

# **Odenton Town Center 2016 Annual Report**

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Office of Planning and Zoning  
Anne Arundel County

Prepared by:

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# I. Introduction

This annual report provides a summary and status update on development activity, public infrastructure and capital projects, adequate public facilities monitoring, and other priority projects in the Odenton Town Center. The report serves as a mechanism for tracking development progress and also as a tool for identifying future needs as well as recommended actions by both the County and the private sector.

# II. Development Activity

Tables 1 through 3 present data on the number of building permits, grading permits, and occupancy permits issued in the Odenton Town Center from July 2014 through June 2016. Table 4 lists development projects that have completed construction since 2013 and Table 5 provides the current status of ongoing development projects in the Town Center. Figure 1 identifies these projects on a map. Table 6 lists the development proffers as part of the bonus program.

**Table 1: Building Permits Issued (July 1, 2014 - June 30, 2016)**

	Type of Building	Permits Issued
Additions	Mercantile/Retail store (High’s Convenience Store, Lucky’s Superette)	2
	Residential swimming pool (Flats 170, 456 Oakton Road)	2
	Sign	23
	Storage/warehouse	20
New Construction	Amusement and Recreation building (Berger Square, West 32)	2
	Apartment (Berger Square - 48, West 32 - 212)	260
	Apartment common area (Berger Square - 1, West 32 - 4)	5
	Commercial swimming pool (West 32)	1
	Mercantile/Retail store (High’s Convenience Store)	1
	Office building (Berger Square)	1
	Public parking garage (Berger Square)	1
	Restaurant/Assembly (The All American Steakhouse & Sports Theater)	1
	Sign	5
	Storage/Warehouse	5
	Structure other than building - Commercial (Town Center Commons)	2
	Townhouse - (Town Center Commons)	14

**Table 2: Grading Permits Issued (July 1, 2014 - June 30, 2016)**

Permit Number	Development Type	Project Name
G02015949	Single Family	360 Baltimore Avenue
G02016508	Residential	Center Street
G02016322	Infrastructure	BGE
G02016441	Commercial	BGE
G02016050	Infrastructure	Bonaventure North
G02015615	Commercial	West 32
G02007243	Commercial	People’s Community Health Center
G02012055	Commercial	High’s Convenience Store
G02012432	Commercial	Berger Square

G02016316	Residential	Robert Smith LLC
G02012900	Commercial	Meade Center
G02006736	Mass Commercial	Seven Oaks Shopping Center

**Table 3: Occupancy Permits Issued (July 1, 2014 - June 30, 2016)**

Project Name	Use Description	Number of Occupancy Permits Issued
The All American Steakhouse & Sports Theater	Restaurant/Assembly	1
West 32	Apartment	212
West 32	Amusement and Recreation Building	1
West 32	Storage/Warehouse	4
High's Convenience Store	Mercantile/Retail Store	1
High's Convenience Store	Storage/Warehouse	1
Novus Odenton	Apartment	244
Novus Odenton	Amusement and Recreation Building	2
Novus Odenton	Office Building	1
Novus Odenton	Public Parking Garage	1
Town Center Commons	Condominium	14
Town Center Commons	Townhouse	14

**Table 4: Completed Development Projects in the Odenton Town Center (since 2013)**

Project Name & Project No.	Location	Description	Built Sq. Footage	Year Completed	Notes
Berger Square C2006-0077-02-NC	Berger St./ MD 175	44 workforce housing apartment units	26,400 s.f.	2016	Operating
High's Dairy C2012-0059	1624 Annapolis Rd.	Gas station, car wash, and convenience store with outdoor dining area.	3,500 s.f.	2016	Operating
West 32/Broadstone at Odenton S2010-074 P2010-0176	322 Baldwin Rd.	212 apartment units and a club house/ health club retail component	218,180 s.f.	2016	Approximately 50% leased. Fitness center will be available to the public (fee tbd) in 2016.
Greater Baltimore Counseling Center C2015-0026	1363 Becknel Ave.	Professional office	2,240 s.f.	2015	Operating
Novus Odenton S2008-022 P2008-0049	315 Nevada Ave.	244 apartments and 10,000 s.f. of retail	217,000 s.f.	2015	Approximately 50% leased. 5,000 s.f. fitness center will be available to public (fee tbd) in 2016.

Project Name & Project No.	Location	Description	Built Sq. Footage	Year Completed	Notes
Town Center Commons C2006-0031	MD 175 and Town Center Blvd.	104 townhome units, 24 townhomes with live/work units	304,000 s.f.	2015	Operating
Flats 170 (Academy Yards - Phase 1) S1987-449 C2010-0094	8313 Telegraph Rd.	471 apartment units	740,000 s.f.	2013	Operating

Table 5: Odenton Town Center Development Projects in the Pipeline

Project Name and Subdivision #	Location	Project Description	Building Square Footage	Development Review Phase	Modifications Granted	Comments
14010 Annapolis Rd. C2016-0040 00 PP	1410 Annapolis Rd.	Office and retail space including a restaurant with outdoor seating.	5,083 sf	PP review due 10/3/16.	-	-
1572,LLC & 1566,LLC c/o Gardner Center, LLC C2013-0080 00 NC	1572-1566 Annapolis Rd.	Retail building fronting on MD 175, car wash/retail building in the rear, and a fast food restaurant	Retail building 23,100 sf; car wash building 3,500 sf; restaurant 1,077 sf	SDP approved (6/8/16).	13478: Land use mix, front setbacks, clearing below threshold, and landscape buffer.	-
Academy, Lots 2-22, Block 8 S2015-021 P2016-0093 00 NS	Pine St.	Remove existing house and construct 15 townhomes	TBD	NS comments due 10/21/16.	-	-
Academy, Lots 53-55, Blk. 12 C2014-0016 00 NC P2015-0061 00 NS	Winnmeyer Ave.	Re-subdivision of three lots into two lots for new single family homes	TBD	SDP approved (11/12/15).	13656: Open space and recreation, Road frontage, Parking design and lanes, Width of drive aisles.	-
Academy Yard (Nevamar Properties) S1987-449 C2010-0094 00 NC	Telegraph Rd. north of MD 175/ MD 170 intersection	54-acre mixed use project; Phase I: 369 apartment units on 18.5 acres	442,124 sf	Phase I (Flats 170) Final Plan and Plat approved.	Wetland and stream buffer disturbance, steep slopes and buffers, and landscape manual.	Phase I apartments are constructed and occupied. A development application has not been submitted for the Phase 2 commercial development. The developer is seeking a major grocery retailer to locate in the development before submitting next phase.

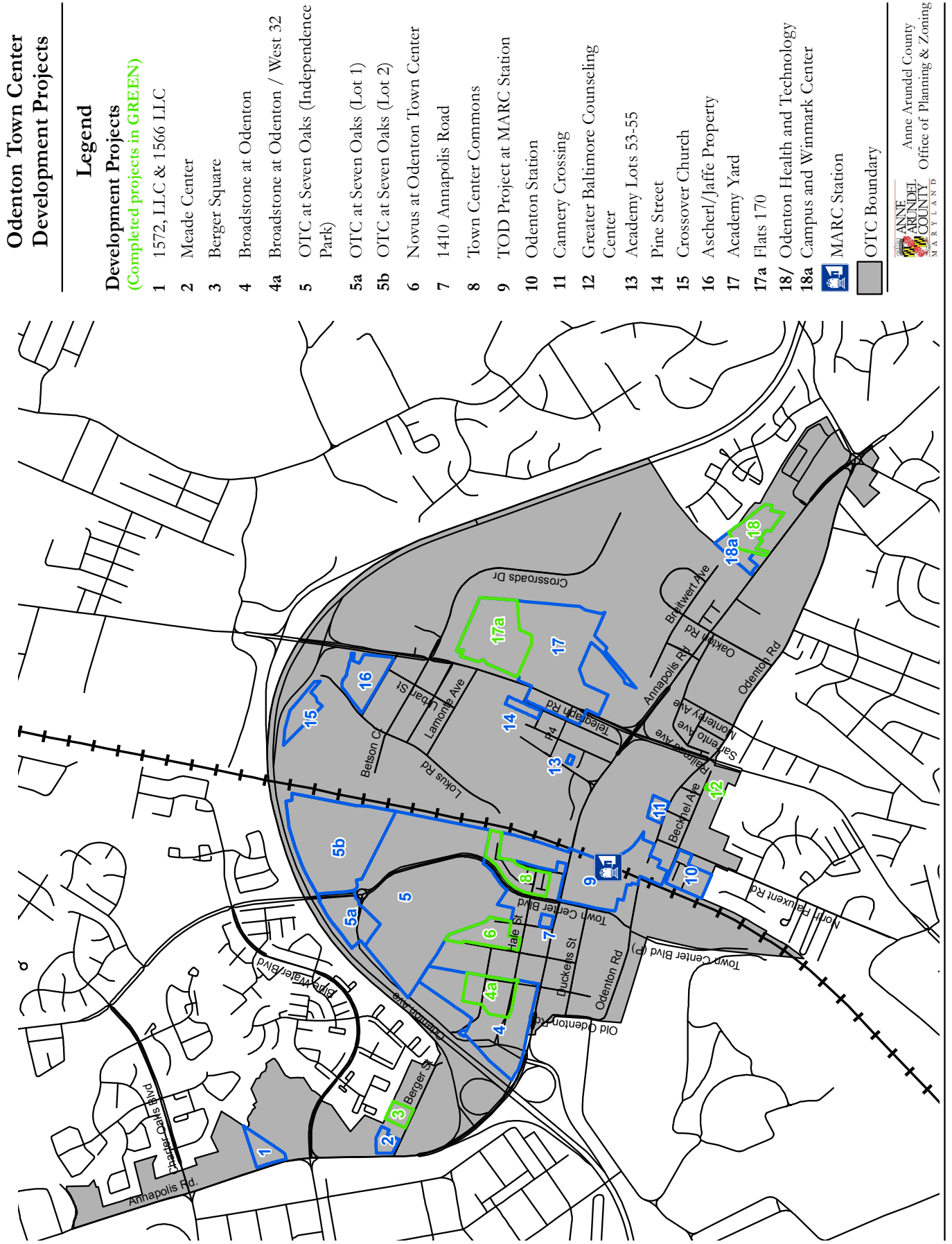
Project Name and Subdivision #	Location	Project Description	Building Square Footage	Development Review Phase	Modifications Granted	Comments
Ascherl/Jaffe Property C2007-0010 01 NC P2004-0024 00 OP	North side of Mayfield Rd.	Industrial and retail buildings	TBD	SDP approved (10/5/2011).	14480: time extension to 1/1/17	Project remains active, but no recent activity.
Cannery Crossing S2015-017 P2015-0048 00 NS	1380 Odenton Rd.	5 lot single-family subdivision, 4 new homes and retain existing home	TBD	Final plan approved (6/22/16).	14105: road improvements, open space/rec. area.	Located in Odenton Historic District.
Crossover Church C2016-0013 00 PP	8262 Lokus Rd.	Proposed addition for Sunday school classrooms and office space.	7,285 sf addition	Preliminary Plan approved (7/22/16).	14630: skip SDP.	Crossover Church recently acquired property as an east campus to their headquarters in Hyattsville.
Meade Center C2007-0057 01 NC	MD 175 in North Odenton, opposite Ft. Meade	Mixed use project with retail, office, and a free-standing restaurant	75,000 sf	Site Plan conditional approval (3/20/14).	13314, 13674 – Parking, public use, landscaping, forest conservation, Phasing plan.	Phase 1 – All American Steakhouse is complete. Issue with SHA regarding ROW ownership needs to be resolved to locate utility easements.
Odenton Station S2012-027 P2012-0081 00 NF	South west corner of North Patuxent Rd. and Becknel Ave.	48 townhomes, 3 new single family homes and one existing single family home; 2,500 sq. ft. of office	Site Area - 5.68 Acres	Final Plan approved (2/4/2015). Plat recorded.	13988: Remove two specimen trees; OTCMP road and streetscape standards; reduced drive aisle width; forest conservation easement width; reduced landscape buffer width.	Live/work units will be used to fill the retail use requirement. Administrative approval of the Sketch Plan was appealed in 2013; final decision from the BOA upheld OPZ approval. The Circuit Court has affirmed the decision of the Board of Appeals granting the sketch approval and modifications. The Circuit Court decision is under appeal.
Odenton Town Center at Seven Oaks S1985-330 P2009-0088 00 NF/NS	South of MD 32 and West of Amtrak rail line	Extension of Town Center Boulevard and subdivision of five bulk parcels to be developed with office, retail and residential uses	TBD	Plat recorded (12/9/15).	F09-007: Removal of specimen trees, wetland and buffer disturbance, flood plain disturbance.	Current project includes extension of Town Center Boulevard, scheduled for completion in 2016. 1449 Edu's were reserved as part of the DRRRA.

Project Name and Subdivision #	Location	Project Description	Building Square Footage	Development Review Phase	Modifications Granted	Comments
Odenton Town Center at Seven Oaks (P. 126, Lot 1) S85-330 C2007-0046 00 NC P2007-0090 01 NF	Southwest quadrant of Town Center Blvd. and MD 32	Seven-story parking garage with two six-story office buildings.	292,000 sf	SDP approved (5/14/2008).	-	Project is on hold pending completion of the extension of Town Center Boulevard. Right of way has been dedicated by Record Plat.
Odenton Town Center at Seven Oaks, Lot 2 S85-330 P15-0089 00 NS	South of MD 32 and West of Amtrak rail line	198 townhomes, 300 unit six story apartment building.	915,000 sf	Sketch plan approved (1/27/16).	14318: Land Use Mix requirements and Wetlands approved 1/27/16.	Sketch Plan revised due to lack of market for new office development at this location. Revised Sketch Plan proposes a land use mix of 33% Retail and 67% Residential. OOL has determined that APF must be tested and vested for the proposed development and that school vesting in the CORE may not transfer unless the DRRRA is amended.
Robert Smith Property LLC C2015-0008 00 PP	1884 Bucklina Ave.	Site plan to resolve existing code violation and to construct employee parking lot for a commercial bus service.	N/A	Preliminary Plan approved (6/5/15).	13955A: Landscape buffer, parking along frontage (approved 8/19/15).	Existing gravel parking area will be paved and improved with landscaping.
TOD Project at MARC Station	MARC North, West and East parking lots; DPW Maintenance Yard	24-acre development with residential and retail uses and parking garages to provide parking for MARC commuters and new development.	TBD	Concept planning.	-	The developer, State and County have signed a Memorandum of Understanding (MOU) for the development of this project. The County has completed a garage location, impact, and funding study. Funding strategies will involve both the capital cost of construction along with the ongoing operating costs. Project team is developing financing strategies prior to finalization of Master Development Agreement.



Project Name and Subdivision #	Location	Project Description	Building Square Footage	Development Review Phase	Modifications Granted	Comments
Odenton Health and Technology Campus and Winmark Center S11999-039 C2008-0009 02 NC P2008-0034 00 NF	MD 175 across from Odenton Shopping Center	4-story office building.	64,000 sf	SDP approved (8/17/11).	13575, 14153, 14724: Forest Conservation Requirements, wetland and buffer disturbance, steep slope disturbance, specimen tree removal, road improvements, time extension.	Office space is currently on the market. Construction is on hold pending tenant leasing. Site Development Plan time extension has been granted until 5/4/17.

Figure 1: Odenton Town Center Development Projects



**Table 6: Development proffers (since 2013)**

<b>Project Name</b>	<b>Date</b>	<b>Requirement Seeking Relief From</b>	<b>Proffer</b>	<b>Bonus</b>
Town Center Commons C2006-0031	2014	Residential uses on street level	Construct four patios, a public plaza, and use native plantings.	Allow residential uses at street level for 8 town-homes on Lot 2. Additional 14 units will be live/work.
Odenton Station S2012-027 P2012-0081	2013	Residential Mix land use category - residential use capped at 80%	Construct a pedestrian plaza, art installation, park benches, a vehicular connection to the train station, off-site hiker/biker improvements, and use native plantings.	Allow 98% residential and 2% office.

### III. APF Monitoring

#### Adequacy of Road Infrastructure

The Odenton Transportation Study completed in 2010 forecasted future traffic volumes and traffic patterns based on existing and future land uses, developed standards for roadway design elements, and identified capital improvement project needs in the Town Center area. The study recommended Transportation Systems Management (strategies that aim to reduce GHG emissions by reducing congestion, primarily by improving transportation system capacity and efficiency); traffic control (new traffic signals are recommended as conditions warrant); upgraded roadways (ex. Grid Streets project); access management/wayfinding strategies; pedestrian, bicycle, and transit access; and Transportation Demand Management (strategies aimed at reducing the demand for roadway travel, particularly in single occupancy vehicles).

The Odenton Grid Streets project follows up on the 2010 Odenton Transportation Study by studying existing and projected traffic congestion, access control, safety, and mobility for vehicles, bicyclists, pedestrians, and transit users in the Core area for the streets listed below.

- Hale Street from Town Center Boulevard to Baldwin Road
- Nevada Avenue from Berger Street Duckens Street
- Duckens Street from Nevada Avenue to Town Center Boulevard
- Dare Street from MD 175 to Hale Street

The study began by analyzing the traffic conditions of the following intersections:

- MD 175 at Town Center Boulevard, Dare Street, Nevada Avenue, and Baldwin Road
- Duckens Street at Town Center Boulevard, Nevada Avenue, and Baldwin Road
- Hale Street at Town Center Boulevard, Dare Street, Nevada Avenue, and Baldwin Road

The results of the existing conditions traffic analysis indicate that each of the intersections operate with acceptable level of service (LOS) D or better during the AM and PM peak hours, with the exception of the intersections of MD 175 at Baldwin Road and MD 175 at Nevada Avenue. The northbound approaches at these intersections each operate at LOS F during the PM peak hour.

Trips generated from the approved but unbuilt developments, potential developments, and regional growth (1.5% growth) were combined with the 2015 AM and PM peak hour vehicle volumes to create the unconstrained 2040 traffic demand volumes. The results indicate the intersections at MD 175/Town Center Boulevard (AM and PM Peak Hour), MD 175/Baldwin Road (PM Peak Hour), MD 175/Nevada Avenue (PM Peak Hour), Nevada Avenue/Duckens Street (northbound PM Peak Hour), and Town Center Boulevard/Duckens Street (eastbound PM Peak Hour) would have a failing LOS.

Based on the traffic analysis, the consultant has prepared preliminary schematic designs of the Grid Streets. Final contract documents will be prepared based on the improvements recommended and ultimately approved by the County.

#### Adequacy of Schools

The current projections for schools that serve portions of the Odenton Town Center, based on the 2016 Educational Facilities Master Plan, are shown in Table 7.

**Table 7: Present and Projected Student Enrollment\***

School	State Capacity	Actual 2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Meade High	2,463	2,051	2,113	2,067	2,112	2,112	2,179	2,274	2,493	2,637	2,760	2,841
MacArthur Middle	1,388	1,046	1,001	1,147	1,293	1,443	1,499	1,569	1,577	1,574	1,555	1,552
Manor View Elem.	529	309	315	329	336	343	334	330	328	326	328	330
Pershing Hill Elem.	710	649	682	701	713	723	736	734	732	731	728	730
Seven Oaks Elem.	655	685	715	718	718	720	717	717	718	716	714	710
Arundel High	2,039	2,043	2,075	2,059	2,118	2,215	2,284	2,336	2,374	2,436	2,510	2,524
Arundel Middle	1,071	980	998	1,066	1,121	1,154	1,177	1,233	1,238	1,220	1,192	1,203
Odenton Elem.	678	442	487	496	513	526	523	529	530	528	525	526
Piney Orchard Elem.	684	675	661	670	672	678	676	671	671	668	667	664
Waugh Chapel Elem.	565	575	584	594	602	619	625	622	624	620	619	614
Old Mill High	2,440	2,125	2,214	2,250	2,363	2,439	2,498	2,593	2,667	2,755	2,791	2,822
Old Mill Middle South	1,072	842	850	890	937	953	1,012	1,003	1,003	962	941	954
Ridgeway Elem.	636	599	591	589	573	566	530	532	532	533	532	532

\*Educational Facilities Master Plan, July 2016, Anne Arundel County Public Schools

Table 8 indicates the status of the public schools in the feeder systems serving the OTC, based on the school utilization chart adopted in December 2015 (Bill No. 94-15).

**Table 8: School Utilization Chart (effective January 31, 2016)**

School	Open/Closed	School	Open/Closed
Arundel High	Closed	Meade High	Open
Old Mill High	Open	Arundel Middle	Closed
Old Mill Middle South	Open	MacArthur Middle	Open
Manor View Elem.	Open	Odenton Elem.	Closed
Pershing Hill Elem.	Open	Piney Orchard Elem.	Open
Ridgeway Elem.	Open	Seven Oaks Elem.	Closed
Waugh Chapel Elem.	Closed		

### Adequacy of Sewer Infrastructure

The summary of the most current sewer allocation report for the Patuxent SSA is shown in Table 9. The report indicates the current capacity available for allotment, the capacity allocated as of February 2016, the projected capacity needs for development projects under review but not yet approved, and the resulting remaining capacity.

**Table 9: Sewer Allocation Report - Patuxent Sewer Service Area (February 2, 2016)**

	<b>Current</b>	<b>2020 (projected)</b>	<b>2025 (projected)</b>
Safe Capacity (GPD)	7,500,000	10,500,000	10,500,000
Flow (GPD)	5,628,000	7,040,000	7,630,000
Capacity Available for Allotment (GPD)	1,872,000	3,460,000	2,870,000

<b>Capacity available for Allotment (GPD)</b>	<b>Allocated as of 2/2/16 (GPD)</b>	<b>Available Capacity (GPD)</b>	<b>Active Projects under Review (GPD)</b>	<b>Resulting Capacity (GPD)</b>	<b>Potential Projects (GPD)</b>
1,872,000	1,467,250	374,750	205,750	169,000	1,842,000

## IV. Capital Projects and Public Infrastructure

Development of the Odenton Town Center involves capital projects needed to provide critical transportation, utility, and recreational infrastructure. Such projects are typically funded by County funds allocated in the Capital Budget and Program, by Federal and State grant funds that generally require matching funds from the receiving local government, through public-private partnerships between the County and/or State and private development interests, and/or by private developers.

### Capital Improvement Program

Table 10 lists projects in or impacting the Town Center that are included in the County's FY 2017 Capital Budget and Program.

**Table 10: FY 2017 County Capital Budget Allocations for the Town Center**

<b>Project Number</b>	<b>Project Name and Description</b>	<b>Project Total</b>	<b>Prior Approval</b>	<b>Budget FY 2017</b>	<b>Budget FY 2018 - 2022</b>
<b>Projects within the OTC</b>					
C565500	Odenton MARC TOD: All surface parking spaces fronting the train platform would be placed in a parking structure. Structure would be a shared use facility. Phase 1 would be creation of temporary use parking spaces to provide continuous use during construction. Phase 2A would be comprised of a mix of private residential units and commercial.	\$19,100,000	\$19,100,000	\$0	\$0
H563800	Odenton Grid Streets: this project is to design, acquire ROW, and construct roadways, pedestrian and bicycle facilities, and streetscape improvements to grid streets within the OTC. Roadway improvements to portions of Hale St, Nevada Ave, Duckens St., and Dare St. are included.	\$12,645,000	\$463,000	\$8,986,000	\$3,196,000
L479600	Design and construct teen area for Odenton Library.	\$3,668,950	\$1,418,950	\$500,000	\$1,750,000

<b>Project Number</b>	<b>Project Name and Description</b>	<b>Project Total</b>	<b>Prior Approval</b>	<b>Budget FY 2017</b>	<b>Budget FY 2018 - 2022</b>
S805900	This contract is for the construction and inspection of Severn Run SPS upgrades, including expansion of wet well, provisions for storage, wet well cleaning and access.	\$13,857,000	\$13,657,000	\$200,000	\$0
W801600	This contract consists of the design, environmental assessment, ROW acquisition, and construction of approximately 22,000 l.f. of 24" water main from MD 175, along MD Route 32 towards Maryland City (MD 198).	\$14,448,800	\$8,549,800	\$0	\$5,899,000
<b>Projects outside of but contributing to the OTC</b>					
C423800	The Tipton Airport project provides for the acquisition, conversion and development of a civil airport at the former Tipton Army Airfield at Fort Meade and consists of contracts required to upgrade and bring into compliance the facilities to meet flight safety and code regulations.	\$3,361,679	\$3,361,679	\$0	\$0
H371200	Town Center Boulevard to Reece Road: this project creates a 0.42 mile link from Reece Road to Town Center Boulevard constructed through the Ft. Meade Enhanced Use Lease. The link is one of two connections needed to complete a new road linking Fort Meade at Reece Road with the MARC train station at Annapolis Road. The Seven Oaks community will have more direct access to the MARC Station and the Odenton Town Center.	\$245,000	\$245,000	\$0	\$0
H478800	The project will provide sidewalk, curb and gutter, storm drain, and roadway improvements along Monterey Avenue between Odenton Road and June Drive.	\$1,302,000	\$0	\$203,000	\$1,099,000
H539800	The purpose of this project is to construct improvements to MD198 from MD295 to MD32 to provide increased capacity to accommodate forecast growth in traffic. Travel demand along MD198 will increase due to increases in population and employment in and around Fort Meade, Russett and Odenton.	\$3,900,000	\$3,900,000	\$0	\$0
P372000	South Shore Trail: this project will design and construct a paved multi-use trail along the abandoned WB&A rail line between Annapolis and Odenton. Trail will be a component of the East Coast Greenway and American Discovery Trail. The project will be constructed in five phases.	\$17,839,000	\$10,686,000	\$595,000	\$6,558,000



Project Number	Project Name and Description	Project Total	Prior Approval	Budget FY 2017	Budget FY 2018 - 2022
P393600	WB&A Trail: this project will design and construct a paved multi-use trail along the abandoned WB&A rail line south of Odenton. The project will link the South Shore Trail in Odenton with the Patuxent River and an existing rail trail in Prince George's County. The project will be constructed in five phases.	\$13,834,000	\$6,514,000	\$0	\$7,320,000
S806500	Patuxent WRF Expansion: Design, land acquisition and construction of an expansion of the Patuxent WRF to a capacity of 10.5 MGD. The project will include the addition of a new process train including tankage, process units, modifications to existing facilities, upgrade of the headworks and all other necessary work for the facility's expansion.	\$63,704,000	\$63,274,000	\$430,000	\$0

### State Highway Administration Capital Projects

The Maryland State Highway Administration has studied the MD 175 corridor from MD 295 to MD 170 and improvements are underway. Several segments are currently under construction and others are in the design phase. Improvements include road widening, addition of bicycle and pedestrian facilities, and intersection improvements. In addition to MD 175 improvements, SHA is widening and providing bicycle and pedestrian facilities on MD 198. Table 11 outlines the current and future SHA projects in or in the surrounding area of the OTC.

**Table 11: SHA Capital Projects (9/16/2016)**

Project #	Name	Description	Total Cost	Status
AA436_23	MD 175, Annapolis Road (National Business Parkway to McCarron Court)	Widen MD 175 from National Business Parkway to McCarron Court from two lanes to six lanes and reconfigure ramps at the MD 295 interchange to create signalized left turns at MD 175.	\$111,389,000.00	Engineering and Right-of-way underway.
AA510_11	MD 198, Laurel Fort Meade Road (West of MD 295 to MD 32)	The purpose of the project is to improve existing capacity, traffic operations, as well as vehicular and pedestrian safety along MD 198, while supporting existing and planned development in the area. Bicycle and pedestrian access will be provided where appropriate. (BRAC Related)	\$5,500,000.00	Engineering underway.
AA436_24	MD 175, Annapolis Road (West of Reece Road to East of Disney Road)	Widen MD 175 from Disney Road to Reece Road, from the existing two lane roadway to a six lane roadway (1.1 miles). Bicycle and pedestrian facilities will be provided.	\$45,680,000.00	Engineering underway.
AA580_56	MD 175, Annapolis Road (Reece Road and Mapes Road/Charter Oaks Boulevard)	Construct intersection capacity improvements at Mapes Road/Charter Oaks Boulevard and Reece Road (0.6 miles). (BRAC intersection improvement) This project includes construction of a new security fence and tree buffer along Fort Meade's property.	\$18,917,000.00	Right-of-way and construction underway.



Project #	Name	Description	Total Cost	Status
AA436_21	MD 175, Annapolis Road (MD 295 to MD 170)	The purpose of the MD 175 project is to improve the existing capacity, traffic operations, intermodal connectivity, and vehicular and pedestrian safety of MD 175, while supporting existing and planned development in the area. In addition, this project will serve to accommodate future transportation needs in and around Fort Meade, and it will improve connectivity between Odenton and MD 295.	\$7,663,000.00	Engineering underway.
AA436_25	MD 175, Annapolis Road (Mapes Road to MD 32)	Converting the existing four lane roadway to a six-lane highway. The new roadway will include a raised median, sidewalk and shared-use path.	\$1,176,000.00	Engineering underway (2019).
AA510_22	MD 198, Laurel Fort Meade Road (Russet Green East to MD 295 NB Ramp - Phase 1)	The purpose of this project is to increase roadway capacity and improve intersection operations at the MD 198 at Baltimore-Washington Parkway interchange. Proposed improvements include widening MD 198 to provide on-road bicycle lanes, widening the ramps to and from southbound Baltimore-Washington Parkway to provide a second ramp lane, and providing a sidewalk along eastbound MD 198 and a shared-use path along westbound MD 198.	-	Engineering underway.

## V. Population and Employment Forecasts

Table 12 presents the population and employment forecasts to 2040. The data was obtained using apportioned Transportation Analysis Zones (TAZ). The County develops populations and employment forecasts on a regular basis. These forecasts are used by the Baltimore Metropolitan Council (BMC) for a variety of uses.

**Table 12: OTC Population and Employment Forecast by Transportation Analysis Zones**

Year	Population	Employment
2015	2,667	3,865
2020	3,118	4,352
2025	3,526	4,887
2030	3,921	5,307
2035	4,295	5,779
2040	4,657	6,318

## VI. Planning Initiatives

### Transportation Facility Planning - Odenton MARC Garage Study

In September of 2013 Anne Arundel County issued a Request For Proposals for consultants to investigate the potential of a 1,200–1,700 space commuter parking garage to service MARC commuters. The study analyzed three sites - the East MARC Lot, the Odenton Regional Library Lot, and the County Public Works Maintenance Lot. The project team held a series of charrettes to review existing conditions and discuss garage layout options, environmental and traffic impacts, and construction and operational cost estimates. Table 13 outlines the key findings from the

report. Due to varying costs and benefits of each option, a preferred alternative was not identified.

**Table 13: MARC Garage Study Summary**

	<b>East Lot</b>	<b>Library Lot</b>	<b>County Maintenance Yard</b>
<b>Acreage</b>	6.4	9.96	2.92
<b>Usable acreage</b>	3.61	2.28	2.16
<b>Garage spaces</b>	800	1,775	1,300
<b>Garage stories</b>	4	7	5
<b>Total Project Cost</b>	\$18,663,670.62	\$30,961,138.55	\$42,931,251.40
<b>Cost per space</b>	\$24,855.82	\$18,584.02	\$33,024.04
<b>Operations</b>	\$278,845	\$384,801	\$420,120

## **Odenton Grid Streets Study**

The project intent is to design improvements to selected streets within the OTC to comply with the OTC Master Plan. The primary objective of this project is to examine alternatives for design improvements to selected grid streets within the Odenton Town Center, and to design the selected alternative. The OTC streets (including the full intersections with the initiating and terminating streets) included in this scope of work are: Hale Street from Town Center Boulevard to Baldwin Road, Nevada Avenue from Berger Street Duckens Street, Duckens Street from Nevada Avenue to Town Center Boulevard, and Dare Street from MD 175 to Hale Street.

The street network will provide users multi-modal access and mobility choices to existing and future land uses within the Town Center which will include increased and wider pedestrian amenities, bicycle facilities, and improved access to transit options. The goals of the project are to identify strategies to capitalize on access to regional public transit, improve access control, improve safety and mobility for bicyclists and pedestrians, accommodate potential growth in population and employment, improve aesthetics and functionality of the commercial corridor, and expedite quality land use through flexible and timely development approvals.

The consultant has completed the existing conditions and travel demand forecasting element of the study and is currently receiving input from project partners on the transportation analysis and schematic design. The Design Development phase will begin once schematic design is complete.

## **Public Common Concept Plan**

Anne Arundel County has partnered with the University of Maryland’s Partnership for Action Learning in Sustainability (PALS) program to develop a public common concept plan. Students in the Landscape Architecture Department will develop a concept plan for a set of parcels located along Nevada Avenue in the Core area. The course will begin in October 2016 and conclude in December 2016. A feasibility study will be produced identifying opportunities, constraints, and a concept plan. Public outreach sessions will be held to solicit input from the community and stakeholders.

## **2016 Master Plan**

The 2009 Master Plan was adopted in April 2016 and became effective in June 2016. The Office of Planning and Zoning staff worked collaboratively with the Odenton Town Center Oversight Committee and stakeholders to identify items and provisions in the 2009 Master Plan that needed revisions, additions, or deletions. Several public meetings and focus group meetings were held to inform the community as well as gather additional input. The Office of Planning and Zoning also received input on draft plans as they were published on the County’s website.

Below are several of the important changes from the 2009 Plan to the 2016 Plan:

- Revised sub-area boundaries;
- Removed the Ft. Meade Base property from the OTC;

- Replaced the Village sub-area with the new Historic sub-area to allow specific requirements targeted toward that area;
- Redrew the boundaries of the Transition, Core, and East Odenton sub-areas accordingly;
- Added a new section and graphics describing a Public Common concept;
- Eliminated the “Standard Method” vs. “Optional Method” of development;
- Consolidated regulatory blocks into a smaller number of 17 blocks;
- Applied three regulatory blocks to the Historic sub-area to allow distinct treatment of that area;
- Updated the Permitted Uses table to make it more consistent with Article 18;
- Revised the Mixed Use Requirements to allow more flexibility due to developer concerns about the office and retail market;
- Increased the site area exemption from the Mixed Use Requirements from three acres to five acres;
- Revised the bulk requirements for the regulatory blocks in the Historic sub-area;
- Developed new design standards to apply within the Historic sub-area blocks; and
- Revised some design standards related to signage.

## VII. Priority Project List

Table 14 identifies capital projects needed to serve existing and planned development in the Odenton Town Center in accordance with the Master Plan. The table identifies projects recommended for inclusion in the County’s six-year Capital Budget and Program.

**Table 14: OTC Priority Projects**

Project Title	Project Description	Funding Sources	2017 Status
<b>Current / Ongoing Projects (Funded or Partly Funded)</b>			
Transit Oriented Development (TOD)	Complete a Master Development Plan and Agreement for a multi-use, high-density TOD complex that enhances transit use and provides a nucleus for the OTC.	MDOT, County, Private	MOU with Odenton Town Square Ventures LLC (OTSV) and partners was amended in 2016 to revise project scope and timeline. TIF District was established by legislation as a financing tool and funding is allocated in the Capital Budget. Master Development Agreement is in progress.
Public Garages	Provide structured parking garage(s) at TOD/MARC Station and other strategic locations as necessary to support both mass transit and town center uses.	County, State, Consider Parking District	Current MOU with OTSV to plan, design, and construct up to 3,200 public spaces for shared use when not needed by MARC passengers. County completed parking study in 2015 to determine feasibility and funding strategy.
Grid Streets in the Town Center Core	Complete the design of all streets and begin capital budgeting and planning for right-of-way acquisition and construction of all County-owned Grid Streets per the OTC Master Plan. Specifically include the design of all grid street intersections with MD 175 including a signal warrant study.	County to fund design; Construction funded by County and/or Private Developers	Conceptual design is identified in the OTC Master Plan and 2010 OTC Transportation Study. Project is funded for planning and engineering. Design and preliminary engineering will begin in 2015. The design study will include an assessment of the feasibility of a one-way circulation system.
MD 175 Improvements: MD 32 to MD 170	Complete improvements along MD 175 from MD 32 to Telegraph Road. Includes intersection improvements, medians, sidewalks, and hiker/biker trail.	MD SHA	Design is approximately 30% complete. SHA has identified the section of MD 175 from MD 32 to MD 170 as Phase 4 of 7. Funding for final design has not been allocated by SHA in the draft FY17 CTP.

<b>Project Title</b>	<b>Project Description</b>	<b>Funding Sources</b>	<b>2017 Status</b>
Town Center Boulevard	New boulevard with sidewalks from Seven Oaks to Annapolis Road (MD 175).	Private	Subject to DRRA with Halle Companies. Construction is expected to be completed in 2017.
WB&A Trail	Design and construction of a paved multi-use trail on portions of the roadbed of the former WB&A Railroad. The trail will link the South Shore Trail in Odenton with the Patuxent River and an existing rail trail in Prince George's County.	State/County	Phase III of the WB&A Trail from Conway Road to the Patuxent River is part of the Two Rivers subdivision to be constructed by the developer of Two Rivers. A pedestrian bridge over the Patuxent will be a cooperative effort by MDOT, Prince Georges County, and Anne Arundel County. Funding is in place for a cooperative design effort among State and Local agencies. Future Transportation Enhancement Program Funds (federal) will be pursued to match future local funding to construct the bridge.
South Shore Trail	Acquire property, design, and construct a trail utilizing the abandoned WB&A Railroad between Annapolis and Odenton.	State/County	Under design.
<b>Priority Projects Not Currently Funded</b>			
Odenton Public Common	Design and construct a central OTC park.	County	The University of Maryland's Partnership for Action Learning in Sustainability (PALS) program is developing a public common concept plan. Funding is currently being requested for the FY '18 budget.
MD 175 Improvements: MD 170 to Arundel High School	Complete final design for improvements along MD 175 from Telegraph Road to Arundel High School.	County, MD SHA	Feasibility study is completed, but no Environmental Assessment has been conducted. Funding is currently being requested for the FY '18 budget for sidewalk improvements from MD 170 to Sappington Circle.
Odenton Shopping Center and Odenton Health & Technology Intersection	Improve pedestrian safety. Create signalized crosswalks. Relocate intersection and traffic signals to align Odenton Shopping Center with Odenton Health & Technology Campus.	Private, State, and County	Conceptual design is complete. Installing pedestrian improvements will require participation by owners of Odenton Shopping Center.
MD 170 Streetscape	Retrofit MD 170 per OTC Streetscape Design Standards.	State/County	Apply design standards as developed in the MD 175 Improvements project.
Odenton Road Sidewalk	Provides pedestrian improvements to Odenton Road recommended in the Master Plan including sidewalks and biking improvements.	State, County, and Private	Funding source for the segments from Baldwin Road to the MARC Station and from the MARC Station to Piney Orchard Pkwy is to be determined. Segment from Piney Orchard Pkwy to Sappington Station Rd was completed by State.
Odenton Avenue	Design and construction of planned road connecting Annapolis Road (MD 175) and Town Center Boulevard.	Private, State, and County	Alignment concept is complete and right-of-way is reserved. Funding for design has not been allocated.