

Westphalia

COMMUNITY CHARACTER ELEMENT

Existing Communities

Vision

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

Background

The Westphalia community has an eclectic mixture of suburban neighborhoods and rural home sites located along narrow roadways that traverse the predominantly rural landscape. Single-family housing ranges from very large to very small homes built in small subdivisions or on individual lots. A neighborhood of mobile homes and another of townhomes are located along the west side near the Capital Beltway. New homes in large subdivisions are being constructed in the eastern and southern parts of Westphalia and others are proposed in the central area. Eventually, a network of new neighborhoods intermingled with the old will emerge (See Map 15).

Industrial land uses, including mining and land filling activity, have historically been located within or adjacent to the residential neighborhoods in the northern and western parts of Westphalia. While providing a source for local employment, the related heavy truck traffic, noise, and hours of operation are often

incompatible with nearby residential neighborhoods. Some of the landfills have ceased operation or are planned for alternative land uses, but others will remain in operation for an indeterminate period of time (See Map 16).

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

Existing neighborhoods are generally stable residential areas where many owners have improved older homes with new siding, windows, and landscaping. However, a number

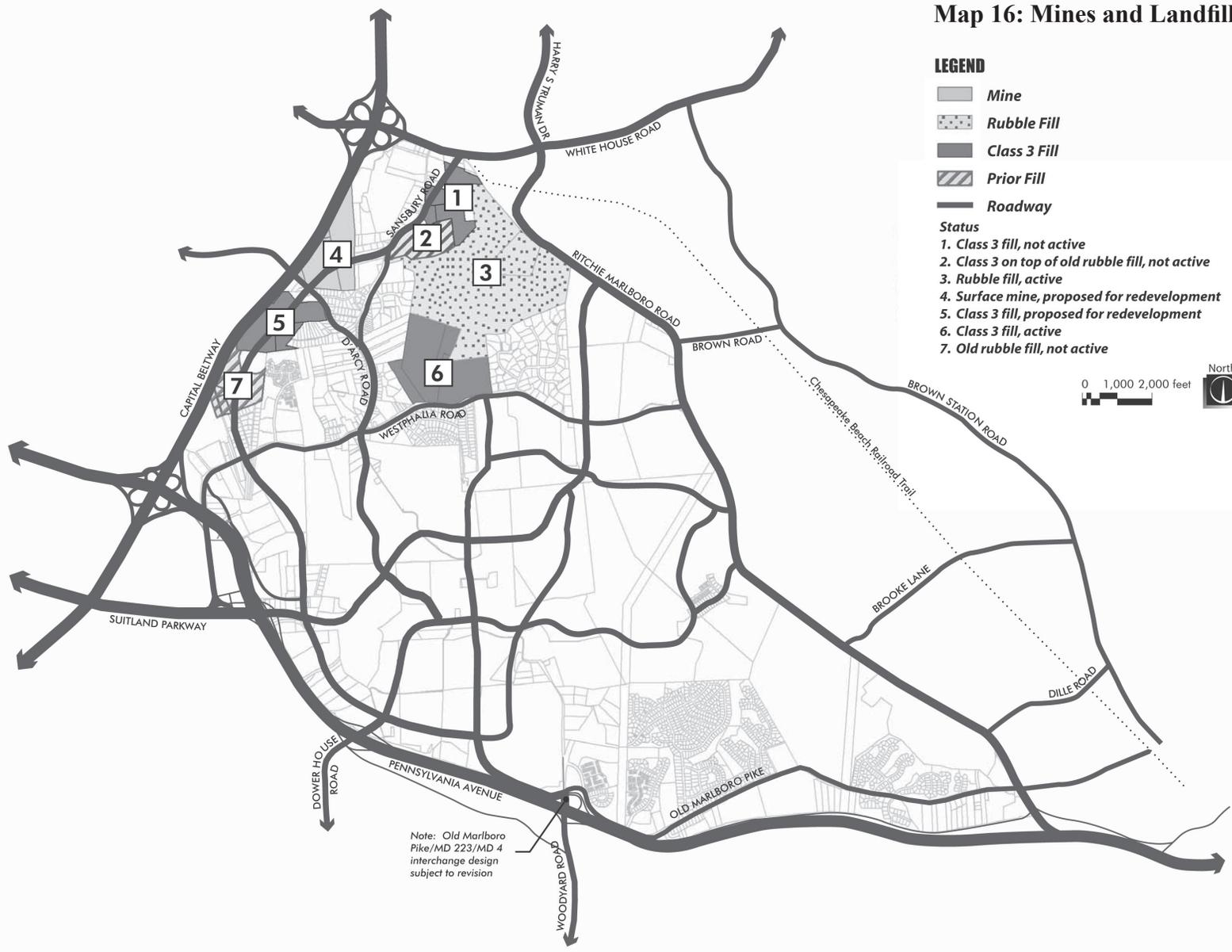
of homes in the area are in need of improved property maintenance, rehabilitation, modernization, or even replacement. In some cases, problem properties have persisted for several years. Inappropriate, nonconforming, or potentially illegal uses were noted in several neighborhoods, including roadside dumping, commercial truck storage, and inoperable or abandoned vehicles. Residents have concerns about crime in some neighborhoods.

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

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

- ▣ Incompatible land uses within or adjacent to neighborhoods without adequate buffering or mitigation measures, especially rubble and Class III landfills.

Map 16: Mines and Landfills



- ☐ Poor home and yard maintenance.
- ☐ The design and compatibility of new subdivisions and infill development with the character of existing neighborhoods.
- ☐ The threat of escalating property assessments for limited income homeowners and their ability to maintain or retain their homes.
- ☐ Heavy truck and commuter traffic traveling along local residential streets and rural roads.
- ☐ Inadequate road capacity and maintenance for existing and future traffic needs.
- ☐ Adequacy of education, parks, police, fire, and emergency facilities to serve the existing community as well as new development.
- ☐ The reclamation or reuse of rubble and Class III landfills upon completion.
- ☐ Potential displacement of residents by use of eminent domain.

Goal

Protect, maintain, and enhance older Westphalia neighborhoods.

Policy 1—Neighborhood Character

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

Strategies

- ☐ Mitigate or eliminate activities that adversely impact neighborhoods.

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

Policy 2—Property Maintenance

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

Strategies

- ☐ Support programs sponsored by civic associations, preservation organizations, local businesses, or public agencies (such as

the Livable Communities Initiative) that encourage and facilitate regular home maintenance, including, but not limited to:

- Educational initiatives on such topics as home and yard maintenance, historic renovation, landscaping, and garden design.
- A tool lending program among homeowners, civic associations, and preservation organizations.
- Low-income loan or volunteer assistance programs for residents who are physically or financially incapable of maintaining their homes and yards.
- ☐ Establish a cooperative public/private program that returns abandoned or foreclosed properties to active use in a timely and economical manner.
- ☐ Promote activities that instill resident respect and pride in their neighborhood, such as:
 - Volunteer activities that promote high standards of cleanliness and safety.
 - Holiday activities and neighborhood fairs/block gatherings to meet neighbors and increase awareness of the community’s history, culture, and traditions.
 - Construction of well-designed and landscaped neighborhood entrance markers to bolster identity and a sense of place.
 - Community parks or gardens.

Policy 3—New Development

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

Strategies

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

Policy 4—Roads and Sidewalks

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

Strategies

- ▣ Construct new roads that provide alternative truck and commuter traffic routes to the regional highway network and avoid established residential neighborhoods.

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

Policy 5—Facilities and Services

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

Strategies

- ▣ As new neighborhoods and public facility structures are built, ensure that services to and facilities in existing neighborhoods are upgraded to contemporary standards.
- ▣ Provide opportunities for homeowners utilizing aging, or potentially failing, septic sanitary disposal systems to convert to the public sewer system as it becomes available.
- ▣ Include older neighborhoods in plans to extend new public utilities into the area, such as natural gas lines and digital or fiber-optic telecommunication lines.
- ▣ Encourage new neighborhood homeowners associations to allow residents of nearby neighborhoods to utilize private recreation and community facilities.

Policy 6—Displacement

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

Strategies

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

Policy 7—Safety and Security

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

Strategies

- ▣ Incorporate Crime Prevention Through Environmental Design (CPTED) principles in the design and review of all new development, redevelopment of infill sites, and infrastructure improvements.
- ▣ Conduct a joint survey of problem neighborhoods with residents and agency officials from the county's Police Department, the Department of Environmental Resources, and the Department of Housing and

Community Development to identify existing features that may facilitate criminal activity, such as lack of visibility, poor access control, poorly delineated spaces and territorial boundaries, or lack of activity. Recommend corrective actions that can be implemented by residents, businesses, or public agencies.

- ☐ Target police patrols and enforcement programs to address concerns about neighborhood crime as it occurs.

Economic Development

Vision

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

Goals

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

Policy 1—Regional Markets

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

Strategies

- ☐ Increase coordination and build effective partnerships for economic development of the town center:
 - Create a Westphalia Town Center Coordinating Council to increase coordination between federal, state, county, and community stakeholders in moving town center economic development projects forward.
 - Work with the Maryland Department of Business and Economic Development and county economic development officials to meet the current and future needs of Andrews Air Force Base.
 - Consider developing a business improvement district to maintain and improve the town center in which property and business owners elect to make a collective contribution to the maintenance, development and promotion of the Westphalia town center core.
 - Appoint a high-level government official to champion development projects, reduce development obstacles, and facilitate the process of acquiring development approvals.

- ☐ Study, explore, and consider utilizing various financial incentives for real estate, business, cultural, and workforce development within the town center:
 - A tax increment financing district to finance public infrastructure in a manner that is timely and that adds value and distinction to the town center development.
 - Parking or transportation districts that can subsidize structured parking in the town center.
 - Land write-downs to facilitate contiguous expansion, or single ownership of additional town center land, if needed.
 - County bonds to assist in the construction or maintenance of public infrastructure for the town center.
 - Reduction of development or operating costs through reductions in property taxes or taxes on sales of construction materials.
 - An arts and entertainment district within the Westphalia town center to provide special tax incentives that will benefit artists, art enterprises, and developers who construct spaces for the arts.
- ☐ Strategically target and attract commercial development and businesses to the Westphalia town center:
 - Develop and implement a branding strategy for the town center that capitalizes on the town center's unique potential and maximizes its recognition.

- Identify and attract key employers and commercial development based on preferred industry sectors and established county economic development strategies.
- Attract economic development through comprehensive marketing tools and programs that include strategies such as direct mail advertising, newsletters, public relations, trade shows, special events, and prospecting trips.

Policy 2 —Local Business

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

Strategies

- ☐ Promote and support small business and entrepreneurial development and expansion:
 - Provide outreach and assistance to existing small businesses through the county’s Small Business Initiative.
 - Promote county-sponsored entrepreneur assistance, business classes, and formal training offered through the county’s Economic Development Commission’s Small Business Initiative.
 - Promote the development and expansion of small technology-based businesses through the use of the county’s Small Technology Business Revolving Loan Fund.

- Provide comprehensive management, technical assistance, and business training to support growth of small business.
- ☐ Facilitate the rehabilitation and upgrade of existing vacant or underutilized commercial and office buildings:
 - Promote the development and expansion of existing buildings with the use of the Commercial Building Loan Fund offered by the county’s Redevelopment Authority.
 - Create competitive loans or “challenge grant” programs that offer façade/canopy/streetscape improvement grants.
- ☐ Provide Tax Increment Financing on a project by project, or site specific, basis for projects that meet the plan’s goals and strategies.

Policy 3—Minority-Owned Business

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

Strategies

- ☐ Develop a special initiative to recruit additional prominent, minority-owned businesses to the Westphalia sector plan area.
- ☐ Develop programs that promote the participation, training, employment, and mentoring of locally based minorities and the establishment of new minority-owned business enterprises in all phases of the sector plan area’s business development.

- ☐ Establish a model “Minority Participation Initiative” program to encourage participation in the land development and construction business in a way that creates legacy wealth and expands capacity among locally based minorities. Incorporate the following criteria:
 - Minimum goals should be attached to all phases of the development project for minority participation.
 - Minimum requirements for minority participation should be attached to at least two phases of a project:
 - Predevelopment/entitlement
 - Development
 - Vertical construction
 - Sales and leasing
 - Penalties for projects that fail to meet established minimum goals or requirements.
 - Incentives for projects that meet or exceed the minority participation goals.
 - A variety of methods to achieve targeted percentage ranges including, but not limited to:
 - Equity participation
 - Fee equivalent as a percentage of the project
 - Contracting or subcontracting
 - Employment, mentoring, training, internships, incubators and scholarships

- Additional incentives for equity participation, such as:
 - Additional credits toward participation goals
 - Additional credits toward community benefit requirements
 - Increased public financing
 - Fee equivalent as a percentage of the project
- A formal implementation and enforcement mechanism.

Historic Preservation

Vision

Historic properties are appreciated and valued as important elements of the sector plan area’s cultural heritage.

Background

Historic resources and sites in the Westphalia sector plan area as listed in the 1992 *Prince George’s County Historic Sites and Districts Plan* (see Map 17):

- ▣ Historic Resource 78-008, Osborne-Talburtt Cemetery—10907 Westphalia Road, Upper Marlboro. Cemetery contains vaults and gravestones dating from 1834-1894; bounded by an iron fence.
- ▣ Historic Resource 78-009, Talburtt Tobacco Barn—11102 Westphalia Road, Upper Marlboro. An early nineteenth-century tobacco barn built before 1850.

- ▣ Historic Resource 78-010, Dunblane Site and Cemetery—10009 Westphalia Road, Upper Marlboro. Site of the oldest Magruder family home in Maryland, which was destroyed by fire in 1969. The cemetery contains the graves of the Magruder and McGregor families.
 - ▣ Historic Site 78-013, Blythewood Complex—4210 Melwood Road, Upper Marlboro (Designated 10/18/06). A large, two-story frame house of Georgian plan built circa 1830 with additions in 1860 and 1920; a unique farmstead complex.
 - ▣ Historic Site 78-015, Melwood Park*—10908 Old Marlboro Pike, Upper Marlboro. A two-and-one-half-story stuccoed brick house reflecting both colonial and Federal periods, built circa 1750 and 1800.
 - ▣ Historic Site 78-000-17, Charles Hill—11700 Old Marlboro Pike, Upper Marlboro. A two-story, side-gabled frame house built in two sections, circa 1840s and 1890s, with a family cemetery.
 - ▣ Historic Site 78-000-18, The Cottage*—11904 Old Marlboro Pike, Upper Marlboro. A large, two-story gable-roofed frame plantation house built in three sections, circa 1846, 1860 and 1880s, with outbuildings and an intact agricultural landscape.
- * Also listed in the *National Register of Historic Places*.

- ▣ Historic Site 78-000-23, Strawberry Hill—12601 Old Marlboro Pike, Upper Marlboro. A two part, two-story, gable-roof frame farmhouse built circa 1869.

Goals

- ▣ To protect and preserve historic properties in the sector plan area.
- ▣ To identify, evaluate and designate historic resources and historic survey properties that meet the criteria of the Historic Preservation Ordinance.
- ▣ To recognize historic properties for their historical, archeological, and architectural significance to the community and county.
- ▣ To educate property owners about the history of the area and about appropriate maintenance, conservation, and rehabilitation of their properties.

Policy 1—Historic Resources

Protect historic resources in the sector plan area through appropriate planning regulation and enforcement measures by ensuring that provisions of the Historic Preservation Ordinance are uniformly implemented.

Strategies

- ▣ Encourage stewardship and compatible adaptive reuse of Blythewood and outbuildings (Historic Site 78-013) and its setting.
- ▣ Encourage superior quality design of infill development to complement the architectural style of a historic site.

Map 17: Historic Sites and Resources

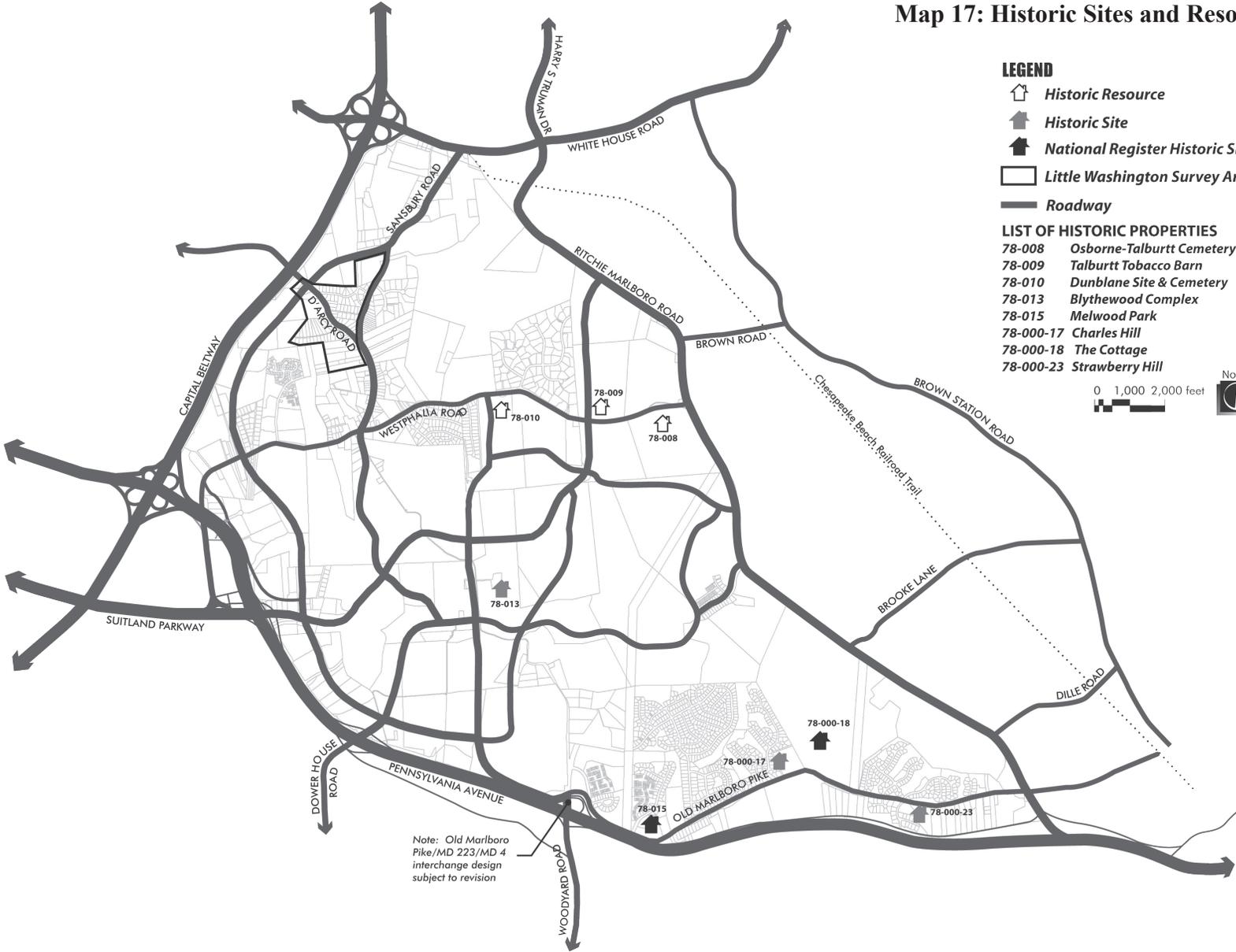
LEGEND

- Historic Resource
- Historic Site
- National Register Historic Site
- Little Washington Survey Area
- Roadway

LIST OF HISTORIC PROPERTIES

- 78-008 Osborne-Talburtt Cemetery
- 78-009 Talburtt Tobacco Barn
- 78-010 Dunblane Site & Cemetery
- 78-013 Blythewood Complex
- 78-015 Melwood Park
- 78-000-17 Charles Hill
- 78-000-18 The Cottage
- 78-000-23 Strawberry Hill

0 1,000 2,000 feet



Note: Old Marlboro Pike/MD 223/MD 4 interchange design subject to revision

- ☐ Ensure that planning and zoning regulations encourage retention of historic resource settings and protection from adverse effects of incompatible land uses.
- ☐ Ensure building codes are interpreted with sensitivity through close coordination among the Department of Environmental Resources, Historic Preservation staff, and owners of historic resources throughout the permit process.
- ☐ Integrate historic sites into the fabric of the sector plan area through compatible zoning and development that respects the integrity of these settings.

Policy 2—Cemeteries

Prepare a cemetery preservation plan to provide guidelines for property owners and developers in cemetery preservation and maintenance.

Strategy

Develop plans for the protection and interpretation of the following cemetery resources:

- ☐ 78-008, Osborne-Talburtt Cemetery—10907 Westphalia Road
- ☐ 78-010, Dunblane Site and Cemetery—10009 Westphalia Road

Policy 3—Archeology

Integrate archeology in all development processes ranging from prehistory to the twentieth century to provide additional context for understanding the archeological record of Prince George’s County’s history.

Strategy

Strengthen community identity through interpretive markers describing the rich history of individual buildings and communities.

Policy 4—Public Awareness

Increase public awareness and appreciation of the area’s entire cultural heritage, ranging from landmarks of the plantation era, of Charles Hill, The Cottage, Strawberry Hill, Blythewood, and Melwood Park to early twentieth-century African-American communities.

Strategies

- ☐ Expand educational programming on the importance of preserving historic resources:
 - Modify established curricula within the school system to engage a wider cultural base.
- ☐ Promote contributions made by all ethnic groups and cultures in celebrations of the county’s multicultural heritage.
- ☐ Provide appropriately designed signage along scenic and historic roads to describe the area’s history and significant events that have taken place within the Westphalia sector plan area.

Policy 5—Resource Inventory

Provide an updated inventory of historic resources in the Westphalia sector plan area.

Strategy

Continue with survey work, as funding permits, of historical and archeological resources, particularly in the Little Washington community.

Scenic and Historic Roads

Vision

The most scenic features of historic roads and highway corridors are preserved or restored as an integral part of the Westphalia community.

Background

MD 4 serves as an attractive gateway to Prince George’s County. Its inherent scenic quality is a legacy from the 1950s, when the highway’s architects incorporated many principles of parkway design into MD 4. A study of MD 4 prepared for the 1994 *Approved Master Plan and Sectional Map Amendment for Melwood-Westphalia (Planning Areas 77 and 78)* identified a scenic corridor of varying width that fluctuates with the rolling topography, generally extending from the highway to nearby ridges or hilltops. Within the MD 4 corridor, the master plan study identified a scenic viewshed as seen by motorists traveling on MD 4. The eastern section of the corridor contains cultivated fields, pastures, tobacco barns, farmhouses, and historic estates that provide visual continuity and maintain the rural character.

However, the visual appeal of the MD 4 corridor as it approaches the Capital Beltway, and also sections along the Beltway corridor to the north, needs improvement through more effective buffering and landscaping. The 1994 master plan contains a detailed illustration and recommendations intended to preserve and enhance the high-quality views of the area along MD 4.

Portions of four roads in the Westphalia sector plan area are designated as scenic and historic roads in the 1992 Historic Sites and Districts Plan and the 1994 Melwood-Westphalia Master Plan. Except for Melwood Road, each of these roads is proposed for improvement to serve anticipated traffic from local development recommended by the approved 1994 master plan:

- ☐ Melwood Road between Westphalia Road and Old Marlboro Pike—Dating from around 1830 after the Berry family established itself at Blythewood and allowed access to Old Marlboro Pike.
- ☐ Old Marlboro Pike between Brown Station Road and MD 223—Dating from the early eighteenth century as part of Road 19 in 1739. It was incorporated into the Washington-Marlborough Turnpike in 1868.
- ☐ Ritchie Marlboro Road between Old Marlboro Pike and White House Road—One of the roads leading into Upper Marlboro which came into use between 1740 and 1762.

- ☐ Westphalia Road between D’Arcy and Ritchie Marlboro Roads—Dating from the third quarter of the eighteenth century, before 1762.

Policy 1—MD 4 Viewshed

Preserve and enhance the scenic character of the MD 4 corridor viewshed.

Strategies

Implement the MD 4 scenic viewshed recommendations of the 1994 Melwood-Westphalia Master Plan during the development review process or when the highway is improved, as follows:

- ☐ Protect existing woodlands along the MD 4 corridor to act as a visual barrier to the fullest extent possible.
- ☐ Provide intensive natural screening to ensure a visual barrier between manmade structures and natural features along the corridor.
- ☐ Enhance the rural appearance of the highway median and corridor by expanding stands of native trees and vegetation.
- ☐ Encourage structures developed along the corridor to be:
 - Positioned on midslopes (to avoid hilltops), in clusters (to avoid sprawl), and into existing landforms (to avoid major grading).

- Designed to fit in with the architecture, scale and building materials of adjacent buildings with similar uses to promote harmony in visual relationships.
- Design residential subdivisions along the north side of MD 4, between Melwood Road and Ritchie Marlboro Road, to reflect the low-density characteristics of residential development on the south side of MD 4.

Policy 2—Capitol Beltway Viewshed

Establish a green buffer along the Capital Beltway.

Strategies:

- ☐ Provide buffers and landscaping along the Capital Beltway frontage that exceed the standards of the *Landscape Manual*.
- ☐ Establish programs for reforestation of properties along the Beltway corridor viewshed that are currently devoid of trees.

Policy 3—Historic and Scenic Roads

Preserve and incorporate the most important features of scenic or historic roads in the designs for road improvements and new development.

Strategies:

- ☐ Maintain the designation of the four existing historic roads in the sector plan area as scenic and historic.

- ☐ Amend the application submittal requirements in the Zoning Ordinance to require identification on plans submitted of scenic or historic roads designated in a master or sector plan.
- ☐ Identify the critical elements of the viewshed that are needed to preserve a scenic corridor buffer along scenic and historic Ritchie Marlboro Road prior to submittal of development applications.
- ☐ Design road improvements in accordance with the Department of Public Works and Transportation road design standards for scenic and historic roads.
- ☐ Apply special design criteria for scenic and historic roads in the Westphalia sector plan area that provide for the necessary road improvements without compromising the valuable contribution of these roads to the community character:
 - Avoid excessively wide roadways and limit use of paved shoulders.
 - Adjust road design features (vertical and horizontal alignments, pavement sections, turn lanes) to the extent possible to preserve historic or scenic features and views along the right-of-way.
 - Encourage development to be set well back from a scenic road.

- Use vegetated drainage swales instead of raised curbs and gutters where applicable.
- Preserve existing vegetation in the buffer area and add plantings to screen new development and create a wooded character along the road.
- Avoid large subdivision entrance features and signs.
- Limit the number of driveway entrances onto the roadway.
- Review plans to improve these roads with the M-NCPPC Historic Preservation and Public Facilities Planning Section and the Transportation Planning Section to ensure that all scenic and historic features are properly located and issues addressed.

Policy 4—Melwood Road

Preserve designated segments of Melwood Road as an integral part of the community's trail and greenway network.

Strategies

- ☐ Incorporate preserved segments into a north/south multipurpose path with a green buffer on either side that winds through the center of the community.

- ☐ Realign sections of the trail/lane that are not wooded and outside the Patuxent River primary management area (PMA) to parallel new streets, through parks, and along lakes as needed.
- ☐ Extend trail from Old Marlboro Pike to the central park and up to the intersection of D'Arcy and Westphalia Roads.
- ☐ Feature a trailhead at Old Marlboro Pike on a section of unused right-of-way for planned road A-37.
- ☐ Retain access to preexisting homes as privately maintained ingress/egress easements or county OP (other public) roads at the discretion of the county.
 - Provide an access point at the nearest public road.
 - Locate access to discourage through traffic.

