

Westphalia

INFRASTRUCTURE ELEMENT

Environmental Infrastructure

Vision

The environmental infrastructure is an interconnected system of public and private lands that contains significant areas of woodlands, wetlands, wildlife habitats, and other sensitive areas and minimal intrusions from land development and light and noise pollution.

Background

The planning area's designated green infrastructure network was identified through the refinement of the network designated in the *Countywide Green Infrastructure Plan*. The plan identifies environmentally-sensitive and regulated features of local and countywide significance and network gaps comprising areas that are critical connections to support the overall functioning and connectivity of the green infrastructure network (see Map 7). The strategies of the *Countywide Green Infrastructure Plan* state that the boundaries of the network should be refined during the preparation of a master plan to reflect areas of local significance and should consider additional opportunities for connectivity and other environmental elements. Cabin Branch, which originates in the Westphalia study area, has been identified as a primary corridor as part of a continuous stream system

that flows east to Western Branch, the Patuxent River, and eventually into the Chesapeake Bay. Designated secondary corridors in the Westphalia study area indicate where connectivity is critical to the long-term viability of the primary corridors and include Back Branch, Turkey Branch, and the PEPCO right-of-way. Map 8 identifies primary and secondary corridors within the Westphalia planning area.

The majority of the study area contains properties previously subject to heavy agricultural practices. Development should be evaluated in regard to its potential to restore tree cover and increase the amount of stream buffers along Cabin Branch, Back Branch, and Turkey Branch. Noise impacts, energy consumption, and impacts to environmentally-sensitive areas should also be considered during the development process.

Goals

- ▣ Preserve, enhance and, where appropriate, restore environmentally-sensitive features through the identification of a green infrastructure network of local significance, including green spaces and woodlands.
- ▣ Implement the sector plan's desired development pattern while protecting sensitive environmental features and meeting the full extent of environmental policies and regulations.

- ▣ Restore and enhance water quality in areas that have been degraded, and preserve water quality in areas not degraded.
- ▣ Address, through appropriate measures, issues of energy consumption and noise impacts.

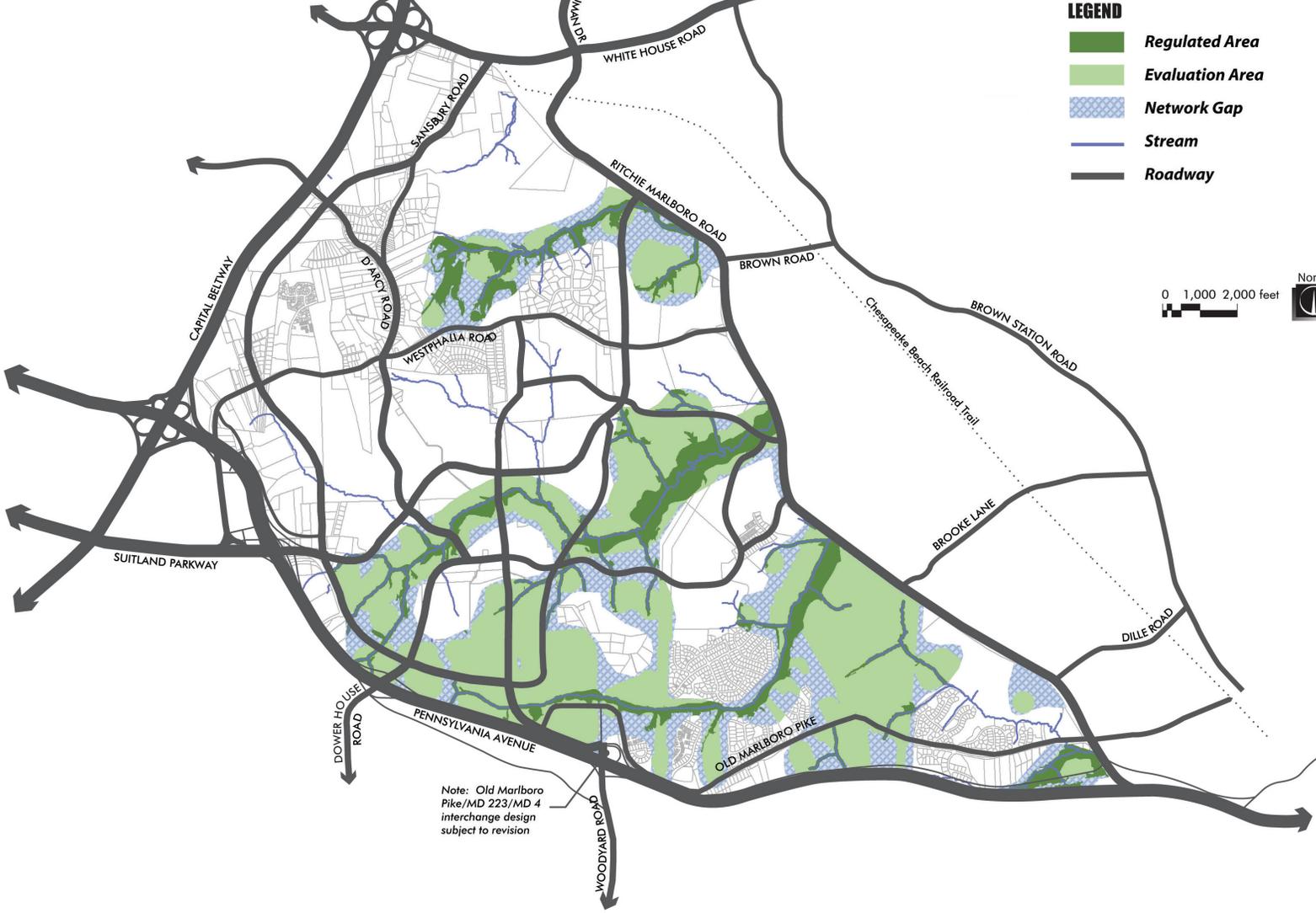
Policy 1—Green Infrastructure

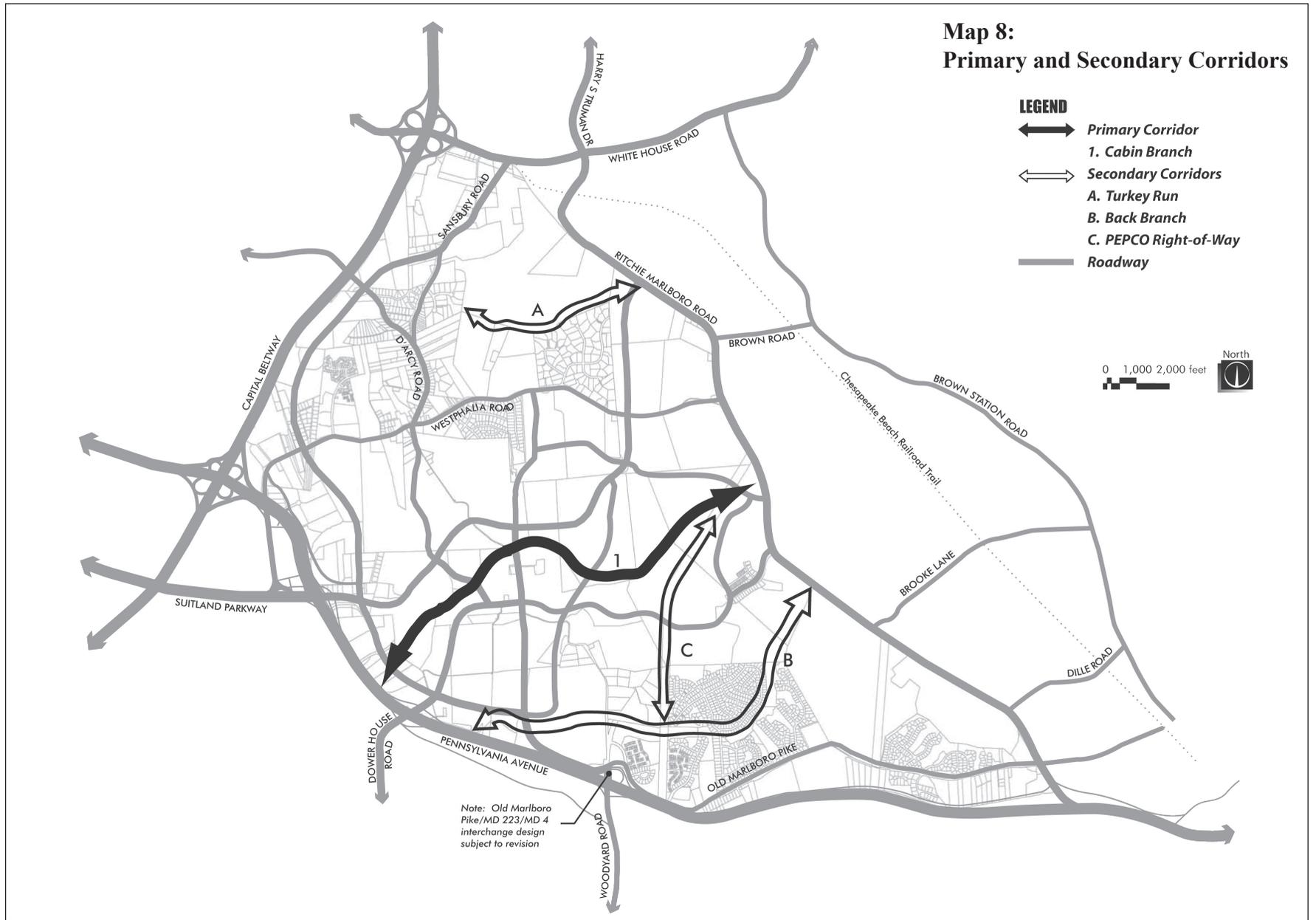
- ▣ Protect, preserve, and enhance the identified green infrastructure network within the Westphalia sector planning area.

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.
- ▣ 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.

**Map 7:
Green Infrastructure Network**





- ☐ 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 interconnected manner.
- ☐ Evaluate current policies and ordinances to consider allowing plantings on slopes of rubblefills and Class III fills to count toward 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 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 impacts to sensitive environmental areas.
- ☐ Develop flexible design techniques to maximize preservation of environmentally-sensitive areas.

Policy 2—Water Quality and Quantity

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 Resources 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 the county-wide catalog of mitigation sites.
- ☐ Follow the environmental guidelines for bridge and road construction as contained in the transportation section of this sector plan.
- ☐ Construct shared public/private stormwater facilities as site amenities using native plants and natural landscaping.

- ☐ Use 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—Energy Consumption

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

Strategies

- ☐ Use 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.
- ☐ Use alternative energy sources such as solar, wind and hydrogen power. Provide public examples of uses of alternative energy sources.

Policy 4—Noise

Plan land uses appropriately to minimize the effects of noise from Andrews Air Force Base and existing and proposed roads of arterial classification and higher.

Strategies

- ▣ Limit the impacts of aircraft noise on future residential uses through the judicious placement of residential uses.
- ▣ Restrict uses within the noise impact zones of Andrews Air Force Base to industrial and office use.
- ▣ Evaluate development proposals using Phase I noise studies and noise models.
- ▣ Provide for adequate setbacks and/or noise mitigation measures for projects located adjacent to existing and proposed noise generators and roadways of arterial classification or greater.
- ▣ Provide for the use of appropriate attenuation measures when noise issues are identified.

Transportation

Vision

Westphalia will be a comprehensively planned transit- and pedestrian-friendly community. A specially designed road network will support the mixed-use development pattern through design principles that promote transit while reducing the dependence on automobiles in the sector plan area.

Background

The 1994 *Approved Master Plan and Sectional Map Amendment for Melwood-Westphalia (Planning Areas 77 and 78)* recommended upgrades and the enhancements to existing transportation infrastructure in order to accommodate a proposed master-planned community with a

local activity center. The Westphalia sector plan realigns and upgrades the local activity center to a town center concept consistent with the amended 2002 General Plan's designation of a regional center in the Westphalia area. The minimum acceptable traffic level of service (LOS) within the Westphalia Regional Center shall be LOS E, consistent with the General Plan policies for creating multimodal, pedestrian-friendly transportation systems in regional centers located within the Developing Tier. Additional enhancements to the internal road network are recommended to facilitate this change.

There have been additional changes since the 1994 master plan that have further affected the composition and operational requirements of the Westphalia transportation network. The planned extension of Woodyard Road (MD 223) to MD 202 has been precluded by development, and the Metrorail Blue Line has been extended to the Largo Town Center, north of Westphalia. This sector plan proposes a connection from the Westphalia town center to the Largo Town Center.

Other developments since 1994 that influence the transportation network in Westphalia include discussions with the Washington Metropolitan Area Transit Authority (WMATA), the Maryland Department of Transportation (MDOT), and the county Department of Public Works and Transportation (DPW&T) on Metrorail extension options. These include a possible Green Line extension via Andrews Air Force Base to Westphalia or a dedicated right-of-way, rail, or bus rapid transit (BRT) connection between Westphalia and Largo Town Center Station on

the Blue Line. A third option is the possible extension of the proposed Purple Line (formerly the Bi-County Transitway) from New Carrollton to either Largo Town Center or the Westphalia town center.

Since the 1994 master plan was approved, Prince George's County has also adopted one, and is now preparing a second, multiyear countywide Transit Service and Operations Plan (TSOP) that will provide bus transit service options, policies, and recommendations for Westphalia. As discussed below, the Westphalia sector plan recommends that bus transit service for Westphalia be closely coordinated with the next countywide TSOP and that the town center eventually be served by one of these rail extensions. The sector plan recommends that, during plan implementation, all options be evaluated for increasing the attractiveness and use of all forms of transit both to and within Westphalia.

Goal

Provide for a comprehensive, multimodal transportation network to support the land use, growth, and development recommendations of the amended 2002 General Plan and the Westphalia sector plan.

Policy 1—Roadways

Develop a transportation system that improves existing roadways, develops new roadways with minimal disruptions, and supports the sector plan's proposed development pattern.

Strategies

Freeways: A divided highway for through traffic with full access controls using grade separations at intersections, intended solely to carry large volumes of traffic over medium to long distances. Rights-of-way range from 300 to 600 feet in width, excluding service roads.

- ▣ Maintain and improve freeways as required to accommodate current development and regional traffic.
- F-7 (Capital Beltway I-95/I-495): upgrade the interchange at Ritchie Marlboro Road to a full cloverleaf design as indicated on Map 9.
- F-6 (Pennsylvania Avenue MD 4): add new, and upgrade existing, intersections reflecting the design concepts and footprints indicated on Map 9 from I-95/495 to Ritchie Marlboro Road:
 - Construct interchange at A-37 (Westphalia Road).
 - Construct interchange at A-67 (Suitland Parkway).
 - Construct interchange at A-52 (Dower House Road).
 - Construct improvements to the interchange at A-53 (Woodyard Road) consistent with design concept Alternative K (MD SHA) or Alternative N (see Public Record Exhibit 68) pending further analysis to accommodate tie-in of A-66 (Presidential Parkway extended).

Arterials: A divided highway with intersections at grade and with geometric designs and traffic controls intended to expedite the movement of through traffic. Direct access to abutting properties may be permitted, but access is carefully controlled by county regulations and by the statutory authority of the agencies that operate these roadways. Rights-of-way are generally a minimum of 120 feet, where underground drainage is provided.

- ▣ Improve and extend existing, or construct new, arterials as required by current and proposed development.
 - Improve A-36 (White House Road) from E-7 (I-95/495) to A-39 (Ritchie Marlboro Road).
 - Improve A-37 (Westphalia Road) from F-6 (MD 4) to MC-634 (Presidential Parkway extended).
 - Improve A-39 (Ritchie Marlboro Road) from F-6 (MD 4) to A-36 (White House Road).
 - Require only four lanes of road construction for the segment between C-604 (Old Marlboro Pike) and MC-631 (Suitland Parkway extended) to prohibit direct access to the road from individual lots, and require additional right-of-way at major intersections for one additional lane in each direction (but not along the entire road length) in order to minimize impacts on adjacent properties and provide LOS D operation at the major intersections during peak hours.

- Improve the segment of A-39 between F-6 (MD 4) and C-604 (Old Marlboro Pike) with six to eight lanes.
- Construct A-52 (Dower House Road extended) from F-6 (MD 4) to A-66 (Presidential Parkway extended).
- Construct A-66 (Presidential Parkway extended) from A-52 (Dower House Road extended) to A-53 (Woodyard Road).
- Improve A-67 (Suitland Parkway extended) from F-6 (MD 4) to MC-634 (Presidential Parkway).

Collectors: A multilane or two-lane roadway designed to carry medium-speed traffic between an arterial and internal local streets, to provide access to major traffic generators, and to connect residential neighborhoods to major highway systems. Access to abutting properties is usually permitted. Major collectors include separate left-turn lanes at major intersections and may incorporate medians to control left-turn access. Collector rights-of-way are generally a minimum of 80 feet, where underground drainage is provided, and up to 100 feet on major collectors.

- ▣ Improve and extend existing, or construct new, collectors as required by current and proposed development.
 - Construct MC-631 (Suitland Parkway extended) from MC-634 (Presidential Parkway extended) to A-39 (Ritchie Marlboro Road) as a major collector. Require additional right-of-way at

Map 9: Transportation Network
Approved by CR-2-2007 (DR-2)



major intersections for one additional lane in each direction (but not along the entire road length) in order to minimize the impacts on adjacent properties and provide LOS D operation at the major intersections during peak hours.

- Construct MC-632 (Westphalia Boulevard) from A-66 (Presidential Parkway extended) to MC-631 (Suitland Parkway extended) as a major collector. Ensure the equivalent of a major collector road function is provided through the designated network of urban streets in the town center during the review of conceptual site plans submitted for development projects along MC-632. Ensure safe pedestrian crossings throughout the town center.
- Construct MC-634 (Presidential Parkway extended) from A-52 (Dower House Road extended) to A-36 (White House Road) as a major collector. Require additional right-of-way within the segment between C-630 (Sansbury Road) and A-36 (White House Road) for multiple turning lanes at a T-intersection with Ritchie Marlboro/White House Road.
- Construct MC-635 (D'Arcy Road extended) from MC-631 (Suitland Parkway extended) to MC-637 (Dower House Road extended) as a major collector.
- Construct MC-637 (Dower House Road extended) from A-66 (Presidential Parkway extended) to MC-632 (Westphalia Boulevard) as a major collector.

- Improve C-604 (Old Marlboro Pike) from A-66 (Presidential Parkway extended) to A-39 (Ritchie Marlboro Road).
- Improve C-626 (Westphalia Road) from MC-634 (Presidential Parkway extended) to A-39 (Ritchie Marlboro Road).
- Construct/improve C-627 (D'Arcy Road extended) from MC-631 (Suitland Parkway extended) to F-7 (Capital Beltway).
- Improve C-630 (Sansbury Road) from C-627 (D'Arcy Road) to MC-634 (Presidential Parkway extended).
- Construct new road C-636 from MC-632 (Westphalia Boulevard) to P-615 (Dower House Road extended).

Industrial Roads: A two-lane roadway that provides access to, from, and through industrially developed areas. Rights-of-way for industrial roadways are generally a minimum of 70 feet.

- ▣ Improve existing industrial roads as required to consolidate access to current or proposed development.
- Improve and relocate I-603 (MD 4 service road) between MC-634 (Presidential Parkway extended) and A-37 (Westphalia Road)

Primary Roads: These two-lane roadways provide access to, from, and through residential areas. On these roadways, the street space is valuable for bicycle and pedestrian movement as well as for vehicular movement. In

Westphalia, primary residential roadways have 60- to 70-foot rights-of-way regardless of whether open drainage or curb and gutter drainage is utilized. As a means of improving safety for nonvehicular users, traffic calming measures may be considered.

- ▣ Construct new primary roads as required to connect and consolidate access to current or proposed development.
- Construct P-615 (Dower House Road extended) from MC-632 (Westphalia Boulevard) to P-617. Provide a 70-foot right-of-way with two travel lanes and parking on each side of the roadway between MC-632 (Westphalia Boulevard) and new road C-636.
- Construct P-616 (Westphalia Boulevard) from MC-631 (Suitland Parkway extended) to C-626 (Westphalia Road).
- Construct a new primary road P-617 from P-616 (Westphalia Boulevard extended) to A-39 (Ritchie Marlboro Road).
- Construct a new primary road P-618 (Marlboro Ridge Road) from P-615 (Bridle Ridge Road for this segment) to A-39 (Ritchie Marlboro Road).
- Construct a new primary road P-619 from P-615 (Dower House Road extended) to MC-631 (Suitland Parkway extended) as a 70-foot right-of-way with two travel lanes and parking on each side of the roadway.

- **Local Roads:** Roadway linkages should be provided between and within existing and proposed developments to enhance connectivity throughout the Westphalia area.

Policy 2—Transit

Plan an integrated bus, and eventually rail, transit system that provides efficient and user-friendly service that will reduce potential impact on existing communities and, in the Westphalia town center, supplant the private automobile as a mobility option.

Strategies

- ☐ Comprehensively and aggressively plan for increased bus transit service in the MD 4 corridor.
 - Create a new park-and-ride lot near the Westphalia town center core along MD 4.
 - Ensure adequate bus service throughout the Westphalia sector plan area.
- ☐ Plan and design roadways and road access to ensure adequate transit links between the sector plan area, particularly the town center, and existing Metro stations.
- ☐ Coordinate transit service and facilities planning for the Westphalia town center with DPW&T through the current and subsequent TSOP and the countywide Master Plan of Transportation (MPOT).
- ☐ Ensure direct access to the Largo Town Center Metro Station via a new north/south road (A-66, MC-632, MC-631, and A-39)

linking Woodyard Road to Harry S Truman Drive.

- ☐ Stage transit improvements to ensure an integrated, multimodal transportation network in Westphalia that can accommodate each phase of development, particularly in and near the town center.
- ☐ Provide safe and convenient pedestrian crossings and access between transit facilities and the town center core.
- ☐ Initiate project definition and planning for either:
 - Metrorail Green Line extension from Branch Avenue Station, via Andrews Air Force Base, to the Westphalia town center as shown on Map 10, or
 - Metrorail Blue Line extension to Westphalia from Largo Town Center Station.
- ☐ Ensure that planning, design and engineering for the Purple Line fully explores the options for constructing or eventually extending the transitway to the Westphalia town center via a multimodal transit center at Largo Town Center.
- ☐ Encourage transit-oriented development (TOD) in the sector plan area, particularly within and near the Westphalia town center.

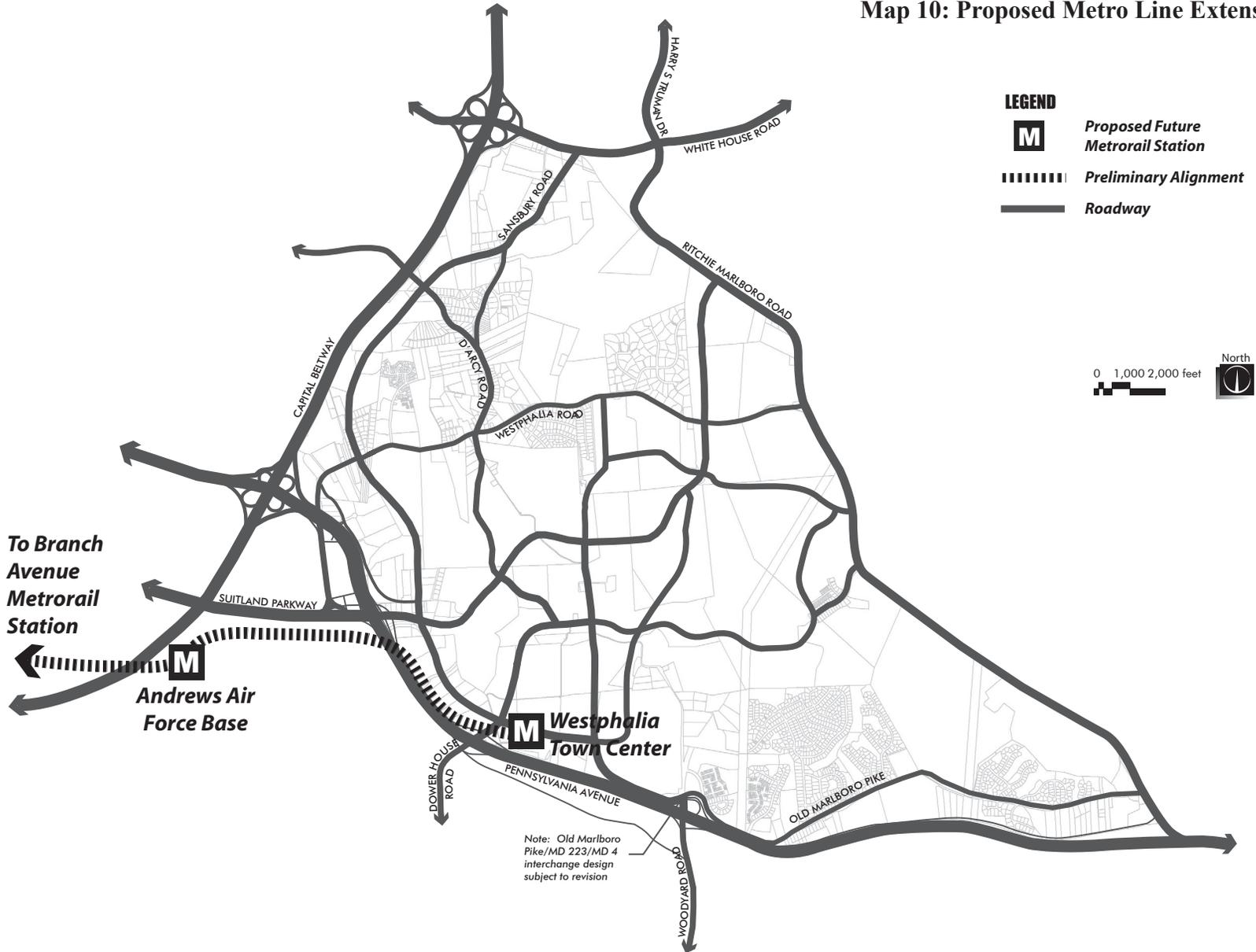
Policy 3—Sidewalks, Bikeways, and Trails

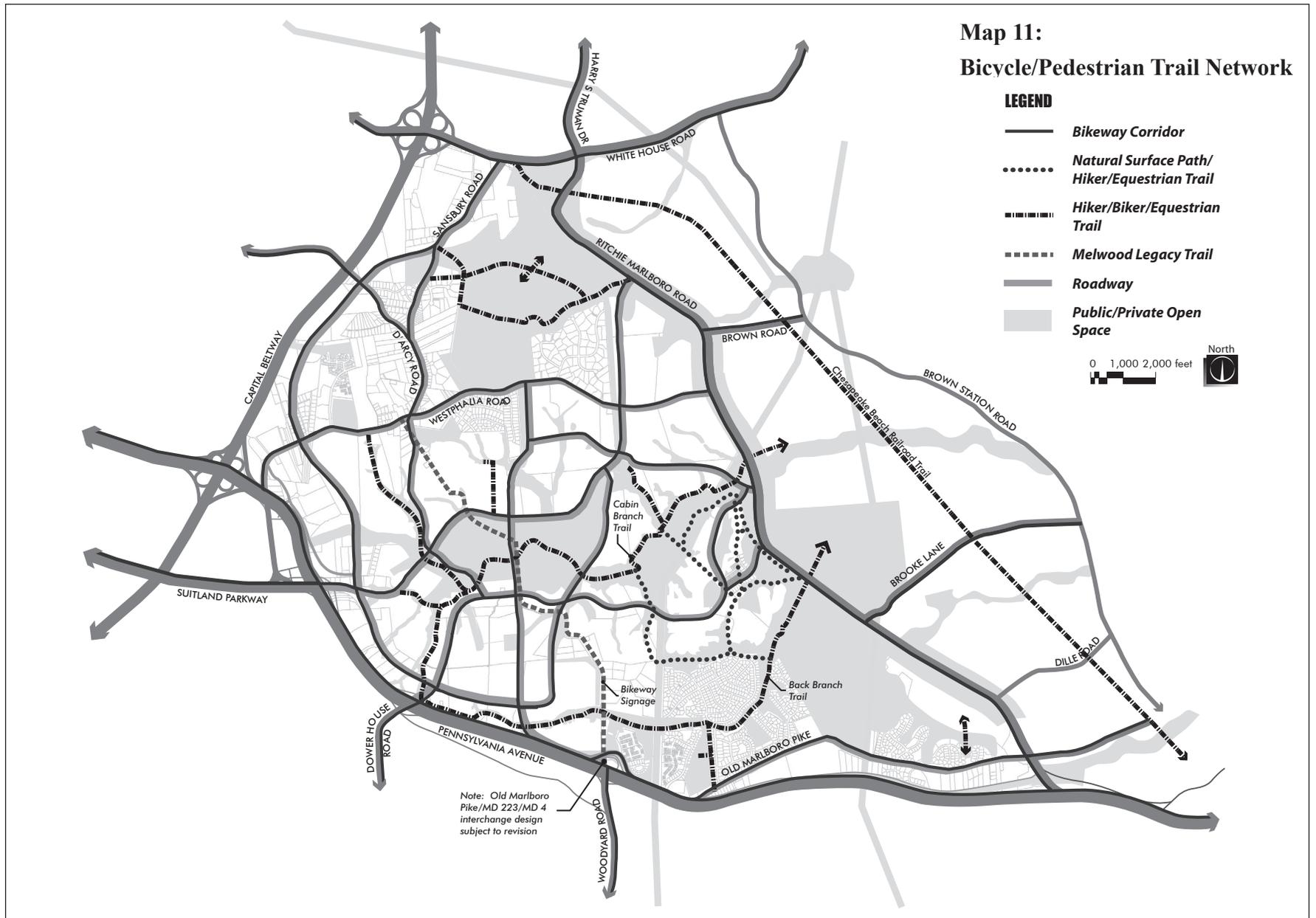
Provide appropriate trails and bicycle and pedestrian facilities throughout the Westphalia area.

Strategies

- ☐ Create a system of sidewalks, bikeways, natural surface paths, and hiker/biker/equestrian paths as shown on Map 11 and described below:
 - Cabin Branch Greenway Multiuse Trails: Create a network of Class IV multiuse trails and dedicated natural-surface equestrian trails with one main trail along the main east/west corridor to connect to existing and planned residential clusters on both sides of the stream using existing farm crossings where possible. An equestrian trail network should occupy the eastern half of the greenway and will link the equestrian center, the central park and other area trails.
 - Rubblefill Park: Develop a trail system within the rubblefill park that links to the community trails system, particularly the proposed Chesapeake Beach Rail Trail, the bike and pedestrian improvements along Harry S Truman Drive extended, A-39, MC-631, MC-634/A-66, and the P-616/MC-632 connection to the community core.
 - Melwood Road Greenway Trail: Preserve segments of the road with a green buffer on either side as an integral part of the community's trail and greenway network. The preserved segments should be incorporated into a north/south multipurpose path that wends through the center of the community. Sections of the trail that are not wooded and outside of the PMA may be realigned to parallel new streets, through

Map 10: Proposed Metro Line Extension





parks, along lakes, etc., as needed to achieve the desired result. The path should extend from Old Marlboro Pike to the central park and up to the intersection of D’Arcy and Westphalia Roads. It could feature a trail head at Old Marlboro Pike on a section of unused right-of-way east of Melwood Road. Where Melwood Road provides access to preexisting homes it may be retained as privately maintained ingress/egress easements or a county-maintained road at the discretion of the county. Access will be provided to the nearest publicly maintained road. Access points should be located to discourage through vehicular traffic.

- Suitland Parkway Trail: Upgrade to a ten-foot shared hiker/biker trail along the Suitland Parkway to extend from the high school site at White House Road to Pennsylvania Avenue (MD 4).
- Back Branch Greenway Multiuse Trail: A Class IV trail starts at the Melwood trail head, passes through private open space, to cross Ritchie Marlboro Road and join the Cabin Branch trail near its planned trail head at Brown Station Road.
- Presidential Parkway Trail: A Class III trail, along existing parkway and extended parkway from the MD 4/MD 223 (Woodyard Road) interchange at the Melwood trail head through Little Washington and to the northern mixed-use activity center as road improvements and new road segments are added.

- Arrowhead Trail: Should be a Class II trail per the 1994 master plan.
- Chesapeake Beach Rails to Trails Project: This Class IV trail will pass through the high school and land fill park sites. It will pass in front of the northern mixed-use activity center, which should coordinate with this feature. A trail head should be created at the intersection of this trail and the north/south trail near the White House Road and Harry S Truman Drive intersection.
- Woodyard Road Trail: This trail segment should be relocated to follow the north/south spine road from the Presidential Parkway trail to the town center, where it should link to the Melwood trail and the Suitland Parkway trail. Through the town center core and edge it will be an urban bike route Class III.
- Ritchie Marlboro Road and Westphalia Road Sidepath: Should be Class II.
- North/south spine road (MC-632 and P-616): Presidential Parkway to Westphalia Road. Segments in the community town center core, center, edge, and fringe should have wide sidewalks with designated bike lanes. Outside these areas it should transition to standard sidewalks, a side path, and possibly to designated bike lanes or wide outside curbs.
- All town center core roads: Either standard or wide sidewalks should be included on all roads in the town center core.

Policy 4—Design Principles

Develop a transportation system that incorporates design principles promoting the intended character of the Westphalia area and the desires of the Westphalia community.

Strategies

- ☐ 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.
- ☐ Implement the road transportation system in an environmentally-sensitive manner, by:
 - Minimizing the crossings of streams and wetlands, where possible, by careful planning of road locations, maximizing the use of existing stream crossings, and coordinating the road network between parcels to limit the need for stream crossings and other environmental impacts.
 - Crossing streams (where stream crossings are unavoidable) at right angles except where prevented by geologic features.
 - Constructing stream crossings using span bridges or, where bridges cannot be used for design reasons, bottomless culverts or other low-impact crossing structures that have a width that matches or exceeds the natural width of the stream and that minimize the impact to stream habitats, fish and other stream organisms.

- Using drainage structures, such as water turnouts or broad-based dips, on both sides of a crossing as needed to prevent road and ditch runoff from directly entering the stream.
 - Retrofitting stream crossings (where necessary) in a manner that removes fish blockages.
- ☐ Establish special design standards for roads in the Westphalia community that implement the principles for compact, high-density, transit- and pedestrian-oriented development in the town center and walkable, mixed-use and “main street” commercial development in activity center areas. (See Appendix 4.)

Arterials and Major Collectors:

- Arterial and major collector roadways should be designed as parkway-like streets, edged by linear green spaces and fronted by development.
- Wide planted medians, meandering paths and trails, lush plantings, and pedestrian lights should all be provided.
- Development, neighborhood recreation, and park activities should front onto roadways. Intersecting streets, frontage streets, and alleys should be designed to facilitate this condition. Alleys, used in lieu of direct access driveways or homes backing up to the roadway, are the preferred design solution throughout Westphalia.
- On-street parking and direct parking should be avoided and direct access driveways should be minimized.

- Road segments classified as collectors should be consolidated wherever possible.

Local Streets:

- Streets should be designed to ensure low speed travel without unduly restricting traffic capacity, by utilizing narrow pavement widths, tighter curve radii, traffic roundabouts, circles and squares, and on-street parking with curb bump-outs at intersections.
- Designs should promote pedestrian and bike activity.
- Planting strips with full-size shade trees should be provided between curb and sidewalks or hiker/biker trails on all streets and roadways designated rural roads.
- Except in the industrial areas in the Andrews Air Force Base noise zone, streets should be designed to discourage through movement of large trucks.

Alleys:

- Alleys are strongly encouraged in both residential and commercial areas and should be designed to accommodate delivery, service and emergency vehicles.
- Alleys are most encouraged behind developments that front on to roads with limited curb cuts and in sections where homes are placed back to back.

Rural Roads:

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

Sidewalks, Bikeways and Street Trees/Planting Strips:

- Sidewalks should be provided throughout the Westphalia community, except on designated scenic rural roads, highways, bikeways, trails, and lanes.
- Street trees should be provided in planting strips between curbs and sidewalks on all roads and streets with walks or paths.

Policy 5—Financing

Ensure the timely, efficient, and cost-effective development of the necessary transportation-related infrastructure as described throughout the sector plan.

Strategy

- ☐ Develop and finalize a comprehensive public facilities financing plan that includes detailed recommendations for the financing mechanisms, phasing, and construction and maintenance costs for the transportation infrastructure proposed by the Westphalia sector plan.

Public Facilities

Vision

Westphalia will be a pedestrian-friendly community with needed public facilities and infrastructure.

Background

At present, only one school is located in the Westphalia sector plan area, Arrowhead Elementary. A new school, Dr. Henry A. Wise, Jr., Senior High School, is under construction on Brooke Lane, just east of the sector plan boundary on Ritchie Marlboro Road, and will provide additional capacity for this area beginning in fall 2006.

Police services are provided from Police District II in Bowie and a police substation in the Little Washington neighborhood. Fire and emergency services are provided primarily from Forestville Company 623 (located just across MD 4).

Goal

Provide needed public facilities and infrastructure to create a quality community and support the planned land use program consistent with county standards.

Policy 1—Schools

Locate needed school facilities where they will have good vehicular access and will be safely accessed by students arriving on foot.

Strategies

- ▣ Construct seven new schools to serve the projected number of households for the sector plan area. (Map 12 illustrates the recommended locations for schools serving the sector plan area.)
 - A new high school on approximately 60 acres next to the planned park near the intersection of Ritchie Marlboro and White House Roads (just outside the sector plan area). This site is capable of also accommodating a middle school if needed in the future.
 - One new middle school park site of approximately 20 acres on the southern portion of the Woodside Village site between MC-631 and P-619 (combined with an elementary school).
 - Five new elementary school park sites, each approximately 12 to 18 acres, in the following locations:
 - On Westphalia Road, co-located with the Westphalia Neighborhood Park.
 - On the southern portion of the Smith Home Farms site, adjacent to the Grand Central Park.
 - East of the town center core, adjacent to C-636 and north of the Back Branch greenway.
 - On the southern portion of the Woodside Village site between MC-631 and P-619 (combined with a middle school).

- On Brooke Lane adjacent to Henry A. Wise High School (outside the sector plan area to the east).

- ▣ Revitalize or replace Arrowhead Elementary School to better serve the needs of students, faculty, and staff.
- ▣ Place schools adjacent to area parks and greenways and on major pathway routes.
- ▣ Size school sites to provide a school park with additional neighborhood recreational facilities.
- ▣ Distribute new schools throughout the community's residential neighborhoods where they will have good vehicular access and will be safely accessed by students arriving on foot.

Policy 2—Public Safety

Locate needed police, fire, and medical facilities where there is excellent access to the road network and efficient response times.

Strategies

- ▣ Construct one new fire station and one new police facility near the proposed town center core (see Map 12), with the final locations to be determined as facility and service needs, and the implementation of the Westphalia town center vision, warrant.
- ▣ Co-locate the police and fire facilities proximate to the higher density development and near a major intersection to expedite emergency response time to police and fire service areas to the extent possible.

Map 12: Public Facilities



- ▣ Retain the existing substation concept and possibly locate additional substations in or near the older communities.
- ▣ Provide a medical facility as one of the uses developed within the town center area.

Policy 3—Library

Locate needed library facilities in the town center core on or near a main street adjacent to a usable outdoor open space or square.

Strategy

Construct one new library, with a community meeting space, in the proposed town center core.

Policy 4—Implementation

Enable cooperative planning and shared implementation of public infrastructure improvements and mitigations among individual parcels.

Strategies

- ▣ Conduct a comprehensive public facilities plan analysis to establish the appropriate method, staging, and financing mechanism that ensures provision of the aforementioned public facilities concurrently with development of new homes and businesses.
- ▣ Develop a comprehensive underground utilities network, particularly for the Westphalia town center area, that addresses the location of public utility easements (including fiber-optic lines).

Parks and Recreation

Vision

Winding throughout Westphalia, an extensive network of beautiful green public and private parks, natural open spaces, parkways, and pathways tie Westphalia together. A highly visible central park wrapping around the community town center will serve as a unifying community destination and amenity. Outlying neighborhoods are linked to the center by the green fingers of parkways, boulevards, greenways and trails. Pockets and clusters of active recreation and picnic grounds sit along the trails between the streams/Patuxent primary management area (PMA) and the parkways in developable pockets of land. Homes, businesses, public facilities, schools and recreational facilities overlook these green spaces. The parks and greenways of Westphalia become a countywide asset.

Background

Park and recreation facilities in the county are divided into six categories:

- ▣ Neighborhood Park and Recreation Areas—Includes mini-parks, playgrounds, parks, recreation centers, and park/schools with less than 20 acres. Parks serve residents in the immediate vicinity.
- ▣ Community Park and Recreation Areas—Includes community center buildings, parks, recreation centers, and cultural centers between 20 and 200 acres. Neighborhood and community park areas are classified as local parks.

- ▣ Regional Park and Recreation Areas—Includes stream valley parks, regional parks (parks with more than 200 acres), cultural arts centers, and service facilities. These facilities serve residents of an entire region within the county.
- ▣ Countywide Park and Recreation Areas—Includes river parks, historic sites and landmarks, hiker/biker/equestrian trails, unique natural features, conservation areas, and service facilities. Parks in this category are available to all county residents.
- ▣ Urban Park and Recreation Areas—Includes urban parks and urban nature centers that serve county residents with severely limited access to outdoor nature areas.
- ▣ Special Park and Recreation Areas—Includes aquatic facilities, ice rinks, golf courses, shooting centers, athletic complexes, equestrian centers, airports, marinas, and reclamation areas. These facilities are available to all county residents.

Park facilities recommendations identified in the strategies below are based on public input and a quantitative needs assessment using county benchmarks for the projected buildout population of approximately 38,550 people in the Westphalia sector plan area.

There is a strong community preference for quality recreational facilities, places for community events, and enhancements to the five existing neighborhood and community

parcs rather than large areas of land. Out of 21 possible recreational opportunities listed, community survey respondents ranked the following as their most preferred:

1. Playgrounds for small children
2. Natural green space
3. A community swimming pool
4. Paved hiker/biker trails
5. A community recreation center

Utilizing county-defined benchmarks for recreational facilities, a demand analysis by population projection for the sector plan area established a need for additional facilities as described below.

Goal

Create public and private parks, open space, and recreation facilities sufficient to meet the needs of the current and future residents of the Westphalia sector plan area.

Policy 1—Park Standards

Provide park and recreation acreage that complies with the standards set by the National Recreation and Parks Association, the State of Maryland, and the 2002 General Plan:

- ☐ A minimum of 15 acres of M-NCPPC local parkland (or the equivalent amenity in parks and recreation service) for every 1,000 residents.
- ☐ A minimum of 20 acres of regional, countywide, and special M-NCPPC parks for every 1,000 residents.

Strategies

Create a parks system consisting of 1,850 acres of public and private parks and green spaces as described below and itemized on Map 13 and Table 1:

- ☐ 941± acres of public parkland at 11 sites including:
 - Two community parks:
 - Sansbury rubblefill park 400± acres
 - Central Park/Cabin Branch Greenway 400± acres
 - Four public neighborhood parks—on about 100 acres
 - Five school/park sites with public recreation on about 37 acres
- ☐ 908 acres of private park land and specialized park facilities and green spaces including:
 - Three private neighborhood parks of varied sizes
 - Three private greenways
 - Three special parks and recreation areas/facilities:
 - An equestrian center
 - A community recreation/aquatics center
 - An urban park/town square in the town center core

Policy 2—Green Spaces

Ensure development of a parks system that results in central green spaces which serve to unite the Westphalia community and its surrounding neighborhoods.

Strategies

- ☐ Designate the Westphalia Central Park and Cabin Branch Greenway as the community focus areas, with development overlooking them and roads winding along their edges. These parks should become a regional draw and icon for Westphalia.
- ☐ Ensure parks, streets and public squares are all designed to accommodate community parades, festivals, and other events.
- ☐ Establish a parks fee of \$3,500 (in 2006 dollars) for each new dwelling unit built in the Westphalia sector plan area to fund construction of the public parks facilities recommended in the sector plan.

Policy 3—Coordination

Ensure major development projects are adequately integrated into the implementation of the sector plan parks system recommendations.

Strategies

- ☐ Develop the Smith Farms site (Map 14) to include appropriate parks amenities to develop the parks system vision for the Westphalia sector plan area:
 - Cabin Branch Greenway—Design the PMA area on-site as a highly visible, signature greenway. Coordinate design with abutting developments. Place streets along the greenway edge. Provide small recreational homeowners association (HOA) and public amenities along the greenway edges in developable pockets. Amenities should include playgrounds and group picnic areas.

Map 13: Parks and Open Space

LEGEND

- Public/Private Open Space
- School/Park Site
- School Site
- 1. Westphalia Central Park
- 2. Sansbury Rubble Fill Park
- 3. Little Washington Neighborhood Park
- 4. Melwood Neighborhood Park
- 5. Westphalia Neighborhood Park
- 6. Westphalia Estates Neighborhood Park
- 7. Marlboro Ridge Neighborhood Park
- 8. High School/Park Site
- 9. Westphalia Town Center Park/Square
- 10. Marlboro Ridge Equestrian Center
- 11. Randall Farm Tract Park Site
- 12. Cabin Branch Greenway
- 13. Melwood Trail Greenway
- 14. Back Branch Greenway
- 15. Addison Property Greenway
- Roadway



Table 1: Proposed Park Facilities

REGIONAL PARKS	
Westphalia central park	Westphalia recreation community center and festival/picnic grounds
Cabin Branch greenway	Publicly accessible, on private and public lands with hiker/biker/equestrian trail network
Sansbury rubblefill park	Incremental development as acquired
LOCAL PARKS, RECREATION and GREEN SPACES	
Public and Private Neighborhood Parks	
Little Washington neighborhood park	Expansion and improvement with adjoining residential development (may include a recreation center)
Melwood neighborhood park	Improvements and additional facilities
Westphalia neighborhood park	Expansion and conversion to elementary school/park site with adjoining development (may include a recreation or community center)
Westphalia Estates neighborhood park in central park	Expansion and improvement into adjoining residential development (may include a recreation or community center)
Woodside Village neighborhood park	New neighborhood park along parkway to be used for athletic fields
Marlboro Ridge neighborhood park	Private park maintained by an HOA
Smith Farm neighborhood club and park	Private center and park maintained by an HOA in central park
Presidential neighborhood park(s)	One or more small private parks or greens maintained by an HOA
Park/School Sites	
Smith Farm elementary school/park site	School site with additional land and recreational facilities in central park
Woodside Village elementary school/park site in central park	School site with additional land and recreational facilities in central park
Woodside Village middle school/park site	School site with additional land and recreational facilities in central park
Westphalia neighborhood park	Expansion and partial conversion of park to a school park site with the adjoining development
Future high school park site	School site with additional land and recreational facilities
Linear Parks and Greenways	
Melwood trail head park	A trail head park at the southern end of the Melwood trail/greenway
Melwood linear park/greenway north	Multipurpose path and greenway buffers using existing road
Melwood linear park/greenway south	Multipurpose path and greenway buffers using existing road
Back Branch greenway	Natural green space owned by abutting HOAs—with future publicly accessible trail
Westphalia parkway greenway/linear park	A park-like green space with hiker/biker path and fronted with homes and/or businesses
Addison property greenway	Private greenway linked to village square
Special Recreation Areas and Facilities	
Westphalia town square	Privately owned and maintained space designed and programmed to host community events
Marlboro Ridge equestrian center/trail system	Privately owned and managed facility with membership open to the public
Old Marlboro Pike village square	Privately owned space in main street village area overlooking/linked to greenway

Map 14: Key Development Proposals—2007

Legend

- 1 Marlboro Ridge
- 2 Woodside Village
- 3 Smith Home Farms
- 4 Presidential Town Center/Moore Property
- 5 Cabin Branch Village
- 6 Mirant Property
- 7 Westphalia Towns
- 8 D'Arcy Park
- 9 Sansbury Park
- 10 PJ Associates
- 11 PB&J and Westphalia Row
- 12 Sun Village Estates
- 13 The Villages at Westphalia
- 14 Charles Hill Cluster
- 15 Addison M-X-T
- 16 Marlboro Riding



- Westphalia Gateway—Provide a gateway feature along Suitland Parkway to serve as a terminus to the national park and a front door to Westphalia, Smith Site, and Cabin Branch Greenway
- Westphalia Central Park—In the area between the town center core and the mixed-use activity center to the north, develop a park with the following features:
 - Active and passive recreation facilities, to include a tennis center, an amphitheater, a waterfront activities center, a restaurant with patio, a multistation playground, a skate park, a splash park, sports fields and courts, a dog park, pedestrian, bicycle, and equestrian trails, and similar features.
 - Individual and group picnic grounds on both sides of the creek.
 - Lawn areas and bandstands suitable for public events and informal sports.
 - An intersection of the major trail systems possibly with a staffed ranger station/public bathroom—could be in the recreation center.
 - The private community HOA club may be located to the western end of this area.
 - A lake or other water feature as the central feature of the park, with an extensively landscaped edge and paths around its edges at the western end of the site along Suitland Parkway extended is encouraged, as are other shared public/private storm-water facilities.
- Form a multi-agency public/private work group to implement the vision for the Westphalia Central Park on an expedited basis.
- Westphalia Estate Park—Provide an expansion and enhancement of the existing public park next to Westphalia Estates.
- ☐ Develop the Marlboro Ridge and Woodside Village sites (Map 14) to include appropriate park amenities to develop the parks system vision for the Westphalia sector plan area:
 - Dedicate the main PMA on-site as the Cabin Branch Greenway.
 - Dedicate a community park as an element of the Westphalia central park between the middle/elementary school sites on land suitable for athletic fields.
- ☐ Develop the Moore site (Map 14) to include appropriate park amenities to develop the park system vision for the Westphalia sector plan area:
 - Dedicate the PMA on-site as the Cabin Branch Greenway.
- ☐ Develop the Presidential Corporate Center site (Map 14) to include appropriate park amenities to develop the park system vision for the Westphalia sector plan area:
 - Dedicate the PMA on-site as the Cabin Branch Greenway.
 - Create and manage a community park/town square.
 - Build a library on or near the square.

- ☐ Develop the Cabin Branch Village site (Map 14) to include appropriate park amenities to develop the parks system vision for the Westphalia sector plan area:
 - Dedicate the PMA on-site as public open space with a trail connection from A-66 to the Smith site and to the main trail network in the Cabin Branch Greenway.
- ☐ Develop the D’Arcy site—Michaels Property site (Map 14) to include appropriate park amenities to develop the parks system vision for the Westphalia sector plan area:
 - Expand and enhance the existing Little Washington neighborhood park adjacent to the site entrance on Sansbury Road.

Policy 4—Recreation

Provide sufficient and adequate public recreation facilities for the Westphalia sector plan that comply with county benchmarks for these types of facilities:

- ☐ A minimum of one ballfield per every 2,750 people
- ☐ A minimum of one basketball court per every 5,687 people
- ☐ A minimum of one tennis court per 4,100 people
- ☐ A minimum of one playground per 3,645 people
- ☐ A minimum of one picnic area per 4,930 people

Strategy

Provide a minimum of 28 new public recreation facilities in the Westphalia sector plan area:

- ☐ Playgrounds: 6

- ☐ Picnic areas: 5
- ☐ Baseball fields: 10
- ☐ Tennis courts: 4
- ☐ Basketball courts: 3

Policy 5—Design

Open spaces should be carefully designed, with connections between developments, park/community gateway features, and a consistent thematic character and identity throughout.

Strategy

Ensure proper development of the parks and open space elements of the sector plan by adhering to the following design principles:

- ☐ Major greenways and spaces should be visible and accessible to the community and the public rather than hidden behind houses and commercial buildings.
- ☐ Central Park, Cabin Branch Greenway, and abutting parkways should be designed as the primary feature and focus for abutting developments.
- ☐ The north/south spine road and the east/west main street roads in the Westphalia town center core and edge areas should serve as the focus of abutting developments and should feature a linked series of open spaces and wide walkways and greenways along their lengths that are designed for public events and activities and terminate at destinations such as a main square, the central park, and group picnic grounds.

- ☐ Streets and paths should be aligned along the edges of the PMA that are over 80 feet wide.
- ☐ Public and private recreational amenities should be placed in developable pockets along the resulting greenways to create linear parks.
- ☐ Small, village-green style, public or private parks should be designed as the focus of neighborhood clusters.
- ☐ Stormwater management facilities should be designed as site amenities and incorporated into the open spaces and greenway areas.
- ☐ Larger, landscaped wet ponds should be designed with paths around their edges, and adjacent development should have views of them.



Photo by permission of Laura Hall, CNU, Fisher and Hall Urban Design, Santa Rosa, California.

Policy 6—Financing

Ensure the proper financing, construction and maintenance of the proposed park system.

Strategy

Develop and finalize a comprehensive public facilities financing plan that includes detailed recommendations for the financing mechanisms, phasing, construction, and maintenance of the proposed park facilities.

Policy 7—Fill Sites

Address phasing and remediation issues associated with rubble fills and Class III fill sites to be converted to active park use.

Strategy

Develop a comprehensive phasing and remediation plan for each rubble fill or Class III fill site prior to conversion to active park uses that, at a minimum, addresses land infill and settling, filtration, and safety.

This photo, taken at “movie night” in a park in California, depicts public use of an open space area.

Westphalia
**COMMUNITY
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