

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND
2007 Legislative Session

Resolution No. CR-2-2007
Proposed by The Chairman (by request – Planning Board)
Introduced by Council Members Dean, Turner and Bland
Co-Sponsors _____
Date of Introduction February 6, 2007

RESOLUTION

1 A RESOLUTION concerning

2 The Westphalia Sector Plan and Sectional Map Amendment

3 For the purpose of approving with amendments, as an act of the County Council of Prince
4 George's County, Maryland, sitting as the District Council, the Westphalia Sector Plan and
5 Sectional Map Amendment, thereby defining long-range land use and development policies,
6 detailed zoning policies, and community improvement proposals within the area generally
7 defined by Ritchie-Marlboro Road to the northeast, the Capital Beltway (I-495) to the west, and
8 Pennsylvania Avenue (MD 4) to the south, consisting of a portion of Planning Area 78, the
9 boundaries of which are described in the zoning ordinance.

10 WHEREAS, the Westphalia Sector Plan and Sectional Map Amendment amends portions
11 of the 2002 *Prince George's County Approved General Plan* for the Physical Development of
12 the Maryland-Washington Regional District in Prince George's County, Maryland; the 1994
13 *Approved Master Plan and Sectional Map Amendment for Melwood-Westphalia (Planning Areas*
14 *77 and 78)*; the 2005 *Approved Countywide Green Infrastructure Plan*; the 1982 *Master Plan of*
15 *Transportation*; the 1983 *Functional Master Plan for Public School Sites*; the 1990 *Public Safety*
16 *Master Plan*; the 1992 *Prince George's County Historic Sites and Districts Plan*; and the 1975
17 *Countywide Trails Plan* including the 1985 *Equestrian Addendum*; and

18 WHEREAS, on January 17, 2006, in Council Resolution CR-5-2006, the County
19 Council, sitting as the District Council, directed The Maryland-National Capital Park and
20 Planning Commission to prepare a new sector plan and sectional map amendment for the
21 Westphalia Sector Plan area, being a part of Planning Area 78, in order to develop a

1 comprehensive approach to implementing the recommendations of the 2002 General Plan and to
2 ensure that future development is consistent with County policies; and

3 WHEREAS, the October 2005 *Westphalia Comprehensive Concept Plan* study provided
4 a refinement and a detailed update to the vision, analysis, and information contained in the 1994
5 *Approved Melwood-Westphalia Master Plan* (Planning Areas 77 & 78) as a means of facilitating
6 the orderly and cohesive development of a planned community in the Westphalia area; and

7 WHEREAS, the October 2005 *Westphalia Comprehensive Concept Plan* study provides
8 a description of goals, concepts and guidelines for future development of this area; and

9 WHEREAS, during preparation of the October 2005 *Westphalia Comprehensive Concept*
10 *Plan* study a lengthy, substantive, and well-notified public participation process was conducted
11 between June and August 2005 including a pre-charrette, three public charrettes, a final public
12 presentation, a mailed community survey, and visual preference survey; and

13 WHEREAS, on January 17, 2006, the District Council endorsed the goals, concepts and
14 guidelines prepared by the Planning Board pursuant to Section 27-643 of the Zoning Ordinance;
15 and

16 WHEREAS, the Planning Board granted permission to print the Preliminary Westphalia
17 Sector Plan and Proposed Sectional Map Amendment on April 6, 2006; and

18 WHEREAS, the District Council and the Planning Board held a duly-advertised joint public
19 hearing on the Preliminary Westphalia Sector Plan and Proposed Sectional Map Amendment on
20 May 23, 2006; and

21 WHEREAS, pursuant to Section 27-645(b) of the Zoning Ordinance, the plan proposals for
22 public facilities were referred to the County Executive and the District Council for review, and
23 the District Council subsequently endorsed the sector plan proposals for public facilities; and

24 WHEREAS, the Planning Board held two worksessions on June 22 and July 6, 2006, to
25 consider the public hearing testimony; and

26 WHEREAS, on July 6, 2006, the Planning Board, in response to the public hearing
27 testimony, adopted the sector plan and endorsed the sectional map amendment with revisions as
28 described in Prince George's County Planning Board Resolution PGCPB No. 06-159 and
29 transmitted the adopted sector plan and endorsed sectional map amendment to the District
30 Council on July 7, 2006; and

31 WHEREAS, the District Council held a worksession on July 11, 2006, to consider public

1 hearing testimony and the recommendations of the Planning Board and voted to propose
2 amendments to the adopted plan and endorsed sectional map amendment and to hold a second
3 public hearing to allow public comment; and

4 WHEREAS, the District Council adopted CR-66-2006 on July 18, 2006, proposing thirteen
5 amendments to the Adopted Westphalia Sector Plan and Endorsed Sectional Map Amendment;
6 and

7 WHEREAS, the Planning Board held a worksession on September 14, 2006, to review a
8 revised Development Pattern plan text element and new Existing Communities and Economic
9 Development plan text elements as required by CR-66-2006, and transmitted those elements to
10 the District Council on September 19, 2006, for submittal to the public record of testimony; and

11 WHEREAS, the District Council and the Planning Board held a second duly-advertised
12 joint public hearing on amendments to the Adopted Westphalia Sector Plan and Endorsed
13 Sectional Map Amendment on September 19, 2006; and

14 WHEREAS, the Planning Board held a worksession on October 5, 2006, to consider the
15 public hearing testimony; and

16 WHEREAS, on October 16, 2006, the Planning Board, in response to the public hearing
17 testimony and pursuant to Sections 27-226(c)(7) and 27-646 of the Zoning Ordinance,
18 transmitted its written comments to the District Council; and

19 WHEREAS, the District Council held a worksession on October 17, 2006, to consider
20 public hearing testimony and the recommendations of the Planning Board and voted to propose
21 additional amendments to the adopted plan and endorsed sectional map amendment, and to hold
22 a third public hearing to allow public comment; and

23 WHEREAS, the District Council adopted CR-83-2006 on October 31, 2006, proposing four
24 additional amendments regarding the proposed transportation network and the sectional map
25 amendment for the Adopted Westphalia Sector Plan and Endorsed Sectional Map Amendment;
26 and

27 WHEREAS, the District Council adopted CB-76-2006 on October 31, 2006, revising the
28 Sectional Map Amendment process to allow rezoning to a Comprehensive Design Zone without
29 filing a formal rezoning application and correcting conflicting language in the plan/sectional map
30 amendment (SMA) approval process regarding notices for public hearings, the public hearing
31 record, and plan or SMA amendment decisions made by the District Council; and

1 WHEREAS, the District Council adopted CB-77-2006 on October 31, 2006, amending
2 development regulations in the Comprehensive Design Zones to identify master plan, sector
3 plan, and/or Sectional Map Amendment (SMA) zoning change recommendations, including any
4 references to a public hearing exhibit of record, as the “Basic Plan” for development and
5 establishing master or sector plan/SMA changes as the guide for defining development
6 regulations in the review of Comprehensive Design Plans and Specific Design Plans; and

7 WHEREAS, the District Council adopted CB-78-2006 on October 31, 2006, amending the
8 M-X-T Zone to allow the requirement for mixed-use development in the M-X-T Zone to be
9 satisfied on other property within a comprehensively-planned General Plan Center consistent
10 with the recommendations of a master plan or sector plan, and place a specific focus on
11 implementing plan recommendations and establishing plan recommendations as the guide to
12 defining regulations for development in the review of subsequent Conceptual Site Plan and
13 Detailed Site Plan applications; and

14 WHEREAS, the Planning Board held a worksession on January 11, 2007, to review
15 additional staff analysis for proposed Amendments 1 and 2 in CR-83-2006, and voted to transmit
16 the analysis to the District Council prior to the scheduled public hearing; and

17 WHEREAS, the District Council and the Planning Board held a duly-advertised joint public
18 hearing on amendments proposed by CR-83-2006 to the Adopted Westphalia Sector Plan and
19 Endorsed Sectional Map Amendment on January 16, 2007; and

20 WHEREAS, the Planning Board held a worksession on January 18, 2007, to consider the
21 public hearing testimony; and

22 WHEREAS, on January 18, 2007, the Planning Board, in response to the public hearing
23 testimony and pursuant to Sections 27-226(c)(7) and 27-646 of the Zoning Ordinance,
24 transmitted its written comments to the District Council; and

25 WHEREAS, the District Council held worksessions on January 23, January 30, and
26 February 6, 2007, to consider all public hearing testimony and the recommendations of the
27 Planning Board; and

28 WHEREAS, the District Council, having reviewed supporting materials submitted as part
29 of the comprehensive rezoning proposals and examined the testimony presented, finds that the
30 accumulated record along with County plans and policies justifies the zoning changes, including
31 the downzoning recommendations, within this sectional map amendment; and

1 WHEREAS, the District Council has reviewed several comprehensive design zone
2 proposals and finds the proposals to be in general conformance with the land use
3 recommendations of the Westphalia Sector Plan as approved in this resolution; and

4 WHEREAS, the District Council recognizes that its action to approve comprehensive
5 design zones as described in this sectional map amendment establish the Basic Plan for
6 development which, combined with policies and strategies in the plan text, becomes the basis on
7 which the second phase, Comprehensive Design Plan, and third phase, Specific Design Plan, will
8 be processed as a continuing development sequence.

9 WHEREAS, the District Council has reviewed and generally endorses the findings and
10 recommendations of the Planning Board as expressed in Prince George's County Planning Board
11 Resolution PGCPB No. 06-159, it nevertheless makes the following findings:

12 (a) The Spirit of God Deliverance Church properties (Tax Map 80, Parcels 67 and 211) located
13 on the south side of Westphalia Road, east and west of Melwood Road, should be
14 classified in a commercial zoning category to allow institutional and limited commercial
15 land uses, provided that site plan review by the Planning Board is obtained prior to
16 issuance of a building permit for any new construction on the site. The purpose of site
17 plan review is to ensure that any proposed commercial or institutional use on this
18 property has high quality architectural design, landscaping and construction materials and
19 effective on-site buffering for existing or future residential or institutional land uses in the
20 area. It is not intended that commercial or institutional activities on these properties will
21 establish a precedent to justify further commercial expansion along these roads.

22 (b) The Fletcher property located on the west side of Sansbury Road, south of Little
23 Washington Neighborhood Park, should retain the existing industrial zoning category for
24 the one lot (Lot 3, Block E, Plat A15-1486) upon which an ongoing business has been
25 legally established, provided that site plan review by the Planning Board is obtained prior
26 to building permit issuance for any other use on the property. The purpose of site plan
27 review is to ensure that any proposed new commercial or industrial use on this property
28 has high quality architectural design, landscaping and construction materials and
29 effective on-site buffering for existing or future residential or institutional land uses in the
30 area.

31 (c) The Mirant Mid-Atlantic property at 8711 Westphalia Road, which is currently developed

1 with a large industrial building, should be redeveloped with mixed residential and
2 commercial land uses under a mixed-use zoning category. In the short term, the Council
3 should consider legislation to allow limited industrial use of the existing industrial
4 buildings on the site.

5 (d) As determined by the Department of Public Works and Transportation, adequate safety
6 roadway improvements for Melwood Road between MD 4 and new road MC-632,
7 including traffic calming devices, should be bonded for construction prior to issuance of
8 building permits for the Westphalia Town Center development project.

9 (e) A larger than normally required buffer averaging 150 feet in depth, but not less than 40 feet,
10 should be established on the town center property along historic Melwood Road and the
11 properties in the Twin Knolls subdivision as illustrated on Exhibit 44. If the portion of the
12 Westphalia Town Center property located along Melwood Road is to be developed within
13 two years following approval of this resolution, additional buffering could be required
14 between the proposed development and existing home sites.

15 NOW, THEREFORE, BE IT RESOLVED by the County Council of Prince George's
16 County, Maryland, sitting as the District Council for that part of the Maryland-Washington
17 Regional District in Prince George's County, Maryland, that the Westphalia Sector Plan and
18 Sectional Map Amendment, as adopted and endorsed by the Planning Board on July 6, 2006, is
19 hereby approved with the following amendments:

20
21 **AMENDMENTS TO THE ADOPTED SECTOR PLAN**

22
23 **AMENDMENT 1**

24 Replace the Development Pattern element of the adopted sector plan with new text transmitted
25 by the Planning Board on September 19, 2006 (**See Attachment A**) to designate the Westphalia
26 Town Center as a General Plan Regional Center and to refine design concepts and phasing
27 strategies for the sector plan area, with the following revisions:

- 28 • Revise Map 3A (Proposed Future Land Use) and Map 4B (Illustrative Town Center
29 Development Pattern) to reflect illustrations submitted by Exhibit 44, which depict
30 Westphalia Town Center development concepts as revised by Council amendments.
31 Revise the plan text to clarify that these illustrations represent the desired design concepts

1 for the character and pattern of urban development in the Town Center area as the guide
2 for review of future applications in the development review process.

- 3 • Add text to clarify the phasing of commercial development in the Westphalia Town
4 Center to ensure that such development precedes or occurs concurrently with and in
5 proportion to residential development.
- 6 • Add a new design principle as follows: “Design a Town Center road network that reflects
7 the sector plan’s design principles for development with an urban character, provides
8 functional continuity with the sector plan transportation network (Map 7), and needed
9 capacity for adequate circulation of non-motorized as well as motorized transportation on
10 internal streets.”
- 11 • Add a new strategy to Policy 2 on page 9 of the revised development pattern element to
12 read: “Consider a future Development District Overlay Zone (DDOZ) for the entire
13 sector plan area or a portion of the sector plan area such as the Town Center or local
14 activity centers to ensure a comprehensive review of all new development applications
15 and adherence to the policies, strategies and design guidelines.”
- 16 • Add text on page 12 to recommend that single-family attached residential lot sizes near the
17 town center area may range from 1,300 to 1,800 square feet and the minimum finished
18 floor area should be determined at site plan review. Within the town center urban areas
19 there should be a range of lot sizes for single-family attached dwelling units with a
20 minimum of 1,000 square feet. The finished floor area for dwelling units in the town
21 center should be determined during site plan review in order to ensure an urban character
22 of development. The percentage of townhouses and other dwelling unit types to be
23 allowed in the town center and surrounding development projects should be determined
24 at site plan review based on the policies and exhibits referenced in the sector plan text.
- 25 • Add text to clearly identify the allowable percentage of residential development types, as
26 illustrated on Exhibit 44.
- 27 • Clarify the definition of “two over two” dwelling units as two-family attached dwellings,
28 and establish a development guideline that provides for a maximum height of 65 feet for
29 “two over two” structures.
- 30 • Clarify that the proposed locations for the future police and fire stations within the Town
31 Center may be subject to change as facility and service needs and implementation of the

1 Town Center vision warrant.

- 2 • Clarify that a medical facility should be included among the uses developed within the
- 3 town center area.
- 4 • Require a buffer along historic Melwood Road and the Twin Knolls subdivision that is an
- 5 average depth of 150 feet, with a minimum depth of 40 feet, as illustrated on Exhibit 44.

6

7 **AMENDMENT 2**

- 8 • Add two new plan elements entitled Existing Communities and Economic Development,
- 9 as transmitted by the Planning Board on September 19, 2006 (See Attachments B and C).

10

11 **AMENDMENT 3**

12 Add language to the Environmental Infrastructure element of the sector plan to address

13 stormwater management, woodland conservation, and environmentally-sensitive roadway design

14 (See Attachment D).

15

16 **AMENDMENT 4**

17 Revise the text of the Transportation element and Map 7 (Transportation Network) to:

- 18 • Require additional right-of-way at major intersections along MC-631 (Suitland Parkway
- 19 Extended) for one additional lane in each direction, but not along the entire road length,
- 20 in order to minimize impacts on adjacent properties and provide level of service LOS D
- 21 operation at the major intersections during peak hours.
- 22 • Require only four lanes of road construction along A-39 (Ritchie Marlboro Road) for the
- 23 segment between Old Marlboro Pike and MC-631 (Suitland Parkway Extended), to
- 24 prohibit direct access to the road from individual lots, and require additional right-of-way
- 25 at major intersections for one additional lane in each direction, but not along the entire
- 26 road length, in order to minimize impacts on adjacent properties and provide LOS D
- 27 operation at the major intersections during peak hours.
- 28 • Require additional right-of-way within the segment of MC-634 (Presidential Parkway
- 29 Extended) between Sansbury Road and White House Road for multiple turning lanes at a
- 30 T-intersection with Ritchie Marlboro/White House Road.
- 31 • Add a new strategy to Policy 4 on page 28 of the adopted sector plan as follows: “Design

1 a Town Center road network that reflects the sector plan’s design principles for
 2 development with an urban character, provides functional continuity with the sector plan
 3 transportation network (Map 7), and needed capacity for adequate circulation of non-
 4 motorized as well as motorized transportation on internal streets.”

- 5 • Replace roadway cross section illustrations with urban street cross sections referenced in
 6 Exhibit 65 and add language proposed by DPW&T in Exhibit 70 regarding pedestrian
 7 safety under the fifth bullet to add: “...regarding pedestrian safety across new roads MC-
 8 632 and A-66”, and “the location of the consolidated transit center should provide safe
 9 and convenient pedestrian crossing and access to the core of the town center.”
- 10 • Downgrade the segment of A-66 (Presidential Parkway) between A-67 (Suitland
 11 Parkway Extended) and A-52 (Dower House Road extended) to MC-634.
- 12 • Downgrade the segment of MC-636 between A-66 and P-615 to C-636 to provide the
 13 equivalent of a collector road function through the designed network of urban streets in
 14 the town center.
- 15 • Downgrade the segment of MC-636 between P-615 and MC-631 to P-619 with a 70-foot
 16 right-of-way to allow for construction of two travel lanes with parking on each side.
- 17 • Downgrade the segment of MC-637 between MC-632 (Westphalia north/south spine) and
 18 MC-636 to become part of P-615 (Dower House Road Extended), and add plan text
 19 language to require a 70-foot right-of-way for construction of two travel lanes with
 20 parking on each side.
- 21 • Extend MC-632 (Westphalia north/south spine) through the Westphalia Town Center
 22 from A-66 (Presidential Parkway) to MC-637, and add plan text language to clarify that
 23 review in the Conceptual Site Plan stage should ensure the equivalent of a major collector
 24 road function is provided through the designed network of urban streets in the Town
 25 Center.
- 26 • Retain the segment of Ritchie Marlboro Road between Pennsylvania Avenue (MD 4) and
 27 Old Marlboro Pike as part of A-39, with 6-8 lanes.
- 28 • Revise the alignment for proposed road MC-631 to avoid impacts to the James Butler
 29 property (Tax Map 90, Grid D3, Parcel 158, 4.076 acres) to the greatest extent possible.
- 30 • Add a new strategy to Policy 4, Rural Roads (plan text, p. 30): “As determined by the
 31 Department of Public Works and Transportation, adequate safety roadway improvements

1 for Melwood Road between MD 4 and new road MC-632, including traffic calming
 2 devices, should be bonded for construction prior to issuance of building permits for the
 3 Westphalia Town Center development project.”

4
 5 **AMENDMENT 5**

6 Revise the adopted plan Transportation element text and Map 7 (Transportation Network) to
 7 identify interchange footprints and design concepts for the following major interchanges along
 8 the Capital Beltway (I-495/I-95) and Pennsylvania Avenue (MD 4) to accommodate the
 9 development proposed by the sector plan:

- 10 ● Ritchie Marlboro Road and the Capital Beltway
- 11 ● Suitland Parkway and Pennsylvania Avenue
- 12 ● Dower House Road and Pennsylvania Avenue
- 13 ● Woodyard Road and Pennsylvania Avenue (either Alternative K, or Alternative N,
 14 pending further analysis)

15
 16 **AMENDMENT 6**

17 Add a new strategy to Policy 4 of the Transportation element to read:

- 18 ● Implement the road transportation system in an environmentally-sensitive manner, by:
 - 19 ○ Minimizing the crossings of streams and wetlands, where possible, by careful
 20 planning of road locations, maximizing the use of existing stream crossings, and
 21 coordinating the road network between parcels to limit the need for stream crossings
 22 and other environmental impacts.
 - 23 ○ Crossing streams (where stream crossings are unavoidable) at right angles except
 24 where prevented by geologic features.
 - 25 ○ Constructing stream crossings using clear span bridges or, where bridges cannot be
 26 used for design reasons, bottomless culverts or other low-impact crossing structures
 27 that have a width that matches or exceeds the natural width of the stream and that
 28 minimize the impact to stream habitats, fish and other stream organisms.
 - 29 ○ Using drainage structures, such as water turnouts or broadbased dips, on both sides of
 30 a crossing as needed to prevent road and ditch runoff from directly entering the
 31 stream.

- 1 ○ Retrofitting stream crossings (where necessary) in a manner that removes fish
2 blockages.

3
4 **AMENDMENT 7**

5 Revise the adopted plan Public Facilities element text and Map 9 (Public Facilities) to:

- 6 • Reflect the following proposed school facility locations:
- 7 ○ Elementary schools on the:
- 8 ▪ Smith Home Farms site
- 9 ▪ Westphalia Neighborhood Park site
- 10 ▪ On Brook Lane adjacent to Henry A. Wise High School (outside the sector plan
11 area to the east)
- 12 ▪ Woodside Village site (combined with a middle school)
- 13 ▪ Town Center property (as a possible future school)
- 14 ▪ Arrowhead Elementary School (to be revitalized/replaced)
- 15 ○ A middle school on the Woodside Village site, combined with an elementary school.
- 16 ○ A high school northeast of Ritchie Marlboro Road at White House Road (outside the
17 sector plan area to the east)
- 18 • Make note of the potential relocation of the proposed fire and police stations to a location
19 within the Westphalia Town Center area that is separated from the transit center site
20 illustrated on Exhibit 44.

21
22 **AMENDMENT 8**

23 Revise the adopted plan parks and recreation element text to:

- 24 • Add text to Policy 3, under the strategy describing the Westphalia Central Park (p. 38) as
25 follows:
- 26 ○ Revise the description of the lake in the central park to state: “A lake or other
27 water element as the central feature of the park with an extensively landscaped
28 edge and paths....”
- 29 ○ Add a new paragraph describing park elements: Active and passive recreation
30 facilities which should include a tennis center, an amphitheater, a waterfront
31 activities center, a restaurant with patio, a multi-station playground, a skate park,

a splash park, sports fields and courts, a dog park, pedestrian, bicycle, and equestrian trails, and similar features.

- Add a new paragraph that states: Form a multi-agency public/private work group to implement the vision for the Westphalia Central Park on an expedited basis.
- Revise the plan text to specify that a parks fee of \$3,500 per new dwelling unit (in 2006 dollars) is required to construct the public parks facilities recommended for the sector plan area.

AMENDMENT 9

Include a table of proposed public facilities with cost estimates based on the Westphalia Public Facilities Financing and Implementation Program study (Exhibit 73) in the approved sector plan and sectional map amendment document.

AMENDMENTS TO THE ENDORSED SECTIONAL MAP AMENDMENT

SMA 1

Prepare a standardized set of concept illustrations (based on and referencing exhibits submitted to the record for each property) for the published sector plan text that will serve as the Basic Plan for development in Comprehensive Design Zones or the illustrative site plan to guide the character of development for the M-X-T Zone for the properties rezoned by this SMA.

SMA 2

Revise the comprehensive rezoning policies for Comprehensive Design Zones on page 49 of the Adopted Westphalia Sector Plan and Endorsed Sectional Map Amendment to reference CB-76-2006 and CB-77-2006, as follows:

“Comprehensive Design Zones

Comprehensive Design Zones (CDZs) may be included in a sectional map amendment. [However] Normally, the flexible nature of these zones requires a Basic Plan of development to be submitted through the zoning application process (Zoning Map Amendment) in order to evaluate the comprehensive design proposal. It is only through approval of a Basic

1 Plan, which identifies land use types, quantities, and relationships, that a
2 CDZ can be recognized. [Therefore] Under this process, an application
3 must be filed, including a Basic Plan; and the Planning Board must have
4 considered and made a recommendation on the zoning application in order
5 for the CDZ to be included within the SMA. During the comprehensive
6 rezoning, prior to the submission of such proposals, property must be
7 classified in a conventional zone that provides an appropriate “base
8 density” for development. In theory, the “base density” zone allows for an
9 acceptable level of alternative development should the owner choose not
10 to pursue full development potential indicated by the master plan.

11
12 Under limited circumstances, which include the Westphalia Sector Plan
13 and SMA, CDZs may be approved in a sectional map amendment without
14 the filing of a formal rezoning application by an applicant. The
15 recommendations of the sector plan and the SMA Zoning Change,
16 including any design guidelines or standards, may constitute the Basic
17 Plan for development. In these cases, overall land use types, quantities
18 and relationships for the recommended development concept should be
19 described in the SMA text, and be subject to further adjustment during the
20 second phase of review, the Comprehensive Design Plan, as more detailed
21 information becomes available. (See CB-76-2006, CB-77-2006, and
22 Sections 27-223(b), 27-225(a)(5), 27-225(b)(1), 27-226(a)(2), [and] 27-
23 226(f)(4), 27-478(a)(1), 27-480(g), and 27-521(a)(1) of the Zoning
24 Ordinance.)”

25
26 **SMA 3**

27 Change the zoning of the Rock Creek Baptist Church, Washington and
28 Bean properties located west of Ritchie Marlboro Road north of
29 Westphalia Road.

30 **Zone Change:** From R-A (Residential-Agricultural) to R-M
31 (Residential Medium Development) and L-A-C
(Local-Activity- Center)

Land Area: Approximately 223.5 acres

Legal Description: Tax Map: 83 Grid: B2, B4, C4 Parcels: 16, 25, 26 and 71

Other Information: Reference Exhibit 58 as the Basic Plan for development of these comprehensive design zones for the following land use types and quantities:

Land Use Types: All uses allowed in the R-M and L-A-C Zones

Land Use Quantities (to be determined at CDP, based on Exhibit 58):

R-M (3.6) Zone:

Approximately 183.5 acres, capped at 4.0 DU/acre

Residential - 712 units

Age-Restricted Community – 160 units

Public/Quasi-Public Use – Church, school and recreation amenities

L-A-C (Neighborhood) Zone:

Approximately 40 acres:

Residential – 320 units

Commercial/Retail (including live/work) – 25,000 square feet GFA

Country Inn – 40,000 square feet GFA

CDP Review Considerations:

MC-631 is located on the subject property and should connect directly to the portion of MC-631 located on the Woodside Village property at a four-way intersection with Westphalia Road.

SMA 4

Change the zoning of the Addison property, located west of Ritchie Marlboro Road north of Old Marlboro Pike

Zone Change: From R-R (Rural Residential) to M-X-T (Mixed Use – Transportation Oriented)

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Land Area: 8.98 acres
Legal Description: Tax Map: 101 Grid: B1 Subdivision: Marlboro Riding Subdivision, Plat 15208020, Parcel P
Other Information: Reference Exhibit 20 as the intended development concept for subsequent development review procedures regarding this site.

SMA 5

Change the zoning of the Spirit of God Deliverance Church properties located on the east and west sides of Melwood Road at Westphalia Road.
Zone Change: From C-A (Commercial-Ancillary) on Parcel 67 and R-A (Residential-Agricultural) on Parcel 211 to C-S-C (Commercial Shopping Center)
Land Area: 3.7 acres
Legal Description: Tax Map: 80 Grid: D1 Parcels: 67 and 211
Other Information: Subject to site plan review per findings of the District Council.

SMA 6

Change the zoning of the Pleasant Excavating, Inc. property located on the east side of Sansbury Road south of Arrowhead Elementary School.
Zone Change: From I-1 (Light Industrial) to R-18C (Multifamily Medium-Density Residential-Condominium)
Land Area: 28.09 acres
Legal Description: Tax Map: 82 Grid: E2 and E3 Subdivision: Lots 1-19 and Parcel A, Sansbury Park Subdivision, Plat 15167042
Other Information: Reference Exhibit 34 as the development concept for a mix of residential condominium product types for this property in subsequent development review procedures.

SMA 7

Change the zoning for three of the four recorded lots known as the Fletcher property located on the west side of Sansbury Road south of the Little Washington Neighborhood Park

Zone Change: From I-1 (Light Industrial) to R-R (Rural Residential)

Land Area: 0.84 acres

Legal Description: Tax Map: 82 Grid: D2 Subdivision: Little Washington Subdivision, Plat A15-6085, Block E, Lots 4, 5 and 6

Other Information: The existing I-1 Zone will be retained on Lot 3, Block E, Plat A15-1486 (0.46 acres) to recognize the existing business on that lot, subject to site plan review per findings of the District Council.

SMA 8

Change the zoning of the PB&J, LLC property located east of Sansbury Road south of Ritchie Marlboro Road.

Zone Change: From R-A (Residential-Agricultural) to M-X-T (Mixed Use – Transportation Oriented)

Land Area: 4.484 acres

Legal Description: Tax Map: 82 Grid: E1 Parcel: 195 and Subdivision: Parcel A, Roy Bean Subdivision, Plat A15-4383

Other Information: Reference Exhibit 19 as the development concept for a mix of commercial and residential uses on these properties.
The property was formerly referred to as the PB&J, Inc. property, consisting of 6.3 acres. The representative of the property owner corrected ownership and acreage information in a letter dated August 30, 2006 (EXHIBIT 52)

SMA 9

Change the zoning of the Scales property (formerly referenced as the PJ Associates, Inc., property), located south of Ritchie Marlboro Road and east of Sansbury Road.

Zone Change: From R-A (Residential-Agricultural) to R-M (Residential Medium Development) for approximately 42.5 acres and to M-X-T (Mixed Use – Transportation Oriented) for approximately 7.1 acres

Land Area: 49.6 acres

Legal Description: Tax Map: 82 Grid: F1 Parcels: 194, 199, and 250

Other Information: The R-M portion of the property shall be located southeast of the proposed centerline for MC-634 (Sansbury Road Relocated), with the M-X-T portion to be located northwest of the proposed centerline for MC-634, as illustrated in Exhibit 66). Reference Exhibit 66 as the Basic Plan for development of the R-M portion of the property for the following land use types and quantities:

- Land Use Types: All uses allowed in the R-M Zone
- Land Use Quantities (to be determined at CDP, based on Exhibit 66): Residential development up to the maximum density allowed in the R-M (5.8-7.9) Zone up to approximately 335 units.

SMA 10

Change the zoning of the Mirant Mid-Atlantic, LLC property (formerly PEPCO) located at 8711 Westphalia Road across from Chester Grove Drive.

Zone Change: I-1 (Light Industrial) to M-X-T (Mixed Use – Transportation Oriented)

Land Area: 68.9 acres

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Legal Description: Tax Map: 90 Grid: C1 Subdivision: Parcel C, Penn-East Business Park Resubdivision, Plat 06 191-023

Other Information: Reference Exhibit 31 as the development concept for future development review procedures, revised to show that proposed road MC-634 is located on the subject property in accordance with the approved transportation plan.

SMA 11

Change the zoning of the Purdy Property located at 3311 Melwood Road, south of Westphalia Road.

Zone Change: C-M (Commercial Miscellaneous) to R-R (Rural Residential)

Land Area: 0.87 acres

Legal Description: Tax Map: 90 Grid: D1 Parcel: 112

SMA 12

Change the zoning of the Toll Brothers, Inc. property (formerly the Patricia M. Wholey property) located at 10501 Westphalia Road, east of Matapeake Drive, from the R-A Zone to the R-M Zone for approximately 11.65 acres as an addition to the Woodside Village Comprehensive Design Zone Application A-9973.

Zone Change: From R-A (Residential-Agricultural) to R-M (Residential Medium Development)

Land Area: Approximately 11.65 acres

Legal Description: Tax Map: 91 Grid: A1 Parcel: 13

Other Information: Reference Exhibit 41 as the Amended Basic Plan for development of the Woodside Village comprehensive design zone for the following additional land use types and quantities:

Land Use Types: All uses allowed in the R-M Zone

Land Use Quantities (to be determined at CDP, based on Exhibit

41): R-M (3.6) Zone: Up to 46 units capped at 4.0 DU/acre

BE IT FURTHER RESOLVED that the Basic Plan for A-9973, Woodside Village, is hereby approved with amendments, including the addition of the 11.65-acre Toll Brothers, Inc. property (see SMA 12 above), and the subject property is rezoned from the R-A Zone to the R-M Zone, with the Basic Plan as amended, and with the following limitations and conditions as contained in the recommendation of the Zoning Hearing Examiner dated July 13, 2006:

- 1. The following development data and conditions of approval serve as limitations on the land use types, densities, and intensities, and shall become a part of the approved Basic Plan:

DEVELOPMENT DATA:

Total area	381.95 acres
Land in the 100 year floodplain*	15.69 acres
Adjusted gross area: (381.95 less half the floodplain)*	374.15 acres
Density permitted under the R-M (Residential Medium Zone)	3.6–5.8 dwellings/acre
Base residential density (3.6 du/ac)*	1,347 dwellings
Maximum residential density (5.8 du/ac)*	2,170 dwellings

Approved Land Use Types and Quantities:	
Residential: 374.15 adjusted gross acres @ 3.8-4.0 du/ac*	1,422-1,497 dwellings
Number of the units above the base density:	75-150 dwellings
Permanent open space: (31 percent of original site area)*	116 acres
Public active open space: (parkland and school sites)*	26.0 acres minimum parkland 10 acres minimum elementary school 20 acres minimum middle school
Private open space (homeowner association and other)	60 acres

* To be validated during the review of a CDP to account for the addition of the 11.65-acre Toll Brothers, Inc. property.

- 2. Prior to approval of the Basic Plan the Applicant shall revise the Basic Plan to provide the following:
a. Eliminate the cul-de-sac streets on the Case property that stretch out of the subject site

1 boundary into the Smith Home Farms property, and terminate the cul-de-sac within the
2 subject property.

3 b. Show one (1) primary street connection between the subject property and the adjacent
4 W. Bean property to the east.

5 3. The following shall be required as part of the Comprehensive Design Plan (CDP) submittal
6 package:

7 a. The Transportation Planning staff shall make Master Plan transportation facility
8 recommendations consistent with the Westphalia Sector Plan. The CDP road
9 alignments shall conform to road alignments in all other adjacent approved
10 subdivisions.

11 b. The Transportation Planning staff shall review the list of significant internal access
12 points as proposed by the Applicant along Master Plan roadways, including
13 intersections of those roadways within the site. This list of intersections shall receive
14 detailed adequacy study at the time of Preliminary Plan of Subdivision. The adequacy
15 study shall consider appropriate traffic control as well as the need for exclusive turn
16 lanes at each location.

17 c. The Transportation Planning staff shall review minor street connections between the
18 subject site and adjacent properties. All minor street connections shown on the
19 Comprehensive Design Plan shall conform to all other adjacent approved subdivisions.

20 d. The Applicant shall build the MD 4/Westphalia Road interchange with the development
21 of the subject property and this may be accomplished by means of a public/private
22 partnership with the State Highway Administration and with other developers in the
23 area. This partnership may be further specified at the time of Preliminary Plan of
24 Subdivision, and the timing of the provision of this improvement shall also be
25 determined at the time of Preliminary Plan of Subdivision.

26 e. The CDP shall demonstrate that a majority of lots located along Westphalia Road are
27 single-family detached lots in order to be compatible with the surrounding land use
28 pattern and to preserve a rural character as recommended in the WCCP Study.

29 f. The Applicant shall meet with and obtain written approval from the DPW&T to front
30 and/or provide driveway access to any townhouse units that may be located along C-
31 631. If the townhouses or two-over-two townhouses are to be located along any

1 roadways, which are classified as collector and above, they should be accessed through
2 an alley.

- 3 g. The Applicant and the Applicant's heirs, successors, and/or assignees shall provide the
4 following in conformance with the 1994 Master Plan and the WCCP Study:
- 5 (1) Provide the Master Plan hiker-biker-equestrian trail along the subject site's entire
6 portion of the Cabin Branch stream valley subject to Department of Parks and
7 Recreation coordination and approval.
 - 8 (2) Provide an eight-foot wide sidepath or wide sidewalk along the subject property's
9 entire frontage of Suitland Parkway extended.
 - 10 (3) Provide a sidepath (Class II Trail) along the subject site's entire road frontage of
11 Westphalia Road.
 - 12 (4) Provide the internal HOA trails and sidepaths as conceptually shown on the
13 submitted hiker and biker trail plan.
- 14 h. Submit a design package that includes an image board and general design guidelines
15 that establish review parameters, including design, material and color, for architectural,
16 signage, entrance features and landscaping for the entire site.
- 17 i. Provide a description of the type, amount, and general location of the recreation
18 facilities on the dedicated parkland and elsewhere on the site, including provision of
19 private open space and recreation facilities to serve development on all portions of the
20 subject property.
- 21 j. The Applicant, and the Applicant's heirs, successors and/or assignees shall agree to
22 make a monetary contribution or provide in-kind services for the development,
23 operation and maintenance of the central park. The recreational facilities packages shall
24 be reviewed and approved by DPR prior to Comprehensive Design Plan (CDP)
25 approval. The total value of the monetary contribution (or in-kind services) for the
26 development, operation and maintenance of the central park shall be \$3,500 per
27 dwelling unit in 2006 dollars. The Applicant may make a contribution into the "park
28 club" or provide an equivalent amount of recreational facilities. The value of the
29 recreational facilities shall be reviewed and approved by DPR staff. Monetary
30 contributions may be used for the design, construction, operation and maintenance of
31 the recreational facilities in the central park and/or the other parks that will serve the

1 Westphalia Study Area. The park club shall be established and administered by DPR.

- 2 k. The Applicant shall submit a scope of services from a qualified urban park design
3 consultant for development of a Comprehensive Concept Plan for the portion of central
4 park in the project area. The Comprehensive Concept Plan shall be prepared by a
5 qualified urban park design consultant working in cooperation with a design team from
6 DPR and Urban Design Section. Urban Design Section and DPR staff shall review
7 credentials and approve the design consultant prior to development of a Comprehensive
8 Concept Plan. The Comprehensive Concept Plan shall be approved by DPR prior to
9 approval of the Comprehensive Design Plan (CDP).
- 10 l. The public recreational facilities shall be constructed in accordance with the standards
11 outlined in the *Parks and Recreation Facilities Guidelines*. The concept plan for the
12 development of the parks shall be shown on the Comprehensive Design Plan.
- 13 m. Provide a multiuse stream valley trail along the subject site's portion of Cabin Branch,
14 in conformance with the latest Department of Parks and Recreation guidelines and
15 standards. Connector trails should be provided from the stream valley to adjacent
16 residential development and recreational uses.
- 17 n. Provide the site location and timing or propose a contribution for the pro-rata share of
18 funding for the following public facilities to be reviewed and approved by the
19 appropriate agencies and the Countywide Planning Division:
- 20 (1) Fire station
21 (2) Library
22 (3) Police facility
23 (4) Middle school
24 (5) Elementary school
- 25 o. Submit a signed Natural Resources Inventory (NRI) with the Comprehensive Design
26 Plan. All subsequent plan submittals shall clearly show the Patuxent River Primary
27 Management Area (PMA) as defined in Section 24-101(b)(10), and as shown on the
28 signed NRI.
- 29 p. Demonstrate that the PMA has been preserved to the fullest extent possible. Impacts to
30 the PMA shall be minimized by making all necessary road crossings perpendicular to
31 the streams and by using existing road crossings to the extent possible.

- 1 q. Submit a required Type I Tree Conservation Plan (TCPI). The TCPI shall:
- 2 (1) Focus on the creation and/or conservation/preservation of contiguous woodland
- 3 (2) Concentrate priority areas for tree preservation in areas within the framework of
- 4 the approved Green Infrastructure Master Plan, such as stream valleys. Reflect a
- 5 25 percent Woodland Conservation Threshold (WCT) and meet the WCT
- 6 requirements on-site.
- 7 (3) Mitigate woodland cleared within the PMA's Preservation Area on-site at a ratio
- 8 of 1:1, with the exception of impacts caused by Master Plan roads which shall be
- 9 mitigated 1:25. This note shall also be placed on all Tree Conservation Plans.
- 10 (4) Focus afforestation in currently open areas within the PMA and areas adjacent to
- 11 them. Tree planting should be concentrated in areas of wetland buffers and stream
- 12 buffers, which are priority areas for afforestation and the creation of contiguous
- 13 woodland.
- 14 (5) Prohibit woodland conservation on all residential lots.
- 15 r. Submit an exhibit showing areas where Marlboro Clay occurs on-site.
- 16 s. Submit a plan that addresses how housing will be provided for all income groups in
- 17 accordance with Section 27-487 and the Master Plan recommendations for the planned
- 18 community.
- 19 t. Present all roadway improvement plans for Westphalia Road to the Historic
- 20 Preservation and Transportation Planning staff for review and comment to ensure that
- 21 all scenic and historic features associated with this historic road are properly evaluated
- 22 and preserved as necessary.
- 23 u. Complete a Phase I archeological investigation report and submit to the Historic
- 24 Preservation staff for approval.
- 25 4. At the time of Preliminary Plan of Subdivision and/or prior to the first plat of Subdivision,
- 26 the Applicant shall:
- 27 a. Show proposed dedication area for a non-CIP-sized sewer extension approximately
- 28 2,400 feet long to serve the eastern portion of the property and connect to the 24-inch
- 29 diameter sewer in the Cabin Branch stream valley, or other alternative as required by
- 30 WSSC.
- 31 b. Submit Hydraulic Planning Analysis to WSSC to address access to adequate water

1 storage facilities and water service to be approved by the WSSC to support the fire flow
2 demands required to serve all site development.

3 c. Submit a letter of justification for all proposed PMA impacts, in the event disturbances
4 are unavoidable.

5 d. Submit a plan, prior to Planning Board approval of a Preliminary Plan of Subdivision,
6 that shall provide for:

7 (1) Either the evaluation of any significant archaeological resources existing in the
8 project area at the Phase II level, or

9 (2) Avoiding and preserving the resource in place.

10 e. The Applicant shall dedicate 56 developable acres of public open space to the M-
11 NCPPC for a park/school. The portion of the parkland needed for school construction
12 shall be conveyed to the Board of Education when funding for construction is in place
13 and conveyance of the property is requested by the Board of Education. The final
14 determination of location of the land to be dedicated for park/school sites shall be
15 determined at the time of CDP Plan approval. The land to be conveyed to the M-
16 NCPPC shall be subject to the following conditions:

17 (1) An original, special warranty deed for the property to be conveyed, (signed by the
18 WSSC Assessment Supervisor), shall be submitted to the Subdivision Section of
19 the Development Review Division, Maryland-National Capital Park and Planning
20 Commission (M-NCPPC), along with the final plats.

21 (2) M-NCPPC shall be held harmless for the cost of public improvements associated
22 with land to be conveyed, including but not limited to, sewer extensions, adjacent
23 road improvements, drains, sidewalls, curbs and gutters, and front-foot benefit
24 charges prior to and subsequent to Final Plat.

25 (3) The boundaries and acreage of land to be conveyed to M-NCPPC shall be
26 indicated on all development plans and permits, which include such property.

27 (4) The land to be conveyed shall not be disturbed or filled in any way without the
28 prior written consent of the Department of Parks and Recreation (DPR). If the land
29 is to be disturbed, DPR shall require that a performance bond be posted to warrant
30 restoration, repair or improvements made necessary or required by M-NCPPC
31 development approval process. The bond or other suitable financial guarantee

- 1 (suitability to be judged by the General Counsel's Office, M-NCPPC) shall be
2 submitted to DPR within two weeks prior to applying for grading permits.
- 3 (5) Stormdrain outfalls shall be designed to avoid adverse impacts on land to be
4 conveyed to or owned by M-NCPPC. If the outfalls require drainage
5 improvements on adjacent land to be conveyed to or owned by M-NCPPC, DPR
6 shall review and approve the location and design of these facilities. DPR may
7 require a performance bond and easement agreement prior to issuance of grading
8 permits.
- 9 (6) All waste matter of any kind shall be removed from the property to be conveyed.
10 All wells shall be filled and underground structures shall be removed. DPR shall
11 inspect the site and verify that land is in acceptable condition for conveyance, prior
12 to dedication.
- 13 (7) All existing structures shall be removed from the property to be conveyed, unless
14 the Applicant obtains the written consent of the DPR.
- 15 (8) The Applicant shall terminate any leasehold interests on property to be conveyed
16 to the Commission.
- 17 (9) No stormwater management facilities, or tree conservation or utility easements
18 shall be proposed on land owned by or to be conveyed to M-NCPPC without the
19 prior written consent of DPR. DPR shall review and approve the location and/or
20 design of these features. If such proposals are approved by DPR, a performance
21 bond, maintenance and easement agreements shall be required prior to the issuance
22 of grading permits.
- 23 f. Enter into an agreement with the DPR, prior to the first Final Plat of Subdivision, that
24 shall establish a mechanism for payment of fees into an account administered by the
25 M-NCPPC. The agreement shall note that the value of the in-kind services shall be
26 determined at the sole discretion of DPR.
- 27 g. Submit three original, executed agreements for participation in the park club to DPR for
28 their review and approval, eight weeks prior to a submission of a final plat of
29 subdivision. Upon approval by DPR, the agreement shall be recorded among the Land
30 Records of Prince George's County, Upper Marlboro, Maryland.
- 31 5. Prior to submittal of any grading or building permits, the Applicant shall demonstrate that

1 the Dunblane (Magruder family) Cemetery shall be preserved and protected in accordance
2 with Section 24-135-02 of the Subdivision regulations, including:

- 3 a. An inventory of existing cemetery elements.
- 4 b. Measures to protect the cemetery during development.
- 5 c. Provision of a permanent wall or fence to delineate the cemetery boundaries, and
6 placement of an interpretive marker at a location close to or attached to the cemetery
7 fence/wall. The Applicant shall submit for review and approval by the Historic
8 Preservation staff, the design of the wall and design and proposed text for the marker at
9 the Dunblane (Magruder family) cemetery.
- 10 d. Preparation of a perpetual maintenance easement to be attached to the legal deed (i.e.,
11 the lot delineated to include the cemetery). Evidence of this easement shall be presented
12 to and approved by the Planning Board or its designee prior to final plat.

13 BE IT FURTHER RESOLVED that the staff is authorized to make appropriate text,
14 illustratives/concepts, and map revisions to correct identified errors, reflect updated information,
15 and incorporate the Zoning Map changes reflected in this Resolution.

16 BE IT FURTHER RESOLVED that this Sectional Map Amendment is an amendment to
17 the Zoning Ordinance and to the official Zoning Map for the Maryland-Washington Regional
18 District in Prince George's County. The zoning changes approved by this Resolution shall be
19 depicted on the official Zoning Map of the County.

20 BE IT FURTHER RESOLVED that the approval of this Sectional Map Amendment shall
21 repeal and readopt with amendments that portion of the Zoning Map encompassed by the
22 Amendment, and that the conditions and findings attached to previously approved zoning
23 applications are considered part of this Sectional Map Amendment where the previous zoning
24 category has been maintained and noted on the Zoning Map.

25 BE IT FURTHER RESOLVED that the provisions of this Resolution are severable. If any
26 provision, sentence, clause, section, zone, zoning map, or part thereof is held illegal, invalid,
27 unconstitutional, or unenforceable, such illegality, invalidity, unconstitutionality, or
28 unenforceability shall not affect or impair any of the remaining provisions, sentences, clauses,
29 sections, zones, zoning maps, or parts hereof or their application to other zones, persons, or
30 circumstances. It is hereby declared to be the legislative intent that this Resolution would have

1 | been adopted as if such illegal, invalid, unconstitutional, or unenforceable provision, sentence,
2 | clause, section, zone, zoning map, or part had not been included therein.

3 | BE IT FURTHER RESOLVED that it is the intent of the District Council that approved
4 | Conditions 10 and 23 in Comprehensive Design Plan CDP-0501 for Smith Home Farms should
5 | be interpreted to require submission of an SDP for the Central Park following approval of the
6 | Westphalia Sector Plan and SMA and not as the second SDP under CDP-0501. The exact timing
7 | for SDP submission, approval and phasing for the Central Park shall be established by the
8 | District Council in approval of the next SDP to be filed under CDP-0501.

9 | BE IT FURTHER RESOLVED that it is the intent of the District Council that the first
10 | building constructed in the Central Park be a tennis facility and that funding in the amount of
11 | \$2.5 million be allocated from the \$4.2 million for construction funds for the Central Park as
12 | required by CDP-0501; and

13 | BE IT FURTHER RESOLVED that it is the intent of the District Council that the first
14 | public recreation building constructed outside the Central Park be a recreation building in the
15 | Westphalia Estates Neighborhood Park and that funding in the amount of \$1.0 million be
16 | allocated from the \$4.2 million in construction funds for the Central Park as required by CDP-
17 | 0501.

18 | BE IT FURTHER RESOLVED that, pursuant to Condition 16 of CDP-0501, it is the
19 | intent of the District Council that the lot size for single-family attached dwellings in the R-M
20 | (market rate) Zone in the Smith Home Farms project be a minimum of 1,300 square feet.
21 |

1 BE IT FURTHER RESOLVED that this Resolution shall take effect on the date of its
2 adoption.

Adopted this 6th day of February, 2007.

COUNTY COUNCIL OF PRINCE GEORGE'S
COUNTY, MARYLAND, SITTING AS THE
DISTRICT COUNCIL FOR THAT PART OF
THE MARYLAND-WASHINGTON REGIONAL
DISTRICT IN PRINCE GEORGE'S COUNTY,
MARYLAND

BY: _____
Camille A. Exum
Council Chair

ATTEST:

Redis C. Floyd
Clerk of the County

CR-2-2007 ATTACHMENT A

Development Pattern Element (Revised)

Planning Framework

The Westphalia sector plan area is in the Developing Tier and a segment of the Pennsylvania Avenue Corridor as described in the 2002 *Prince George's County Approved General Plan*. The vision for the Developing Tier is to maintain a pattern of low- to moderate-density suburban residential communities, distinct commercial centers, and employment areas that are increasingly transit serviceable. The vision for corridors is mixed residential and nonresidential uses that are community-oriented in scope at moderate densities and intensities. This development should occur at local centers and other appropriate nodes within one-quarter mile of major intersections or transit stops along the corridor.

The General Plan indicates a possible future community center in the Westphalia sector plan area north of Pennsylvania Avenue. The General Plan's vision for community centers is a mix of residential and nonresidential uses at moderate to high densities and intensities that serve the immediate community near them and have a strong emphasis on transit-oriented development.

The development pattern concept for the Westphalia sector plan is also established largely by the 2005 Westphalia Comprehensive Concept Plan (WCCP) study, which built upon the vision of the General Plan and the approved 1994 Melwood-Westphalia Master Plan by promoting a high-density, mixed-use core off MD 4, with incrementally less dense, largely residential development throughout the remainder of the area and green spaces and parks linking the elements together.

Existing Development Pattern

The predominant land uses have historically been agricultural and equestrian in nature, but are currently being converted to residential and commercial uses.

Existing residential land use patterns include single-family homes on small and large lots, such as those found in the Little Washington, Westphalia, and Melwood neighborhoods. Approximately six single-family residential subdivisions have been built in recent years, with two large residential subdivisions now under construction along Ritchie Marlboro Road and Old Marlboro Pike on the east side of the sector plan area. Additional development applications have been approved or are pending review. An older mobile-home park is also located in the northwest part of the area.

Limited industrial and commercial office development has taken place along MD 4 and along the Capital Beltway under the northern extension of the Andrews Air Force Base flight path and its related noise contours. Additional industrial uses are located off Westphalia Road and D'Arcy Road.

One large rubble fill, and approximately six Class Three landfill operations, exist in the central, northern, and western parts of the sector plan area.

Vision

The Westphalia sector plan area contains an urban town center core that is transit- and pedestrian-oriented, with ample public spaces suitable for community events, and surrounding residential and commercial development that helps create a single unified community. Westphalia's existing neighborhoods are an integral part of the new development pattern.

Map 2 shows the overall development concept envisioned by the sector plan. The concept promotes:

- A mixed-use, urban town center with a defined core and a defined edge.
- An urban town center core that is transit- and pedestrian-oriented, with ample public spaces suitable for community events, and surrounding residential and commercial development that helps create a single unified community.

- Two mixed-use activity centers with medium-density local commercial, office, and retail development that serves area neighborhoods.
- Four smaller-scaled mixed-use neighborhood centers to serve local neighborhoods.
- Retail development of approximately one million square feet located primarily in the Westphalia town center core and also within the two mixed-use activity centers and four mixed-use neighborhood centers.
- Office development of up to 4.5 million square feet.
- Attractive and safe residential neighborhoods with a range of housing types and densities, convenient access to schools, recreation, green spaces, and shopping, designed to minimize the visual impact of cars.
- Residential development of approximately 17,000-18,000 units in a wide range of mixed housing types and densities, with incremental increases in development densities closer to the high-density urban town center core.
- Open space of approximately 1,850 acres within, and immediately adjacent to, the Westphalia sector plan area.
- Preservation of green space along the eastern edge and a portion of the MD 4 corridor.
- New industrial development restricted to areas within the Andrews Air Force Base noise zone of 70 dBA (the average day/night sound level measured in decibels) and higher, and existing industrial uses outside the 70 dBA line redeveloped for commercial or residential uses, depending on their location.

Taking into account this development concept, recently approved zoning cases, and existing land uses, proposed future land uses for the Westphalia sector plan area are shown on Map 3A. An illustration of development patterns that may result from this land use plan is shown on Map 3B.

Goals

- Promote compact, mixed-use development at moderate to high densities through the development of a center on the Pennsylvania Avenue (MD 4) corridor in accord with the 2002 General Plan.
- Create a mixed-use town center with high-quality urban form.
- Develop compact areas of commercial and office development.
- Encourage phased commercial and office development that strategically targets and creates market demand in the town center and mixed-use areas.
- Maintain low- to moderate-density land uses for the sector plan area, except in the Westphalia town center core.
- Reinforce existing residential neighborhoods in the Westphalia sector plan area.
- Preserve and enhance environmentally sensitive areas, such as streams, woodlands, and wetlands.
- Develop transit supportive densities and promote street grid systems with compact blocks of development that provide easy automobile, transit, and pedestrian accessibility.
- Balance the pace of development with the provision of adequate transportation and public facilities.

Policy 1

Promote development of an urban town center with a defined core, edge, and fringe, with mixed residential and nonresidential uses at medium to high densities and intensities, and with a strong emphasis on transit-oriented design.

Strategy I. *Westphalia Regional Center:*

Concurrent with this sector plan process, amend the 2002 *Prince George's County Approved General Plan* to officially designate a Regional Center in the Westphalia sector plan area, changing its designation

from a “possible future” community center to Regional Center and “possible future” Metropolitan Center (see Map 4A).

Strategy II. Westphalia Town Center Core:

Develop a compact, interconnected, high-density, high-quality, transit-oriented urban core with mixed commercial, retail, office, residential, and public spaces that create an appealing place for people to live, work, shop, and play (see Map 4B and Illustrations A and B).

Size:

- An area of approximately one-quarter mile from the midpoint of the town center.

Development Density and Intensity Targets:

- Residential density at a minimum of 24 dwelling units per acre net, with a preferred target density range of 40-60 dwelling units per acre net.
- Mixed-use and nonresidential intensity at a minimum 1.0 FAR (floor area ratio) net lot area.

Recommended Range of Land Use Mix:

- | | |
|---------------------------------|--------|
| ▪ Residential: | 20-70% |
| ▪ Retail and Services: | 10-60% |
| ▪ Office: | 10-60% |
| ▪ Public and Quasi-Public Uses: | 10-20% |

Design Principles:

- Construct high-density residential and commercial development using multistory buildings, generally of three to ten stories, with taller landmark buildings. (Note: The town center area is located under federally regulated airspace surrounding Andrews Air Force Base. The regulations limit the height of buildings in the town center area to generally less than 150 feet depending on site elevation and distance from the airport runway. The exact restrictions for each building site need to be verified with Andrews Air Force Base personnel.)
- Feature vertical mixing of uses, particularly along main streets, to include ground-level retail and upper level office or residential uses.
- Create a high-quality urban environment that results in a lively and appealing place to live, work and shop:
 - The façade of all buildings should front all master planned or internal streets and roads unless they front a plaza, green, courtyard, or public park.
 - Encourage the use of materials and finishes that reinforce a sense of quality and permanence.
 - Encourage building designs that are compatible in scale, form, rhythm, and materials to adjacent commercial or residential structures.
 - Provide architectural variation in buildings to discourage the appearance of a uniform structure:
 - Building façades that face public streets should be articulated with form variation and should include design elements such as:
 - Texture
 - Canopies
 - Projections or indentations
 - Vertical expression of structural bays
 - Roof design
 - Design building wall planes to have shadow relief; pop-outs, off-setting planes, overhangs, and recessed doorways shall be used to provide visual interest at the pedestrian level.

- Design signs as a means to communicate a unified theme and identity for the town center.
- Prohibit drive-through commercial services that are visible from public streets.
- Hide garbage collection and other storage areas from streets, parks, squares, and pedestrian spaces through strategic placement and screening.
- Locate loading areas and service driveways adjacent to alleys or parking areas off the rear or the principal buildings, hidden from streets, parks, squares, and pedestrian spaces by the principal structure, or through articulated screening walls.
- Promote the development of quality public spaces:
 - Design a minimum of one public space in a prominent, centralized location of the town center core at a minimum of three acres in size.
 - Construct inviting public amenities such as a gazebo, fountain, bandstand, public art or ornamental landscaping in all civic and public spaces.
 - Develop numerous smaller public spaces such as plazas, courtyards, and green spaces of approximately one-quarter to one-half acre in size.
- Use street grid systems to create compact blocks of development and provide for easy connectivity of all town center features:
 - Prohibit culs-de-sac.
 - Construct blocks with an average length of no more than 500 feet and maximum length not to exceed 800 feet.
- Develop in a way that promotes walking and transit use and provides high levels of pedestrian accommodation, safety and amenity:
 - Design streets to support multiple users such as: automobiles, pedestrians, bicyclists, transit buses, and trash collection and emergency vehicles.
 - Provide necessary rights-of-way for transit, transit stops, or stations.
 - Provide direct access from public sidewalks to all buildings, unless the building fronts a plaza, green, or courtyard.
 - Design streets with pedestrian facilities and amenities such as wide sidewalks, street trees, nature strips or tree boxes, pedestrian-scaled lighting and signs, landscaping, and street furniture.
 - Design sidewalks adjacent to master planned roads to an appropriate standard for city boulevards, city collectors, and city residential streets (see Transportation Illustration 1).
 - Design all other streets with sidewalks no less than six feet in width.
 - Provide attractively designed transit stops and stations that are adjacent to active uses and recognizable by the public.
 - Design safe, attractive, and convenient pedestrian connections from transit stops and stations to building entrances.
- Encourage structured parking that is multiuse and does not interfere with aesthetics of the streetscape:
 - Screen free-standing parking structures from public walks and streets by locating them off street or behind the primary structure or a liner building.
 - Encourage ground floor retail development in structured parking that fronts public streets; integrate structured parking with active uses.
 - Design clear and safe pedestrian pathways with signs that link parking to destinations.
- Promote on-street parking and construct it in a manner that is practical and does not impair aesthetics or safety:
 - Promote parking that meets needs of various uses: short-term turnover for retail, longer term for employment, and parking for evening and nighttime uses.
 - Break up long lines of parked vehicles with planting island projections if appropriate.
- Discourage surface parking lots, and ensure appropriate design if built, by:

- Orienting and designing surface lots in a manner that enables infill development as the town center develops and increases in density.
- Locating pedestrian pathways in areas where vehicular access is limited.
- Avoiding large areas of uninterrupted parking especially adjacent to community and public viewsheds.
- Using trees and landscaping to provide shade, screening, and filtering of stormwater runoff in parking lots.

Strategy III. Town Center Edge:

Develop a medium- to high-density urban pattern surrounding the high-density town center core, including medium-density mixed-use commercial and office, and several interconnected residential neighborhoods that have diverse housing styles and a network of open space (see Map 4B and Illustration C).

Size:

- An area of approximately one-quarter to one-half mile beyond the midpoint of the town center.

Development Density and Intensity Targets:

- Residential density at a minimum of 8 dwelling units per acre net, with a preferred target range of approximately to 15-30 dwelling units per acre net
- Nonresidential intensity at 0.5 to 1.5 FAR net

Recommended Range of Land Use Mix:

- Residential: 40-80%
- Retail and Services: 5-20%
- Office: 5-20%
- Public and Quasi-Public Uses: 10-20%

Design Principles:

- Use medium- to high-density multistory buildings (generally two–five stories); avoid constructing one-story buildings.
- Build residential neighborhoods that are attractive, walkable, and include diverse housing styles and open space:
 - Encourage a variety of residential dwelling unit types within blocks and within neighborhoods, such as:
 - Small lot single-family
 - Cottages
 - Duplexes
 - Triplexes or quadruplexes
 - Zero-lot line or garden homes
 - Townhouses or rowhouses
 - Dwellings above nonresidential space
 - Multifamily condominiums (including “two over two” units)
 - Multifamily apartments
 - Create varied architecture and avoid flat façades by using bays, balconies, porches, stoops, and other projecting elements.
 - Design single-family detached and attached homes and multifamily buildings so the mass of the living space and the front door dominates the front façade:
 - Require garages that are hidden or clearly subordinate to the main structure and do not project beyond the main façade of residential buildings.

- Arrange driveways so that cars are parked to the side or rear of the house or otherwise hidden from the street.
- Promote rear alleys to have access to parking and garages for residences that are sited back-to-back.
- Maximize the number of windows facing public streets.
- Allow the use of accessory dwelling units or “granny flats” in appropriate locations.
- Enhance community gateways to demonstrate neighborhood pride and delineate boundaries.
- Design streets to include high levels of interconnectivity between neighborhoods:
 - Do not build culs-de-sac, except to avoid sensitive environmental resources.
 - Do not allow gated streets or developments.
- Emphasize the provision of high-quality pedestrian and bikeway connections to transit stops/stations and surrounding neighborhoods.
- Build large multifamily developments within approximately one-quarter mile of transit serviceable roadways.
- Develop parks and open spaces in town center edge neighborhoods:
 - Distribute parks generally no less than one-quarter mile from each other.
 - Cluster residences around shared amenities to form distinct neighborhoods with a sense of identity. Use green space to define and divide the clusters.
- Design attractive commercial, retail, and office use areas:
 - Front the façade of all buildings to public roads or internal streets, unless they face a plaza, green, courtyard, or public park.
 - Feature vertical mixing of uses, particularly along main streets, to include ground level retail or commercial and upper level office or residential uses.
 - Encourage building designs that are sensitive to the scale, form, rhythm, and materials proximate to commercial areas and residential neighborhoods that have a well-established, distinctive character.
 - Encourage location of mixed-use commercial projects in transition areas and areas where small-scale commercial uses can fit into a residential neighborhood context.
 - Provide architectural variation in buildings to discourage the appearance of a uniform structure.
 - Restrict drive-in commercial services to rear areas behind main structures; do not allow on street fronts.
 - Provide public plazas, squares, or other public gathering spaces.
 - Encourage structured parking that is multiuse and does not interfere with aesthetics or safety of the streetscape:
 - Screen any free-standing parking structure from public walks and streets by locating it off street, or behind the primary structure or a liner building.
 - Encourage ground-floor retail development in structured parking that fronts public streets; integrate structured parking with active uses.
 - Design clear and safe pedestrian pathways with signs that link parking to destinations.
- Promote on-street parking and construct it in a manner that is practical and does not impair aesthetics or safety:
 - Promote parking that meets needs of various uses: short-term turnover for retail, longer term for employment, and parking for evening and nighttime uses.
 - Break up long lines of vehicles with occasional planting island projections.
- Discourage large areas of off-street surface parking and design surface lots appropriately:
 - Orient and design surface lots in a manner that enables infill development as the town center develops and increases in density.

- Encourage placement of parking along the rear and sides of street-oriented buildings.
- Locate pedestrian pathways in areas where vehicular access is limited.
- Avoid large areas of uninterrupted parking especially adjacent to public view sheds.
- Use trees and other landscaping to provide shade, screening, and filtering of stormwater runoff in parking lots.
- Promote a town center edge development pattern that promotes walking and transit use and provides high levels of pedestrian accommodation, safety and amenity:
 - Design streets to support multiple users such as automobiles, pedestrians, bicyclists, transit buses, and trash collection and emergency vehicles.
 - Provide necessary rights-of-way for transit, transit stops, or stations.
 - Provide direct access from public sidewalks to all buildings, unless the building fronts a plaza, green, or courtyard.
 - Design streets with pedestrian facilities and amenities such as wide sidewalks, street trees, nature strips, pedestrian-scaled lighting and signs, landscaping, and street furniture.
 - Design sidewalks adjacent to master planned roads to urban boulevard, collector, and residential street standards (see Transportation Illustration 1).
 - Design local and internal streets with sidewalks of no less than six feet in width.
 - Provide attractively designed transit stops and stations that are adjacent to active uses and recognizable by the public.
 - Design safe, attractive, accessible, lighted, and convenient pedestrian connections from transit stops and stations to building entrances.

Strategy IV. Town Center Fringe:

Develop town center fringe areas as distinct and cohesive districts of commercial, office, employment, and institutional uses in campus like settings that are separate from the core and have “greener” character and setting by abutting parkways, parks, and green space fronting MD 4. Create building styles that favor large office or institutional developments, with medium- to large-scale commercial developments, and limited landmark, high-density structures such as mid-rise hotel and office buildings.

Size:

- An area approximately 180 acres as shown on Map 4B.

Development Density and Intensity Targets:

- 0.3 FAR or greater for commercial and employment uses

Recommended Range of Land Use Mix:

- Retail and Services: Less than 40%
- Office: More than 50%
- Public and Quasi-Public Uses: More than 10%

Design Principles:

- Use street grid systems that are looser than in the regional core and that accommodate urban parkways and greenways.
- Buildings may be set back from the street to create landscaped front yards and to comply with security requirements.
- Design large commercial buildings to have architectural variation that supports a human scale and provides the appearance and functionality of smaller scale development:
 - Where feasible, use small buildings in key locations to create a human-scale environment in large retail centers.

- Design structures to be of a height and mass that are compatible with the surrounding area.
- Design large retail buildings to have articulation and to break up large masses by creating multiple entries and façade treatments that create the appearance of multiple smaller buildings.
- Incorporate separate individual main entrances directly leading to the outside of large buildings to function as smaller building storefronts.
- Use offsetting planes, rooflines, and overhangs or other means to break up the exterior façades of large retail establishment structures into distinct building masses
- Utilize green space as buffers or public spaces, and integrate them into campus-like settings:
 - Design structures to border or overlook green spaces.
 - Create large landscaped squares or interconnected public spaces with walkways or trails, particularly adjacent to office complexes.
 - Design all developments along MD 4 frontage to include landscaping or buffering to minimize the appearance of large building façades or parking lots.
- Integrate appropriately designed transit stops and centers, particularly near employment centers:
 - Provide attractively designed transit stops and stations that are recognizable by the public.
 - Provide necessary rights-of-way for transit, transit stops, or stations.
 - Design safe, attractive, accessible, lighted, and convenient pedestrian connections from transit stops and stations to building entrances.
- Design parking that is functional and supports aesthetics of the built environment:
 - Promote development of parking structures that are wrapped on their exterior with other uses to conceal the parking structure.
 - Design safe, attractive, accessible, lighted, and convenient pedestrian connections from transit stops and stations to building entrances.
 - Use trees and other landscaping to provide shade, screening, and filtering of stormwater runoff in parking lots.
- Create signage that functions to market services or denote building tenants but does not compromise aesthetics or safety:
 - Design signs to only advertise a service, product, or business on the site on which the sign is located.
 - Design signs to be compatible in style and character with the primary structure on the site.
 - Discourage large wall signs.
 - Promote monument signage.
 - Encourage appropriately scaled monument signage:
 - Do not exceed eight feet in height and 60 square feet of area per side for multi-tenant monument signage.
 - Prohibit pole-mounted signs except directional signs.
 - Prohibit signs that compromise motorist safety:
 - No florescent, reflective, or blinking signs.
 - Discourage animated, flashing, rotating signs.
 - Prohibit roof signs.
- Screen the service and loading areas of businesses:
 - Service/loading areas should have an articulated screening wall to shield trucking activities from pedestrian areas.
 - Loading areas and service driveways should adjoin alleys or parking areas to the rear or the principal building and shall be hidden from streets, parks, squares, and pedestrian spaces.

- Hide trash receptacles, garbage areas, and storage areas from public rights-of-way and public and pedestrian spaces through strategic placement and screening.

Policy 2

The Westphalia town center should be designed and reviewed in accordance with design standards and best practices for urban development as described in this sector plan.

Strategy

Approve development standards specifically for the town center area in a conceptual site plan review per Part 3, Division 9, of the Zoning Ordinance to ensure development of urban land use patterns and character and that may revise or replace the suburban development standards contained in the zoning ordinance pertaining to lot size, lot coverage, frontage, setbacks, height, and mix of land use types, signs, off-street parking and loading, landscaping, and other parts of the zoning ordinance.

Policy 3

Ensure high-intensity commercial and office development in the first phases of town center construction.

Strategies

- Identify and reserve sites specifically and exclusively for high-intensity office, high-intensity mixed use, and high-density residential uses in the town center core.
- In the site plan and subdivision review and approval processes, define and require high-intensity office and retail construction in the town center core prior to or in conjunction with specified levels of residential construction.

Policy 4

Promote development of six distinct mixed-use activity areas beyond the town center area with residential, retail, service, and employment components to service the area’s neighborhoods.

Strategy: *Mixed-Use Activity Centers and Mixed-Use Neighborhood Centers:*

Develop distinct commercial activity centers serving communities and neighborhoods outside the town center core area with medium- to high-density, mixed-use commercial, retail, and office development that is designed around a main street and anchored by shared amenities such as open space or civic centers (see Map 4B and Illustration E).

Size:

- Varies from approximately 7 to 30 acres.

Development Density and Intensity Targets:

- Residential at 4.5 to 28 DUA net
- Retail/Services at 0.2-0.3 FAR net
- Office at 0.4 to 0.75 FAR net

Recommended Range of Land Use Mix:

- Residential: 20-80%
- Retail and Service: 5-50%
- Office: 5-50%
- Public Uses: 10-20%

Location:

- Two Mixed-Use Activity Centers:
 - North of the town center on the north side of the grand park.
 - At the intersection of Ritchie Marlboro Road and Sansbury Road.
- Four Mixed-Use Neighborhood Centers:
 - South of Westphalia Road near Poplar Avenue.
 - North of Westphalia Road to the west of Ritchie Marlboro Road.
 - West of Ritchie Marlboro Road at Old Marlboro Pike.
 - North of Old Marlboro Pike at Melwood Park Avenue.

Design Principles:

- Develop distinct, high quality, walkable, mixed-use and “main street” commercial development areas with focal points and shared amenities:
 - Residential and commercial development should be medium- to high-density with a minimum of two-story buildings, up to six.
 - Design commercial development to front a main street or parks, plazas, or courtyards.
 - Anchor development with larger scale commercial development or public or civic spaces and amenities at one or both ends of the main street.
 - Design interesting and attractive architectural features that create a quality environment and “sense of place”:
 - Develop buildings and signage with a common, appealing, and unifying theme and attractive, clearly demarcated entrances.
 - Encourage the use of materials and finishes that reinforce a sense of quality and permanence.
 - Design buildings to be attractive on all sides.
 - Design buildings with some form of architectural variation or articulation.
 - Promote ample and numerous windows on a building’s front ground-level elevation.
 - Main street businesses should be interconnected between parcels with the sharing of curb cuts, parking, and stormwater management.
 - Restrict drive-in commercial services to rear areas behind main structures; do not allow on street fronts.
 - Provide high levels of pedestrian accommodation, safety and amenity:
 - Design sidewalks no less than six feet in width to include street trees and planting boxes.
 - Design internal streets/site circulation as low-speed streets with parallel or angled on-street parking.
 - Provide pedestrian amenities such as canopies and street furniture.
 - Do not design main streets larger than two lanes in each direction.
 - Design key intersections with clearly demarcated crosswalks and enhancements such as brick pavers.
 - Promote innovative pedestrian safety improvements such as bump-outs.
 - Utilize landscaping and parked cars to buffer people from traffic.
 - Encourage street medians with amenities such as raised planters and ornamental or period lighting.
 - Encourage progressive and aesthetically appealing traffic-calming techniques such as roundabouts or traffic circles that are raised and landscaped.
 - Design parking to meet needs of various uses: short-term turnover for retail, longer term for employment, permit parking for residential areas, and parking for evening and nighttime uses.

- Create a parking network that is safe, functional, and promotes the aesthetic of a main street:
 - Encourage on-street parking, including “head-in” parking along the main street.
 - Design structured parking with active uses; screen any free-standing parking structures from public walks and streets by locating it off main streets.
 - Design off-street surface parking to be placed to the side and rear of buildings, in the interior of blocks, and screened from public walks and streets.

Policy 5

Promote new residential development and preserve, protect, and enhance existing residential neighborhoods.

Strategy

Develop approximately 3,500 acres of new low- to medium-density residential areas in a manner that conserves and is integrated with approximately 1,300 acres of existing residential development in accordance with the overall development pattern concept.

Design Principles:

- Design new low- to medium-density residential neighborhoods that are varied in housing styles and architecture and promote best practices for residential design:
 - Feature the same quality design and treatments on the exposed façades as on the front façade of highly visible residences on corner lots and elsewhere.
 - Create varied architecture and avoid flat façades by using bays, balconies, porches, stoops, and other projecting elements.
 - Design single-family detached and attached homes and multifamily buildings so the mass of the living space and the front door dominates the front façade:
 - Require garages that are hidden or clearly subordinate to the main structure and do not project beyond the main façade of residential buildings.
 - Arrange driveways so that cars are parked to the side or rear of the house or otherwise hidden from the street.
 - Promote rear alleys to have access to parking and garages for residences that are sited back-to-back.
 - Incorporate a variety of housing types in single-family projects/subdivisions:
 - Build townhomes and small lot single-family homes to add diversity to neighborhoods or as a transition between higher density units and lower density single-family neighborhoods.
 - Allow the use of detached accessory dwelling units.
 - Maximize the number of windows facing public streets.
- Design residential developments that connect and appropriately transition to pre-existing communities and neighboring commercial areas:
 - Develop neighborhoods to reflect the character of their location within Westphalia, with areas closer to the town center being more compact and more urban, and outlying areas more rural.
 - Create lot divisions that respect the existing pattern of development for neighborhood continuity and compatibility.
 - Discourage use of walls, gates, and other barriers that separate residential neighborhoods from the surrounding community and commercial areas.
- Design an efficient, safe, and interconnected residential street system:

- Design or retrofit street systems to link individual subdivisions/projects to each other and the community.
- Avoid closed loop subdivisions and extensive cul-de-sac systems, except where the street layout is dictated by the topography or the need to avoid sensitive environmental resources.
- Emphasize the provision of high-quality pedestrian and bikeway connections to transit stops/stations, village centers, and local schools.
- Clarify neighborhood roadway intersections through the use of special paving and landscaping.
- Create a system of open space and parks and preserve sensitive environmental features:
 - Cluster residences around shared amenities to form distinct neighborhoods with a sense of identity. Use green space to define and divide the clusters.
 - Preserve large wooded areas and fields by using cluster or conservation subdivision design techniques, by allowing smaller lot sizes and by permitting usable shared green areas in the immediate neighborhood.

Policy 6

Promote the development of attractive gateways into the Westphalia area that define the site's image as an inviting and safe place.

Strategy

Develop ten gateways at key intersections entering the Westphalia community at the following locations (see Map 3):

1. MD 4 at Westphalia Road
2. Suitland Parkway at MD 4
3. Dower House Road at MD 4
4. Woodyard Road at MD 4
5. Old Marlboro Pike at Ritchie Marlboro Road
6. P-615 and Ritchie Marlboro Road
7. Westphalia and Ritchie Marlboro Road
8. Sansbury Road and White House Road
9. D'Arcy Road at the Capital Beltway
10. Harry S Truman Drive at White House Road (outside the sector plan area)

Design Principles

Design designated gateways to include at least the following design elements:

- Landmark elements such as entrance signage, artwork, monuments constructed on features such as stone or masonry, decorative columns, water features, or clock towers.
- Landscape design including both softscape and hardscape.
- Resting and recreation facilities, information kiosks, or other amenities as appropriate.

Policy 7

Promote industrial development at appropriate locations in the sector plan area.

Strategies

- Locate new industrial development primarily near the Capital Beltway and MD 4 where the Andrews Air Force Base flight paths result in noise ratings of 70 dBA or higher (see Map 3A).

- Require interior acoustical buffering for all buildings in high noise impact areas related to flight operations at Andrews Air Force Base.
- Separate industrial areas from residential areas by use of buffering designed and placed to minimize sight, sound and dust.
- Provide screening for outdoor storage areas and truck parking or loading areas for industrial properties bordering roads.
- Design access roads to industrial areas to border or pass around, not through, residential neighborhoods.
- Provide access to industrial sites by means of pedestrian trails and public transit, as well as public roads.
- Redevelop existing industrial uses located within residential communities with redesigned or new uses that are highly compatible with a residential living environment:
 - Enclose, buffer, or otherwise modify business activities to reduce noise, traffic, or unattractive views.
 - Redevelop incompatible industrial uses with more compatible types of business land use.
 - Rezone incompatible industrial areas to allow for redevelopment with compatible nonindustrial land uses.

CR-2-2007 ATTACHMENT B

Existing Communities Element (New)

Vision

The Westphalia area has a mix of stable neighborhoods that provide a broad range of housing opportunities.

Background

The Westphalia community has an eclectic mixture of suburban neighborhoods and rural home sites located along narrow roadways that traverse the predominantly rural landscape. Single-family housing ranges from very large to very small homes built in small subdivisions or on individual lots. A neighborhood of mobile homes and another of townhomes are located along the west side near the Capital Beltway. New homes in large subdivisions are being constructed in the eastern and southern parts of Westphalia and others are proposed in the central area. Eventually, a network of new neighborhoods intermingled with the old will emerge (See Map __).

Industrial land uses, including mining and land filling activity, have historically been located within or adjacent to the residential neighborhoods in the northern and western parts of Westphalia. While providing a source for local employment, the related heavy truck traffic, noise, and hours of operation are often incompatible with nearby residential neighborhoods. Some of the landfills have ceased operation or are planned for alternative land uses, but others will remain in operation for an indeterminate period of time (See Map __).

Roads and public facilities serving the existing Westphalia neighborhoods are limited and adequate drainage, road shoulders, street lighting, and curb, gutter and sidewalks are frequently lacking. Main roadways (Westphalia Road, D'Arcy Road, Sansbury Road, and Ritchie Marlboro Road) have heavy industrial truck traffic or cut-through commuter traffic from surrounding areas and the need for road improvements and repairs is apparent in many areas. Three neighborhood parks in Little Washington, Westphalia, and Melwood Park provide outdoor recreation facilities for area residents, but do not yet include community meeting rooms or bathroom facilities. Police and fire services are provided from facilities located outside the community, which is typical of still-rural communities. Arrowhead Elementary School is an older facility in need of modernization or replacement.

Existing neighborhoods are generally stable residential areas where many owners have improved older homes with new siding, windows, and landscaping. However, a number of homes in the area are in need of improved property maintenance, rehabilitation, modernization, or even replacement. In some cases, problem properties have persisted for several years. Inappropriate, nonconforming, or potentially illegal uses were noted in several neighborhoods, including roadside dumping, commercial truck storage, and inoperable or abandoned vehicles. Residents have concerns about crime in some neighborhoods.

Deliberate steps must be taken to ensure that as new communities are developed, the older neighborhoods are not left behind. Substandard property maintenance, land uses that are incompatible with a neighborhood context, excessive or inappropriate traffic traveling to and through the area, deteriorating roads, and the reality, or perception, of crime can erode stability of neighborhoods, deter further residential investment in older neighborhoods, and lead to isolation from the surrounding communities.

Prominent concerns common to the residents of existing neighborhoods in Westphalia include the following:

- Incompatible land uses within or adjacent to neighborhoods without adequate buffering or mitigation measures, especially rubble and Class Three landfills.
- Poor home and yard maintenance.
- The design and compatibility of new subdivisions and infill development with the character of existing neighborhoods.
- The threat of escalating property assessments for limited income homeowners and their ability to maintain or retain their homes.
- Heavy truck and commuter traffic traveling along local residential streets and rural roads.
- Inadequate road capacity and maintenance for existing and future traffic needs.
- Adequacy of education, parks, police, fire, and emergency facilities to serve the existing community as well as new development.
- The reclamation or reuse of rubble and Class Three landfills upon completion.
- Potential displacement of residents by use of eminent domain.

Goal

Protect, maintain, and enhance older Westphalia neighborhoods.

Policy 1

All land uses within or adjacent to residential areas should be physically and visually compatible with the neighborhood character.

Strategies

- Mitigate or eliminate activities that adversely impact neighborhoods.
 - Rezone as necessary to prohibit incompatible land use.
 - Replace incompatible land uses.
 - Enclose, buffer, or otherwise modify incompatible land uses to reduce noise or unattractive views.
 - Promote close working relationships among business owners, residents and county officials to foster communication and cooperation and to minimize conflicts.
- Enforce county codes and take corrective action regarding inappropriate neighborhood activities, such as parking of commercial vehicles or illegal commercial operations on residential property, abandoned or inoperable vehicle storage, decrepit structures, or dumping.
- Target distressed and low-value housing for revitalization or redevelopment.
- Schedule joint citizen/public agency tours of the community on an annual basis to identify and address new or unresolved problems.

Policy 2

Property in residential communities should be maintained in good structural and aesthetic condition.

Strategies

- Support programs sponsored by civic associations, preservation organizations, local businesses, or public agencies (such as the Livable Communities Initiative) that encourage and facilitate regular home maintenance, including, but not limited to:
 - Educational initiatives on such topics as home and yard maintenance, historic renovation, landscaping, and garden design.
 - A tool lending program among homeowners, civic associations, and preservation organizations.
 - Low-income loan or volunteer assistance programs for residents who are physically or financially incapable of maintaining their homes and yards.

- Establish a cooperative public/private program that returns abandoned or foreclosed properties to active use in a timely and economical manner.
- Promote activities that instill resident respect and pride in their neighborhood, such as:
 - Volunteer activities that promote high standards of cleanliness and safety.
 - Holiday activities and neighborhood fairs/block gatherings to meet neighbors and increase awareness of the community's history, culture, and traditions.
 - Construction of well-designed and landscaped neighborhood entrance markers to bolster identity and a sense of place.
 - Community parks or gardens.

Policy 3

The design of new or infill development within and adjacent to older communities should be compatible with the established neighborhood scale and character.

Strategies

- Design new development to be compatible with the established character of existing neighborhoods, in terms of:
 - Lot size, building orientation, and setback.
 - Building mass, architecture and design.
 - Construction materials.
 - Street patterns and parking.
 - Buffers, landscaping, and transition areas.
- Revise zoning ordinance regulations to require limited site plan review for subdivisions or development projects within or adjacent to older neighborhoods to address character and compatibility issues.

Policy 4

Roads and sidewalks in existing community neighborhoods should be physically and functionally comparable to those in contemporary subdivisions.

Strategies

- Construct new roads that provide alternative truck and commuter traffic routes to the regional highway network and avoid established residential neighborhoods.
- Implement traffic-calming techniques that discourage nonlocal traffic from using roads in established residential neighborhoods.
- Identify existing roads and subdivision streets in need of surface or shoulder repair, drainage improvements, or replacement.
- Prepare a pedestrian circulation plan for older neighborhoods to identify where new sidewalks or trails should be installed.
- Establish a targeted capital improvement and maintenance program to implement identified improvements.

Policy 5

All neighborhoods should be provided with modern public facilities and services.

Strategies

- As new neighborhoods and public facility structures are built, ensure that services to and facilities in existing neighborhoods are upgraded to contemporary standards.
- Provide opportunities for homeowners utilizing aging, or potentially failing, septic sanitary disposal

systems to convert to the public sewer system as it becomes available.

- Include older neighborhoods in plans to extend new public utilities into the area, such as natural gas lines and digital or fiber-optic telecommunication lines.
- Encourage new neighborhood homeowners associations to allow residents of nearby neighborhoods to utilize private recreation and community facilities.

Policy 6

Protect existing homeowners and businesses from displacement to the greatest extent possible.

Strategies

- Avoid public acquisition of property needed for proposed public improvements by condemnation under the power of eminent domain where it would displace existing residents or businesses.
- Evaluate the effectiveness of, and consider possible revisions to, the state tax code, such as the Homestead or Homeowners Property Tax Credit programs, to protect existing homeowners from a substantial rise in residential property assessments and taxes resulting from any rapid increase in neighborhood property values.

Policy 7

Enhance the safety and security of residents through design and maintenance of neighborhoods.

Strategies

- Incorporate Crime Prevention Through Environmental Design (CPTED) principles in the design and review of all new development, redevelopment of infill sites, and infrastructure improvements.
- Conduct a joint survey of problem neighborhoods with residents and agency officials from the county's Police Department, the Department of Environmental Resources, and the Department of Housing and Community Development to identify existing features that may facilitate criminal activity, such as lack of visibility, poor access control, poorly delineated spaces and territorial boundaries, or lack of activity. Recommend corrective actions that can be implemented by residents, businesses, or public agencies.
- Target police patrols and enforcement programs to address concerns about neighborhood crime as it occurs.

CR-2-2007 ATTACHMENT C

Economic Development Element (New)

Vision

The Westphalia area is a diverse, educated, culturally enriched, and economically competitive community of neighborhoods anchored by a dynamic town center featuring a vibrant urban environment and abundant job opportunities. The high quality of life attracts people from throughout the region to live, work, shop, and play in this community.

Goals

- Successful creation and sustainable growth of the Westphalia town center to include quality commercial development and upper income, high value-added employment opportunities.
- The attraction, development, and expansion of viable neighborhood, community, and region-serving businesses throughout the Westphalia sector plan area.
- The development of a diverse, skilled, and educated workforce system that is ready to meet the needs of incoming businesses.

Policy 1

Focus on effectively coordinating and organizing county and state economic development efforts toward generating regionally marketed retail and office employment uses in high-density, transit-oriented development (TOD) patterns within the Westphalia town center.

Strategies

- Increase coordination and build effective partnerships for economic development of the town center:
 - Create a Westphalia Town Center Coordinating Council to increase coordination between federal, state, county, and community stakeholders in moving town center economic development projects forward.
 - Work with the Maryland Department of Business and Economic Development and county economic development officials to meet the current and future needs of Andrews Air Force Base.
 - Consider developing a Business Improvement District to maintain and improve the town center in which property and business owners elect to make a collective contribution to the maintenance, development and promotion of the Westphalia town center core.
 - Appoint a high-level government official to champion development projects, reduce development obstacles, and facilitate the process of acquiring development approvals.
- Study, explore, and consider utilizing various financial incentives for real estate, business, cultural, and workforce development within the town center:
 - A Tax Increment Finance district to finance public infrastructure in a manner that is timely and that adds value and distinction to the town center development.
 - Parking or transportation districts that can subsidize structured parking in the town center.
 - Land write-downs to facilitate contiguous expansion, or single ownership of additional town center land, if needed.
 - County bonds to assist in the construction or maintenance of public infrastructure for the town center.

- Reduction of development or operating costs through reductions in property taxes or taxes on sales of construction materials.
- An Arts and Entertainment District within the Westphalia town center to provide special tax incentives that will benefit artists, art enterprises, and developers who construct spaces for the arts.
- Strategically target and attract commercial development and businesses to the Westphalia town center:
 - Develop and implement a branding strategy for the town center that capitalizes on the town center's unique potential and maximizes its recognition.
 - Identify and attract key employers and commercial development based on preferred industry sectors and established county economic development strategies.
 - Attract economic development through comprehensive marketing tools and programs that include strategies such as direct mail advertising, newsletters, public relations, trade shows, special events, and prospecting trips.

Policy 2

Focus county and state economic development efforts on attracting, retaining, and expanding community and neighborhood-serving nonresidential development throughout the extent of the sector plan area.

Strategies

- Promote and support small business and entrepreneurial development and expansion:
 - Provide outreach and assistance to existing small businesses through the county's Small Business Initiative.
 - Promote county-sponsored entrepreneur assistance, business classes, and formal training offered through the county's Economic Development Commission's Small Business Initiative.
 - Promote the development and expansion of small technology-based businesses through the use of the county's Small Technology Business Revolving Loan Fund.
 - Provide comprehensive management, technical assistance, and business training to support growth of small business.
- Facilitate the rehabilitation and upgrade of existing vacant or underutilized commercial and office buildings:
 - Promote the development and expansion of existing buildings with the use of the Commercial Building Loan Fund offered by the county's Redevelopment Authority.
 - Create competitive loans or "challenge grant" programs that offer façade/canopy/ streetscape improvement grants.
- Provide Tax Increment Financing on a project by project, or site specific, basis for projects that meet the plan's goals and strategies.

Policy 3

Promote the development and expansion of minority-owned business enterprises.

Strategies

- Develop a special initiative to recruit additional prominent, minority-owned businesses to the Westphalia sector plan area.
- Develop programs that promote the participation, training, employment, and mentoring of locally based minorities and the establishment of new minority-owned business enterprises in all phases of the sector plan area's business development.
- Establish a model "Minority Participation Initiative" program to encourage participation in the land development and construction business in a way that creates legacy wealth and expands capacity among locally based minorities. Incorporate the following criteria:

- Minimum *goals* should be attached to all phases of the development project for minority participation.
- Minimum *requirements* for minority participation should be attached to at least two phases of a project:
 - Predevelopment/entitlement
 - Development
 - Vertical construction
 - Sales and leasing
- Penalties for projects that fail to meet established minimum goals or requirements.
- Incentives for projects that meet or exceed the minority participation goals.
- A variety of methods to achieve targeted percentage ranges including, but not limited to:
 - Equity participation
 - Fee equivalent as a percentage of the project
 - Contracting or subcontracting
 - Employment, mentoring, training, internships, incubators and scholarships
- Additional incentives for equity participation, such as:
 - Additional credits toward participation goals
 - Additional credits toward community benefit requirements
 - Increased public financing
 - Fee equivalent as a percentage of the project
- A formal implementation and enforcement mechanism.

CR-2-2007 ATTACHMENT D

Environmental Infrastructure Element (Revised)

Policy 1

Protect, preserve, and enhance the identified green infrastructure network within the Westphalia sector planning area.

Strategies

- Use the sector plan designated green infrastructure network to identify opportunities for environmental preservation and restoration during the review of land development proposals.
- Preserve 480 or more acres of primary management area (PMA) as open space within the developing areas.
- Preserve or restore the regulated areas within the sector plan, both within and outside the designated green infrastructure network and those designated through the development review process.
- [Place preserved sensitive environmental features within the park and open spaces network to the fullest extent possible.]
- Consider legislated revisions that, subject to appropriate legislative authority, allow a variation process to address thresholds below current requirements for designated General Plan Centers in order to encourage an urban character of development.
- Evaluate current policies and ordinances to consider providing the option of woodland conservation credit for stream restoration, for the removal of invasive plant species, and to consider credit for the planting of a community tree grove or arboretum.
- Allow street trees within the designated town center to count towards woodland conservation requirements where the trees have been provided sufficient root zone space to ensure long-term survival and sufficient crown space that is not limited by existing or proposed overhead utility lines.
- Enhance regulated areas by concentrating required woodland conservation adjacent to regulated areas and in an inter-connected manner.
- Evaluate current policies and ordinances to consider allowing plantings on slopes of rubblefills and class III fills to count towards woodland conservation requirements.
- Place sensitive environmental areas within conservation easements to ensure preservation in perpetuity.
- Protect primary corridors (Cabin Branch) during the review of land development proposals to ensure the highest level of preservation and restoration possible. Protect secondary corridors (Back Branch, Turkey Branch, and the PEPCO right-of-way) to restore and enhance environmental features, habitat, and important connections.
- Limit overall impacts to [the primary management area] sensitive environmental areas to those necessary for infrastructure improvements such as road crossings and utility installations.
- Evaluate and coordinate development within the vicinity of primary and secondary corridors to reduce the number and location of [primary management area] impacts to sensitive environmental areas.
- Develop flexible design techniques to maximize preservation of environmentally-sensitive areas.

Policy 2

Restore and enhance water quality and quantity of receiving streams that have been degraded and preserve water quality and quantity in areas not degraded.

Strategies

- Remove agricultural uses along streams and establish wooded stream buffers where they do not currently exist.
- Require stream corridor assessments using Maryland Department of Natural Resource protocols and include them with the submission of a natural resources inventory as development is proposed for each site. Add stream corridor assessment data to countywide catalog of mitigation sites.
- [Coordinate the road network between parcels to limit the need for stream crossings and other environmental impacts. Utilize existing farm crossings where possible.]
- Follow the environmental guidelines for bridge and road construction as contained in the transportation section of this sector plan.
- [Encourage] Construct shared public/private stormwater facilities as site amenities using native plants and natural landscaping.
- [Ensure the u]Use [of] low-impact development (LID) techniques such as green roofs, rain gardens, innovative stormwater outfalls, underground stormwater management, green streets, cisterns, rain barrels, grass swales, and stream restoration, to the fullest extent possible during the development review process with a focus on the core areas for use of bioretention and underground stormwater facilities under parking structures and parking lots.

Policy 3

Reduce overall energy consumption and implement [more] environmentally-sensitive building techniques.

Strategies

- [Encourage the u]Use [of] green building techniques that reduce energy consumption. New building designs should strive to incorporate the latest environmental technologies in project buildings and site design. As redevelopment occurs, the existing buildings should be reused and redesigned to incorporate energy and building material efficiencies.
- [Encourage the u]Use [of] alternative energy sources such as solar, wind, and hydrogen power. Provide public examples of uses of alternative energy sources.

Underscoring indicates language added to existing text.

[Brackets] indicate language deleted from existing text.

CR-2-2007 — MAP

