

convenient location in town to leave the old jail site available for redevelopment.

Action 6: Redevelop the county volunteer fire department site.

The relocation of the volunteer fire department is in the county's Capital Improvement Plan. Although the volunteer fire department needs to stay close to the town, its relocation would help alleviate traffic and noise issues associated with the facility. Additionally, the relocation of the volunteer fire department along with the county day care facilities (see Goal 2, Action 5) would present the opportunity to consolidate parcels into a larger site for town core redevelopment.

**GOAL 3: EXPAND HOUSING OPTIONS
THROUGH RESIDENTIAL INFILL.**

Action 1: Promote single-family residential infill on the vacant site at the northwestern corner of Elm Street and Old Mill Road.

Three single-family residential houses are proposed for the vacant parcels at the northwestern corner of Elm Street and Old Mill Road. This infill housing should be compatible in scale, massing, and design with adjacent residences.

Action 2: Encourage residential infill development overlooking the Western Branch (maximum three stories).

A three-story (maximum) residential development is desirable for the western side of the site on Judges Drive that currently houses the volunteer fire department and the county day care facility. The new housing will overlook the Western Branch and should be linked with walkways to the proposed recreational trail system. The inclusion of nonsingle-family



Comparable Hotel Development at the Show Place Arena



Existing County Day Care Facility at Old Jail Site



Example of Comparable Future Development at Old Jail Site

residential units in this development could prove attractive to younger professionals and empty nesters.

Action 3: Encourage single-family residential development on the Clagett and Smith sites.

The two undeveloped parcels located west of Old Marlboro Pike and east of the Board of Education building are currently zoned R-80, which is the same as the zoning of the Rectory Lane neighborhood. Infill development on those sites should be comparable in scale and character with adjacent established neighborhoods. The new development should only consist of housing to reinforce the residential character of the western side of town. Any new residential development should follow neo-traditional neighborhood planning principles and ensure that the new street network connects with the existing road network. Additionally, pedestrian connectivity and circulation should be key considerations for the development. A connection with School Lane is proposed, but no vehicular connection with Old Marlboro Pike is encouraged. Drastic elevation changes from the Clagett and Smith properties to Old Marlboro Pike would make creation of a safe intersection difficult, and lack of a vehicular connection also would preserve the rural character of Old Marlboro Pike. The new residential development should respect the town's rural character by preserving the largest possible amount of mature vegetation and also should account for the two existing graveyard sites on the Clagett and Smith properties.

Action 4: Support single-family residential infill on a vacant site along Old Marlboro Pike.

Two single-family detached residences are proposed on the vacant site along Old Marlboro Pike opposite the Trinity Cemetery. Community opinion favors low-scale residential development as the only desirable option for that site.

Action 5: Encourage single-family residential infill south of Old Crain Highway.

The undeveloped area south of Old Crain Highway is currently zoned as Rural-Residential (R-R). If residential development were to occur on that site, it should retain the largest possible number of mature trees and should be planned with larger, rural-style lots. Any proposed development should guarantee compatibility with adjacent residences, provide appropriate connectivity with the existing town street network, and encompass a neighborhood green space.

Action 6: Promote single-family residential development on the Sasscer property.

The connection of Brown Station Road with Old Crain Highway currently is in the county's Capital Improvement Plan. If this roadway extension occurs, part of the Sasscer farmland property, which is now zoned as Rural-Residential (R-R), could become developable. If this were to happen, new development should consist only of housing to strengthen the residential character of the western part of the town. The new development should be compatible in scale, massing, and character with adjacent established neighborhoods and should link to the town's existing street network. The new Brown Station Road Extension should not impact mature trees and also should be designed with a vegetated median to reinforce the area's rural character.

Legend for Map 15

Urban Design

- UD 1: New Schoolhouse Pond enhancement
- UD 2: Streetscape improvements in the Town Core
- UD 3: New pocket park/plaza
- UD 4: Judges Drive walkway/loop extension
- UD 5: New Western Branch trail system with passive recreation and trailhead parking facilities
- UD 6: Gateway park/plaza at Main Street and Governor Oden Bowie Drive

Economic Development

- ED 1: Focused retention of current community serving businesses and recruitment of new businesses to fill existing building vacancies
- ED 2: Mixed-use infill development on vacant sites along Main Street
- ED 3: Adaptive reuse of the Old Academy building
- ED 4: Water Street mixed-use infill buildings
- ED 5: Mall/plaza mixed-use infill buildings and/or outdoor farmer's market pavilion
- ED 6: Single-family residential infill
- ED 7: Future residential infill development



Example of Comparable Residential Infill Along Western Branch



Example of Comparable Residential Infill Along Western Branch



Example of Comparable Single-Family Infill Development



Transportation and Infrastructure

- TI 1: Water Street shared surface parking
- TI 2: Judges Drive realignment
- TI 3: New surface parking lot supporting the Old Academy redevelopment
- TI 4: Pratt and Main Street gateway possible one-way traffic circulation
- TI 5: Old Crain Highway/Old Marlboro Pike/Main Street gateway traffic circle and road realignment
- TI 6: Town public surface parking lot enhancements
- TI 7: Improved/realigned three-way crosswalk at intersection of Elm Street and Governor Oden Bowie Drive
- TI 8: New traffic signals on (1) Water Street at MD 4 interchange ramps; (2) Judges Drive at Water Street; and (3) Governor Oden Bowie Drive at Elm Street
- TI 9: Overhead utility relocation in the commercial core along Main Street, Water Street, and Elm Street
- TI 10: Future Water Street bridge widening or new parallel bridge improvement

Legend

- Existing buildings
- Infill business locations
- Existing parking deck
- Proposed mixed-use/retail/office/commercial buildings
- Proposed residential buildings
- Proposed single-family residential
- Physical initiatives callout within town

Map 15: Proposed Physical Initiatives Within the Town Commercial Core



Urban Design

- UD 7: New neighborhood park and walkway/bikeway linkages within the new single-family residential infill on the Clagett and Smith sites
- UD 8: Boys and Girls Club recreation park and trail improvements

Economic Development

- ED 8: Clagett and Smith sites single-family infill development (per current zoning density permitted)
- ED 9: Single-family infill residential on vacant site along Old Marlboro Pike
- ED 10: Future use relocation and redevelopment of County Day Care building site
- ED 11: Future use relocation and redevelopment of the County Volunteer Fire Department site

Legend

- Existing buildings
- Infill business locations
- Existing parking deck
- Proposed mixed-use/retail/office/commercial buildings
- Proposed residential buildings
- Proposed single-family residential
- Physical initiatives callout within Town

Map 16 Proposed Physical Initiatives Within the Town Boundaries

Transportation and Infrastructure

- TI 11: Walkway extension improvements along Old Marlboro Pike, Main Street, and Old Crain Highway and new neighborhood crosswalks at Spring Branch Road, Old Mill Road, and Rectory Lane intersections of Old Marlboro Pike
- TI 12: School Lane street extension and linkage with future Brown Station Road extension to Old Crain Highway
- TI 13: Potential neighborhood street connection to Valley Lane from Water Street and Judges Drive intersection
- TI 14: Valley Lane roadway improvements and extension as a future neighborhood street
- TI 15: New neighborhood street connection with Old Crain Highway on the old railway right-of-way



Urban Design

- UD 1: Show Place Arena festival grounds pathway and landscape improvements
- UD 2: Depot Pond trail system and connection to the community center and proposed Western Branch trail

Economic Development

- ED 1: Hotel development adjacent to the Show Place Arena and current park 'n ride facility
- ED 2: Future single-family residential on Sasscer Property
- ED 3: Future relocation of existing business to allow for the realignment of Race Track Road with MD 202
- ED 4: Future single-family infill residential south of Old Crain highway

Transportation and Infrastructure

- TI 1: Brown Station Road extension and connection with Old Crain Highway at a new traffic circle gateway to the Town
- TI 2: Improvement and realignment of Race Track Road and connection with MD 202
- TI 3: MD 4 frontage road
- TI 4: Show Place Arena roadway entrance realignment and new traffic circle improvements

Legend

- Existing buildings
- Infill business locations
- Existing parking deck
- Proposed mixed-use/retail/office/commercial buildings
- Proposed residential buildings
- Proposed single-family residential
- Physical initiatives callout outside the Town



Map 17: Proposed Physical Initiatives Adjacent to the Town Boundaries