



urban Design and the Public Realm

URBAN DESIGN GOALS

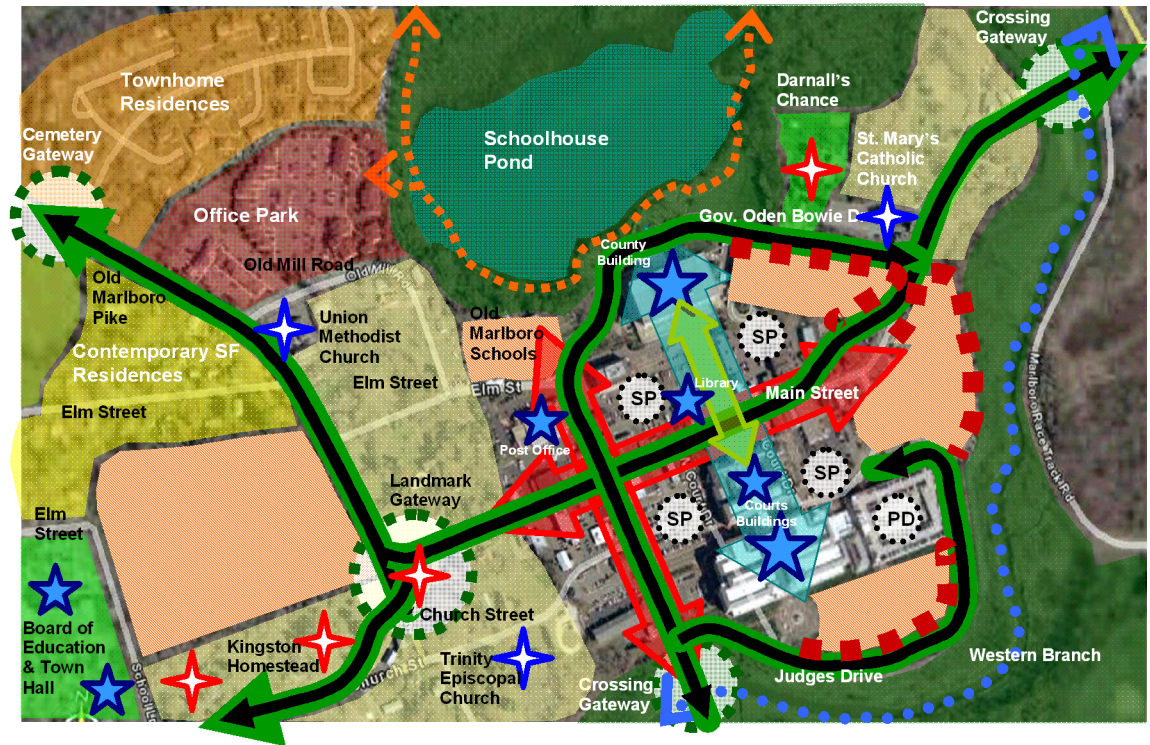
1. Enhance public access to and use of the town core's amenities.
2. Improve pedestrian access and circulation throughout the town.
3. Improve the appearance of the town core and other important Upper Marlboro destinations.

EXISTING CONDITIONS

THE UPPER MARLBORO TOWN CORE

Upper Marlboro is generally divided into two main areas: (1) the eastern portion, which is primarily the business core containing small commercial and civic uses that serve town residents and the larger county; and (2) the western portion, which is largely composed of historic and contemporary residential neighborhoods (with a few exceptions, such as the Prince George's County Board of Education building, two churches, and two professional office parks between Old Marlboro Pike and Schoolhouse Pond).

The town core is partitioned into four quadrants by two primary, commercial-oriented corridors: (1) the north-south Elm/Water Street corridor and (2) the east-west Main Street corridor, which is looped by two government-oriented streets, Governor Oden Bowie Drive to the north and Judges Drive to the south. The town core's northwestern quadrant contains the post office, the historic Old Marlboro Academy/Marlboro High School, the old Marlboro Primary School, Dr. William Beanes' gravesite, and a variety of Main Street and Elm Street businesses. The southwestern quadrant is primarily dedicated to retail and office uses lining Main and Water



Map 5: Upper Marlboro Generalized Town Core Urban Framework

Streets. The northeastern quadrant is much larger and is anchored by the County Administration Building (CAB) and annex, the CAB parking garage, the Upper Marlboro Public Library, and an assortment of law offices, eateries, and retail shops with supporting rear surface parking. The southeastern quadrant is the largest town core area and is also anchored by the largest users, the county courts and supporting parking deck, with surrounding offices, sandwich shops, and a few retail establishments along Water and Main Streets.

The town is fortunate to have a variety of park, plaza, and open space amenities in the town core. The old courthouse park, county mall area, brick streetscapes, Schoolhouse Pond amenities, Darnall's Chance amenities, landmark gateways, recreation areas, and greenway corridors all combine to create an attractive public realm framework that is unusual, but extremely valuable, for a town of this size.

UPPER MARLBORO NEIGHBORHOODS

The residential area of Upper Marlboro is generally composed of four distinct west-side neighborhoods consisting of (1) the historic single-family residential areas of Old Mill Road, Elm Street, Main Street, Church Street, Valley Lane, and Old Crain Highway; (2) the Rectory Lane/School Lane single-family neighborhood; (3) the Spring Branch Estates single-family neighborhood; and (4) the Marlborough Town neighborhood, a townhome and apartment community. There also is one small pocket of residences along East Main Street between Governor Oden Bowie Drive and the Western Branch.

The west side of Upper Marlboro is largely developed or committed to development with the exception of five key sites: (1) the Smith tract, (2) the Clagett Tract, (3) two vacant residential sites on the northeastern side of Old Marlboro Pike, (4) the vacant site at the northwestern corner of Elm Street and Old Mill Road, and (5) the vacant sites surrounding the Town Hall. However, these are held by the town for future Town Hall/police department expansion needs rather than for private development. Each of the first four sites has the potential for a limited amount of residential infill development in keeping with the residential fabric of the surrounding neighborhoods.

UPPER MARLBORO GATEWAYS

Upper Marlboro has four main entrances: (1) the northwestern entrance along Old Marlboro Pike near John Rogers Boulevard, (2) the southwestern entrance at the intersection of Church Street and Old Crain Highway, (3) the southern entrance along Water Street (north of MD 4), and (4) the northeastern entrance along Main Street near the Western Branch and the intersection with Governor Oden Bowie Drive. Currently, each of these entrances lacks strong definition as a town gateway. The northeastern entrance contains a "Welcome to Upper Marlboro" sign near the Western Branch and the southwestern entrance contains the historic Crain Highway Monument, but neither of these entrances powerfully conveys the character of Upper Marlboro and neither is particularly inviting to pedestrians. Opportunities exist to strengthen these gateways and transform them into public realm/urban design assets.



West Side Residences Neighborhood area

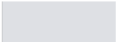





















Marlborough Entrance Gateway



Town Gateways

Map 6 Legend

	Paved surface parking		Key wayfinding, gateway intersections
	Unpaved surface parking		Cultural landmarks
	Parking structure		Civic destinations
	Existing tree canopy		Regional connector roads
	Candidate adaptive reuse sites		Primary town streets
			Secondary town streets
			Tertiary town streets and alleys
	Primary infill redevelopment sites: Vacant or underutilized sites		Existing pedestrian trails
	Secondary infill redevelopment sites: Private surface parking or Future reuse sites		Views
			Key transportation intersections
	Recreational public space		
	Recreational sites		
	Well-defined street walls		



Map 6: Urban Design Summary Analysis