

Westphalia DEVELOPMENT PATTERN ELEMENT

Introduction

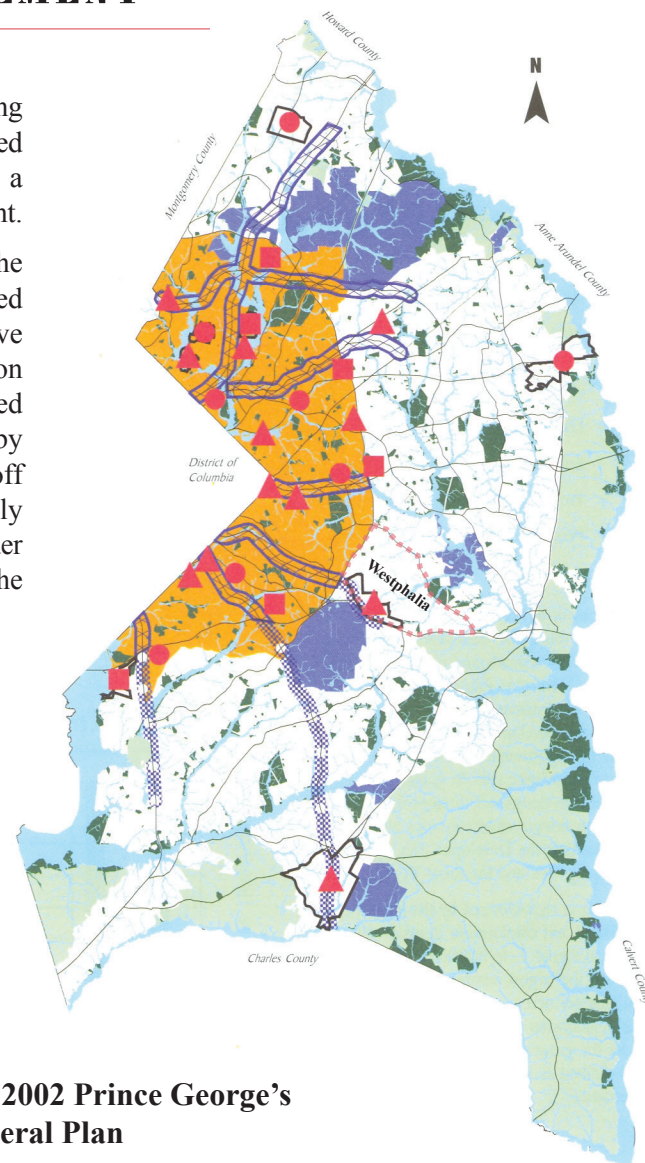
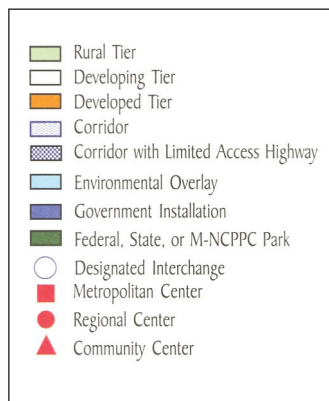
Planning Framework

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 2002 General Plan indicates a possible future community center in the Westphalia sector plan area north of Pennsylvania Avenue. Designating Westphalia as a regional center and a possible future metropolitan center was evaluated during preparation of this sector plan, which was subsequently approved as an amendment to the General Plan. The General Plan's vision for regional centers is a mix of residential and nonresidential uses at moderate to high densities and intensities that serve

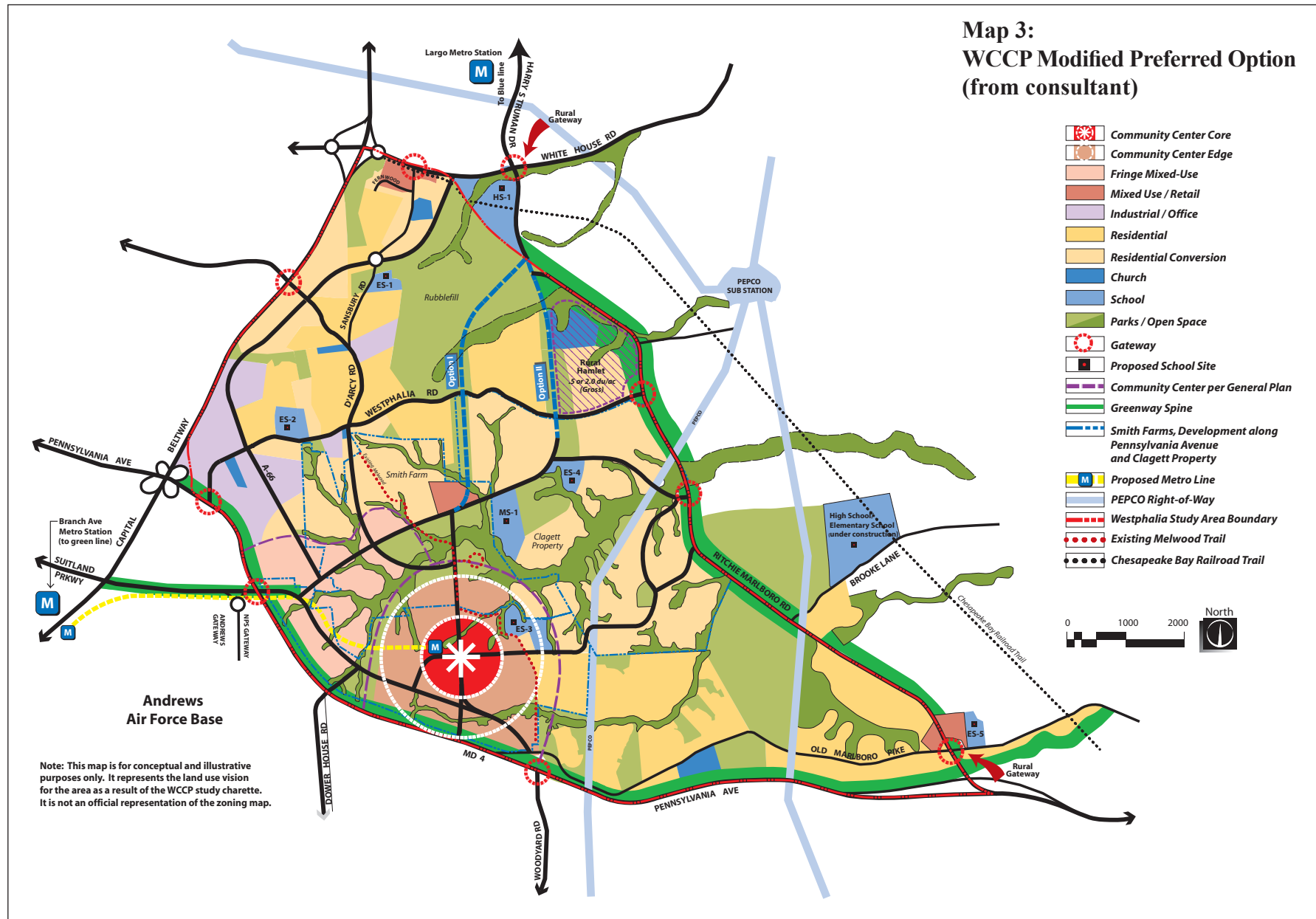
regional markets as well as the surrounding communities. Regional centers should be served by rail or bus mass transit systems and have a strong emphasis on transit-oriented development.

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.



Map 2: The 2002 Prince George's County General Plan

**Map 3:
WCCP Modified Preferred Option
(from consultant)**



Existing Development

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.

Recommended Development Pattern

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 3 shows the overall development concept envisioned by the WCCP and 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 (including existing houses) 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, recommended future land uses for the Westphalia sector plan area are shown on Map 4.

Goals

- ▣ Promote compact, mixed-use development at moderate to high densities through the development of a regional center on the Pennsylvania Avenue (MD 4) corridor in accord with the amended 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. This development should precede or occur concurrently with and in proportion to residential development.
- ▣ 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—Westphalia Regional Center

Promote development of an urban regional 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 Town Center:

Develop the Westphalia town center as a regional center and possible future metropolitan center, consistent with its designation by the 2002 General Plan as amended by approval of this sector plan.

- ▣ Review all development applications for conformance with the design principles in this plan for a transit- and pedestrian-oriented, urban regional center, such as illustrated by Map 6.
- ▣ Compare the design concepts for all proposed development to Illustrations 1–4, which represent the desired character of urban development sought for this regional center.

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.

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.)
- ▣ Limit attached residential dwelling units to no more than 50 percent of the units in the Westphalia town center as a whole.
- ▣ Feature vertical mixing of uses, particularly along main streets, to include ground-level retail and upper level office or residential uses.



Map 5: Regional Center Concept

LEGEND

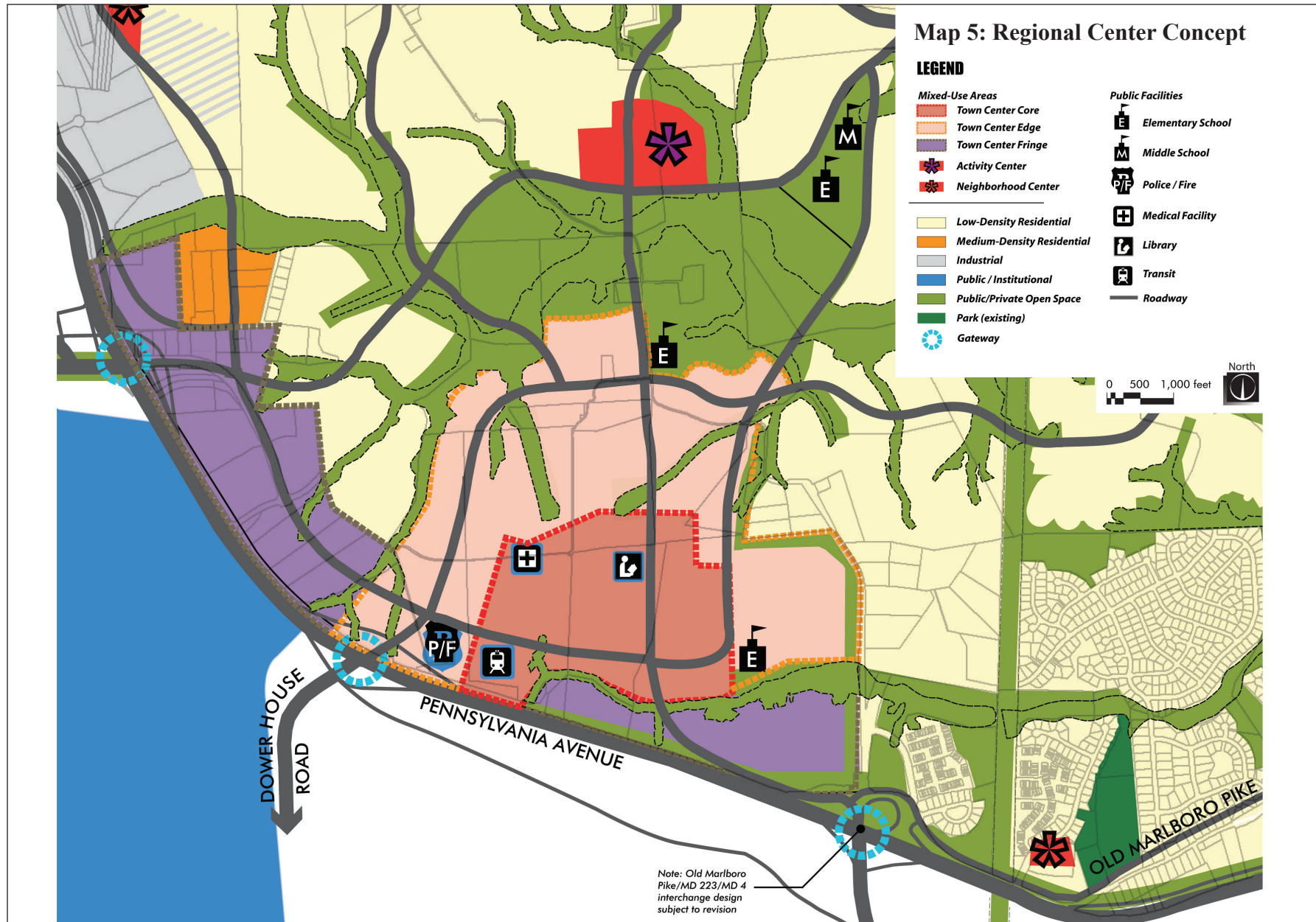
Mixed-Use Areas

- Town Center Core
- Town Center Edge
- Town Center Fringe
- Activity Center
- Neighborhood Center

- Low-Density Residential
- Medium-Density Residential
- Industrial
- Public / Institutional
- Public/Private Open Space
- Park (existing)
- Gateway

Public Facilities

- E Elementary School
- M Middle School
- P/F Police / Fire
- + Medical Facility
- L Library
- T Transit
- Roadway



Map 6: Illustrative Concept Plan

Note: This illustration portrays a long-range development scenario for the Westphalia town center as proposed in Public Record Exhibit 44. Some of the road alignments and the location and design of proposed interchanges along MD 4 are illustrative of preliminary concepts and do not correspond to those finally approved in the plan. Nonetheless, the illustration is representative of the urban development patterns that could result from implementation of recommended land use concepts for the Westphalia town center. It is likely that variations will occur as development takes place that also conform to the planning principles and urban development concepts recommended for this area.

**WESTPHALIA
CENTER**

ILLUSTRATIVE CONCEPT PLAN

SEPTEMBER 19, 2006

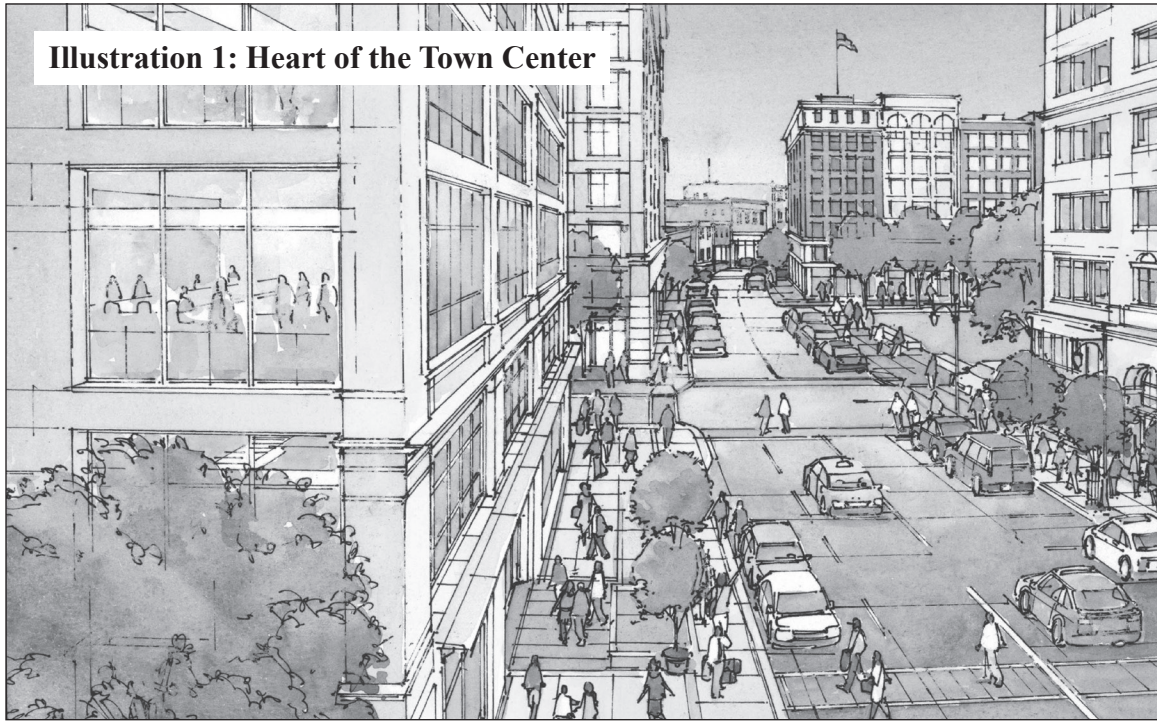


See Appendix 2 for additional maps regarding land use, heights, phasing, and core boundaries.

PREPARED BY: HELLMUTH, OBATA + KASSABAUM



Illustration 1: Heart of the Town Center



This illustration, prepared by Hellmuth, Obata & Kassalbaum as part of Public Record Exhibit 44, is representative of the urban development patterns that could result from implementation of recommended land use concepts for the Westphalia town center. It is likely that variations will occur as development takes place that also conform to the planning principles and urban development concepts recommended for this area.

☐ 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.
- Design a town center road network that reflects the sector plan's design principles for development with an urban character, provides functional continuity with the sector plan transportation network (Map 9), and needed capacity for adequate circulation of nonmotorized as well as motorized transportation on internal streets.
- ▣ 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

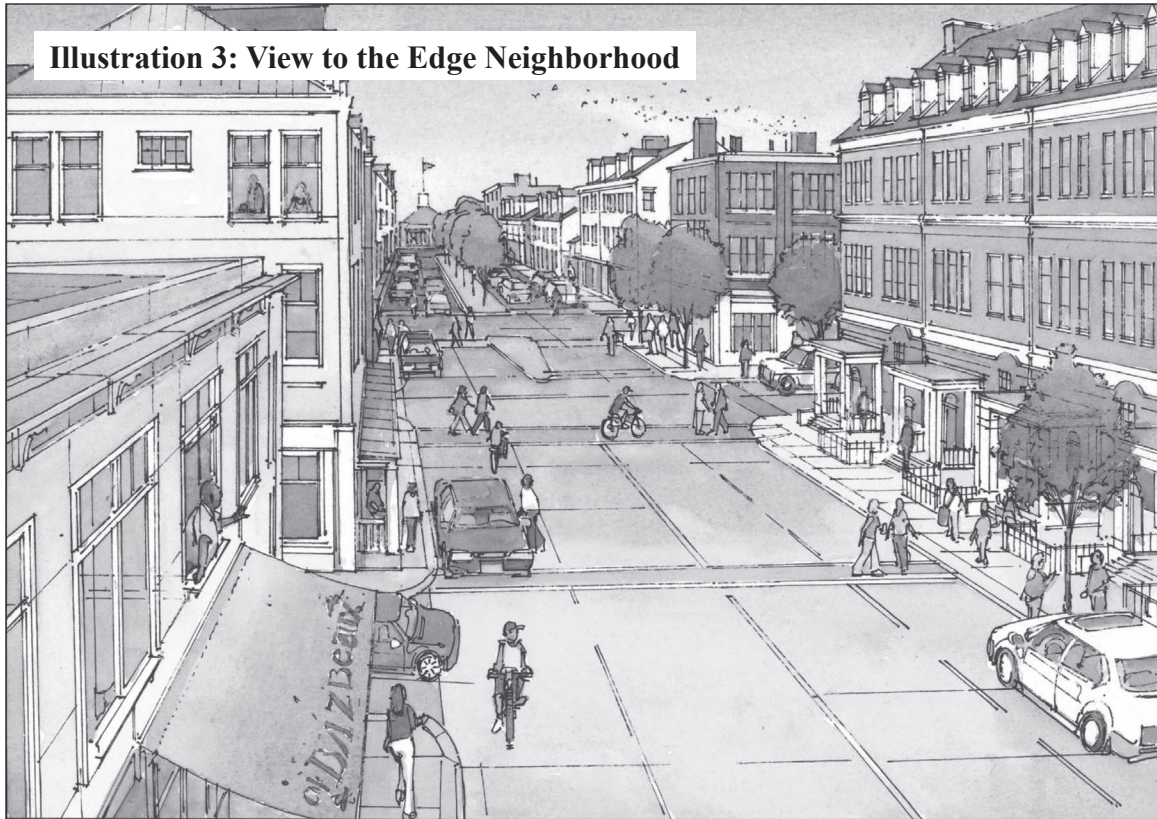
city residential streets (see Exhibit 65, Appendix 4).

- 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.



This illustration, prepared by Hellmuth, Obata & Kassalbaum as part of Public Record Exhibit 44, is representative of the urban development patterns that could result from implementation of recommended land use concepts for the Westphalia town center. It is likely that variations will occur as development takes place that also conform to the planning principles and urban development concepts recommended for this area.

Illustration 3: View to the Edge Neighborhood



This illustration, prepared by Hellmuth, Obata & Kassabaum as part of Public Record Exhibit 44, is representative of the urban development patterns that could result from implementation of recommended land use concepts for the Westphalia town center. It is likely that variations will occur as development takes place that also conform to the planning principles and urban development concepts recommended for this area.

- ▣ 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 5 and Illustration 3).

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 eight dwelling units per acre net, with a preferred target range of approximately 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.
- ▣ Limit attached residential dwelling units to no more than 50 percent of the units in the Westphalia town center as a whole.
- ▣ 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—defined as two-family attached dwellings at the time this sector plan was approved.)
- Multifamily apartments

- Limit the maximum height for “two over two” structures to 65 feet.
- 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:

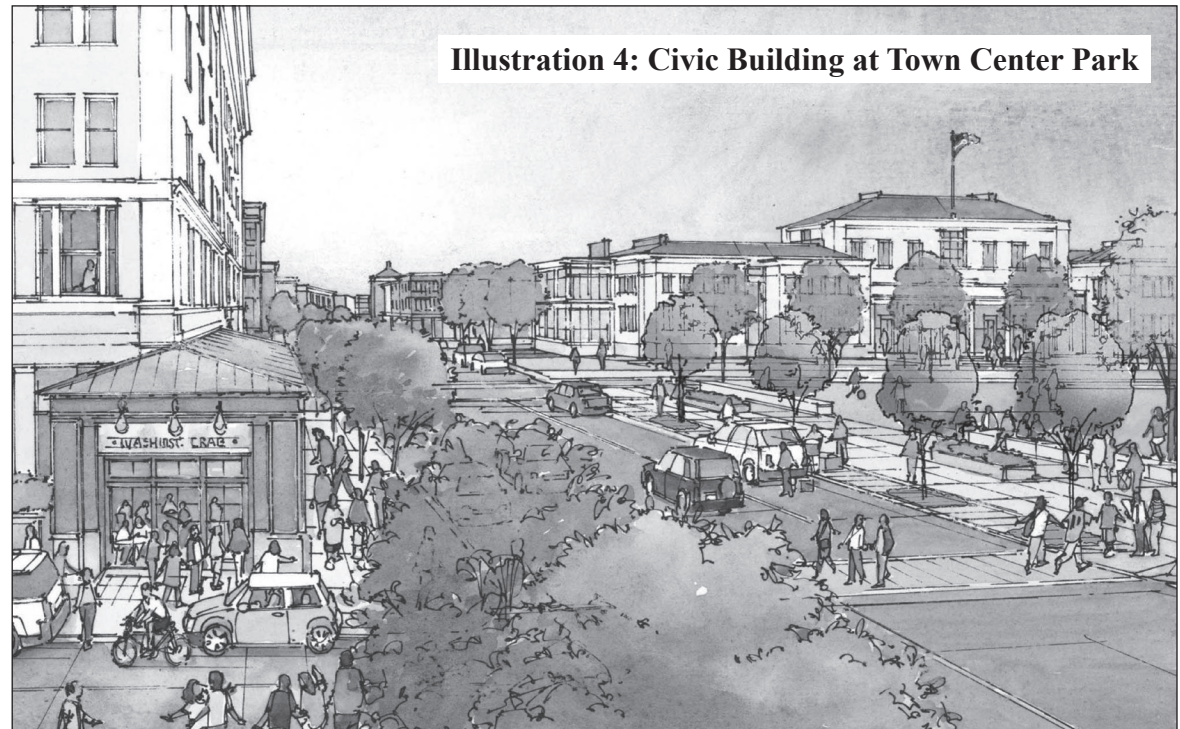


Illustration 4: Civic Building at Town Center Park

This illustration, prepared by Hellmuth, Obata & Kassalbaum as part of Public Record Exhibit 44, is representative of the urban development patterns that could result from implementation of recommended land use concepts for the Westphalia town center. It is likely that variations will occur as development takes place that also conform to the planning principles and urban development concepts recommended for this area.

- 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 storm-water 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 Exhibit 65, Appendix 4.)
 - 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 5.

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, roof lines, 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 the 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 storm-water 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 fluorescent, 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.

- Preserve a buffer along historic Melwood Road and the Twin Knolls subdivision that is an average depth of 150 feet with a minimum depth of 40 feet to provide an appropriate transition to lower density pre-existing neighborhoods.

Policy 2—Design Standards

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.

Strategies

- ☐ 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.
- ☐ Consider a future Development District Overlay Zone (DDOZ) for the entire sector plan area or a portion of the sector plan area such as the town center or local activity centers to ensure a comprehensive review of all new development applications and adherence to the policies, strategies, and design guidelines.

Policy 3—Phasing

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 and in proportion to, specified levels of residential construction.

Policy 4—Mixed-Use Activity Centers

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 4 and Illustration 5).

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.



This illustration, prepared by the Lessard Group, Inc., as part of Public Record Exhibit 19, is representative of the main street development character that could result from implementation of recommended land use concepts for the Westphalia mixed-use activity centers. It is likely that variations will occur as development takes place that also conform to the planning principles and urban development concepts recommended for these areas.

- 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 stories.
 - 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—Residential Areas

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.
- ▣ Provide a variety of single-family attached residential lot sizes in and near the Westphalia town center.
- ▣ Within the town center urban areas, there should be a range of lot sizes for single-family attached dwelling units, with a minimum lot size of 1,000 square feet.
 - Near the town center, lot sizes may range from 1,300 to 1,800 square feet.
 - The finished floor area for single-family attached dwelling units should be determined during site plan review in order to ensure an urban character of development.
 - The percentage of townhouses and other dwelling unit types to be allowed in the

town center and surrounding development projects should be determined at site plan review based on the policies and exhibits referenced in the sector plan text.

Policy 6—Industrial Areas

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 4).
- ▣ 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.

Policy 7—Gateways

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 4):

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 elements.
 - Resting and recreation facilities, information kiosks, or other amenities as appropriate.

Westphalia INFRASTRUCTURE ELEMENT



