements should be limited.’

30 (Amendment No. 9)

31

32 10. On page 176 of the Plan, in ‘Section 1.2 Plan Oversight’, in the sixth line of the fifth

33 bullet, delete ‘should’ and substitute ‘shall’ and delete ‘six’ and substitute ‘three’; in

34 paragraph (3)(a), in the first line, after ‘OTC Growth Management Report – The Plan’, delete

35 ‘recommends’ and substitute ‘requires’.

36 (Amendment No. 10)

37

38 11. On page 177 of the Plan, in ‘Section 1.2 Plan Oversight’, in subsection (3)(b)(iii),

39 after the sixth bullet, insert:

- 40
- 41 ‘ * Sewer and Water
- 42 * Stormwater Management
- 43 * BRAC-Related Projects’

44 (Amendment No. 11)

45

46 12. On page 178 of the Plan, in ‘Section 2.0 ‘Development Approval Process’, in the first

47 line, before ‘The Master Plan allows for’, insert ‘The Odenton Town Center Master Plan

1 encourages quality development while expediting the development approval process.’; in the
2 last line, after ‘will govern.’, insert ‘For development projects within the Odenton Town
3 Center, all required public notice and community meetings may, at the option of the
4 developer, be conducted in conjunction with the Odenton Town Center Oversight Committee
5 monthly public meetings.’

6 (Amendment No. 12)

7
8 13. On page 179 of the Plan, delete ‘Figure 5-1: Development Approval Process for
9 Projects in the Odenton Town Center’ and substitute the revised ‘Figure 5-1: Development
10 Approval Process for Projects in the Odenton Town Center ’ attached as Exhibit C.

11 (Amendment No. 13)

12
13 14. On page 153 of the Plan, in ‘Section 8.2 Specific Signage Types’, in subsection
14 (20)(c)(ii) after “250”, strike ‘square’.

15 (Amendment No. 14)

16
17 15. In the Plan, on the second page of the ‘Glossary’, under ‘Floor-to-Area- Ratio (FAR), in
18 line 5 of the ‘Example’, after ‘50 percent of the’ insert ‘site’.

19 (Amendment No. 15)

20 16. On page 55 of the Plan, in ‘Section 1.2 New Development’, in the second sentence of
21 paragraph (1), after ‘as described in’ insert “Chapter 5 of the OTC Master Plan and
22 applicable elements of”.

23 (Amendment No. 17)

24
25 SECTION 2- ~~3~~. 4. And be it further enacted, That the Odenton Town Center Master Plan
26 for Anne Arundel County, dated December 2009, as amended by this Ordinance, is hereby
27 adopted and incorporated herein by reference as if fully set forth.

28
29 SECTION 3- ~~4~~. 4. And be it further enacted, That a certified copy of the Odenton Town
30 Center Master Plan for Anne Arundel County and maps, dated December 2009, as amended
31 by this Ordinance, and prepared by the Office of Planning and Zoning, shall be permanently
32 kept on file in the office of the Administrative Officer to the County Council, and a certified
33 copy of same shall be permanently kept on file in the Office of Planning and Zoning.

34
35 SECTION 4- ~~5~~. 5. And be it further enacted, That this Ordinance shall take effect 45 days
36 from the date it becomes law.

AMENDMENTS ADOPTED: February 16 and March 1, 2010

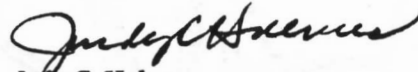
READ AND PASSED this 15th day of March, 2010

By Order:



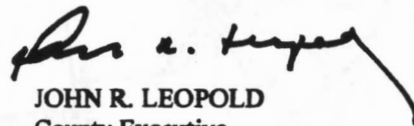
Judy C. Holmes
Administrative Officer

PRESENTED to the County Executive for his approval this 16th day of March, 2010



Judy C. Holmes
Administrative Officer

APPROVED AND ENACTED this 18th day of March, 2010



JOHN R. LEOPOLD
County Executive

EFFECTIVE DATE: May 2, 2010

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF BILL NO. 90-09, THE ORIGINAL OF WHICH IS RETAINED IN THE FILES OF THE COUNTY COUNCIL.



Judy C. Holmes
Administrative Officer