

APPENDIX 5: DEVELOPMENT SCENARIOS

ALTERNATIVE SCENARIO PLANS

The consultant team approached the urban planning assignment for Upper Marlboro with the commitment to inform the town representatives, the residents, and the client group of an array of different development ideas that could occur in the town under different circumstances. Although the three scenarios developed throughout this process explore different urban form alternatives and development densities, they are all created with an understanding of the town's existing fiscal situation, the opportunity to fill in the gaps of the existing urban fabric framework, and with respect to the existing scale and character of the town. The differences of the scenario plans rest on the fact that some of the proposals are easier and immediately identifiable as they could be implemented in the near future as others, because of their complex nature and intensity of development, would have to occur in a longer timeframe under a set of circumstances.

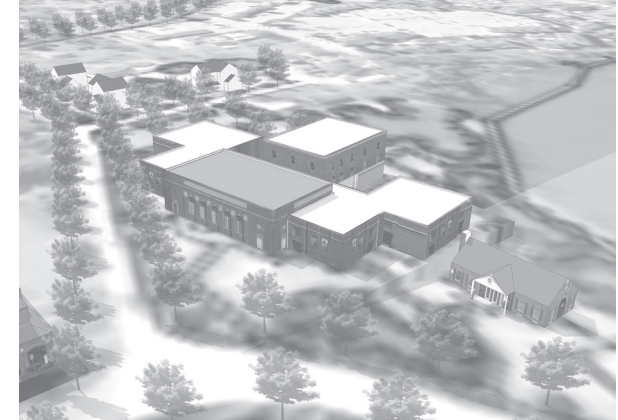
The three alternative scenarios were presented in the second public meeting where the attendees had the opportunity to comment on the array of ideas offered and to vote on the ones that they identified as the most favorable. Although the final plan includes only a portion of the ideas, presented in this section the full range of the alternative plans is included to document the process and to explain the origins and foundation of the final plan.

SCENARIO I:

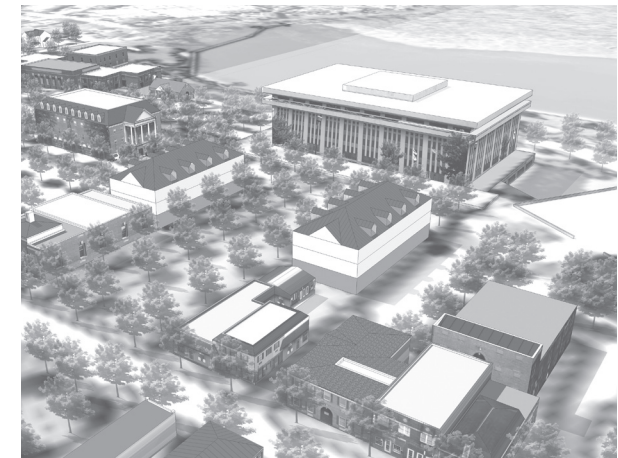
WHAT CAN YOU DO NOW?

This first planning approach introduces a series of development opportunities that could happen in the town without the requirement of any roadway realignment proposals and without impacting any of the existing built structures. The main plan elements introduced in this scenario are:

- The retention of existing business and new business recruitment within existing commercial vacancies.
- The potential professional office infill development along Old Marlboro Pike and opposite Trinity Cemetery, where there is currently a vacant site.
- Walkway connections associated with crosswalk improvements from Main Street and Marlboro Pike to the Marlborough Village Shopping Center and crosswalk connections to the existing Spring Branch neighborhoods, Rectory Lane neighborhood, and Old Mill Road.
- The possible infill with single-family residential housing of the vacant site along Elm Street and west of the Old Marlborough Academy.
- The adaptive reuse of the Old Marlborough Academy for a shared town hall, county and community civic campus.
- The infill along the existing mall open space area that connects the County Administration Building and the Courthouse with a mixed-

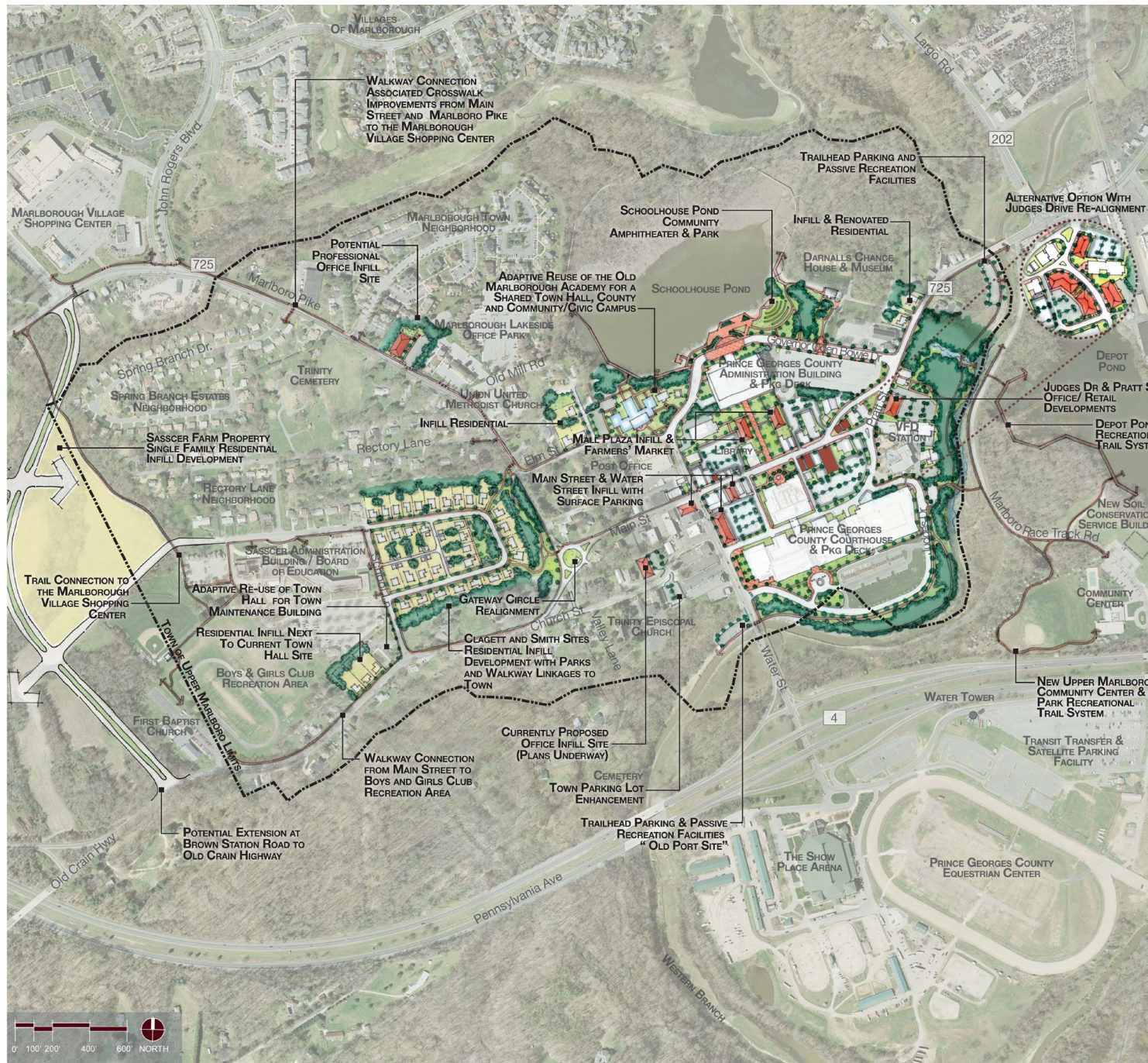


Adaptive Reuse of the Old Marlborough Academy



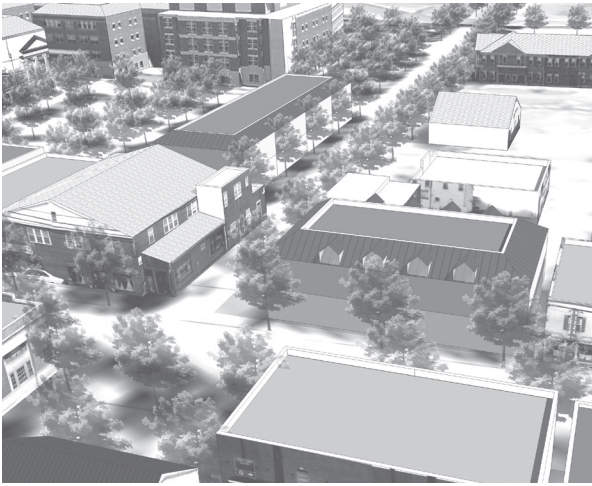
Infill Opportunities Along the Existing Mall Open Space Area

Exhibit 5.1: Scenario Plan I



Legend

- New business recruitment within commercial vacancies
- Mixed-use, retail, commercial, or office use
- Residential lofts/apartments
- Single-family residential
- Civic use
- Surface parking



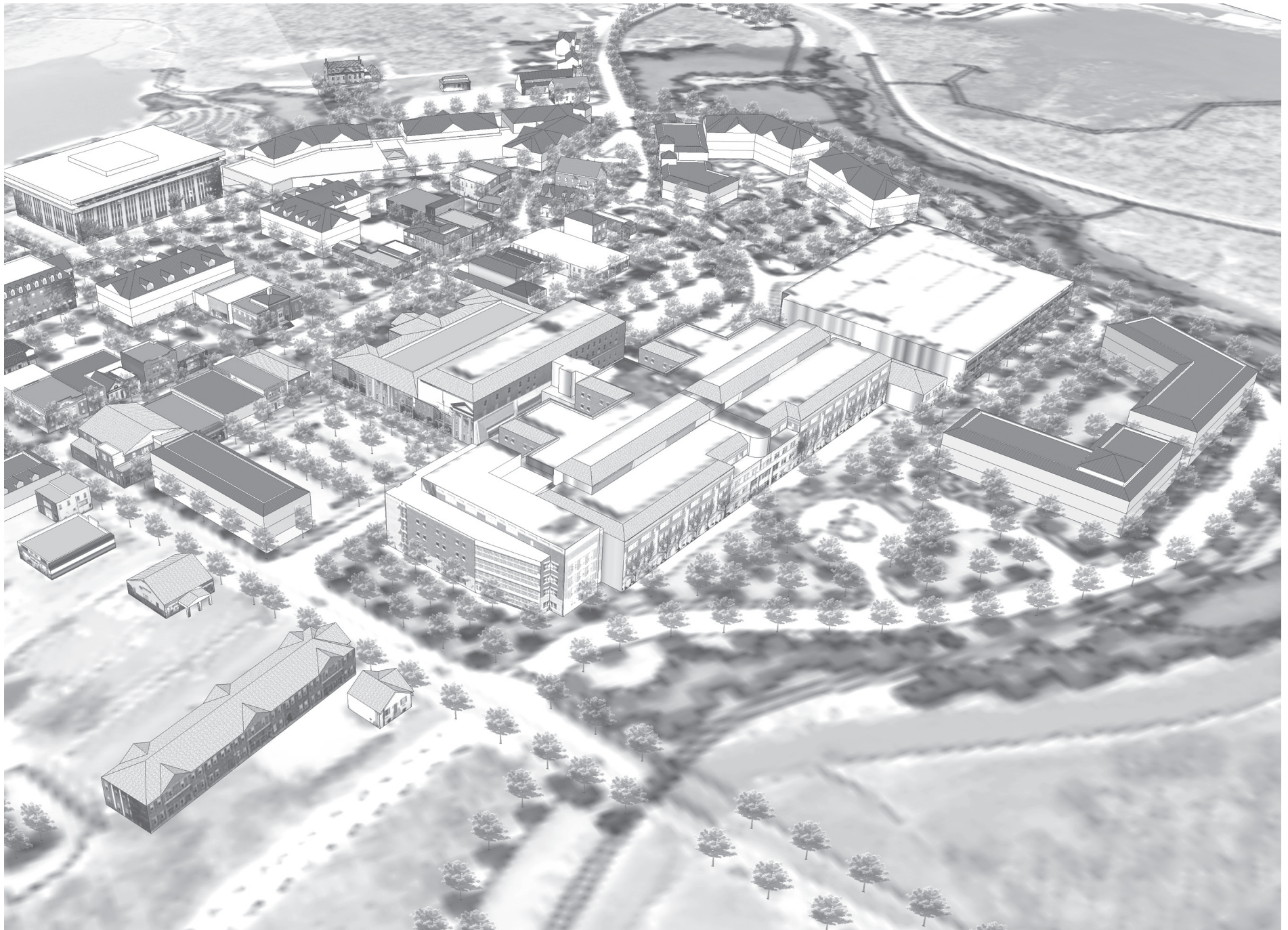
Infill Opportunities Along Main and Water Streets

use development and a possible structure that could accommodate a farmer's market.

- Commercial/office infill development with supportive parking on three key sites along Main and Water Street that are currently serving as surface parking lots.
- The proposal of a community amphitheater and park overlooking the Schoolhouse Pond.
- The development of organized trailhead parking and supportive passive recreation facilities along MD 725 in place of an existing informal parking lot and adjacent to Water Street in the location of the Old Port.
- The proposal of a trail system along Depot Pond that extends along Marlboro Race Track Road, south to the community center, and west to the Old Port site.
- The Office/retail development fronting on Pratt Street adjacent to the volunteer fire department and in front of the existing surface parking lot. As an alternative to this concept there is a proposal that explores the relocation of the existing county day

care center and suggests the realignment of Judges Drive. Such a proposal would allow for the commercial/infill development to extend along the realigned portion of Judges Drive.

- The potential development of the Clagett and Smith sites as single-family residential infill with parks and walkway linkages to town. The proposed residential development is accessed from School Lane and ensures interconnectivity and walkway linkages to Marlboro Pike, Main Street, and the Boys and Girls Club recreation area.
- Single-family residential infill development adjacent to the current town hall site.
- Walkway connections along Church Street and from the Clagett and Smith proposed residential development to the Boys and Girls Club recreational area and north to MD 725.
- As indicated in meetings with the county staff, the extension of Brown Station and connection with the Old Crain Highway is in the County Capital Improvement transportation plans. In the event that such initiative takes place, the Sasscer farmland property will become developable. The new development should be compatible in character and scale to the adjacent single-family residential homes and should connect with the existing street network.

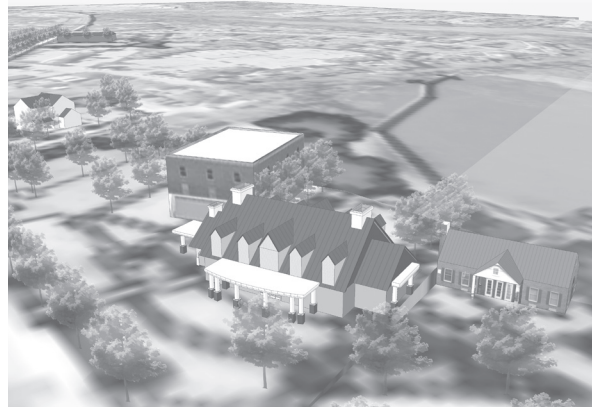


SCENARIO II: WHAT CAN YOU DO WITH SOME CHANGE?

This second planning approach introduces a series of development opportunities that could happen in the town with the assumption of roadway realignment configurations, the possibility of impacting the existing parking deck of the County Administration Building, and the opportunity of looking for development opportunities outside the town boundaries. The majority of the elements included in Scenario I are carried forward in Scenario II. Specifically the development concepts that are introduced in the first scenario and remain the same in Scenario II are:

- Retention of existing business and new business recruitment within existing commercial vacancies.
- Potential professional office infill development along Old Marlboro Pike.
- Walkway connections associated with crosswalk improvements from Main Street and Marlboro Pike to the Marlborough Village Shopping Center and crosswalk connections to the existing Spring Branch neighborhoods, Rectory Lane neighborhood, and Old Mill Road.
- Possible infill with single-family residential housing on the vacant site along Elm Street and west of the Old Marlborough Academy.
- Infill along the existing mall open space area.
- Commercial/office infill development with supportive parking on two key sites along Main Street that are currently serving as surface parking lots.

- Proposal of a community amphitheater and park overlooking the Schoolhouse Pond.
- Development of organized trailhead parking and supportive passive recreation facilities along MD 725 and in the location of the Old Port.
- Proposal of a trail system along Depot Pond that extends along Marlboro Race Track Road, south to the community center, and west to the Old Port site.

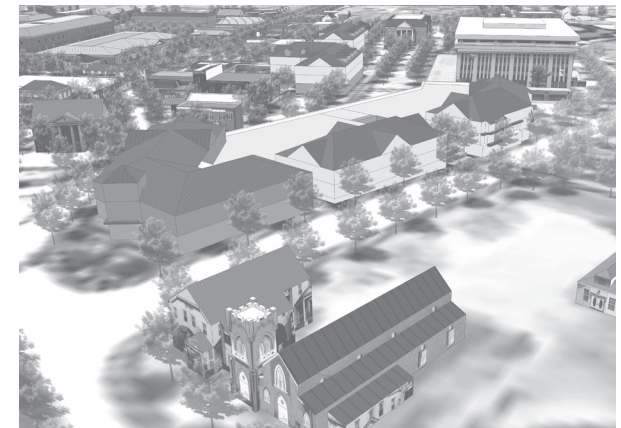


Old Marlborough Academy Redesign

- Development of the Clagett and Smith sites as single-family residential infill with parks and walkway linkages to town.
- Walkway connections along Church Street and from the Clagett and Smith proposed residential development to the Boys and Girls Club recreational area and north to MD 725.
- Extension of Brown Station Road and connection with Old Crain Highway along with single-family residential development in the Sasscer property.

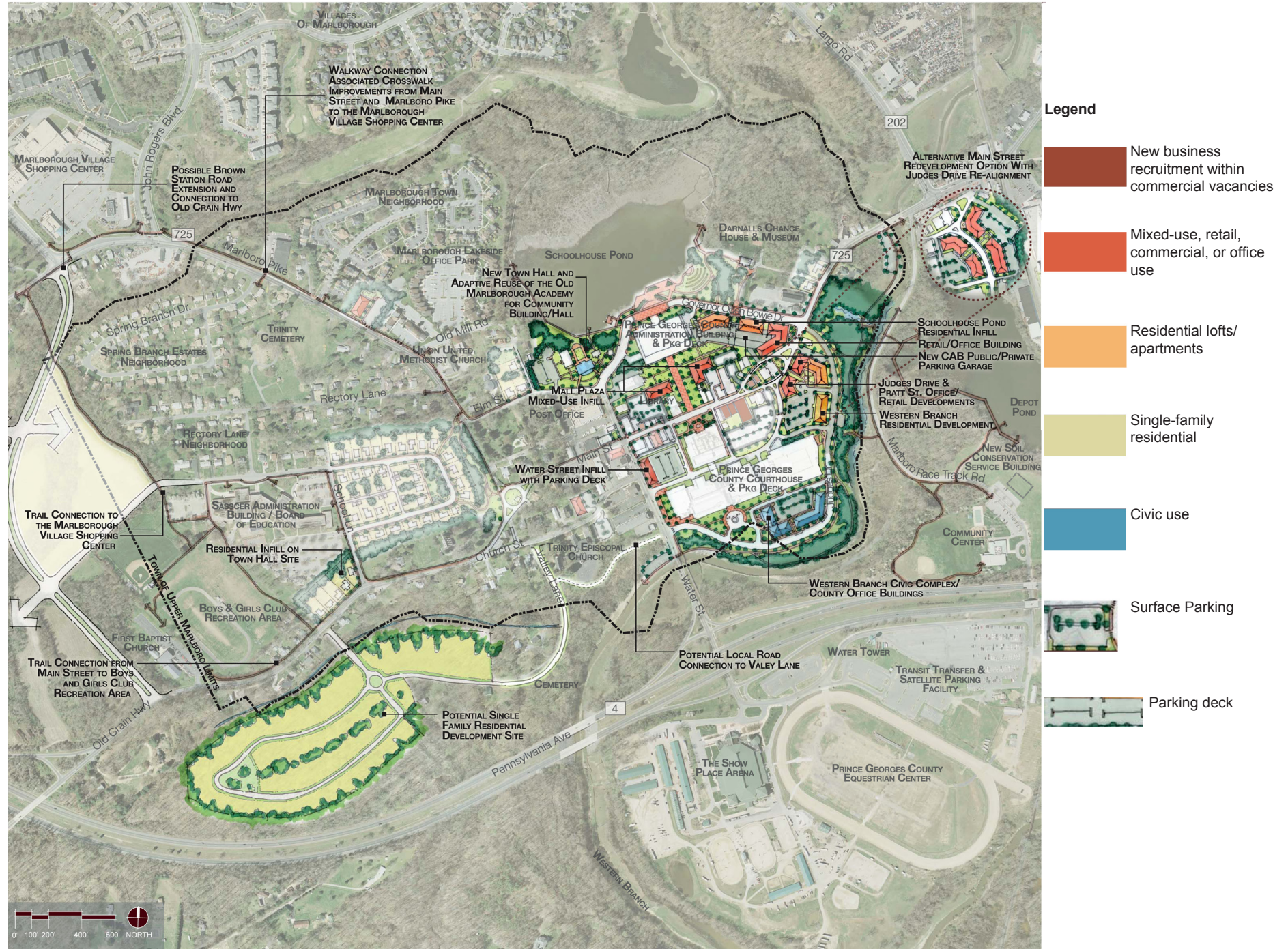
New concepts and development ideas introduced in this second scenario include:

- The preservation of the historic portion of the Old Marlborough Academy and the redesign of the remaining structure to a new town hall and community building hall.
- The redesign of the County Administration Building (CAB) parking deck to allow for a liner development around it. Taking advantage of the adjacent pond amenity and views, a new residential development overlooking the Schoolhouse Pond is proposed. Additionally a signature corner retail/office building is proposed to the residential component that frames the intersection of Main Street and Governor Oden Bowie Drive and creates a gateway to the town from the east.



Liner Development Around the CAB Parking Deck

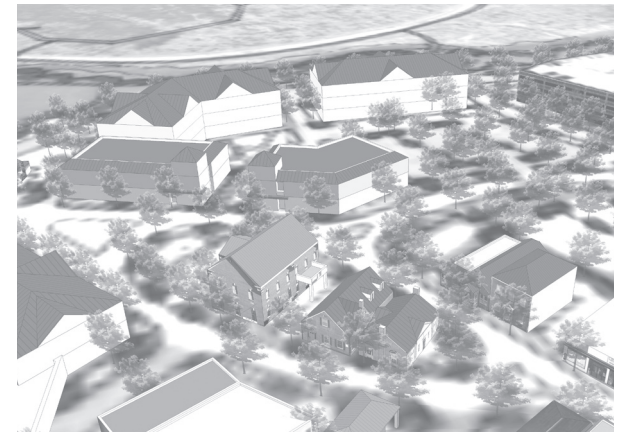
Exhibit 5.3: Scenario Plan II



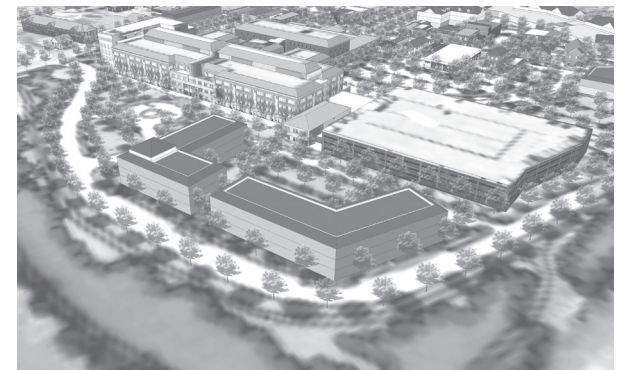
From discussion with the county planning staff the EDSA team was informed that the relocation of the volunteer fire department from its current location has been in the County Capital Improvement Plans. Assuming that the county child care facility could also be relocated in a more appropriate location within the town, there is a possibility for the extension of Judges Drive toward the north to connect with Governor Oden Bowie Drive. That would not only create a transportation loop in the periphery of the town that can help maintain low traffic volumes within the Town Core, but also allows for the proposal of a residential development that would overlook Western Branch and Depot Pond. Additionally there is an opportunity for office and/or retail developments to front on Main/Pratt Streets.

- The relocation of the volunteer fire department allows for the exploration of a one-way circulation system around the Main/Pratt elliptical gateway. The one-way circulation system would allow for streetscape redesign opportunities and provide for safer and stronger pedestrian linkages.
- The development of a Western Branch civic complex and county office buildings on the open space south of the existing County Courthouse. Such a proposal can provide for additional county uses and expansion needs. The proposed development can be oriented to take advantage of the Western Branch views and will be accommodated from surface parking.
- The proposal of a potential single-family residential development just south of the town boundaries and north of MD 4. Currently that site is zoned as Rural-Residential and the existing residences are characterized by

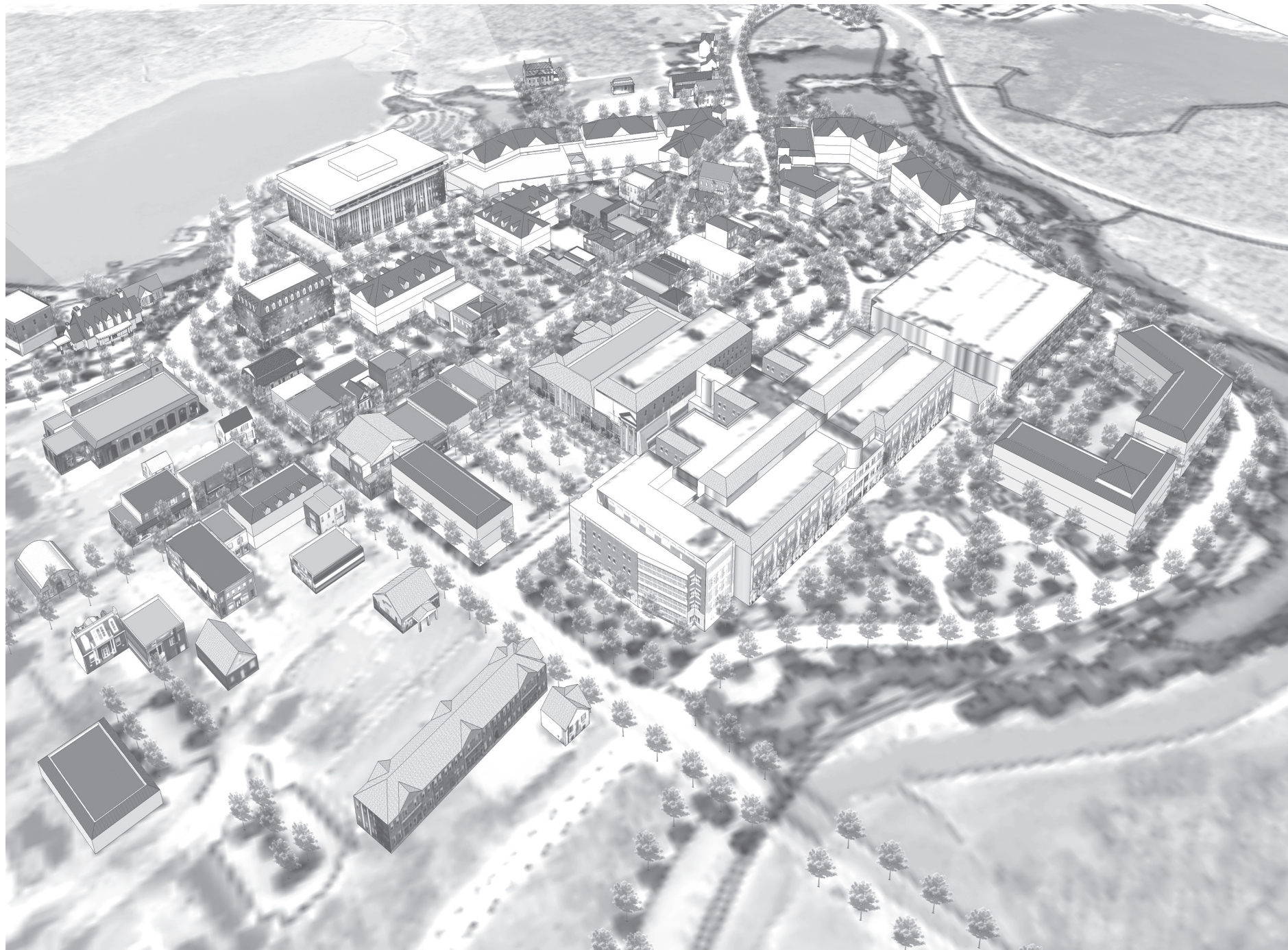
the large size lots and the wooded character of the area. The proposed residential development should be similar in scale and character with the existing residences, should be designed and developed to preserve that maximum amount of the existing vegetation, and should respond to the topography of the area. A roadway connection is possible with Old Crain Highway on the location of the old railway right-of-way. A second possible connection can occur through the extension of Valley Lane. Additionally, there is a potential for a local road connection from Water Street and through the back of the existing Trinity Episcopal Church to Valley Lane.



New Development Opportunity on County Day Care and Volunteer Fire Department Sites



Civic Complex Development



SCENARIO III: WHAT CAN YOU DO WITH AN “OLD TOWN”—“NEW TOWN” PERSPECTIVE

This third planning approach introduces a series of development opportunities that could potentially happen in the town further in the future. Most of the development and redevelopment ideas do not mean to alter the current composition of the town; neither do they suggest that any of the major changes should happen in the near future. Rather they provide the town with a framework and a plan to respond to potential major changes that may occur in the future. The majority of the elements included in Scenario I and Scenario II are carried forward in Scenario III. Specifically the development concepts that are introduced in the first or second scenario and remain the same in Scenario III are:

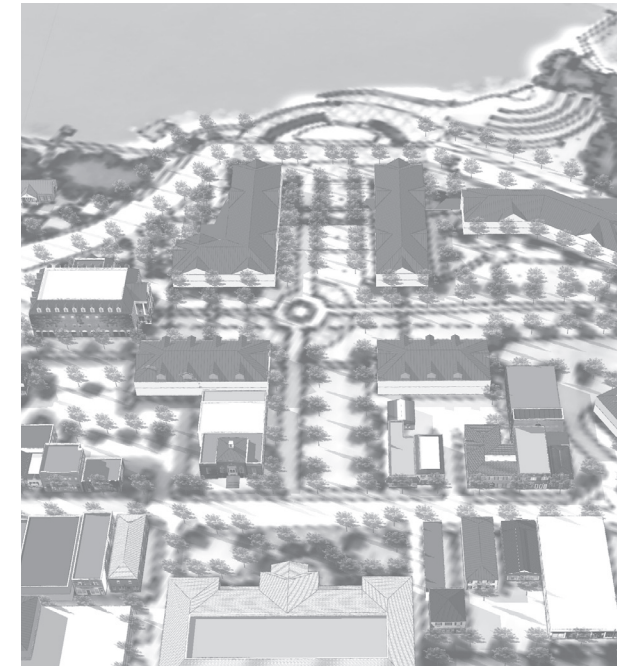
- Retention of existing business and new business recruitment within existing commercial vacancies.
- Professional office infill development along Old Marlboro Pike.
- Walkway connections associated with crosswalk improvements from Main Street and Marlboro Pike to the Marlborough Village Shopping Center and crosswalk connections to the existing Spring Branch neighborhoods, Rectory Lane neighborhood, and Old Mill Road.
- Infill along the existing mall open space area that connects the County Administration Building and the Courthouse with a mixed-

use development and a possible structure that could accommodate a farmer's market.

- Commercial/office infill development with supportive parking on two key sites along Main Street that are currently serving as surface parking lots.
- The proposal of a community amphitheater and park overlooking the Schoolhouse Pond.
- The development of organized trailhead parking and supportive passive recreation facilities along MD 725 in the place of an existing informal parking lot and adjacent to Water Street in the location of the Old Port.
- The proposal of a trail system along Depot Pond that extends along Marlboro Race Track Road, south to the community center and west to the Old Port site.
- Potential development of the Clagett and Smith sites as single-family residential infill with parks and walkway linkages to the town.
- Walkway connections along Church Street and from the Clagett and Smith proposed residential development to the Boys and Girls Club recreational area and north to MD 725.
- Extension of Brown Station Road and connection with Old Crain Highway along with single-family residential development on Sasscer farm land.
- The preservation of the historic portion of the Old Marlborough Academy and the redesign of the remaining structure to a new town hall and community building hall.
- Relocation of the volunteer fire department from its current location. Assuming that the county child care facility could also be relocated in a more appropriate location within the town, there is a possibility for

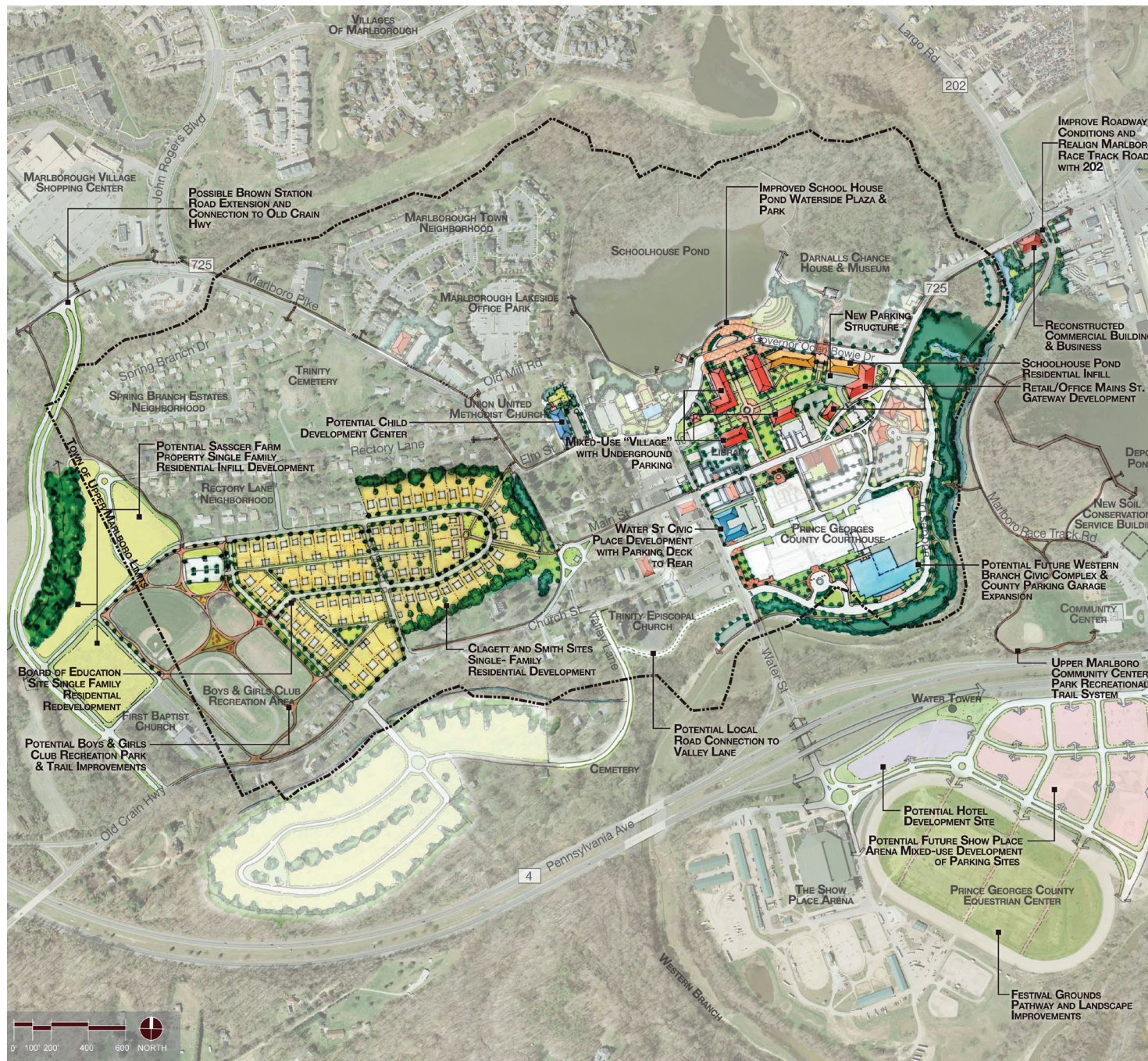
the extension of Judges Drive toward the north to connect with Governor Oden Bowie Drive. This new configuration will create an opportunity for office and/or retail developments to front on Main/Pratt Streets.

- The relocation of the volunteer fire department allows for the exploration of a one-way circulation system around the Main/Pratt elliptical gateway. The one-way circulation system would allow for streetscape redesign opportunities and provide for safer and stronger pedestrian linkages.



Mixed-use “Village” Development After Possible Future Relocation of the Existing County Administration Building

Exhibit 5.5: Scenario Plan III



Legend

- New business recruitment within commercial vacancies
- Mixed-use, retail, commercial, or office use
- Residential lofts/apartments
- Single-family residential
- Civic use
- Surface Parking
- Parking deck

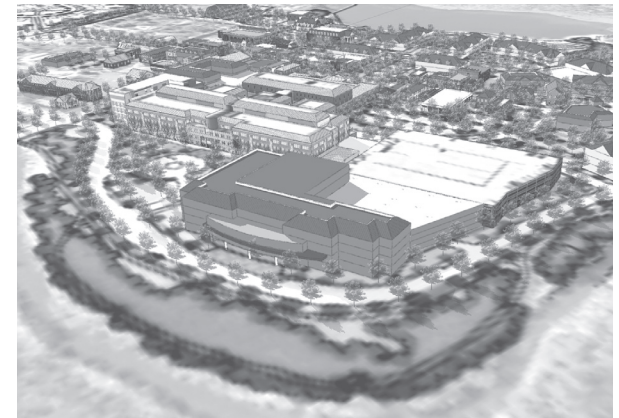
- The proposal of a potential single-family residential development just south of the town boundaries and north of MD 4.

New concepts and development ideas introduced in this third scenario include:

- The development of the vacant site adjacent to the Old Marlborough Academy to a child center development, since the Union Methodist Church that currently owns the site has expressed interest for such development, instead of the single-family housing that was considered in the previous scenarios.
- In a possible future situation where there is a need for the current CAB to relocate within the town boundaries, there is an opportunity to rethink the green space connection from the existing Courthouse to the Schoolhouse Pond. This could take advantage of the natural beauty of the pond while providing for a new public and active space. In such a situation a mixed-use “village” development can be planned to extend the axial green space framework from the Courthouse to the pond, which can be supported from an underground parking structure.
- In the case where there is a need for the County Administration Building office space to relocate within the town boundaries, the site south of the existing Courthouse presents an ideal location for such a use and provides an opportunity for a civic campus to emerge. The higher density of civic uses will be supported from the expansion of the existing parking deck.
- It is possible the Board of Education facility would need to be relocated and that site would become available, either because of

expansion of the office needs or because of the aging of the existing building. This could create an opportunity for expansion of the residential single-family component that is already present in the west side of the town. As presented in the illustrative plans the residential development should be connected with the Clagett and Smith site single-family development and should incorporate park amenities and walkway linkages internally and externally with the adjacent Boys and Girls Club Recreation Area. As part of the new residential opportunity, a new road surrounding the park is incorporated in the design and allows for housing fronting on the park and for an active street network.

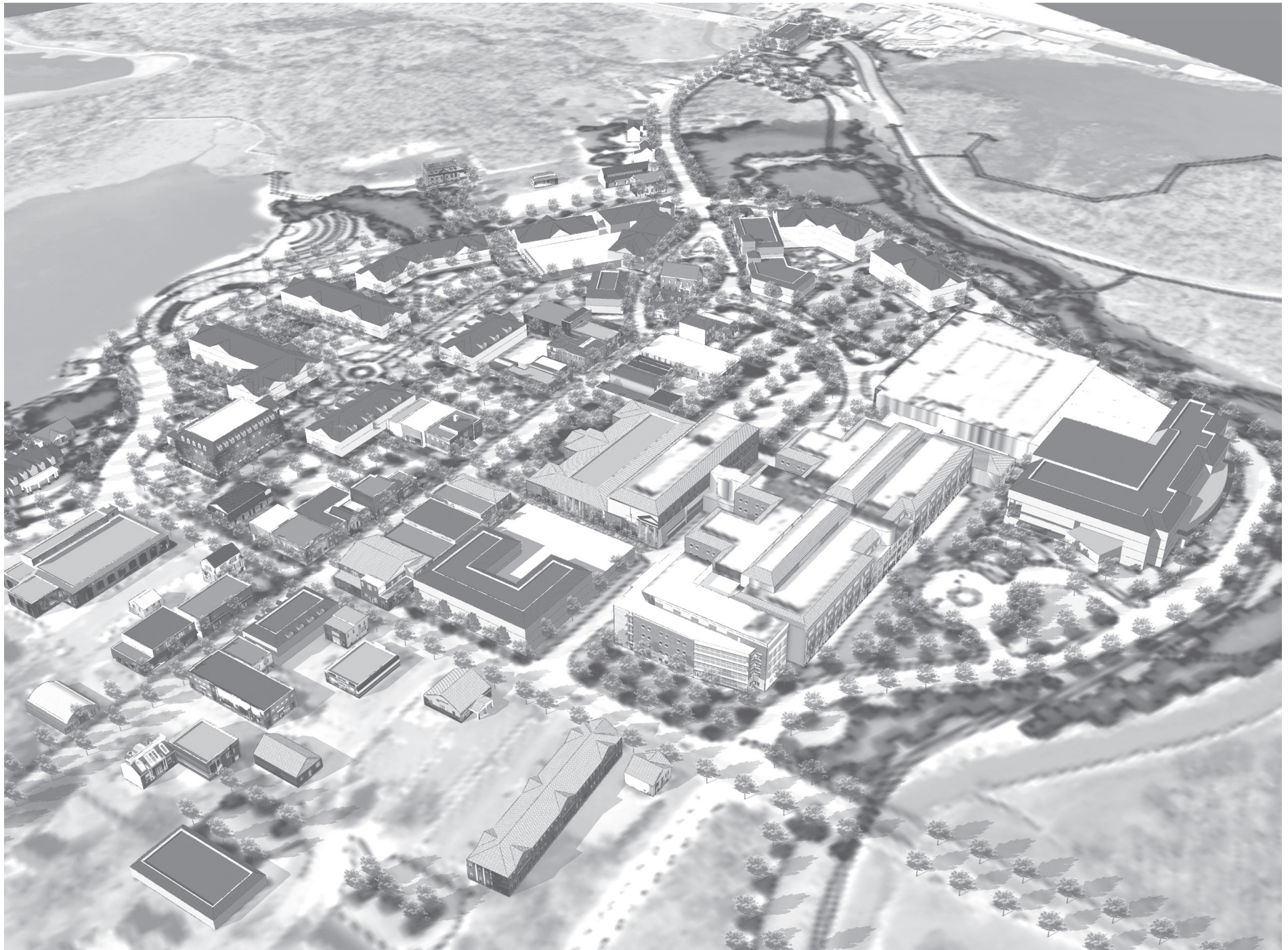
- A network of trail improvements within the park is proposed to enhance the recreational opportunities within the park and better connect it with the adjacent proposed residential areas.
- Additional single-family residential development can be considered and supported from the new street fronting on the park, just west of the town boundaries and as park of the Sasscer property development.
- The Show Place Arena currently attracts a lot of activity that, because of the lack of a hotel development in near proximity to the town, does not remain in the area beyond the timeframe of the events. The site just south of MD 4, which currently is used as satellite parking, could potentially be developed as a hotel to serve the needs of the Arena visitors and bring revenue to the area.
- The extension of Marlboro Race Track Road south of MD 4 and the realignment and expansion of the street network within



Civic Complex Development with Associated Parking Deck Expansion

the Show Place Arena and the existing satellite parking creates an opportunity for a new mixed-use development to be created. Parking decks are assumed as part of the new development that would accommodate the satellite parking needs as well as the new mixed-use development parking requirements.

- Additionally, with future mixed-use development there is an opportunity for landscape improvements and a pathway system to be developed on the festival grounds. The proposed improvements will create a great park amenity to be used and enjoyed by the town residents for future larger events and will provide great views for the proposed new mixed-use development to front onto.



PUBLIC INPUT

A range of comments gathered at the first community meeting, through the individual interviews, from the four public meeting breakout discussion groups, and the written comments that were received from the questionnaires are listed below. These comments provided direction and formed the basis for the three scenario plans described above.

They have been grouped by the four main topics to form the public's SWOT analysis of the Upper Marlboro community.

URBAN DESIGN SWOT

Urban Design Strengths:

- Upper Marlboro is a small, quiet, historic town. It is on the edge of Prince George's County's Rural Tier. It allows for an easy commute to major employment areas (Annapolis, D.C., Columbia, Andrews Air Force Base, the town itself.)
- It is a small, quiet, historical rural town that offers inexpensive housing as compared with the Washington, D.C., area.
- The location of the town is ideal. It provides for a very decent commute to the D.C. area and Columbia, while bordering rural areas.
- The character of the town is unique. Although there are two subdivisions within the town, it is not a homogeneous community. There is interesting diversity among housing choices, buildings, and the people who live in the community.
- The Town of Upper Marlboro has many characteristics of an old-fashioned small

town. The town is self-contained with a local government. The downtown provides services such as banking, library, post office, churches, and restaurants to the residents, all within walking distance. The town provides recreational opportunities with playing fields and a track, Schoolhouse Pond and the M-NCPPC recreational center just outside the town.

- The town is the county seat of government, which means there is a large influx of people during the day. This adds to the town's economic viability.
- Upper Marlboro has low crime rate compared to the rest of Prince George's County and has a fire protection service in town.
- The town is steeped in history.
- The library is a great asset for the town, although the building is old and needs maintenance.
- It has a small town infrastructure and historic feel.
- The town has many basic services and amenities in close proximity: bank, post office, recreational opportunities, equestrian center, library, and churches.
- The presence of welcome signs into town. The entry signs at MD 4, MD 202, and US 301 says "Town of Upper Marlboro, A Livable Community established in 1706."
- The town is very small and it is relatively easy to walk from one end to the other.

Urban Design Weaknesses:

- The town is susceptible to flooding.
- There is a lack of sidewalks on the edges of town that make it difficult to walk into the core and vice versa.
- There is inconsistency between state, county, and town signs. Some signs are too large and their placement is poor. There are also instances where some signs block others.
- The town is not very well maintained.
- There is a lack of streetscape amenities in the town.
- Only very few parks are in the community.
- The core and residential areas are not clean.
- Not well maintained downtown: burnt-out courthouse, trash, poor condition of some buildings, abundance of signs and power lines.
- There is a lack of cohesive identity in the residential areas versus the business, as well as across neighborhoods. One good example is the Spring Branch area versus the greater Upper Marlboro area.
- Violation of noise and litter ordinances, especially late noise from Broadwater Estates on US 301.
- Too many overlapping jurisdictions. For example, the town was not consulted regarding new, huge signs.
- The presence of businesses in residential areas.
- The absence of playground areas.
- Vacant buildings.
- There is no beauty to the town center.

- There is erosion in the area behind the old school, adjacent to the pond.
- Absence of curbs on the streets.
- Lack of maintenance. The Schoolhouse Pond has not being taken care of and is becoming a dump.
- Poorly maintained and dangerous walkways.

Urban Design Opportunities:

- Improve and/or reduce signage. Possibly merge signage and ensure that state signs don't block county signs, etc.
- Clean up the Schoolhouse Pond and provide for more activities like the ones in Allen Pond in Bowie.
- Close Main Street to traffic and create a pedestrian environment.
- There need to be curbs in the town.
- Make the signs a "showpiece" to the community.
- Add benches at various points (five to six possible locations).
 - ◇ Along Main Street—theme of pedestrian mall in front of CAB.
 - ◇ South side of Main Street (library).
- Boardwalk around lake needs repair.
- Create an inviting public access to Western Branch.
- Appearance improvements such as:
 - ◇ Parking lot next to Ledo's: improve the boundary—plantings.
 - ◇ Parking lot next to China Taste: improve the boundary—plantings.

- Create improved stormwater management.
- Improvement of facades in the downtown.
- Better signage for navigating around the downtown, especially at the parking lots.
- New signage and landscaping.
- Office signage.
- Have uniformity.
- Allow awnings but gain uniformity in color.
- Water Street sign needs to be moved one block south of bus stop.
- Nice to have uniformity—bury the electric lines.
- Provide matching concrete planters in front of every business.
- Introduce color codes for stores, such as maroon or deep green, to create uniformity.

Urban Design Threats:

- "I'm fearful of what the definition of 'improve' and 'enhance' are in the context of the discussion. Although there are ways in which the town could be improved, (e.g., traffic/general appearance and attractiveness), much of the focus seems to be on business revitalization, which may increase the existing traffic issues. The town should remain a small oasis away from the activity of D.C. and Prince George's County.
- Any changes suggested in the town should consider the danger of drawing the crime element from outside the area. Upper Marlboro is protected to some degree due to the fact that most activity stops at dark and there is no place for the criminal element to loiter.

- Growth around town could further impact the town and could result in increased flooding and traffic.
- The development of the Smith property and what it may become.
- Some residents are misinformed and set in their ways.

ECONOMIC DEVELOPMENT SWOT

Economic Development Strengths:

- The presence of the Courthouse and the County Administration Building.
- The low taxes and the absence of public loitering places.
- The county seat: The influx of the county employees into Upper Marlboro during the daytime helps support establishments in the downtown.
- The new courthouse building will bring more people and activity.
- The modest taxes because of good past local leadership.
- Financially sound and strong town with no debts.
- Nice community character; it is safe and becoming more known in the region.
- The growth in the region bolsters the town.
- Show Place Arena. This arena attracts visitors from all over the region to the town.
- Last year generated 9,840 room nights for events.
- The library, the churches, the banks, the county offices and courts.
- The increased town police from daytime to 24 hours.

- Location in Prince George's County: 45,000 housing units are planned between Upper Marlboro and the Beltway.
- The presence of the lake is a strength but we need to become more creative to take advantage of its presence.
- The "Park Arts Tour" has brought a lot of people into the town.
- Captive audience. People tend to stay in the area and not move away. The town has a less transient population than some other towns and cities in Maryland.
- School House Pond and walkway (wildlife refuge). The School House Pond is a beautiful amenity that is located right in the downtown.
- Stable community (especially Rectory Lane) and re-establishing of other areas. There is a strong presence of long-time residents who add stability to the town. Rectory Lane is seen as particularly stable and has a strong sense of community.

Economic Development Weaknesses:

- Downtown has not been able to support retail. Many stores have been closed in the recent past (an art gallery, coffee shop, etc).
- Given the sizable amount of government and other nontaxable property, the town has a weak tax base to support town services.
- Lack of shopping nearby—people need to go to Largo, Waldorf, or Bowie, which are 20 to 30 minutes away to shop. Even grocery stores are no longer nearby.
- Main street is owned by relatively few property owners who seem reluctant to improve the area. This is very obvious because they have not done so in accordance with last the master plan.
- Poorly maintained downtown: There is often trash on the street and many of the sidewalks are in need of repair.
- There is an undesired odor caused by the nearby landfill.
- Influence of government on tax base. Government uses are exempt from taxes.
- County Council and M-NCPPC have not been supportive enough of Upper Marlboro.
- Interchange a problem for events; not capable of handling volume.
- Elm Street is the largest vacancy in town.
- Both a small boutique and an art gallery have closed in the past because of mismanagement. People are buying properties and they are leaving them vacant while waiting on the plan (two absentee owners.)
- A few businesses have tried to establish themselves, but they have failed. Previously a furniture store in town went out of business.
- The county is removed from the zoning requirements.
- Market competition locally (US 301) and regionally (Bowie).
- Criminal courts are creating a negative image for the Town.
- Lack of something happening and lack of activities. There is nothing to do in the town such as movies and dining opportunities.
- Businesses don't stay open because there are no consumers after hours.
- There is not a park in the town.
- There are a couple of restaurants but they do not do well.
- Old administration was against events that brought African-Americans.
- A lot of the retail space is converted to storefront offices (legal/bail bonds).
- Factor of the town wanting to stall development.
- The town had three blackouts last week. Possible power issues to be examined.
- People's perception that there is nothing in Upper Marlboro.
- Town residents have not participated in the Tricentennial event.
- County and court have limited communication with the town
- County parking/park and ride (bus) prevent and limit other uses for the arena area.
- Parking has stopped the arena from attracting convention (hotel).
- Hotel development inhibited by use of municipal parking.
- Convention business hurt by the absence of a hotel.
- Community center has no connectivity to downtown.
- A lot of the people who own businesses do not own the buildings.
- Businesses have no input in the financial matters of the town.
- Today it is not the 1960s—this community will never be a commercial center.
- The town used to have a movie theater and bowling alley. There are no such activities in the town any more.

- Crime is an issue on the fringe of the town.
- Crime is becoming more frequent in the town.\
- New commissioners did not budget correctly and the town is already over budget.
- There is no sense of a center to the community.
- Shopping centers negatively affected the downtown businesses.
- Inconsistency of store hours. Some establishments keep irregular hours.
- Availability of parking: There is not enough parking available especially during working hours.
- Balance night and day uses. There is a desire for more establishments that are open past 5 PM to serve the residents of Upper Marlboro.
- The housing bubble has slowed the development of the Smith and Sasscer/Clagett properties, reducing the chance of increasing the tax base, and the limitations of annexation make it unlikely for the town to gain from the new developments.
- Reduced business traffic on nights and weekends.
- There is no movement or momentum in town.
- The livability of the residential area declines due to the increase in vacant houses. Multiple families are living in the same house and rental properties are not being well maintained.
- Inadequate advertisement of the Show Place Arena.

Economic Development Opportunities:

- Village-type recreation and retail. Smaller establishments are desired that offer more recreation and retail options. Introduce

diversity of businesses in downtown. Currently, bail bonds and lawyers offices dominate. Village-type retail in the town core will serve the residents and the daytime work force.

- Need a town administrator to be able to remain (money.)
- The town needs to create more revenue/taxes.
- Community building events, improved information distribution, automated/on-line services (such as traffic tickets), Chamber of Commerce, Prince George's "Livable Communities" initiative.
- Walkability: Make sure the downtown sidewalks are complete and can be accessed from the fringes of town.
- Night-time establishments. An adult community center that is open later is desired. Some of the community would like to have a place for adults to congregate in the evenings—jazz clubs, for example, or an upscale pub.
- Repairing the infrastructure and cleaning up the town. Possibly upgrading some existing buildings and gaining more tax base for the town.
- Book stores and music shops are desired.
- Ability to walk to the community center or an evening venue.
- Hospitality uses are desired, including bakery and bed & breakfast.
- Village-style developments. Smaller establishments that help maintain the feel of the town.
- Enhance the appearance and building facades of Main Street and introduce more chain stores.

- Community events are desired for adults as well as children. A "jazz" night or other type of music event held at a community center was suggested.
- Create a town overlay district. An overlay district would give the town some guidelines for development.
- The town needs to remain a livable community.
- Share the town during the day with Prince George's County but don't share it at night.
- Old-time movie house, reuse of the old school, and outdoor concerts are wanted amenities in town.
- People want Upper Marlboro to be a place to live rather than a place to visit at night.
- Retain the character of the area.
- Focus development onto "downtown" area.
- Fix up what already exists rather than add to the existing stocks.
- The old sheriff's office on Elm Street is an eyesore. A redevelopment of this property that is in scale with the rest of the town, that does not add traffic, and that adds to the town's tax base would be ideal.
- Create a movement for growth to happen in the town.
- Provide services for the people who already come into town or into the Court House.
- Bean House site, the hillside and the old school site, and sheriff's department provide opportunities for development.
- Don't let commercial growth occur outside of the downtown area.
- Diversify the businesses in the downtown.
- Add a restaurant at the equestrian center.

- Adding something more on Main Street, possibly apartments.
- Put residential uses in residential areas.
- Desire for more locally driven businesses.
- Desire for more housing in the area.
- R-T (residential townhouse) zoning for Smith/Claggett site.
- Vacant lot could support 100 units.
- Trash clean up—bigger, better quality trash cans.
- Match what is around the County Administration Building.
- Add new trash cans throughout the area.
- Old Mill needs to be moved out of the flood zone.
- Sidewalks near Marlboro Grill need replacement.
- Provide for business incentives:
 - ◇ Tax breaks
 - ◇ Incentive trash collection
 - ◇ Ice cream parlor and a deli
- Would like to see a Chamber or BID to develop seed money.
- Introduce more activities in the park—movies/concerts.
- Nice to have a parking garage.
- More opportunity for upscale retail/restaurants in the business area.
- Change how people view the town internally and externally.
- Downtown could have more of a life within the two to three blocks.
- The plan has to address the daytime population/evening phase. 5:30 p.m. the town is completely empty, there has been nothing done to connect the two phases.
- Want to influence the perception about safety and convince people that it is a safe community.
- Annexation of area into town for revenue.
- The old school site could incorporate office uses, retail, community center, and residential condos.
- Potential for the JJ Smith Property.
- Class “A” building on Church Street.
- House bed and breakfast.
- There are 20–30 acres along MD 4 and Old Crain Highway available for development.
- People’s perception prevents them from understanding that there are opportunities in the town center.
- Would like to see preservation of property owners’ rights and maintenance of the character of the area.
- Revitalize the town center.
- Parking lot near courthouse building is a development opportunity site.
- Provide for an open air market.
- Explore niche services.
- Introduce dry cleaners to the town.
- Cater to the county employees’ needs.
- Change the mind-set of the local people.
- Design Main Street as a pedestrian-friendly market place.
- Undeveloped properties along Main Street.
- Target the daytime population but attract evening and weekend pop.
- New business in the area such as the proposed Amish market.
- New town government and new outlook.
- Extend town boundaries.
- Judges Chambers as an evening restaurant.
- Introduce a bakery and a bed and breakfast.
- Storefronts currently occupied by nonretail; could convert.
- Great housing stock with room to add.
- Would be good to have a more vibrant downtown on the weekend.
- The last master plan recommended residences above shops (proposal was opposed by commissioners because they thought it would create traffic problems.)
- Would like to see the pros and cons of the road.
- Arena opportunities.
- Full services restaurant dining venues in town.
- Campground is well done and provides for cultural uses in town.
- Hotel/motel
- Hardware store, B&B, drugstore, second hotel (one mile), laundromat, shipping.
- People who grew up in Upper Marlboro have enjoyed their childhood there and want to continue activities for future kids.
- Business building limitations or height should be established.
- People wish there was a sit-down, higher end restaurant in town.
- Focus on age-restricted opportunities.

- Parking lots are vertical opportunities in downtown.
- Equestrian center:
 - ◇ No advertising for track hurts usage/potential.
 - ◇ Need signage on US 301, westbound MD 4.
 - ◇ Nice functions that could get more people.
- County Chrysler Plymouth available for \$4.41 million—good site for hotel.
- Darnell's Chance for events.
- County Administration Building parking:
 - ◇ Potential for the site has not been discussed, raising garage to make a smaller footprint.
 - ◇ Have considered tear-down rebuild, but not size change.
- Parking lot next to courts:
 - ◇ RA would have an issue with giving this lot up.
 - ◇ Was once a plan to underground parking and put a government building.
 - ◇ County would want another use as well as the garage.
 - ◇ Courts would have to approve the disposition of land.
 - ◇ Valuable property for the town and the county (courts.)
- Child day care site:
 - ◇ Don't have a place to move within Upper Marlboro.

- ◇ Day care fairly well attended.
- ◇ No discussion on the use of the land in front of the Courthouse garage.
- Not against reuse but have to replace parking:
 - ◇ Control of the property is important to security.
- More residential uses within walking distance of downtown would help.
- Should have a commercial property at bottom of parking garage in the big parking lot across from 7-Eleven.

Economic Development Threats:

- People are retiring and selling their property which threatens to impact community livability.
- Increase in taxes due to budget shortfall.
- Opposition of a small core of residents to the growth of the town.
- Small town mentality.
- Transient nature of visitors to Courthouse, etc.
- Over development and neglect.
- Businesses moving out of town.
- Renters: people rent out their homes and they use it as an office.
- Absentee landlords and sign violations.
- Continual opening and closing of establishments. There have been many establishments that have come and gone in the downtown, and consumers sometimes do not know if a particular establishment is still operating or not.

- County seat unilateral decision-making (lack of communication). The county does not always have to communicate with the town and is also exempt from zoning regulations.
- Consistency of power provision. There have been a few black-outs in the recent past.
- Don't want to see a night life.
- People do not want to see an entertainment center similar to North Beach or Annapolis.
- Doesn't want to see the town developed.
- Do not let absentee owners "cash in."
- Does not like concept of "Make it a walking town:"
 - ◇ It is possible to go overboard with making the town walkable—there are costs associated with that.
 - ◇ To do it would mean a new fire station.
 - ◇ Town already is walkable.
 - ◇ Want it to be for a more legitimate reason.
- County fire department:
 - ◇ Have given them \$80,000 since elections.
 - ◇ Department serves whole area of county around Upper Marlboro.
 - ◇ Justification was that town is ten percent of their calls.
 - ◇ No other community has a local stipend for the fire department.
- "If it isn't here they don't want it" attitude.
- Avoid the "pie-in-the-sky" plans.

- County/Courthouse and ancillary uses dominate downtown.
- Marlboro has a history/reputation of “stay away.”
- Pedestrian mall would hurt businesses.
- Don’t want late-night venues to avoid crime element.
- There are rumors they there is a desire to move the firehouse. That would hurt the community.
- Clagett/Smith properties should not be townhouses.
- Some property owners have no vested interest in the town and are only concerned about collecting rent from their properties.
- Bail Bondsman:
 - ◇ Most buildings owned by ten or so owners.
 - ◇ Bondsman may relocate because court commissioner has moved to Daily Drive.
- Issues have come up about business practices.
- Development of the town core should not include nighttime activities which will attract crime.
- Development of the town core could affect the surrounding residential areas. An attractive barrier between the two should be maintained.
- Businesses are trying to find a way to relocate out of downtown.
- Increased business could result in increased crime.
- New housing developments.
- Unrestrained spending by the town could result in funding shortfalls or larger budget programs.

- Lack of continuity of government with current election system.

HISTORIC PRESERVATION SWOT

Historic Preservation Strengths:

- The historical character of the town. There are historical landmarks and architecture that add to the appeal of the downtown.
- The town is historical. While many of the historical structures have been torn down, the town still has the Court House, Darnell’s Chance, and some other structures. The residential area close to downtown still has many historical homes, some of which have remained in the same family’s hands for generations.
- A lot of history to the community—museums.
- Upper Marlboro has been the county seat since the 17th century. The history and legacy behind the community is an asset.
- Darnell’s Chance is a community landmark.
- Original historic street names (Main and Water.)

Historic Preservation Weaknesses:

- There are no weekend or evening cultural activities to help bring residents and tourists to the community.
- Lack of knowledge and appreciation for the community’s heritage.

Historic Preservation Opportunities:

- Promote history of the community.
- Historic preservation celebration:
 - ◇ Walking tour around “ring road” near court building river.

Historic Preservation Threats:

- Main Street losing its historical appeal.
- Potential loss of the Crandall House.
- History of town not supporting after 5 p.m. on weekdays.

TRANSPORTATION SWOT

Transportation Strengths:

- No traffic problems on weekends, only weekdays. Parking on Main Street has not been an issue since courthouse burned. Sidewalks are OK in downtown. “The Bus” is adequate and runs from downtown to Metrorail stations.
- The interchange at MD 4 and Ritchie Marlboro Road has helped to alleviate traffic in downtown. Everything in town is within walking distance. Downtown has good crosswalks, sidewalks. Town is compact. There is enough parking to meet the existing demand.
- The Bus is funded by the county and it frequents the Courthouse and County Administration Building. Narrow streets help maintain the town’s character. People can move safely between the County Administration Building and Courthouse.
- Brick-paved sidewalks look good aesthetically. Public transit bus works well. It runs on time and is especially good for transporting people to and from the Equestrian Center parking lots. There is free parking at Equestrian Center.
- Presence of walkways on School House Pond and at the Show Place Arena.
- Little street traffic on weekends.
- Accessibility of walking trails.

- Great public works department garage plus snow removal.
- Quiet dead-end residential streets.

Transportation Weaknesses:

- Spring Branch crossing to Old Marlboro Pike is dangerous. There is a large amount of traffic making it difficult to cross.
- Traffic off MD 202 in the afternoon.
- Traffic during events and trains. There is a lot of congestion when events are held at the Equestrian Center.
- There are no sidewalks and curbs along Rectory Lane.
- Traffic issues are prominent for the town.
- Traffic does not flow well through town. Bottlenecks on US 301 when an accident occurs causing traffic to be diverted through downtown causing great congestion. Flooding occurs regularly on Water Street between MD 4 and Main Street. Marlboro Racetrack Road also floods. Signage is not great. People cannot find their way to the Courthouse and have difficulty finding parking locations. During graduation season (May to mid-June) there is a lot of congestion in downtown with drivers trying to get to the Equestrian Center. Sidewalks leading to downtown from the west are not good or are nonexistent. No biking/walking trails. Zoning does not allow structures higher than two stories.
- Congestion on MD 202 and the intersection of MD 725 and US 301. Roadways feeding into the downtown are one-lane and may not be able to handle an emergency evacuation. These roadways do not have enough capacity. Speeding occurs on Brown Station Road and

John Rogers Boulevard and speed humps cannot be installed on these roadways.

- Problem in funding transportation improvement from the last master planning study from 1994. A lot of traffic goes through town without a destination in town. The stop-controlled intersection at Old Crain Highway, Old Marlboro Pike, Main Street, and Trinity Lane is not good. Outside of the downtown there are not as many sidewalks. There are structural issues with the County Administration parking garage; the top level is not in good shape and is closed. The town is not good for through traffic. Traffic gets bad during special events at Show Place Arena and when there is a traffic incident on US 301. The downtown road system is not designed for cut-through traffic. During peak hours it is difficult to get out of town at Old Marlboro Pike, Elm Street, and Old Mill Road intersections. Traffic is increasing on US 301 and has gotten worse on MD 725. Downtown is a ghost town at night.
- The parking facility serves Courthouse and County Administration Building employees only. Visitors park on Governor Oden Bowie Drive. The intersection of Water and Main Streets is congested during peak periods. MD 202 and MD 725 have some congestion but are not as bad. There is no prospect of widening streets in Upper Marlboro since it is a historic town. Narrow streets do not help to move traffic efficiently.
- Traffic congestion, speed through town, traffic patterns in general, especially around the monument.
- Trucks of varying sizes cut through town instead of staying on main highways. During

graduation season vehicles try to cut through the town causing traffic tie-ups. Public parking is bad and it very limited. The brick sidewalk is dangerous for women walking in high heels and senior citizens could trip and fall due to bricks shifting. The old trail by Old Crain Highway is filled with overgrown brush, is not used and does not really go anywhere.

- Increased traffic from neighboring developments use the town as a shortcut to MD 4 and/or the Equestrian Center from MD 202.
- Lack of sidewalks on stretch of Old Marlboro Pike.
- Narrow main street, limited commercial parking opportunities, and poor street conditions.
- Currently there is too much parking spread out over too much area.

Transportation Opportunities:

- No other community has a local stipend for the fire department.
- Developing and completing walkway along Western Branch.
- Although parking meters bring in revenue they should be removed.
- Need for wider roadways to increase capacity. MD 725 and MD 202 need to be reviewed for upgrading.
- Close Main Street to be used by pedestrians exclusively or make it a one-way street. Add a turn signal at the intersection of Main Street and Water/Elm Streets to facilitate more efficient traffic flow. Provide one set or type of wayfinding signs. Marlboro Racetrack Road can be upgraded and used to redirect traffic

from MD 202 and MD 725 to the Equestrian Center instead of traffic going through downtown. Build the Ring Road. Need more logical parking system and provide a shuttle between all parking lots and government facilities. Sidewalks on Elm Street should be examined for improvement. Old Marlboro Pike needs sidewalks and crosswalks at Rectory Road and Spring Branch Road. Need stop sign at Old Marlboro Road and Rectory Road. Reconfigure intersection of Old Crain Highway, Old Marlboro Pike, and Trinity Lane. Eliminate street parking on Main Street west of Elm/Water Streets where owner claims his property into the street right-of-way. Eliminate some surface parking lots in favor of underground lots with residential/commercial above. Overhanging telephone/utilities wires should be relocated underground.

- Intersection of Old Crain Highway, Old Marlboro Pike, Main Street, and Trinity Lane can benefit from a redesign to a roundabout to operate more adequately. Extend Brown Station Road to Old Crain Highway to divert traffic from downtown and serve as a western bypass. Relocate MD 202 to tie in with MD 4 and US 301. Close ramps at Old Crain Highway and MD 4. Relocate Old Crain Highway to intersect with Ritchie Marlboro Road to consolidate traffic improvements. Provide alternate routes in downtown for traffic movement so that all traffic does not have to use the Water and Main Street intersection.
- There is a need for more on-street parking. The bus system could be improved. Increase headways and frequency of service. Have Metro extend a bus line to Upper Marlboro.
- Need for more free parking for the public.

- Parking issues in town need to be fixed. Improve bus stops by cutting sidewalks in along Water Street south of Main Street north of Judges Drive. Clean up trash. Eliminate meters on Main Street to make way for no parking. Replace brick-paved sidewalks with concrete or provide a concrete base so bricks don't slide. Repave the following streets: Pratt Street, Spring Branch Drive, and part of Old Mill Road.
- Move Sheriff's Department to schoolhouse?
- Structure parking on town-owned surface lot?
- Move all county worker parking to satellite lots.
- More parking in town for residents and visitors.
- Open CAB garage to public.
- Improve traffic patterns. Divert nonlocal traffic around town where possible.
- Increase the ability to walk everywhere in the town. The residents of Rectory Lane, School Lane, and Spring Branch do not have a crosswalk over the heavily traveled Old Marlboro Pike in order to get to downtown. The Board of Education people also have the same problem. Conversely, people on the other side of Old Marlboro Pike can't safely get to the Board of Education and the ball field and track.
- Get rid of parking meters (parking ban two to three).
- Traffic:
 - ◇ Cannot make it one way without damaging the community.
 - ◇ Have parking on one side of the street to increase safety.

- Monitoring and adding handicapped parking.

Transportation Threats:

- Development along Ritchie Marlboro Road will affect Old Marlboro Pike with increased traffic. MD 4 and Water Street interchange is likely to be affected. Any development near MD 725 and US 301 will negatively affect those roadways.
- The county may move more offices to Largo, MD. A handful of vocal residents do not want to see any development in the town that will have an impact on traffic. Property owners do not care about improving the downtown.
- Concern that traffic in downtown will get worse due to development in the general area. Shop owners on the west side of town have set up their own parking area on-street with unregulated signs.
- Courthouse is expanding. Since the building is a traffic generator there could be more traffic attracted to Upper Marlboro, increasing the road traffic and worsening congestion.
- Reuse of high school threatens roundhouse neighborhood, erosion, and asbestos.
- Annexation/expansion.

ADDITIONAL QUESTIONS AND COMMENTS

New Town Core and Neighborhood Amenities:

The Town Core and neighborhoods can support additional amenities that will make the area more useful, beautiful, and fun, while adding to Upper Marlboro residents' overall quality of life. Please list amenities that you would like to see introduced into the study area:

- Bike paths and safe sidewalks. Increase the ability to walk to all parts of town.

- Pocket parks.
- Canoe/kayak launch on West Branch.
- In both the Town Core and the neighborhoods, increase the number of trees and landscape. Provide for seasonal landscape treatment.
- Stormwater management and water quality.
- Children's play areas and possibly a skate park.
- Some form of social gathering place (e.g. pub/tavern—family friendly, pool/darts etc.) within walking distance.
- Not necessary introduction of new amenities but better visibility and utilization of the existing ones.
- Increase the variety and number of village-type retail stores.
- Improve on electric outages—frequent/prolonged hours.
- Accommodate for a better traffic flow, both pedestrian and vehicular.
- Add a Trader Joe's market in a current downtown building.
- Recreational opportunities for the younger generation to deter them from crime.
- Nightlife for children and teens.
- More green spaces, blend with parking lots.
- Natural brick facades—no paint.
- Bike paths.
- Retail mixed with residential (Old Sheriff's office).
- High-end stores.
- Bring back fountains and paddle boats to School House Pond.
- A place for outdoor music and fairs.

New Town Core Development:

There are development opportunities in the Town Core and neighborhood areas for a mixture of new, infill land uses. Please list three types of development that you would like to see considered for the study area:

- Bed and breakfast.
- Senior center.
- Yard sales like they used to be in the past and advertised flea markets.
- Restaurant similar to "Cracker Barrel."
- The county should be responsible for demolishing the old school and donating the land to the town. The town then could build a Colonial-style architecture town hall in that site. The site of the existing town hall could be used to build maintenance garages that should be donated to the Fire/EMS Department.
- Resident-oriented business. Especially those that do not solely cater to the weekday traffic such as a bakery/deli or a smaller grocery store like Noah's or Clinton or Nick's or Prince Frederick, or Trader Joe's.
- Development of the Smith property with an appropriately scaled residential area with walking access through it between the Town Core and the Board of Education and playing fields. The entrance should be located on the School Lane side.
- Introduce village-type retail and office infill as the market demands and at the same time maintain a village atmosphere. No residential should be introduced in the Town Core. With increased walking pathways, the Town Core is within a ten-minute walk of the residential

areas; thus, the town is already a mixed-use area.

- Farmer's Market: Take advantage of the county's rural nature. Although parking lots are generally used on the weekends, Foggy Bottom and NASA/Goddard have weekday markets with local workers as a captive audience. The School House Pond area is also a possible location for a Farmer's Market.
- Stores that are open after 7:00 p.m. such as book stores, pubs, hobby stores.
- Low-scale and high-quality developments.
- Artists' studios.
- Office condos on upper levels of existing buildings could create a new roof line.
- Uniform trash receptacles: All businesses should use a common location to dump their trash instead of letting it pile up behind the doors.
- Historic and/or architectural sections with restrictions.
- No new development is desirable.
- Small-/medium-size hotel near the Equestrian Center.
- Develop a Senior Citizen Center Wiring (overhead on Main, Water, Elm, Church, and Pratt Streets). Rezoning the Smith property as a B&B.
- Restaurants that are open at nights.
- Infill with upscale condos.
- Anything but more bail bondsmen.
- Redevelopment of the Old Sheriff's office on Elm Street in a manner that preserves the residential area next to it, does not increase traffic, and adds to the town's tax base.

- Second-floor or higher condos above ground-level retail.
- Keep residential uses on vacant land in residential neighborhood.
- Annexation to increase tax base.

If I Could Fix One Thing...

Identify the top three things that need to be changed in the Town Core and neighborhood study area. These things keep us from fully benefiting from the opportunities in these areas. Please list things you would like to see changed:

- Move bail bondsmen or signs off Main Street.
- Use signage to encourage cars to slow down around pond.
- Improve the condition of the business buildings downtown.
- Bury the existing power lines.
- Eliminate all parking on Main Street. Uniform signs: No banners or nonapproved signs.
- Fines enforced for not following planning and zoning guidelines and approval signs.
- Improve the historical look of the town.
- Enforce the noise ordinance.
- Complete Courthouse repair in a speedier matter.
- Pedestrian linkages throughout town: Elm, Water and Main Streets, Spring Back Drive. Add Valley Lane to the town.
- Upgrade bus stops.
- Upgrade alleys behind businesses.
- Enforcement of prevailing laws regarding noise, litter, etc.

- Perhaps have the Equestrian Center used like Rod & Reel does with casino-type machines called Bingo and money profits determined.
- I would not like to see “nightlife” introduced in this town. There are plenty of places nearby for people to use.
- Demolish the old high school.
- Complete building sidewalks along Old Marlboro Pike (Spring Branch to John Rogers).
- Add speeding cameras at the following locations: MD 725—US 1. Corner of Rectory Lane (coming into town). 2. Vacant lots (between offices/townhouses) leaving town. Old Crain Highway: 1. Leaving town by town hall, 2. Coming into town in the corner with Peter Herring.
- Demolish the parking garage by the County Administration Building. It is never used.
- Better business diversity.
- Introduce development that would have a positive impact on the town’s revenue.
- Ban on-street parking from the residential areas.
- Improve appearance issues such as litter, signage, and building maintenance. Poorly maintained buildings should be rehabilitated, the size and number of signs should be regulated, the power lines should be put underground and the town core should have a clean look.
- Divert traffic around town where possible. Possibly create a traffic circle around the monument.
- Upgrade streets to county standards with curbs and sidewalks.

- Energy conservation—County \$ for utility burial.
- New development served by underground utilities.

Additional Comments and Recommendations:

- Satellite parking for county employees in garage—use the space for something else (not parking). Off-street parking in core should favor residents and visitors; office workers should use satellite parking.
- Concerned about effect of reuse of high school on surrounding residential homes. Environmental concerns regarding asbestos in building.
- Noise problem on US 301 (2:00 a.m.). Someone plays loud music.
- Privately owned small parking lots under utilized.
- Need small park areas, places where you can just chill; i.e. pocket parks.
- More seasonal streetscape decorations (like banners).
- Concerned that the improvements mentioned will attract criminal element (like it quiet after 5:00 p.m.). Residents are afraid that keeping businesses in town open into the evening will bring crime.
- Reuse of upper levels of buildings in town (e.g., upscale condos) on second floor.
- Keep residential neighborhoods residential. Residents do not want commercial activity in residential neighborhoods.
- Do something to increase the tax base of the town.

- Take bail bondsmen off Main Street—restrict their locations. And/or zoning signage. Residents feel that there are too many bail bond establishments.
- Change zoning to restrict location of bail bondsmen.
- Require new buildings to put power lines underground. Resident's really would like to see overhead utilities underground.
- County buildings should be required to turn off interior lights at night after 8:00 p.m. (waste of \$). This is to not waste electricity. There seems to be a desire for green building practices.
 - ◇ Who enforces signage laws in the town?
 - ◇ What are the penalties if not followed?
- There needs to be a sign ordinance in town.
- Have you investigated stormwater management in the town? It may be appropriate to take advantage of the Schoolhouse Pond and/or the Depot Pond.
- Create sidewalks that link the fringe of downtown to the core.
- Bury the phone lines and eliminate telephone poles.
- Improve the safety of blind spots on roads in town.
- Bury power lines.
- Ease traffic congestion in the downtown, especially during rush hour.
- Better maintain the appearance of the streets. There is a lot of trash that needs to be picked up, and there are a lot of streetscape and facade improvements to be made.
- Eliminate on-street parking along Main Street.
- School House Pond: Finish the boardwalk and make improvements that capitalize on its natural beauty.
- The town could be better maintained. Some of the buildings could be upgraded and better used to possibly contribute to the tax base.
- Upper Marlboro is at the same time a historic town and a government town. It will always be a busy town during the day and quiet after five in the evening. This is something that should be maintained.
- The town is small and will not be able to support any major commercial business.
- Town commissioner elections every two years can (and have) resulted in a complete turnover of membership, preventing continuity; state law limits the ability to fix the problem without increasing the number of commissioners. Commissioners have shown to be a problem without an enforceable ethics law.
- The downtown area is overrun with bail bond companies and law offices. This is something that could not and probably should not change. However, sign regulations could help to enhance the character of the town.
- Upper Marlboro should remain a quiet, small town. The town should remain its reputation as "Upper Mayberry." Infrastructure and traffic flow patterns should be improved to minimize congestion.
- There should be an improvement in the long-term viability of the town (municipality) as an economic entity.
- The town is 300 years old and that should be considered in any proposed change.
- Improve citizen cohesiveness: Smaller neighborhood parties versus whole "Marlborough Day" which caters to the Greater Upper Marlboro Area.
- Because of the pond, the creeks and the lakes, there are problems with mosquitoes.
- There is a lack of diverse town commission and misperceived town boundaries. Perhaps each church could host a "musical or symphony" once a month somewhere like the old school or the Equestrian Center.
- The white geese are very aggressive and create noise and loitering problems.
- Loud music coming from Broadwater Estates becomes a problem at times.
- There are too many loafing kids in the library.
- Modernize the community (computers, e-mail.)

SCENARIO PREFERENCE

During the second public meeting that took place at the Show Place Arena on January 10, 2008, the consultant team met with over 60 residents and stakeholders to discuss the alternative plans and an array of ideas. After the initial presentation the public was divided into three groups to further discuss the concepts and to vote on the initiatives that they favored the most.

The following pages contain the voting matrices along with the votes that each initiative received.

Many of the initiatives were carried forward in the final Action Plan and others were eliminated. A few of the initiatives were rendered favorable as options for redevelopment that could occur further in the future under a set of specific circumstances. This second group of ideas and initiatives, although not included in the final consensus plan, are described in more detail in Appendix 6 and constitute the contingency plans.



Breakout Group Session During the Second Public Meeting



Breakout Group Session During the Second Public Meeting



Breakout Group Session During the Second Public Meeting

Initiative Focus	Scenario I	Scenario II Additions to Scenario I	Scenario III Additions to Scenario I & II
Urban Design Development Initiatives	<ul style="list-style-type: none"> Potential professional office infill site and supporting parking on Old Marlboro Pike Adaptive re-use of the Old Academy/High School to a shared Town Hall, County, and Community Civic Campus Single Family infill in the adjacent to the Academy vacant site Recruitment of new businesses for the existing vacancies and reduction in bail bond offices Main Street Mixed-Use opportunities Walkable and Active Main Street Image Water Street mixed-uses infill with appropriate parking support Mall Plaza mixed-use infill & farmers' market Oden Bowie Drive residential infill Schoolhouse Pond community amphitheater, park, playground, pavilion and boardwalk improvements Mixed-use development facing Pratt/Main Street Old Bakery building residential re-use and adjacent residential infill Judges Drive walkway extensions Claggett & Smith sites single family infill development with parks and walkway linkages Residential infill on vacant sites around the existing Town Hall Adaptive re-use of Town Hall site for expanded Town Hall and maintenance building Pratt and Main Street Gateway streetscape improvements 	<ul style="list-style-type: none"> Relocation and redevelopment of the County Day Care and Volunteer Fire Department Facilities Western Branch residential development Western Branch Civic Complex development with surface parking Residential development on and around the current Town Hall site Single Family Residential development on the south of the Town that preserves the rural character and is comparable in scale and style to the neighboring single family homes 	<ul style="list-style-type: none"> Western Branch Civic Complex with parking deck expansion Board of Education relocation and redevelopment for single family residential Boys and Girls Club Recreation Park & Trail Improvements Hotel development adjacent to the Show Place Arena Potential future Show Place Arena mixed-use development Festival grounds pathway and landscape improvements Child Development Center in the adjacent to the Old Academy vacant site Water Street civic uses infill with appropriate parking support
Economic Development Initiatives	<ul style="list-style-type: none"> Increase, but still maintain low tax rate Improve Fiscal prudence in purchasing supplies, equipment, and services Consider Benefits of Annexing Adjacent Commercial Property Explore Opportunities for redevelopment in Town's Underutilized/Vacant Parcels Business retention and recruitment in vacancies on Main Street and the Town Core 		
Public Realm/ Open Space Enhancements	<ul style="list-style-type: none"> Depot Pond Trail System and connection to the Community Center and MD - 4 725 trailhead parking and passive recreation facilities Western Branch trailhead parking, trail system & passive recreation facilities on the Old Port site Schoolhouse Pond Community Amphitheater & Plaza Improvements 		
Policy Recommendations	<ul style="list-style-type: none"> Establish detailed zoning for the Town Core Establish form-based guidelines for adaptive re-use & new development in the Town Establish refined height standards by Street location in the Town Core 		
Transportation, Parking & Infrastructure	<ul style="list-style-type: none"> Walkway & Crosswalk additions/improvements along Old Marlboro Pike and Old Crain Hwy Old Mill Road crosswalk and walkway linkage Rectory Lane crosswalk and walkway linkage Spring Branch neighborhood crosswalk and walkway linkage New Three-way crosswalks at Elm and Water Streets Provide for parking space to accommodate for the Adaptive re-use of the Old Academy Main & Water Street Intersection Improvements New Traffic Signals on Water Street at MD 4 Ramps, Judges Drive at Water Street and Oden Bowie at Elm Main Street and Water Street Overhead Utility Enhancements/Relocation Water Street bridge widening Town lot surface parking enhancements Old Crain Highway/ Old Marlboro Pike/ Main Street Gateway circle and road re-alignment Brown Station Road extension and connection with Old Crain Highway 	<ul style="list-style-type: none"> CAB Parking Deck re-design to accommodate new liner building development Judges Drive re-alignment and connection with Governor Oden Bowie Dr. Explore the Main/Pratt Street one-way circulation. Potential road connection to Valley Lane. 	<ul style="list-style-type: none"> Improvements and re-alignment of Race Track Road and connection with Route 202 Schoolhouse Lane Street linkages with Brown Station Road extension Rectory Lane Street linkages with Schoolhouse Lane New frontage Street and parking along the Boys and Girls Club park Valley Lane roadway improvement and extension New Road connection with Old Crain Highway on the Old railway R.O.W. Showplace arena roadway and roundabout improvements Racetrack Road boulevard Route 4 frontage road Improved race track road connections
Historic Preservation	<ul style="list-style-type: none"> Create a walking tour highlighting existing historic buildings and historic sites in Upper Marlboro Create historic interpretive panels for installation at key locations in Upper Marlboro Establish exterior renovation guidelines & grand funding program 		

GROUP

1

VOTING

Initiative Focus	Scenario I	Scenario II Additions to Scenario I	Scenario III Additions to Scenario I & II
Urban Design Development Initiatives	<ul style="list-style-type: none"> Potential professional office infill site and supporting parking on Old Marlboro Pike Adaptive re-use of the Old Academy/High School to a shared Town Hall, County, and Community Civic Campus Single Family infill in the adjacent to the Academy vacant site Recruitment of new businesses for the existing vacancies and reduction in bail bond offices Main Street Mixed-Use opportunities Walkable and Active Main Street Image Water Street mixed-uses infill with appropriate parking support Mall Plaza mixed-use infill & farmers' market Oden Bowie Drive residential infill Schoolhouse Pond community amphitheater, park, playground, pavilion and boardwalk improvements Mixed-use development facing Pratt/Main Street Old Bakery building residential re-use and adjacent residential infill Judges Drive walkway extensions Claggett & Smith sites single family infill development with parks and walkway linkages Residential infill on vacant sites around the existing Town Hall Adaptive re-use of Town Hall site for expanded Town Hall and maintenance building Pratt and Main Street Gateway streetscape improvements 	<ul style="list-style-type: none"> Relocation and redevelopment of the County Day Care and Volunteer Fire Department Facilities Western Branch residential development Western Branch Civic Complex development with surface parking Residential development on and around the current Town Hall site Single Family Residential development on the south of the Town that preserves the rural character and is comparable in scale and style to the neighboring single family homes 	<ul style="list-style-type: none"> Western Branch Civic Complex with parking deck expansion Board of Education relocation and redevelopment for single family residential Boys and Girls Club Recreation Park & Trail Improvements Hotel development adjacent to the Show Place Arena Potential future Show Place Arena mixed-use development Festival grounds pathway and landscape improvements Child Development Center in the adjacent to the Old Academy vacant site Water Street civic uses infill with appropriate parking support
Economic Development Initiatives	<ul style="list-style-type: none"> Increase, but still maintain low tax rate Improve Fiscal prudence in purchasing supplies, equipment, and services Consider Benefits of Annexing Adjacent Commercial Property Explore Opportunities for redevelopment in Town's Underutilized/Vacant Parcels Business retention and recruitment in vacancies on Main Street and the Town Core 		
Public Realm/ Open Space Enhancements	<ul style="list-style-type: none"> Depot Pond Trail System and connection to the Community Center and MD - 4 725 trailhead parking and passive recreation facilities Western Branch trailhead parking, trail system & passive recreation facilities on the Old Port site Schoolhouse Pond Community Amphitheater & Plaza Improvements 		
Policy Recommendations	<ul style="list-style-type: none"> Establish detailed zoning for the Town Core Establish form-based guidelines for adaptive re-use & new development in the Town Establish refined height standards by Street location in the Town Core 		
Transportation, Parking & Infrastructure	<ul style="list-style-type: none"> Walkway & Crosswalk additions/improvements along Old Marlboro Pike and Old Crain Hwy Old Mill Road crosswalk and walkway linkage Rectory Lane crosswalk and walkway linkage Spring Branch neighborhood crosswalk and walkway linkage New Three-way crosswalks at Elm and Water Streets Provide for parking space to accommodate for the Adaptive re-use of the Old Academy Main & Water Street Intersection Improvements New Traffic Signals on Water Street at MD 4 Ramps, Judges Drive at Water Street and Oden Bowie at Elm Main Street and Water Street Overhead Utility Enhancements/Relocation Water Street bridge widening Town lot surface parking enhancements Old Crain Highway/ Old Marlboro Pike/ Main Street Gateway circle and road re-alignment Brown Station Road extension and connection with Old Crain Highway 	<ul style="list-style-type: none"> CAB Parking Deck re-design to accommodate new liner building development Judges Drive re-alignment and connection with Governor Oden Bowie Dr. Explore the Main/Pratt Street one-way circulation. Potential road connection to Valley Lane. 	<ul style="list-style-type: none"> Improvements and re-alignment of Race Track Road and connection with Route 202 Schoolhouse Lane Street linkages with Brown Station Road extension Rectory Lane Street linkages with Schoolhouse Lane New frontage Street and parking along the Boys and Girls Club park Valley Lane roadway improvement and extension New Road connection with Old Crain Highway on the Old railway R.O.W. Showplace arena roadway and roundabout improvements Racetrack Road boulevard Route 4 frontage road Improved race track road connections
Historic Preservation	<ul style="list-style-type: none"> Create a walking tour highlighting existing historic buildings and historic sites in Upper Marlboro Create historic interpretive panels for installation at key locations in Upper Marlboro Establish exterior renovation guidelines & grand funding program 		

GROUP

2

VOTING

Initiative Focus	Scenario I	Scenario II Additions to Scenario I	Scenario III Additions to Scenario I & II
Urban Design Development Initiatives	<ul style="list-style-type: none"> Potential professional office infill site and supporting parking on Old Marlboro Pike Adaptive re-use of the Old Academy/High School to a shared Town Hall, County, and Community Civic Campus Single Family infill in the adjacent to the Academy vacant site Recruitment of new businesses for the existing vacancies and reduction in bail bond offices Main Street Mixed-Use opportunities Walkable and Active Main Street Image Water Street mixed-uses infill with appropriate parking support Mall Plaza mixed-use infill & farmers' market Oden Bowie Drive residential infill Schoolhouse Pond community amphitheater, park, playground, pavilion and boardwalk improvements Mixed-use development facing Pratt/Main Street Old Bakery building residential re-use and adjacent residential infill Judges Drive walkway extensions Claggett & Smith sites single family infill development with parks and walkway linkages Residential infill on vacant sites around the existing Town Hall Adaptive re-use of Town Hall site for expanded Town Hall and maintenance building Pratt and Main Street Gateway streetscape improvements 	<ul style="list-style-type: none"> Relocation and redevelopment of the County Day Care and Volunteer Fire Department Facilities Western Branch residential development Western Branch Civic Complex development with surface parking Residential development on and around the current Town Hall site Single Family Residential development on the south of the Town that preserves the rural character and is comparable in scale and style to the neighboring single family homes 	<ul style="list-style-type: none"> Western Branch Civic Complex with parking deck expansion Board of Education relocation and redevelopment for single family residential Boys and Girls Club Recreation Park & Trail Improvements Hotel development adjacent to the Show Place Arena Potential future Show Place Arena mixed-use development Festival grounds pathway and landscape improvements Child Development Center in the adjacent to the Old Academy vacant site Water Street civic uses infill with appropriate parking support
Economic Development Initiatives	<ul style="list-style-type: none"> Increase, but still maintain low tax rate Improve Fiscal prudence in purchasing supplies, equipment, and services Consider Benefits of Annexing Adjacent Commercial Property Explore Opportunities for redevelopment in Town's Underutilized/Vacant Parcels Business retention and recruitment in vacancies on Main Street and the Town Core 		
Public Realm/ Open Space Enhancements	<ul style="list-style-type: none"> Depot Pond Trail System and connection to the Community Center and MD - 4 725 trailhead parking and passive recreation facilities Western Branch trailhead parking, trail system & passive recreation facilities on the Old Port site Schoolhouse Pond Community Amphitheater & Plaza Improvements 		
Policy Recommendations	<ul style="list-style-type: none"> Establish detailed zoning for the Town Core Establish form-based guidelines for adaptive re-use & new development in the Town Establish refined height standards by Street location in the Town Core 		
Transportation, Parking & Infrastructure	<ul style="list-style-type: none"> Walkway & Crosswalk additions/improvements along Old Marlboro Pike and Old Crain Hwy Old Mill Road crosswalk and walkway linkage Rectory Lane crosswalk and walkway linkage Spring Branch neighborhood crosswalk and walkway linkage New Three-way crosswalks at Elm and Water Streets Provide for parking space to accommodate for the Adaptive re-use of the Old Academy Main & Water Street Intersection Improvements New Traffic Signals on Water Street at MD 4 Ramps, Judges Drive at Water Street and Oden Bowie at Elm Main Street and Water Street Overhead Utility Enhancements/Relocation Water Street bridge widening Town lot surface parking enhancements Old Crain Highway/ Old Marlboro Pike/ Main Street Gateway circle and road re-alignment Brown Station Road extension and connection with Old Crain Highway 	<ul style="list-style-type: none"> CAB Parking Deck re-design to accommodate new liner building development Judges Drive re-alignment and connection with Governor Oden Bowie Dr. Explore the Main/Pratt Street one-way circulation. Potential road connection to Valley Lane. 	<ul style="list-style-type: none"> Improvements and re-alignment of Race Track Road and connection with Route 202 Schoolhouse Lane Street linkages with Brown Station Road extension Rectory Lane Street linkages with Schoolhouse Lane New frontage Street and parking along the Boys and Girls Club park Valley Lane roadway improvement and extension New Road connection with Old Crain Highway on the Old railway R.O.W. Showplace arena roadway and roundabout improvements Racetrack Road boulevard Route 4 frontage road Improved race track road connections
Historic Preservation	<ul style="list-style-type: none"> Create a walking tour highlighting existing historic buildings and historic sites in Upper Marlboro Create historic interpretive panels for installation at key locations in Upper Marlboro Establish exterior renovation guidelines & grand funding program 		

GROUP

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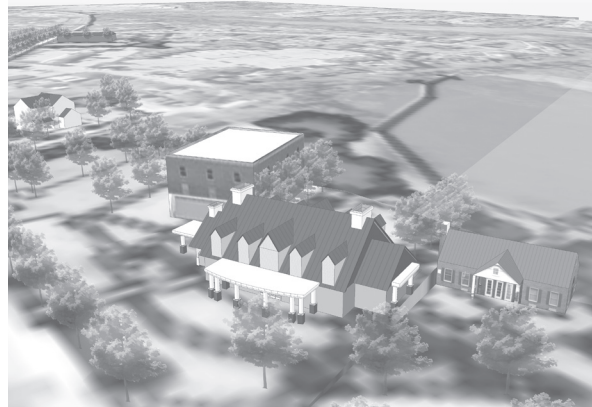
VOTING

SCENARIO II: WHAT CAN YOU DO WITH SOME CHANGE?

This second planning approach introduces a series of development opportunities that could happen in the town with the assumption of roadway realignment configurations, the possibility of impacting the existing parking deck of the County Administration Building, and the opportunity of looking for development opportunities outside the town boundaries. The majority of the elements included in Scenario I are carried forward in Scenario II. Specifically the development concepts that are introduced in the first scenario and remain the same in Scenario II are:

- Retention of existing business and new business recruitment within existing commercial vacancies.
- Potential professional office infill development along Old Marlboro Pike.
- Walkway connections associated with crosswalk improvements from Main Street and Marlboro Pike to the Marlborough Village Shopping Center and crosswalk connections to the existing Spring Branch neighborhoods, Rectory Lane neighborhood, and Old Mill Road.
- Possible infill with single-family residential housing on the vacant site along Elm Street and west of the Old Marlborough Academy.
- Infill along the existing mall open space area.
- Commercial/office infill development with supportive parking on two key sites along Main Street that are currently serving as surface parking lots.

- Proposal of a community amphitheater and park overlooking the Schoolhouse Pond.
- Development of organized trailhead parking and supportive passive recreation facilities along MD 725 and in the location of the Old Port.
- Proposal of a trail system along Depot Pond that extends along Marlboro Race Track Road, south to the community center, and west to the Old Port site.

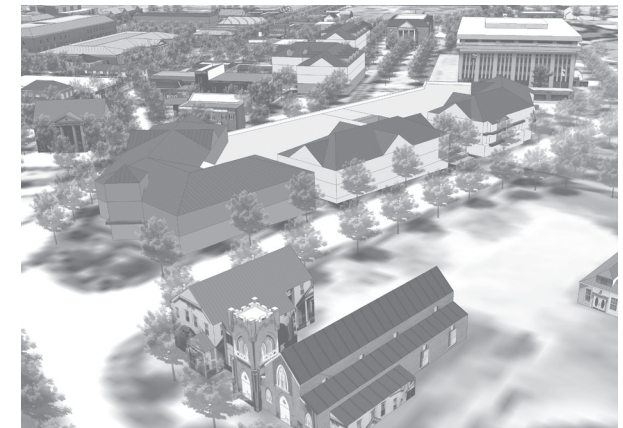


Old Marlborough Academy Redesign

- Development of the Clagett and Smith sites as single-family residential infill with parks and walkway linkages to town.
- Walkway connections along Church Street and from the Clagett and Smith proposed residential development to the Boys and Girls Club recreational area and north to MD 725.
- Extension of Brown Station Road and connection with Old Crain Highway along with single-family residential development in the Sasscer property.

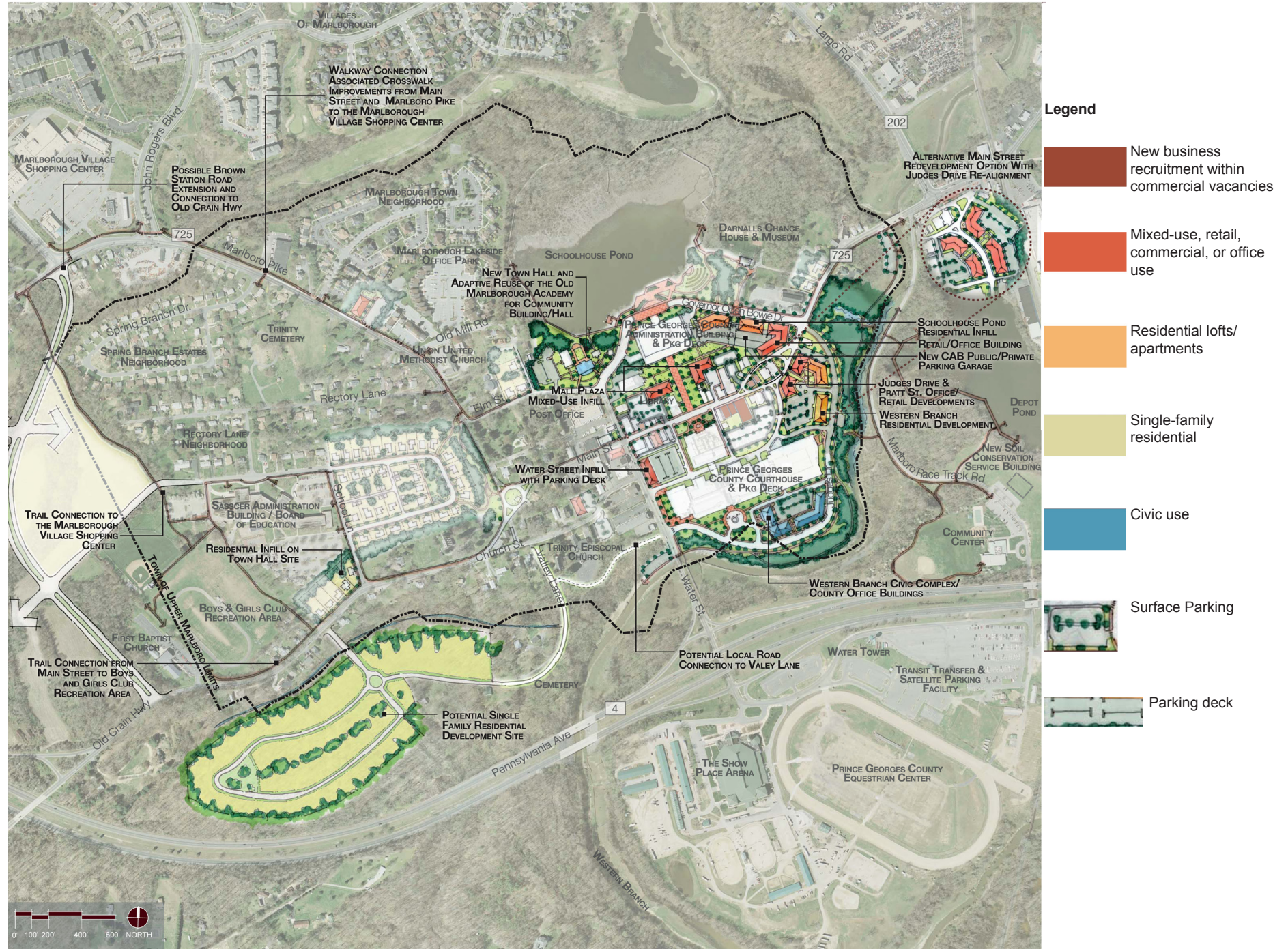
New concepts and development ideas introduced in this second scenario include:

- The preservation of the historic portion of the Old Marlborough Academy and the redesign of the remaining structure to a new town hall and community building hall.
- The redesign of the County Administration Building (CAB) parking deck to allow for a liner development around it. Taking advantage of the adjacent pond amenity and views, a new residential development overlooking the Schoolhouse Pond is proposed. Additionally a signature corner retail/office building is proposed to the residential component that frames the intersection of Main Street and Governor Oden Bowie Drive and creates a gateway to the town from the east.



Liner Development Around the CAB Parking Deck

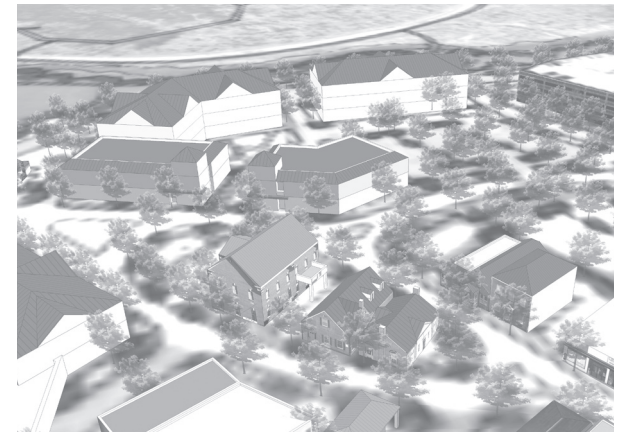
Exhibit 5.3: Scenario Plan II



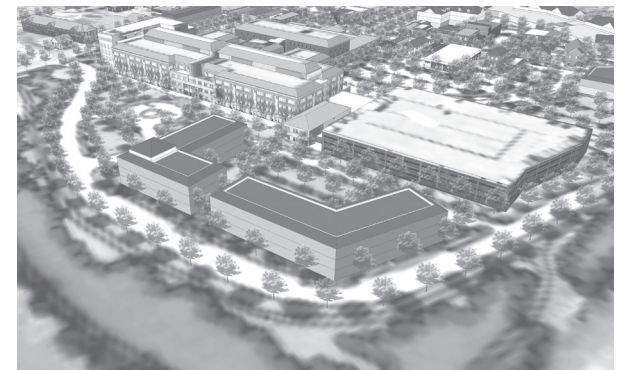
From discussion with the county planning staff the EDSA team was informed that the relocation of the volunteer fire department from its current location has been in the County Capital Improvement Plans. Assuming that the county child care facility could also be relocated in a more appropriate location within the town, there is a possibility for the extension of Judges Drive toward the north to connect with Governor Oden Bowie Drive. That would not only create a transportation loop in the periphery of the town that can help maintain low traffic volumes within the Town Core, but also allows for the proposal of a residential development that would overlook Western Branch and Depot Pond. Additionally there is an opportunity for office and/or retail developments to front on Main/Pratt Streets.

- The relocation of the volunteer fire department allows for the exploration of a one-way circulation system around the Main/Pratt elliptical gateway. The one-way circulation system would allow for streetscape redesign opportunities and provide for safer and stronger pedestrian linkages.
- The development of a Western Branch civic complex and county office buildings on the open space south of the existing County Courthouse. Such a proposal can provide for additional county uses and expansion needs. The proposed development can be oriented to take advantage of the Western Branch views and will be accommodated from surface parking.
- The proposal of a potential single-family residential development just south of the town boundaries and north of MD 4. Currently that site is zoned as Rural-Residential and the existing residences are characterized by

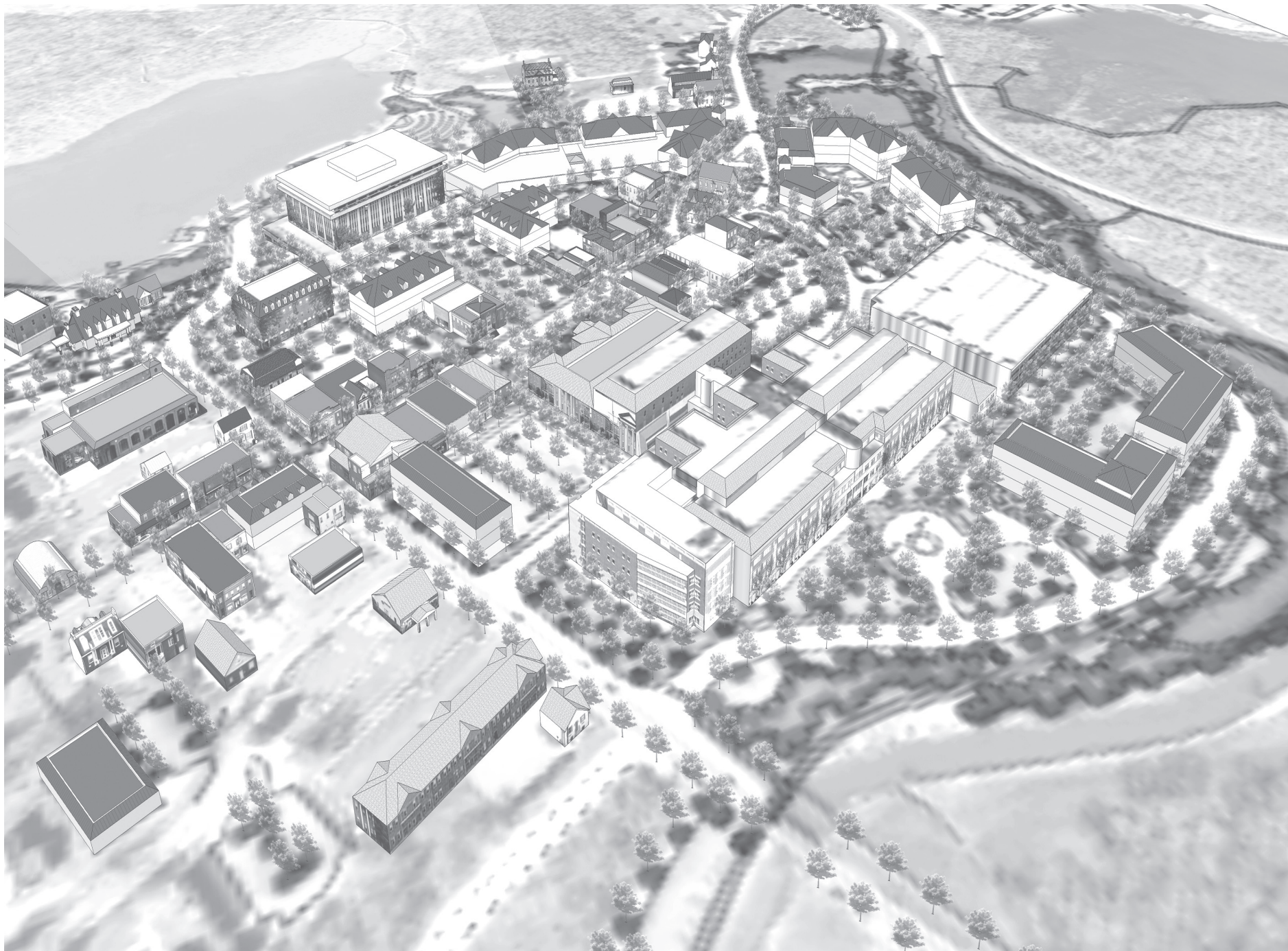
the large size lots and the wooded character of the area. The proposed residential development should be similar in scale and character with the existing residences, should be designed and developed to preserve that maximum amount of the existing vegetation, and should respond to the topography of the area. A roadway connection is possible with Old Crain Highway on the location of the old railway right-of-way. A second possible connection can occur through the extension of Valley Lane. Additionally, there is a potential for a local road connection from Water Street and through the back of the existing Trinity Episcopal Church to Valley Lane.



New Development Opportunity on County Day Care and Volunteer Fire Department Sites



Civic Complex Development



SCENARIO III: WHAT CAN YOU DO WITH AN “OLD TOWN”—“NEW TOWN” PERSPECTIVE

This third planning approach introduces a series of development opportunities that could potentially happen in the town further in the future. Most of the development and redevelopment ideas do not mean to alter the current composition of the town; neither do they suggest that any of the major changes should happen in the near future. Rather they provide the town with a framework and a plan to respond to potential major changes that may occur in the future. The majority of the elements included in Scenario I and Scenario II are carried forward in Scenario III. Specifically the development concepts that are introduced in the first or second scenario and remain the same in Scenario III are:

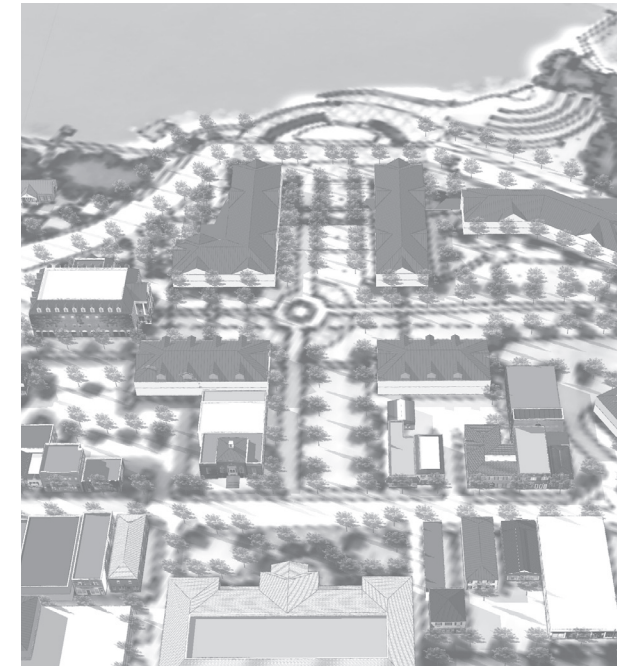
- Retention of existing business and new business recruitment within existing commercial vacancies.
- Professional office infill development along Old Marlboro Pike.
- Walkway connections associated with crosswalk improvements from Main Street and Marlboro Pike to the Marlborough Village Shopping Center and crosswalk connections to the existing Spring Branch neighborhoods, Rectory Lane neighborhood, and Old Mill Road.
- Infill along the existing mall open space area that connects the County Administration Building and the Courthouse with a mixed-

use development and a possible structure that could accommodate a farmer's market.

- Commercial/office infill development with supportive parking on two key sites along Main Street that are currently serving as surface parking lots.
- The proposal of a community amphitheater and park overlooking the Schoolhouse Pond.
- The development of organized trailhead parking and supportive passive recreation facilities along MD 725 in the place of an existing informal parking lot and adjacent to Water Street in the location of the Old Port.
- The proposal of a trail system along Depot Pond that extends along Marlboro Race Track Road, south to the community center and west to the Old Port site.
- Potential development of the Clagett and Smith sites as single-family residential infill with parks and walkway linkages to the town.
- Walkway connections along Church Street and from the Clagett and Smith proposed residential development to the Boys and Girls Club recreational area and north to MD 725.
- Extension of Brown Station Road and connection with Old Crain Highway along with single-family residential development on Sasscer farm land.
- The preservation of the historic portion of the Old Marlborough Academy and the redesign of the remaining structure to a new town hall and community building hall.
- Relocation of the volunteer fire department from its current location. Assuming that the county child care facility could also be relocated in a more appropriate location within the town, there is a possibility for

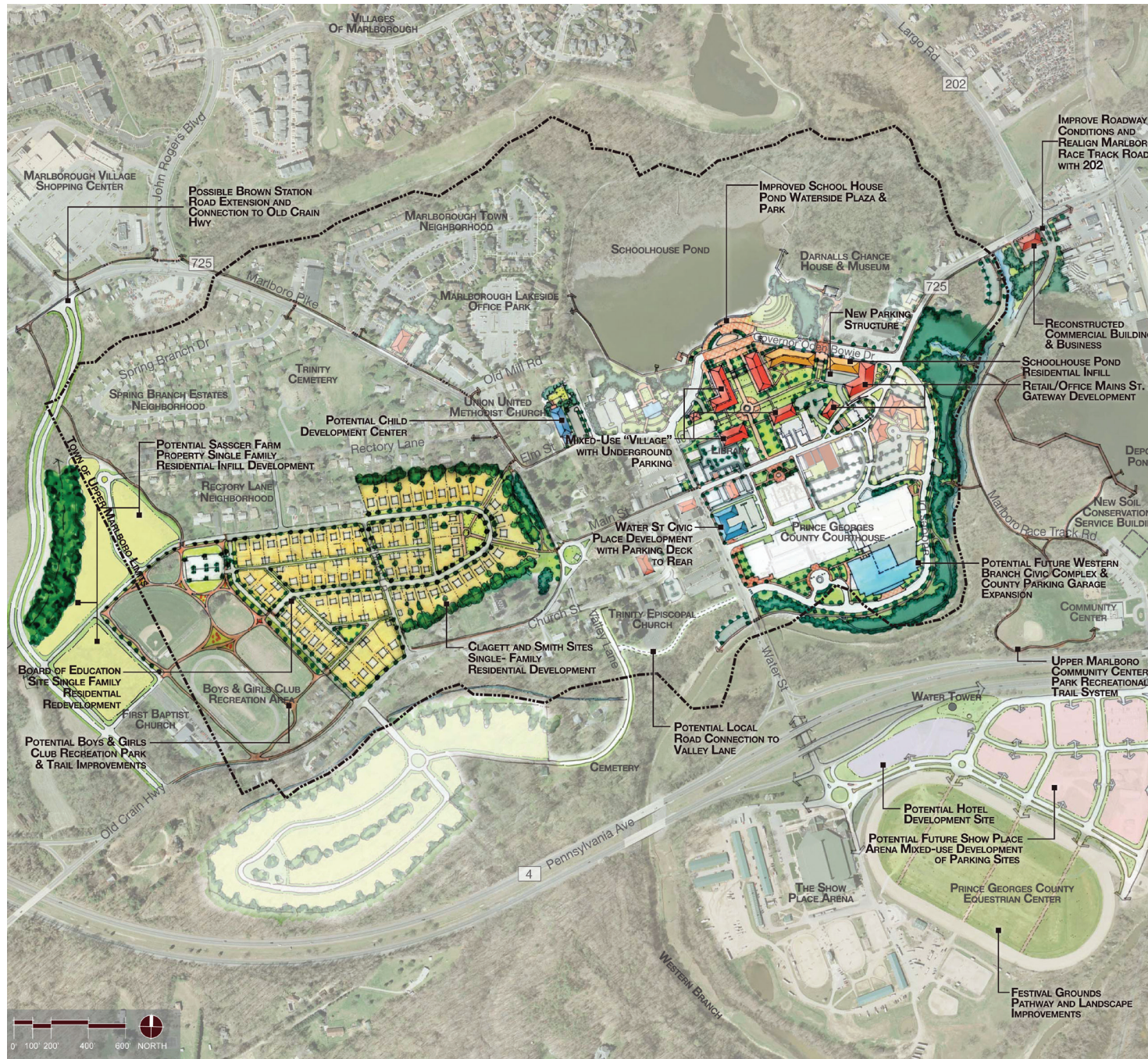
the extension of Judges Drive toward the north to connect with Governor Oden Bowie Drive. This new configuration will create an opportunity for office and/or retail developments to front on Main/Pratt Streets.

- The relocation of the volunteer fire department allows for the exploration of a one-way circulation system around the Main/Pratt elliptical gateway. The one-way circulation system would allow for streetscape redesign opportunities and provide for safer and stronger pedestrian linkages.







Mixed-use “Village” Development After Possible Future Relocation of the Existing County Administration Building

Exhibit 5.5: Scenario Plan III



Legend

-  New business recruitment within commercial vacancies
-  Mixed-use, retail, commercial, or office use
-  Residential lofts/apartments
-  Single-family residential
-  Civic use
-  Surface Parking
-  Parking deck

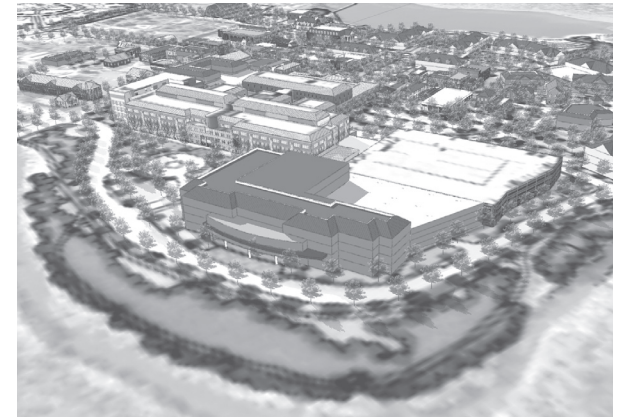
- The proposal of a potential single-family residential development just south of the town boundaries and north of MD 4.

New concepts and development ideas introduced in this third scenario include:

- The development of the vacant site adjacent to the Old Marlborough Academy to a child center development, since the Union Methodist Church that currently owns the site has expressed interest for such development, instead of the single-family housing that was considered in the previous scenarios.
- In a possible future situation where there is a need for the current CAB to relocate within the town boundaries, there is an opportunity to rethink the green space connection from the existing Courthouse to the Schoolhouse Pond. This could take advantage of the natural beauty of the pond while providing for a new public and active space. In such a situation a mixed-use “village” development can be planned to extend the axial green space framework from the Courthouse to the pond, which can be supported from an underground parking structure.
- In the case where there is a need for the County Administration Building office space to relocate within the town boundaries, the site south of the existing Courthouse presents an ideal location for such a use and provides an opportunity for a civic campus to emerge. The higher density of civic uses will be supported from the expansion of the existing parking deck.
- It is possible the Board of Education facility would need to be relocated and that site would become available, either because of

expansion of the office needs or because of the aging of the existing building. This could create an opportunity for expansion of the residential single-family component that is already present in the west side of the town. As presented in the illustrative plans the residential development should be connected with the Clagett and Smith site single-family development and should incorporate park amenities and walkway linkages internally and externally with the adjacent Boys and Girls Club Recreation Area. As part of the new residential opportunity, a new road surrounding the park is incorporated in the design and allows for housing fronting on the park and for an active street network.

- A network of trail improvements within the park is proposed to enhance the recreational opportunities within the park and better connect it with the adjacent proposed residential areas.
- Additional single-family residential development can be considered and supported from the new street fronting on the park, just west of the town boundaries and as park of the Sasscer property development.
- The Show Place Arena currently attracts a lot of activity that, because of the lack of a hotel development in near proximity to the town, does not remain in the area beyond the timeframe of the events. The site just south of MD 4, which currently is used as satellite parking, could potentially be developed as a hotel to serve the needs of the Arena visitors and bring revenue to the area.
- The extension of Marlboro Race Track Road south of MD 4 and the realignment and expansion of the street network within



Civic Complex Development with Associated Parking Deck Expansion

the Show Place Arena and the existing satellite parking creates an opportunity for a new mixed-use development to be created. Parking decks are assumed as part of the new development that would accommodate the satellite parking needs as well as the new mixed-use development parking requirements.

- Additionally, with future mixed-use development there is an opportunity for landscape improvements and a pathway system to be developed on the festival grounds. The proposed improvements will create a great park amenity to be used and enjoyed by the town residents for future larger events and will provide great views for the proposed new mixed-use development to front onto.

