
MELWOOD WESTPHALIA

Approved Master Plan & Sectional Map Amendment
(PLANNING AREAS 77 AND 78)

III. THE PLAN





HISTORIC PRESERVATION

GOAL

- To enhance the quality of life through the preservation of designated historic resources and historic landscapes, which are significant for their historical, architectural, archeological, cultural and aesthetic value.

OBJECTIVES¹

- To recognize Historic Sites, historic resources and survey areas identified in the adopted and approved 1992 *Historic Sites and Districts Plan* as valuable physical components of our heritage.
- To establish appropriate environmental settings to protect the integrity of specific historic properties within the Planning Areas.
- To formulate appropriate zoning and land development guidelines around historic properties to ensure compatible development.
- To formulate general and site-specific guidelines that protect and buffer designated Historic Sites from adjacent incompatible land uses.
- To encourage restoration of historic properties.
- To promote preservation of historic landscapes.
- To encourage private and public preservation activities for the education, enjoyment and quality of life of present and future generations.

BACKGROUND

HISTORIC PRESERVATION PROGRAM

The efforts of local preservationists and the County Government resulted in the 1981 *Prince George's County Historic Sites and Districts Plan* (updated and amended in 1992) and the Preservation Ordinance (Subtitle 29 of the County Code).

The *Historic Sites and Districts Plan* identifies 541 historic resources in the County. By 1992, 256 of these were designated as Historic Sites and 1 Historic District had been established. Within Planning Areas 77 and 78, four properties are designated Historic Sites (see Table 5), including two listed in the National Register of Historic Places. The four properties were classified as Historic Sites following a process of evaluation in which they were determined to possess historical, cultural, archeological, architectural or design significance.

The *Historic Sites and Districts Plan* also identifies sections of five important early roads in PA 78, in use as public roads since 1778, that remain essentially intact and follow the lines of the original alignment. These include Old Marlboro Pike, Ritchie Marlboro Road, Westphalia Road, Mellwood Road, and Brooke Lane. (See Table 6.)

Historic burial grounds and cemeteries are valuable elements of the County's cultural heritage. The *Historic Sites and Districts Plan* identifies eight historic cemeteries in the Planning Areas. Not all of these cemeteries are associated with an historic resource. Usually, a cemetery does not qualify for designation as an Historic Site. This Plan does not propose that all historic cemeteries be added

¹ These objectives are those applicable from the Prince George's County Historic Sites and Districts Plan, 1992.

TABLE 5: HISTORIC SITES

* National Register

Planning Area 78

*78-15	MELWOOD PARK - 10908 Old Marlboro Pike, a two-story stuccoed brick dwelling dating to approximately 1750. Home of the Digges family, and frequently visited by George Washington.
78-17	CHARLES HILL - 11700 Old Marlboro Pike, a two-story frame dwelling dating to 1856. A fine example of a mid-19th-century plantation house.
*78-00-18	THE COTTAGE AND OUTBUILDINGS - 11904 Old Marlboro Pike, constructed in 1846 for Charles Clagett, and later enlarged. Outstanding example of architectural telescoping.
78-00-23	STRAWBERRY HILL - 12601 Old Marlboro Pike, a two-part frame plantation house constructed circa 1869 for Gonzalvo Clagett.

TABLE 6: HISTORIC ROADS

MARLBORO PIKE - between Brown Station Road and MD 223. This stretch of road dates from the early 18th century (part of Road #19 in 1739) and represents the northeast section of the road between Piscataway and Upper Marlborough. This road was described as Roads #3:17 and #3:21 in the 1828 Road Survey, and was incorporated into the Washington-Marlborough Turnpike in 1868.

RITCHIE MARLBORO ROAD - between Marlboro Pike and White House Road. This scenic rural road was one of several roads leading northwest out of Upper Marlborough, and came into use between 1740 and 1762; it was described as Road #3:18 in the 1828 Road Survey.

WESTPHALIA ROAD - between D'Arcy and Ritchie Marlboro Roads. This was one of the roads which led west from Upper Marlborough toward Long Old Fields (now Forestville); it came into use in the third quarter of the 18th century, before 1762; it was described in the 1828 Road Survey as #3:29.

MELLWOOD ROAD - between Westphalia Road and Old Marlboro Pike. This road came into use around 1830 after the Berry family had established itself at the Blythewood Plantation. The road allowed the family access to the plantation from the old road which connected Upper Marlborough with Long Old Fields (described in the 1828 Road Survey as Road #3:17), and which later was incorporated in the Marlborough-Washington Turnpike.

BROOKE LANE - between Ritchie Marlboro and Brown Station Roads. This scenic road came into use around 1900, and incorporated the entrance lanes to the two Clagett family farms (Oakland on the west, and the farm of Thomas J. Clagett on the east). At the beginning of this century, these two lanes were connected, thus allowing complete access between the two north-south roads leading out of Upper Marlborough.

to the *Historic Sites and Districts Plan*. It does promote cemetery protection and maintenance.

Protection and enhancement of historic resources is accomplished through the Historic Preservation Ordinance (Subtitle 29 of the County Code) and through a series of regulations, techniques and processes in the Zoning Ordinance, Subdivision Regulations, and preservation programs summarized below:

The Prince George's County Historic Preservation Commission (HPC) - Appointed in 1982, the HPC has authority to carry out the Historic Preservation Ordinance and to promote the recommendations of the *Historic Sites and Districts Plan*. The HPC defines Environmental Settings, designates Historic Sites and Districts, reviews Historic Area Work Permits and development applications for impact on historic resources.

Inventory of Historic Resources - Properties listed in the *Historic Sites and Districts Plan* as unevaluated historic resources are provided limited protection. Before an historic resource can be demolished or substantially altered, it must be reviewed by the Prince George's County Preservation Commission to determine whether it should become a classified Historic Site or removed from the inventory. The evaluation process is triggered by the request of the owner or by a development application. An Historic District proposal is considered at the request of interested property owners.

Historic Area Work Permits - Any exterior alterations, demolitions, or additions to designated Historic Sites or to properties within County Historic Districts must be approved by the HPC.

Environmental Settings - When a property is designated as an Historic Site, the entire parcel is designated, unless the HPC establishes a smaller area of land — an environmental setting — which relates visually and historically to the Historic Site and which is essential to its integrity. Settings may include significant features of the property's landscape such as trees, gardens, lawns, pastures, woods, parks, driveways, family cemeteries, etc.

Demolition by Neglect - If the exterior architectural features of the main building of an Historic Site become unsafe, the HPC may require repairs to be made.

Preservation Referrals - The HPC is required to make recommendations on potential impacts to historic resources of all zoning applications, subdivisions and master plan amendments.



The Cottage, an outstanding example of architectural telescoping, was constructed in 1846 for Charles Clagett and later enlarged. It is located at the Chesapeake Bay Foundation's Clagett Center north of Old Marlboro Pike.

Preservation or Conservation Easements - An easement is an agreement between the property owner and the holder of the easement governing treatment of the property by current and future owners. Easements restrict alterations or future development to insure the preservation of historic, environmentally sensitive or scenic property. An easement reduces the donor's Federal and State income taxes, and County property taxes.

National Register of Historic Places - The Federal Government maintains a list of the nation's significant cultural resources. Properties listed in the National Register of Historic Places are provided protection from the impact of federally funded or licensed projects through a mandated review process.

Subdivision Regulations (Subtitle 24) - Subdivisions adjoining an historic resource must be compatible with the historic setting.

Cemeteries Protected by Subdivision Regulations - Any historic cemetery included in subdivision applications must be protected by appropriate fencing, its graves must be inventoried, and some form of maintenance must be guaranteed.

Special Exception for the Adaptive Use of Historic Sites - Allows the adaptive use of Historic Sites in residential, commercial, and industrial zones for certain residential or low-intensity commercial purposes not normally allowed in a particular zone.

Financial Incentives - The HPC can grant a 10 percent tax credit on County property taxes for compatible restoration work. A State income tax deduction is available to owners of Historic Sites for the cost of restoration work. County, State and Federal tax credits are also available for donation of scenic easements. In addition, owners of income-producing National Register properties are eligible for a 20 percent Federal tax credit for an approved rehabilitation to certified historic structures. The State also has a grant and loan program available to owners of Historic Sites.

Unevaluated Historic Resources - Properties listed in the *Historic Sites and Districts Plan* as unevaluated historic resources are provided limited protection. Before an historic resource can be demolished or substantially altered, it must be reviewed by the HPC to determine whether it should become a classified Historic Site or part of an Historic District. The evaluation process is triggered by the request of the owner, a development application, or because of the request of interested citizens.

ISSUES

The planning process has had limited success in protecting the character of the historically agricultural areas of the County because of the pressures for suburban development. A comprehensive and coordinated approach to reducing pressure for development involves techniques that preserve historic roads, open land and the agricultural way of life.

Protecting Individual Historic Properties - A number of the historic properties in Planning Areas 77 and 78 are currently much larger parcels than required by the underlying zoning. Historic houses are often surrounded by features such as trees planted by earlier owners, old walls, walkways, entrance gate posts, fencelines and perhaps even a family cemetery. These elements are important to the dwelling's history and give it its own unique setting.

When an owner considers subdivision for development, the Historic Preservation Commission (HPC) establishes an environmental setting around the historic house. The setting is the area needed to be retained, in order to preserve the dwelling's integrity, or "sense of place". The HPC establishes this setting and then reviews and approves any alterations or new construction within the environmental setting.

However, the lot sizes required by the zoning code may not be large enough to retain the integrity of the property's setting. When important surrounding features are lost, historic dwellings lose much of their integrity, whereas retaining the appropriate setting will protect the value of the historic dwelling. Incentives to preserve settings and standards for review of settings are needed.

Preservation of the Agricultural Areas and Historic Landscapes - Based on a survey of farms in Planning Area 78² conducted by M-NCPPC staff in April 1991, approximately 85 percent of all farmers surveyed were interested in retaining their farms for agricultural uses. As a way of supporting the interest of these farmers, the following agencies and organizations offering farm preservation programs are always readily available to assist farmers on a voluntary basis: Prince George's County Farm Bureau, University of Maryland Extension Service, the Agricultural Land Preservation Board, and the Maryland Environmental Trust.

Another approach to protecting agricultural land and historic landscapes is to form a local land trust. Land trusts are local, regional, or statewide nonprofit, tax exempt organizations directly involved in protecting important land resources for the public benefit. These organizations use a variety of creative conservation methods that achieve conservation goals while meeting the specific needs of the community and landowner. Land trusts can accept donations of properties, buy land, or help landowners establish legal restrictions that limit harmful use and development to protect land that has natural, recreational, scenic, historic, or productive value. Land trusts offer income, estate, or property tax benefits that help make conservation affordable. Figure 2 summarizes the characteristics of land trusts.

An alternative to forming a local land trust in the area is to use the services of the Maryland Environmental Trust

FIGURE 2: SPECIAL ADVANTAGES OF LAND TRUSTS

As community organizations, land trusts understand and are responsive to the special needs of the land and people in their regions.

Many land trusts can help landowners obtain professional assistance in estate planning, tax and conservation law, and environmental and land planning.

As private organizations, land trusts offer quick response, flexibility, and confidentiality. They may be effective where government action falls short.

Land trusts provide a cost-effective approach to conservation. They often protect land at a cost far below its market value.

and Chesapeake Bay Foundation. Both work closely with prospective easement donors to tailor conservation easement deeds to the individual characteristics of each property under consideration, and both are nonprofit organizations that offer significant tax benefits to qualifying landowners who donate their land for preservation.

CONCEPT

The preservation movement has created a recognition in the County that historic buildings and their settings:

- Are a significant part of our heritage, tangible reminders of our history and of those who came before us.
- Provide an appealing "sense of place" which is often absent in newer buildings and landscapes.
- Constitute an important and desirable element in community quality of life.

This Plan recognizes that historic preservation is a quality-of-life issue and that the County's remaining rural character and the rural experience are marketable concepts. Historic preservation planning encompasses the preservation of historic landscapes and roads as well as of Historic Sites.

This Master Plan is consistent with the purposes of the *Historic Sites and Districts Plan* as related to Planning Areas 77 and 78: to safeguard the historical and cultural

2 See Survey of Farms in Planning Area 78 at M-NCPPC, Community Planning Division.

heritage of the County; to encourage continued private ownership of historic resources; to use historic preservation to promote the continued viability of rural villages and the conservation of the countryside by preserving historic properties, roads and landscapes; and to educate the public about the County's rich heritage of historic resources.

RECOMMENDATIONS

- The environmental settings for individual historic properties should be established during the subdivision review process or prior to any future development. The following features could be considered in establishing the preferred acreage around the historic house:
 - Important manmade features such as outbuildings, walkways, walls, terraces, entry drives, gate posts and gravestones.
 - Landscape elements that are natural or manmade such as land contours and terraces, trees, plantings, hedgerows, gardens, lawns and ponds.
 - Important vistas or views which could include a tree-lined entrance drive, prominent knolls and groves of trees.
 - Unique features of the topography.
- Every effort should be made to retain the eight historic cemeteries in the Planning Areas in good repair, including fencing, recording existing cemetery elements, and ensuring protection from vandalism. These activities can be accomplished by community groups, school groups, historical organizations and/or the cemetery owners.
- The five roads identified in PA 78 which have segments retaining the lines of their early road beds and surrounding landscapes should be designated historic roads and protected by the special standards for historic roads in the Circulation and Transportation Chapter.
- A viewshed study should be conducted by the M-NCPPC Planning Department to determine specific recommendations on historic and scenic vistas along

public roads and on methods that could be used to preserve them, such as site-planning techniques.

- Development near Historic Sites should be sensitively planned to preserve and enhance these valuable resources. In particular, the agricultural property surrounding the Historic Sites and Resources in PA 78 should be retained in open space, via the use of scenic, open space or agricultural easements, in order to preserve environmental settings and outstanding scenic vistas.
- There should be an ongoing survey and study of more recent structures in the Planning Areas in order to understand their character. Twentieth-century bungalows and farmhouses are examples of potential historic resources that require more identification and recognition.

GUIDELINES

- Historic markers should be erected to interpret important features of the Planning Areas. Markers should be encouraged as part of the development process.
- Where new commercial and/or housing developments are planned, projects should be designed to be sensitive to the scenic, historic character of the area. Innovative site design, use of rural cluster or the Agricultural Preservation Development (Section 27-445.1 of the County Code) should be used to preserve viewsheds along designated scenic and historic roads, and rural character.
- The design of public facilities in the vicinity of historic resources should be sensitive to their historic character. The widening of roads, demolition, alteration or replacement of public schools, street and sidewalk improvements, signs, the design and placement of streetlights, or the choice of street trees are examples of design elements that can reinforce or change the character of an area.
- Where appropriate, Historic Sites should be linked with the Countywide trails system, as part of the site planning process.

ENVIRONMENTAL ENVELOPE

GOAL

- To protect and enhance the environmental quality of the Planning Areas by preserving the natural environmental assets as an integral part of the community structure.

OBJECTIVES

- To identify and preserve natural and manmade features that have a significant influence on the environmental and aesthetic quality of the Planning Areas.
 - To encourage a public and private open space network as an environmental framework for development.
 - To plan for development that is guided by constraints presented by environmental characteristics.
 - To ensure the provision of adequate open space within each community.
 - To create a system of greenways and trails to link living areas, parks, schools, commercial and employment centers, and other focal points as part of the open space network.
 - To provide for the protection and propagation of fish and wildlife and the enjoyment of water recreation facilities.
- To guide development in a manner that will minimize any adverse impacts on the natural environment, with particular emphasis on the stream valleys of the Patuxent River and Piscataway Creek tributaries through the Subdivision Regulations.
 - To maintain the natural character and aesthetic qualities of stream valleys and wetlands — properly planning for stormwater management to prevent loss of life, to minimize property damage, and to avoid interruption of services.
 - To encourage the use of careful site planning and construction techniques to minimize any adverse impacts from noise, vibrations, fumes, visual intrusion, etc. on the human environment.



Agriculture is the major land use in Planning Area 78.

- To develop, when necessary, new laws and public policies to encourage and promote harmonious development respecting the natural environment.

This Master Plan incorporates and reaffirms the Environmental and Energy Element Goals and Objectives of the General Plan.

BACKGROUND & BASIC ISSUES

The physical environment provides the necessities to sustain plant and animal life. Man interacts with the physical environment through the development process. The transition from natural setting to agricultural, rural, suburban and urban uses begins with consideration of potential damage to the environment and the loss of natural amenities.

The basic environmental issues in the Melwood-Westphalia Planning Areas are as follows:

- The need to identify and protect valuable environmental amenities.
- The need to avoid hazards to life and property presented by certain environmental features.
- The need to utilize environmental features to define, enhance, and protect communities.

Addressing these issues begins with an inventory and evaluation of the natural environment. Natural reserve areas and conditional reserve areas are shown on the Plan Map. These areas are discussed in more detail in the Concept section. Although most environmental issues within the Melwood-Westphalia Planning Areas are shared with the rest of the County, certain issues are especially important because of the extent, location, or conflict with the development pattern. The issues raised by these environmental conditions are highlighted below.

STORMWATER MANAGEMENT

Stormwater management can be broadly defined as an approach to improve water quality (erosion and sediment control), maintain or reduce existing peak discharges, alleviate or prevent flooding problems, preserve and protect natural stream systems consistent with new and existing development. Overall, stormwater management is intended to prevent or reduce damage to life, property, and the environment. Seven public regional stormwater management facilities are proposed within the Planning Areas.

The locations of these facilities are identified on the Plan Map.

SURFACE WATERS & FLOODPLAINS

Surface waters include streams, lakes, ponds, reservoirs and rivers which may provide aquatic habitat, carry runoff from storms, provide recreation and offer scenic amenities. These areas are often highly valued for their aesthetic qualities, and they present the greatest physiographic restrictions for development.

The most significant bodies of water that are partially or wholly located within the boundary of Planning Areas 77 and 78 are Henson Creek, Piscataway Creek, and Charles Branch. Cabin Branch, Back Branch, Federal Springs Branch and Turkey Branch are tributaries to the Western Branch, while Meetinghouse Branch and Paynes Branch are tributaries to Tinker's Creek.

Floodplains are the relatively flat or low-land areas adjoining a river, stream, lake or other body of water which have been or may be covered by floodwater. They serve the purpose of holding and carrying excess water runoff from heavy precipitation. Floodplains also provide natural areas for the infiltration of rainfall and the establishment of wildlife habitat. These areas often have scenic and recreational potential.

WOODLANDS

The general condition of woodlands for the Planning Areas is second and third growth, many of which are found on abandoned agricultural land. Aesthetically, community woodlands and specimen trees provide a softening touch to the hard edges of urban landscapes, act as visual barriers and buffers, provide shade in the summer and wind-breaking in the winter, and act to increase land values in urban and suburban communities. It is clear that woodlands provide a valuable resource that should be protected from indiscriminate cutting and clearing. In the Melwood-Westphalia Planning Areas approximately 5,459 acres or 37.1 percent are classified as woodlands.

WETLANDS

Wetlands are those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes and bogs. They are valuable natural resources and serve as flood and water storage areas,

wildlife habitats, and fish spawning areas as well as provide recreational, scientific and educational opportunities. Wetlands perform an important role in flood control and water quality by holding and filtering out pollutants. As water circulates through wetlands, plants absorb and use the pollutants as nutrients which promote lush growth. Wetlands in the Planning Areas are found predominantly within areas of "hydric" (wet) soils that are in the natural reserve areas. There are no tidal wetlands in the Planning Areas.

PATUXENT RIVER POLICY PRIMARY MANAGEMENT AREA (PMA)

The Patuxent River Policy Plan was completed by the State in 1984 and endorsed by Prince George's County. The purpose of the Policy Plan is to complement the strategies of the State's Water Quality Management Plan by establishing land use and development policies which minimize further water quality impacts. The Policy Plan requires that each County establish a Primary Management Area (PMA), which includes a Preservation Area and an Evaluation Area.

The Preservation Area includes a minimum 50-foot buffer adjacent to all streams feeding the Patuxent River and is expanded to include the 100-year floodplain, streamside wetlands, slopes in excess of 25 percent adjacent to a stream, a floodplain, or wetlands, and slopes in excess of 15 percent with highly erodible soils adjacent to a stream, a floodplain, or wetlands. The Preservation Area is to be conserved in its natural state to the fullest extent possible and shall be enforced at the level of development review. The Evaluation Area consists of an area 300 feet wide immediately abutting the Preservation Area. The Evaluation Area may accommodate some development so as not to unreasonably interfere with the purposes of the Primary Management Area, with a goal of limiting impervious surface coverage to 10 percent or less. The Evaluation Area is delineated through this Master Plan process on the Comprehensive Plan Map.

NOISE INTRUSION

In the Melwood-Westphalia Planning Areas, the most prominent noise generating sources are construction and mining operations, vehicular traffic and aircraft traffic. While mining and construction operations affect the noise environment, sometimes significantly, their relatively small numbers and intermittent nature result in their impact not being as significant as the impact from vehicular traffic along roadways.

Federal, State, and local ordinances and guidelines have been developed to ensure the reduction of noise levels to acceptable standards and especially to limit noise impacts on respective land uses or areas of concern. The consensus of these standards is that 65 dBA is the maximum noise level generally acceptable for residential areas, while 55 dBA represents a desirable noise level goal to be obtained. For example, mortgage loans from the Federal Housing Administration (FHA) are not generally made available for the construction of new homes which are affected by unacceptable noise levels. The State has established maximum allowable noise levels by zoning categories. State regulations prohibit a person from causing or permitting noise levels to exceed the following specified values:

Maximum Allowable Noise Levels (dBA) for Receiving Land Uses				
Effective Date	Day/ Night	Industrial	Commercial	Residential
3/83	Day (7 a.m.-10 p.m.)	75	67	65
	Night (10 p.m.-7 a.m.)	75	62	55

Although enforcement is the province of the Maryland Department of the Environment, the facilities and services of local agencies are used whenever possible. A County Ordinance prohibits noise which is audible more than 50 feet from the source of the sound in a residential area between 11 p.m. and 7 a.m.

Overall, the noise environment of the Planning Areas can be characterized as acceptable, with the exception of those areas located within a noise corridor or within close proximity to major noise generators. In such areas, noise attenuation measures should be used to reduce exterior noise levels to the extent practicable and assure that interior noise levels do not exceed 45 dBA (Ldn) for residential uses.

There are three major techniques for ameliorating noise: (1) controlling the noise source, such as establishing noise emission standards for automobiles and trucks; (2) attenuating the transmission of noise by using barriers that affect sound propagation and/or sound absorbing materials in construction; and (3) protecting existing and potential receivers through land use control.

AIR QUALITY

Planning for air quality maintenance is a regional issue. The Metropolitan Washington Council of Governments (MWCOG) has been designated as the planning organization responsible for air quality planning in the Washington region, including Prince George's County. All of the

Washington region exceeds the federal standard for ozone. Portions of the region also exceed the federal standard for carbon monoxide (CO); however, only a small portion of the Planning Areas is included in the CO nonattainment area. Under the 1990 amendments to the Clean Air Act, MWCOG was required to prepare a plan by November 1993 which demonstrated a 15 percent reduction in hydrocarbons (VOC) which are the primary cause of ozone depletion, and a 24 percent reduction in VOC by 1999. The Plan must also demonstrate attainment of the CO standard by 1995 and the ozone standard by 1999. The State must then submit a fully committed implementation plan to EPA by November 1994. Failure to implement an effective plan could result in the imposition of federal sanctions including the withholding of federal highway funds.

Because most of the CO and VOC originate as emissions from vehicle travel, the requirements of the Clean Air Act could affect future transportation and land use planning in Prince George's County. Strategies to reduce regional Vehicle Miles Traveled (VMT) are discussed in the Circulation and Transportation Chapter.

SOLID WASTE MANAGEMENT

The management and disposal of solid waste in a jurisdiction as large and diverse as Prince George's County is a challenging and often controversial job. By 1995, the amount of solid waste generated is expected to increase to 826,532 tons. Faced with increasing waste quantities and dwindling landfill capacity, Prince George's County has adopted a comprehensive and multicomponent strategy which emphasizes recycling to increase the life expectancy of County landfills. These strategies are expected to have a significant impact on reducing the County's waste stream. As part of the program, the County has established a series of progressively higher waste reductions goals from 10 percent in July 1, 1991 to 35 percent by July 1, 1999. There are no sanitary landfills within the Planning Areas.

The 78-acre Ritchie Marlboro Road rubblefill located in Planning Area 78 is part of a 260-acre tract from which sand and gravel may have been mined. The Special Exception issued in 1986 for the rubblefill is valid for 15 years, which should correspond to the duration of operation.

WATER AND SEWER SYSTEMS

Two critical services needed for an area to develop are sewer and water. The Melwood-Westphalia Planning Areas are served primarily by the Western Branch Wastewater Treatment Plant. The Piscataway Wastewater

Treatment Plant serves part of Planning Area 77. The Comprehensive Ten-Year Water and Sewerage Plan delineates areas of the County in which community water and sewerage systems will be provided and sets a time schedule for the expansion and extension of water and sewerage facilities.

This Master Plan provides guidance for those decisions. Generally, water and sewerage facilities should not be extended to those sections of the Planning Areas zoned O-S and R-A; however, such properties which abut existing lines may be allowed the design flexibility of public water and sewerage service.

Although much of the Planning Areas is not designated for public water and sewerage service within the Ten-Year Water and Sewerage Plan, a basic network of facilities exists which can provide these services in the future. Major sewer lines are in place along sections of Turkey Branch, Cabin Branch, Back Branch and Charles Branch. Some extensions from these lines will be needed to serve the development proposed in this Plan. The only identified Capital Improvement Program (CIP) sized sewer extension needed which is not already included in the CIP consists of about 2,500 to 3,000 feet of 15-inch sewer along Back Branch to serve the proposed industrial development west of Melwood Road. This is in addition to the already proposed 5,000 feet of 15-inch sewer along Back Branch between Roblee Drive and Melwood Road. The major new activity proposed in the Plan is located in the area served by the Cabin Branch sewer. This facility has adequate capacity to accommodate the proposed zoning and land use changes.

The maximum day water demand for the number of dwelling units and employment population projected for the planned development is estimated at 3.1 million gallons per day (mgd). Water service would come primarily from the 36-inch main along Pennsylvania Avenue. The available capacity within the 36-inch main and the mains supplying the 36-inch main is sufficient to satisfy the projected demand for the proposed development.

The proposed development will, however, double the existing water storage deficit within the HG = 385-B Zone from 1.1 to 2.2 million gallons. The WSSC is addressing this issue under the Prince George's County High and Dependent Zones Water Facility Plan (CIP W-161.00). One potential water storage site within PA 78 is being evaluated. This site which is located north of Old Marlboro Pike approximately 2,400 feet west of Ritchie Marlboro Road is identified on the Plan Map. A second site under

consideration is located east of Ritchie Marlboro Road just outside the Planning Area.

STEEP SLOPES, PROBLEM SOILS & MARLBORO CLAY

The undulating topography found in Planning Areas 77 and 78 is the result of streams carving through the geologic units of least resistance. The upland areas are characterized by moderately hilly areas and small plateaus which abut the steep slopes of adjacent ravines along stream valleys.

Steep slopes are defined as slopes ranging from 15 to 25 percent which are susceptible to erosion and suitable only for limited development. Severe slopes are defined as slopes greater than 25 percent which are generally unstable, highly erosive and difficult to farm or develop. Steep and severe slopes were delineated in accordance with the Patuxent River Policy Plan and other criteria in both Planning Areas.

Highly erodible soils are deep, well-drained and associated with slopes of 15 percent or greater. Slopes of 15 to 24 percent coupled with a soil erodibility factor of 0.35 or greater and all severe slopes of 25 percent and greater should be left undisturbed when located adjacent to a stream. These soils were delineated and are part of the Natural Reserve Areas.

Soils with low rates of infiltration are classified in the hydrologic Groups C and D. Soils in Group D are particularly found along poorly drained floodplains and have severe limitations for development due to ponding, flooding, and frost damage because of a seasonably high water table. Soils with perched water tables are associated with Group C and are saturated part of the year by water that is perched above an impermeable clay.

Septic systems are not suitable for an area with C and D Soil Groups due to inadequate filtering of effluent and groundwater and surface water contamination. Additionally, soils of Group D associated with the floodplains were delineated and shown in the Natural Reserve Areas.

Marlboro Clay, 3 to 20 feet thick, outcrops in PA 78 along Back, Cabin and Turkey Branches. This clay has the peculiar physical properties of low-strength and high shrink swell, which result in slope instability. Areas with Marlboro Clay and steep slopes are subject to potentially dangerous earth slides and cave-ins from exposure to prolonged wetting and disturbance by grading. Unstable high shrink/swell soils are most often associated with Marlboro Clay outcrops.

MINERAL RESOURCES

The extraction of valuable deposits of sand and gravel is an important activity in PA 77 and 78. The Upland Deposits are the principal geological units mined. Refer to the Sand and Gravel Chapter for a full presentation of the planning implications.

CONCEPT

The environmental envelope establishes the framework for future land use decisions by comprehensively identifying those areas within the Planning Areas that must be preserved and protected. The environmental envelope consists of three parts:

1. A comprehensive inventory and assessment of significant environmental factors, both natural and manmade.
2. A proposed open space network which recommends where development should not occur and determines the degree to which especially sensitive areas should be monitored in the process of development.
3. A proposed implementation strategy which contains guidelines and recommendations as to what regulations should be applied in specific areas in order to satisfy environmental needs.

INVENTORY AND ASSESSMENT

The environmental inventory and assessment involves two basic elements: (1) an Inventory of Environmental Features, and (2) a Physiographic Analysis, leading to the delineation of Natural and Conditional Reserve Areas. From these analyses, a comprehensive proposal for an open space network is developed and formalized as a land use proposal in the Plan.

The Physiographic Analysis groups physical features into two categories according to the degree to which they impose development constraints:

- *Natural Reserve Areas* have physical features which exhibit severe constraints to development or which are important to sensitive ecological systems. Natural Reserve Areas must be preserved in their natural state. This does not preempt so much land from development as to be unduly restrictive. Natural Reserve Areas are those areas which, due to physiographic features, are generally prohibited

from development under existing laws and ordinances.

Natural Reserve Areas include: perennial streams with a minimum of 50 feet of undisturbed buffers on each bank; adjacent wetlands, severe slopes and steep slopes associated with highly erodible soils; the 100-year floodplain; and the Patuxent River Primary Management Area (PMA) Preservation Area for those streams that drain into the Patuxent River. The Natural Reserve Areas alone do not ensure environmentally and aesthetically attractive development. Many areas have physical features which exhibit less severe constraints to development but would have an adverse environmental impact if developed without adequate precaution.

- *Conditional Reserve Areas* have moderate development constraints and some bearing on natural processes. Parts of the Conditional Reserve Areas are appropriate for active recreation facilities, and some parts may bear limited development within prescribed guidelines. Development is permissible, but careful and innovative site planning is required to protect environmental assets and to meet environmental needs. The Conditional Reserve Area includes upland wetlands, Marlboro Clay not on steep slopes and the Patuxent PMA Evaluation Area.

For the most part, the circulation network is designed to have a minimum impact on the Natural and Conditional Reserve Areas; however, this is not always possible. Where existing and proposed roads traverse the Natural and Conditional Reserve Areas, care must be taken to assure minimum disruption to the environmental system. Natural Reserve Areas and Conditional Reserve Areas are shown on the Plan Map.

The Natural Reserve Areas, Conditional Reserve Areas, Perceptual Assets and Perceptual Liabilities may be viewed as a status report on existing and projected environmental conditions. The preservation, conservation, or utilization of such areas and assets will not of themselves fulfill the goals and objectives of the environmental aspects of the Plan. These characteristics are not evenly distributed throughout the Planning Areas and, therefore, will not assure adequate open space and a satisfying natural environment for all neighborhoods. The concept of an open space network is designed to remedy these shortcomings.

OPEN SPACE NETWORK

The open space network is derived from the evaluation and mapping of environmental features, but it also includes two further considerations: open space needs and linkages or connections. In other words, the open space network adds provisions for human needs to the need for environmental protection. Essentially, this means the inclusion of parks for active recreation, green space for its visual and buffering value, and trails for recreation and transportation. Where appropriate, active recreation areas are designed adjacent to the conservation network and include the preservation of historic sites and rare natural features.

The open space network is intended to serve the objective of providing a part of the pedestrian, equestrian and bicycle circulation system, linking public facilities, commercial areas, employment areas and residential areas. The trails system, like the highway system, has both region-serving and local aspects. The open space network is designed to provide the linkage needed for the Countywide trails system. The provision of connections and linkages to the County system will be an integral part of the design requirements for development. In many instances, the provision of local trail facilities will be encouraged.

In some instances, stream valleys and drainageways will penetrate neighborhoods and subdivisions, providing landscaped amenities. The open space network is, therefore, the sum total of floodplain areas, the Natural Reserve Areas, parks, and open space linkages. Open space linkages include tree planting measures. There are two types of such measures. The first is thick stands of trees planted to screen residential areas from major highways, railroads and other incompatible land uses. The second consists of decorative tree stands which are planted to enhance the visual image of the Planning Areas as it is viewed from major highways.

IMPLEMENTATION STRATEGY

The exercise of existing land use controls and the recommended policies will be instrumental in creating the proposed open space network without excessive public expenditure or creating unreasonable demands on the private sector. The Comprehensive Plan Map illustrates the proposed open space network. The following open space implementation tools are currently used:

1. Public Park Acquisition or Dedication — acquisition by purchase or gift or acquired through the mandatory dedication provisions of the subdivision regulations for active and passive recreation.

2. Private Open Space — land which remains in private ownership but which is used for golf courses, swimming clubs, or passive recreation, or otherwise remains undeveloped.
3. Subdivision Control of Floodplain Areas — land which is within the 100-year floodplain and is generally restricted from development under the provisions of the subdivision regulations.
4. Subdivision Control of Runoff — the regulation requiring adequate control of runoff from a 10-year storm.
5. Subdivision Control of Unsafe Land — land which is subject to flooding, erosive stream action, unstable soil conditions, or manmade unsafe conditions (unstable fills or slopes) and is generally restricted from development by the subdivision regulations.
6. Subdivision Control of Wetlands — the existing ordinance requires buffering of nontidal wetlands and generally restricts wetland areas from development.
7. Subdivision Control of the Patuxent River PMA and Stream Buffers — the PMA Preservation Area and other stream buffers, including the area within 50 feet of a stream, adjacent wetlands, floodplain, adjacent severe slopes, and highly erodible soils are generally restricted from development by the subdivision regulations.
8. Subdivision and Zoning Control of Woodlands — these ordinances provide for retention of woodland and specimen trees.
9. Tax Credits for Scenic Easements — the existing ordinance provides for the reduction of real estate taxes on properties that are conserved as scenic easements.
10. Historic Sites and Districts — these features are now protected by the Historic Preservation Ordinance and the *Historic Sites and Districts Plan*. Refer to the Historic Preservation Chapter for details.

Application of the specific measures under each of the above categories can be administered through conditions to zoning approvals, special exceptions, subdivision review, building permits, site plan review, and public agency referrals. These measures may also be applied during site

plan review in the I-3 Zone, Comprehensive Design Zones, multifamily and townhouse zones, and the cluster provisions of the subdivision regulations. The Planning Areas will have more open space than the Comprehensive Plan Map indicates. The intent is to indicate only those areas within the Planning Areas which are vital to the creation of the open space network, allowing maximum flexibility for developers to design on-site open space to fit the requirements of the parcel and the needs of future residents.

Much of the open space network need not be transferred to public ownership but can be provided as part of the site design of private development. By the use of proper site design techniques as specified in the Zoning Ordinance and subdivision regulations, it is possible to retain in a natural state a significant amount of land in the open space network. The cluster and planned-unit provisions, without substantially altering density, can be utilized to permit the concentration of development on the more buildable parts of the site, while preserving from development those areas which are best suited for open space or conservation.

RECOMMENDATIONS

Most of the following recommendations require additional governmental actions beyond existing ordinances:

- Noise Attenuation - Until the County establishes formal standards and guidelines for acoustical site planning, the subdivision review process should be used to require berms and/or other sound attenuation measures for properties within the 65 DBA contours adjacent to roads and railways.
- Air Quality - the County should continue to participate aggressively in metropolitan efforts to prevent further air quality deterioration and should support all available measures to improve local air quality.
- Stormwater Management - The County should complete the preparation of comprehensive watershed studies, including delineation of the 100-year floodplain and the preparation of stormwater management proposals. To assure that stormwater is properly managed, major streams and detention/retention basins should be monitored for water quality and flow characteristics.
- Until the watershed studies for Tinker's Creek, Henson Creek, Piscataway Creek, Charles Branch, and Western Branch are completed or updated, on-site controls must be evaluated on an individual

basis to avoid increased flooding. Additional studies should also be completed to establish water quality goals for each watershed, recommend specific actions to attain the water quality goals, evaluate nontidal wetland functions, identify degraded riparian habitat and recommend appropriate restoration programs.

- Public-Private Partnerships for Natural Features Preservation - The County should explore opportunities such as private land trusts, wetlands or woodlands banking, and the purchase of easements or development rights to protect important natural features.
- Greenways, Open Space and Conservation Areas - The County should develop the Environmental Quality Network established by the General Plan for Prince George's County in 1982. The recently initiated Greenways Plan will provide for the linkage of environmental and recreational open space throughout the County and propose specific implementation techniques to create a permanent open space network.

GUIDELINES

1. Developers should utilize the Comprehensive Design Zones and other innovative techniques that ensure responsible environmental consideration in accordance with Master Plan recommendations.
2. Land dedicated in accordance with the subdivision regulations for the provision of needed recreation facilities should not consist solely of land within Natural Reserve Areas.
3. The responsibility for environmentally sound development practices should apply equally to private and public interests; decisions concerning the selection and use of properties should be based on environmental considerations.
4. Developers are strongly encouraged to capitalize on natural assets through the retention and protection of trees, streams, and other ecological features.
5. Woodlands associated with floodplains, wetlands, stream corridors and steep slopes shall be given priority for preservation.
6. To the extent practicable, large contiguous tracts of woodland should be conserved in both upland and bottomland situations in order to reduce forest fragmentation and maximize woodland interiors.
7. The Natural Reserve Areas, containing floodplain and other areas unsuitable for development, should be restricted from development except for agricultural, recreational and similar uses. Grading and filling are discouraged.
8. All development proposals shall provide effective means for the preservation and protection of Natural Reserve Areas, and development plans for lands containing open space and conservation areas should specify how and by whom these areas will be maintained.
9. Limited development will be permitted in Conditional Reserve Areas, based on the significant physiographic constraints and natural processes of the land.
10. In the Perceptual Liability Areas, land uses such as schools, residences, nursing homes, and libraries that are sensitive to noise intrusion, air pollution, and other characteristics of excessive vehicular traffic shall be protected by suitable construction techniques and by the enforcement of legally mandated standards.
11. Developers are strongly encouraged to include careful site planning and construction techniques which are designed to reduce the adverse impact of point and nonpoint source noise that exceeds the State's current maximum allowable levels for receiving land uses.
12. Citizens, developers, and others are encouraged to seek current information on the area's environmental condition, and on all aspects of related regulatory systems and functional programs from the appropriate local, State and Federal agencies.
13. Concurrent with the development process for areas located within noise corridors, a noise study should be required which demonstrates compliance with State acceptable noise standards.

SAND AND GRAVEL RESOURCES

GOAL

- To provide for the efficient and sequential extraction, reclamation and development of significant mineral resource areas, while minimizing impacts on the environment.

OBJECTIVES

- To identify those properties containing significant sand and gravel deposits.
- To assure adequate supply of sand and gravel resources for use in the future growth and development of the metropolitan area.
- To phase future development in a manner providing for the orderly extraction of sand and gravel resources and discouraging the premature commitment of these areas to permanent development.
- To plan development so that the rehabilitation of previously extracted areas may be accomplished in an orderly manner.
- To continue to develop guidelines and criteria for evaluating resource extraction proposals that preclude adverse effects on the natural and human environment and reduce conflicts with the surrounding land uses.

BACKGROUND & BASIC ISSUES

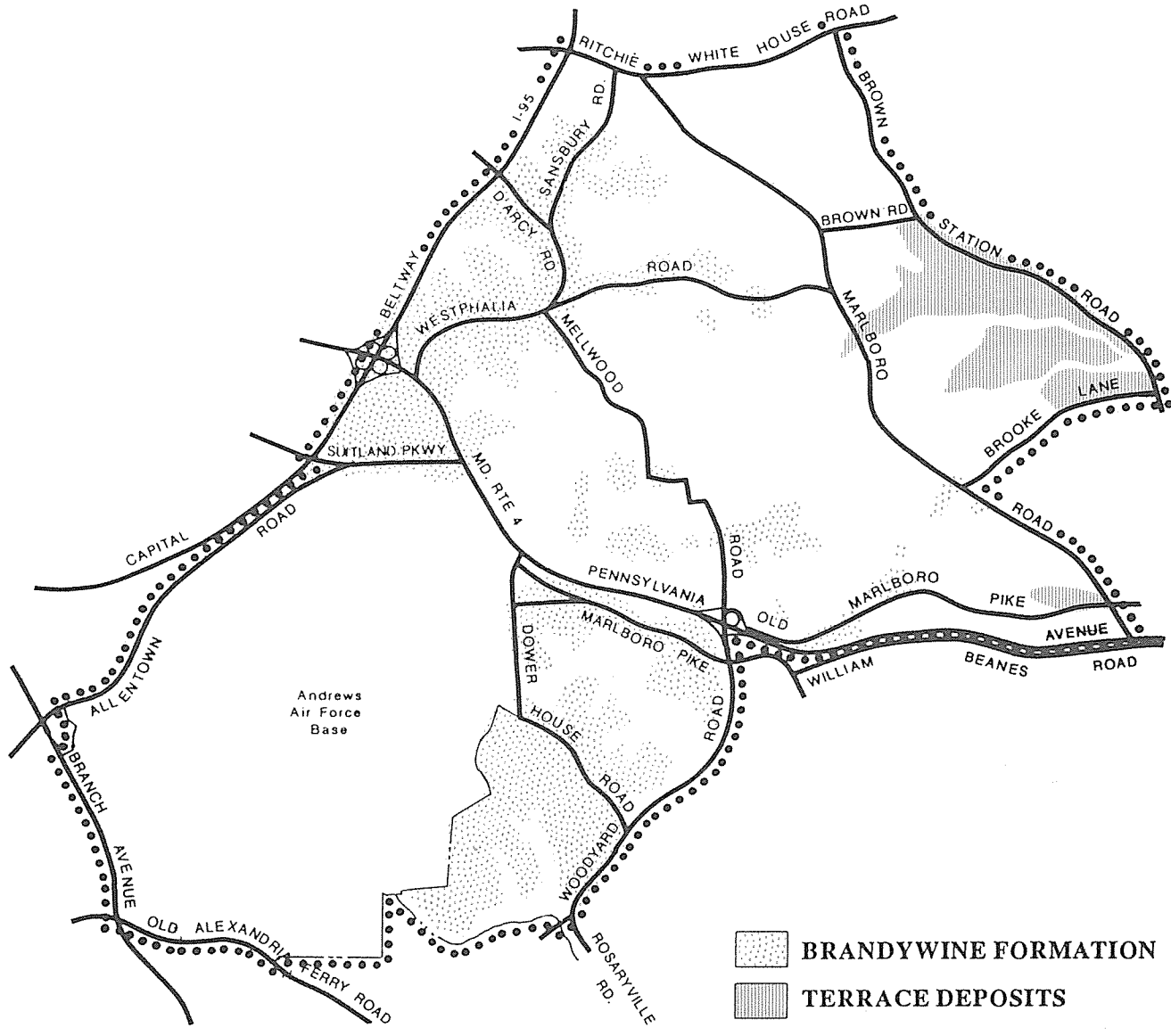
Sand and gravel constitute the principal mineral resources in the southern part of the County and provide the growing metropolitan area with a readily available supply of construction materials and highway fill. Because of the extent of its resources and its location in the Balti-



more-Washington corridor, Prince George's County is the most important source of sand and gravel in Maryland. Between 1979 and 1989, an average of 4,300,000 tons of sand and gravel per year were mined in the County.

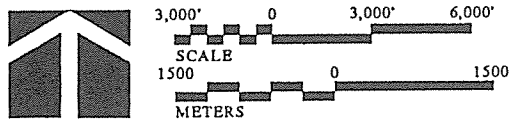
In Planning Areas 77 and 78, sand and gravel deposits are found in parts of two geologic units: (1) Upland Gravel of the Brandywine Formation; and (2) Terrace Deposits along major streams, such as Back and Cabin Branches (Map 3). The Upland Gravel is the primary source of sand and gravel for Prince George's County and particularly for Planning Areas 77 and 78. This formation comprises 3,279 acres of Planning Areas 77 and 78, or about 22.3 percent of the total area. The Terrace Deposits cover 662 acres, or 4.5 percent of the total area. Together, both sand and gravel formations cover an area of 3,941 acres, about 27 percent of the total Planning Areas. It should be noted that because of environmental regulations and the inferior grade of its materials, little, if any, of the Terrace Deposits will be mined.

Within the Planning Areas, there is one 214-acre site, known as C.B. Barger Pit, which was mined under a State permit. Currently, there are several inactive mines within the Planning Areas with a total area of 867 acres. An inactive sand and gravel processing plant operated by Aggregate Industries is located in Planning Area 78, just outside of the southeastern boundary of the Andrews Air Force Base.

Not all of the unmined sand and gravel resources are readily available. Existing development and environmental regulations may hinder mining. It is estimated that over 991 acres of potential sand and gravel resource areas are precluded from mining due to floodplain management and other ordinances. Table 7 summarizes the availability of sand and gravel resources within the Planning Areas.



 BRANDYWINE FORMATION
 TERRACE DEPOSITS



**TABLE 7: POTENTIAL SAND AND GRAVEL RESOURCES AVAILABLE FOR MINING
IN PLANNING AREAS 77 AND 78 (ACRES)**

	<u>Brandywine Formation</u>	<u>Terrace Deposits²</u>	<u>Total</u>
Mining			
Mined Under a State Permit ¹ (#80-SP-491)		214	214
Other mining sites	857	10	867
Land Use			
Residential/Commercial/Industrial	851	101	952
Parks and Open Space & Others	31	7	38
Total Mining And Development	1,739	332	2,071
Potential Minable Areas for Sand and Gravel	1,540	330	1,870
Total Mineral Resources Area	3,279	662	3,941
Percentage of Minable Areas for Sand and Gravel	47	50	97

¹ Sites for which mining took place and reclamation may be in process or may have been completed.

² For information purposes only. Little, if any, of these deposits will be mined.

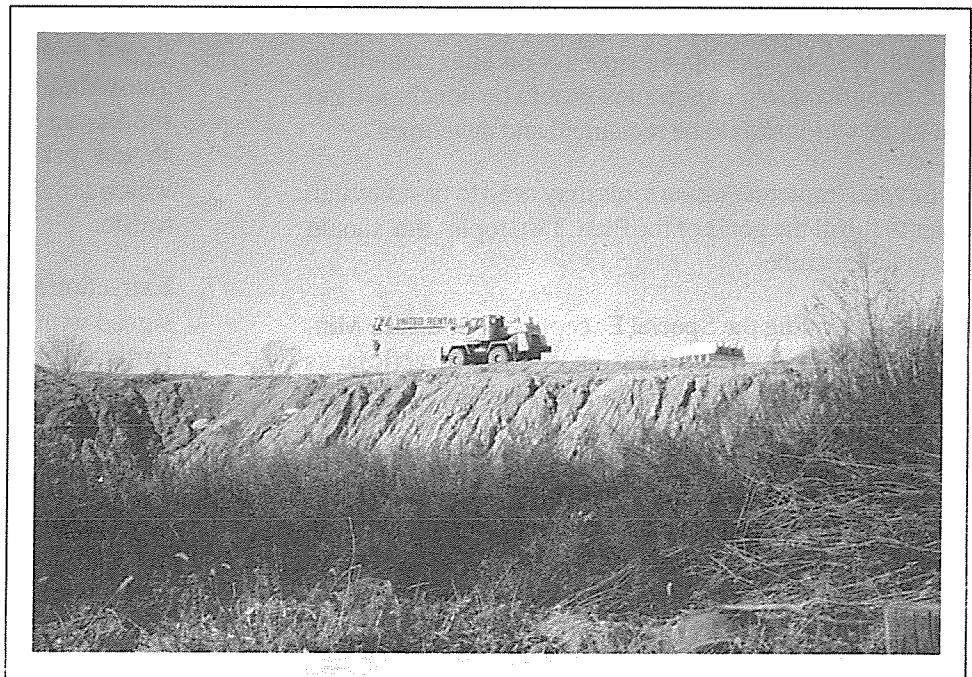
There are three basic issues concerning sand and gravel resources in Planning Areas 77 and 78:

1. The need to protect these valuable resources for future development. It is estimated that the minable resources in Planning Areas 77 and 78 will last at least 50 years if the annual extraction rate is about 537,000 tons, which is about one-eighth of the yearly County rates, and the mining permits are subject to the existing land use and environmental regulations. However, these resources could be lost or substantially reduced if development occurs prior to extraction.

2. The need to minimize impacts on the natural environment and neighboring properties. Surface mining has the potential to significantly affect such natural features as nearby streams, air quality, plant and animal life. In addition,

a mining operation can cause traffic and noise impacts on the surrounding area.

3. The need to provide for the future use of reclaimed, mined land. Of particular interest is the potential for



Significant sand and gravel formations underlie approximately 27 percent of the land in Planning Areas 77 and 78. They contribute to Prince George's County's role as the primary source of sand and gravel in the State of Maryland.

future development of mined lands in areas where sewer is not available and individual systems (usually septic tanks) must be relied upon. State and County laws require that drainage areas for septic sewage disposal systems must be located on undisturbed areas. Therefore, mined areas have limited development potential especially where public sewerage is not available. In many cases, agriculture, forestry, and related low-intensity activities are the only suitable uses. Alternatively, parts of a mined site can be left undisturbed in order to preserve a septic field for specific planned buildings or installation of shared sewage facilities, as an innovative technology.

CONCEPT

The concept of this chapter is to direct development away from commercially viable sand and gravel deposits until these minerals are extracted; compliance with the environmental impact report prepared during consideration of individual proposals, and support of regulations governing the restoration of mined sites.

RECOMMENDATIONS

Sand and gravel resources are both economically important to the County and finite. In addition, the County is the leading resource area in the State. Therefore, this Plan strongly encourages extraction prior to permanent development. Before development occurs on sites containing sand and gravel, reclaimed sites should be developed and abandoned sites should be reclaimed and developed.

Several implementation tools may need to be revised in order to fulfill the goals of the Plan. Two topics that should be studied include:

1. Amending the Special Exception for Surface Mining requirements so that, on land where septic tanks will be the only means of sewage disposal, post-mining land use is identified.
2. Amending State bond requirements to assure that the bond is sufficient to pay reclamation costs. In the past, bonds were forfeited if the bond amount was less than the actual cost of reclamation.

GUIDELINES

The following guidelines apply to this Plan's sand and gravel recommendations, in general or in part:

1. Mining operations should be designed to minimize adverse effects on environmentally sensitive areas.
2. Extraction of the area's identified commercially viable sand and gravel deposits should occur in accordance with land use proposals of the Master Plan to provide a ready supply of these basic construction materials and to prevent preemption of extraction activities by development.
3. Extraction and reclamation activities should be designed to minimize the potential adverse effects on adjacent land uses of dust, noise, vibration, traffic, and unsightly storage.
4. Mineral storage, processing operations and equipment storage should be screened from direct view along public rights-of-way and from living areas.
5. Noise attenuation techniques such as the use of setbacks and earthen berms, the retention of periphery vegetation and woodlands, and the construction of acoustical fencing should be utilized to minimize noise intrusion on adjacent uses. Furthermore, extraction proposals should factually demonstrate that their attenuation measures will ensure that surrounding development will not be subjected to noise which exceeds the State's current maximum allowable levels.
6. Extraction and reclamation activities should be designed to minimize adverse effects on the public transportation network. Access and haul roads should not traverse living areas, and haul routes should primarily utilize arterial and roadways which are designed to safely accommodate truck traffic.
7. Extraction and reclamation activities should be designed with clear post-mining development plans, particularly in low-density zoned areas where the only sewage disposal systems are individual septic tanks.
8. Reclamation plans should be designed to enhance the environmental features such as ridgelines, drainage areas, steep slopes, woodlands, etc., and to prepare the site for the character and intensity of development as recommended by the Plan.

■ **RESIDENTIAL AREAS**





RESIDENTIAL AREAS

The character of the residential environment within the Melwood-Westphalia Planning Areas is both suburban and rural. Where clusters of residential development have occurred, the development pattern is decidedly suburban: single-family detached homes on lots that range from one quarter to two acres in size. Planning Area 77 (excluding Andrews Air Force Base) is almost entirely suburban. Where such development has not taken place, the residential character is rural: scattered home sites in pastoral settings. These two types of living areas affect each other in very different ways: the rural environment enhances the suburban character whereas the suburban environment impinges upon the rural character. This transitional area, representing the vast majority of land in Planning Area 78, is the suburban fringe. Here, where the pattern of development has not been set, is the greatest challenge in terms of comprehensive land use planning.

Four general communities are identified within the Melwood-Westphalia Planning Areas: Sansbury, South Westphalia, Brown Station and Melwood. Within these four communities the characteristics of the following nine neighborhoods are described: Sherwood Forest, Meadows, Roblee, Westphalia Estates, Robshire, Cabin Branch, Chester Grove and Vicinity, Darcey, Little Washington and the four mobile home parks. Their strengths and weaknesses are identified to serve as a basis for specific community recommendations.

The Concept sets forth a vision of the future residential areas within Melwood-Westphalia. At the conclusion of this Chapter are recommendations and guidelines for the entire Planning Areas; these recommendations and guidelines are the Plan implementation tools for the ensuing goal and objectives.

GOAL

- To protect, improve, and create viable neighborhoods.

OBJECTIVES

- To establish a pattern of future residential development that includes a variety of densities and designs, the preservation of wildlife and stream valley corridors, and convenient transportation networks.
- To upgrade the quality of existing and developing neighborhoods with assets and amenities that will ensure stability and provide a sound basis for the protection and enhancement of homeowners' equities.
- To assure that future neighborhoods and housing are designed and located so as to be protected from adverse impacts of excessive noise and vibrations from adjoining uses and place high priority on preventing such deficiencies.
- To provide for a compact residential development pattern that will minimize the costly scatterization of public services, facilities and utilities.
- To minimize undesirable social impacts on neighborhoods and communities resulting from necessary new major transportation facilities.
- To provide a broad range of housing opportunities for home ownership.
- To identify the pattern of future communities in light of terrain and natural and manmade boundaries.
- To establish development criteria on which to guide the quality and character of future communities.
- To make recommendations concerning the character of future housing, regarding the distribution and variety of housing types and the accommodation of various age and income groups.

BASIC ISSUES

1. How can the Master Plan support the evolution of existing subdivisions into long standing, viable neighborhoods?
2. How can the Master Plan be instrumental in promoting home ownership?
3. How can the Master Plan promote the creation of future successful communities (as opposed to more suburban sprawl)?
4. How can the Master Plan facilitate the environmentally responsible development of new residential areas?

BACKGROUND

Residential development within Planning Areas 77 and 78 includes scattered rural homesites and historic farmhouses in agricultural areas, conventional suburban subdivisions, one attached housing development and several mobile home parks (excluding Andrews Air Force Base).

Information on the physical condition of homes in each neighborhood was obtained from three sources: the County Housing Inspector files, the 1970 Community Renewal Program study, and a staff survey performed in August 1990. County Housing Inspectors review conditions every 30 days within designated Housing Conservation Areas (HCA); a report on each HCA is prepared every six months. This section refers to the housing condition ratings criteria (Stages 1 through 4) used by the County inspectors. These stages are defined as follows:

- Stage 1** Properties are in such a dilapidated condition that they are, at a minimum, "Unfit for Human Habitation". Properties may be in such condition that they should be condemned and ordered demolished. Any property in Stage 1 condition, if occupied, should be ordered vacated.
- Stage 2** Serious exterior violations which detract from the overall appearance of the neighborhood. Such violations might include major flaking and peeling paint, accumulation of debris, holes or cracks in the walls, etc. Violations are serious in nature but are not so serious that the dwelling is unfit for human habitation.

Stage 3 Only minor exterior violations noted such as minor flaking and peeling paint, cracked window panes or minor (small) amounts of litter.

Stage 4 No visible exterior violations.

COMMUNITY STRUCTURE

For the purpose of this Chapter, the Planning Areas are divided into four general communities and nine neighborhoods. Their boundaries are delineated on the basis of existing roads, consistency with Census data, Tax Assessor's Files and the Department of Environmental Resources Property Standards Division's Housing Conservation Area boundaries to facilitate gathering statistical data such as population, number and condition of dwelling units and housing values. The mobile home communities are addressed in a separate discussion. There are no municipal boundaries within the Planning Areas. (Map 4)

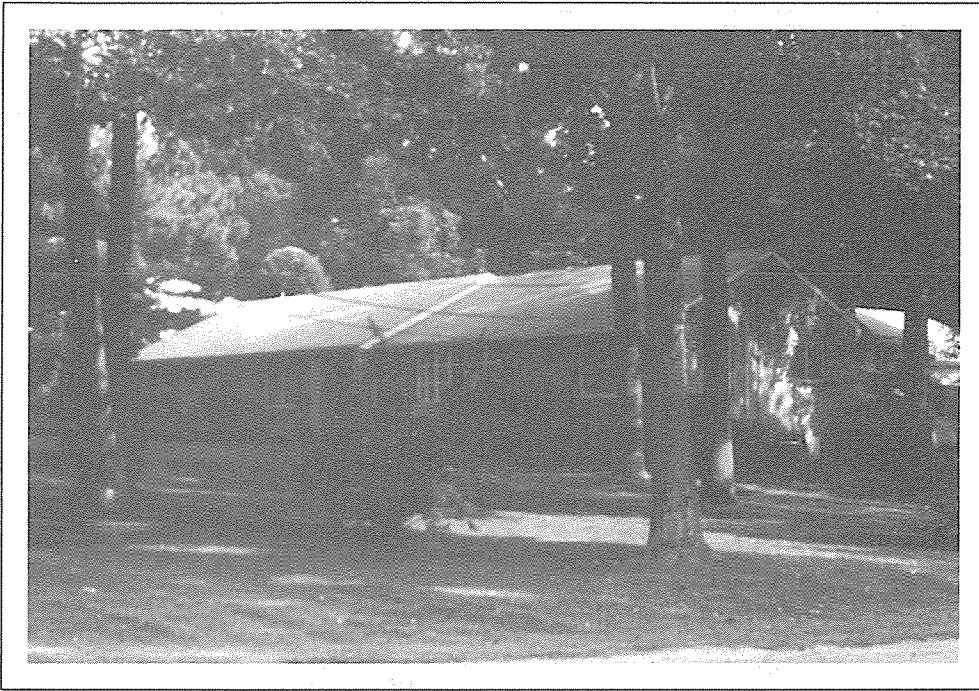
COMMUNITIES & NEIGHBORHOODS

MELWOOD COMMUNITY

SHERWOOD FOREST AND VICINITY (Map 5)- This neighborhood consists of two separate subdivisions: Sherwood Forest and Kingston Manor. According to 1990 Census data, there are 215 single-family detached residences and a population of 619 within this neighborhood. The homes within Sherwood Forest are quietly nestled amid mature landscaping and a summer canopy of trees. They were constructed in the 1960s on half-acre lots in the R-R Zone and are in good physical condition. Homes sold in this neighborhood in the first quarter of 1990 ranged from \$123,000 to \$165,000. This compares favorably with the 1990 Census derived median value of \$124,500 for the Census Tract in which it is located (12.05). According to the July 1991 Tax Assessor's File, five percent of the homes in this neighborhood were not owner occupied. A December 19, 1991, Housing Conditions Survey identified 18 Stage 2 dwelling units.

Between 1985-1991, subdivision plats were approved for 53 single-family detached residences on approximately 71 acres abutting Sherwood Forest and Kingston Manor. When these subdivisions are fully developed the population of this neighborhood is projected to be 757.

MEADOWS (Map 6)- This area consists of the single-family detached subdivisions known as: Queen's Wood,



True to its name, homes in Sherwood Forest are nestled under a canopy of trees.

Dower Village, and Windsor Park; it also includes the residences on Old Marlboro Pike, Dower House and Woodyard Roads. Based on 1990 Census data, there are 235 dwellings units and a population of 672 in this neighborhood. The older subdivisions (Queen's Wood, and Dower Village) were built in the 1950s on 6,500-10,000 square foot lots. All of the 16 dwelling units cited in a Housing Conditions Survey performed on December 9 and 10, 1991, were rated Stage 2 and contained unlicensed vehicles. In this neighborhood, nine residences were identified in the July 1991 Tax Assessor's File as not being owner occupied (excluding newly built homes). The sales price of the single home sold in the first quarter of 1990 in the Kingston Manor subdivision was \$125,000. This is in line with the County's 1990 Census median value of a single-family detached home (\$122,600) but is below the 1990 median of \$133,600 for the Census Tract in which it is located (7.02). The substantial homes in the Windsor Park subdivision are built on half-acre lots in the R-R Zone, with an average sales price of \$237,000 in the first quarter of 1990.

Development activity in the Meadows neighborhood between 1985-1991 includes approximately 106 acres subdivided for single-family detached residences, 4.3 acres subdivided for townhouse development, 138 acres subdivided for office park development, and 3 acres subdivided for commercial shopping center uses.

ANALYSIS AND RECOMMENDATIONS - Sherwood Forest and Vicinity has the advantages of being close to the Melwood Elementary and James Madison Middle Schools and of having permanent open space and recreational opportunities in the form of publicly owned parkland at its southern boundary and east of Woodyard Road (Mellwood Pond). Meadows has the advantage of proximity to Pennsylvania Avenue. Potential impacts on the Melwood Community from future development outside the Planning Areas include: increased difficulty turning north onto Woodyard Road from Victoria Drive, Sherwood Drive, and Dower House Road and increased noise from AAFB should there be

a change in flight operations which would adversely impact the residents.

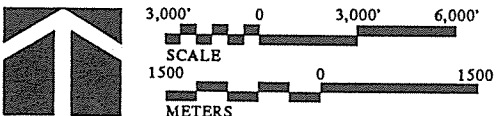
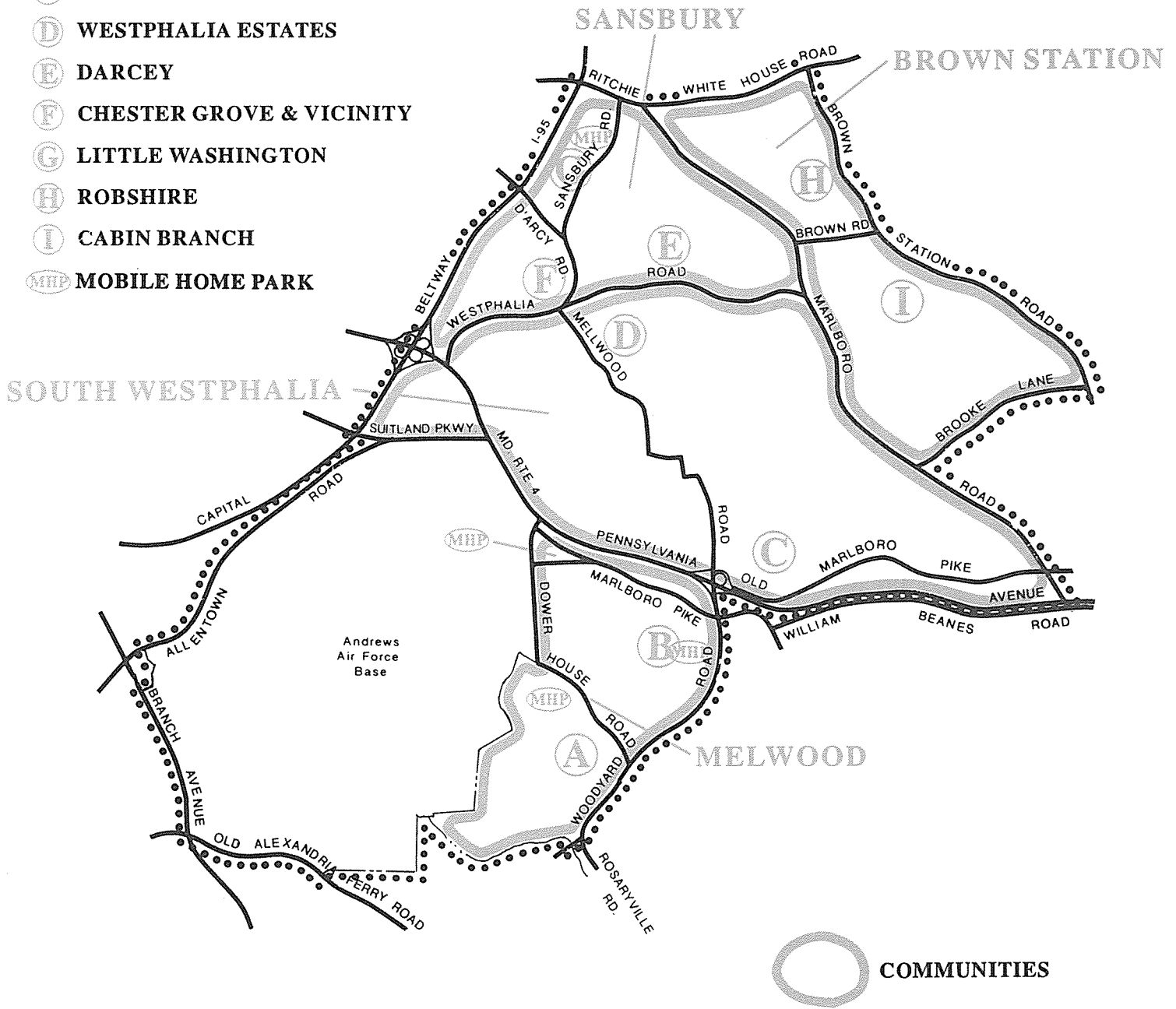
- The proposed realignment and widening of Old Marlboro Pike should be designed to minimally impact existing residential lots on the south side of Old Marlboro Pike.
- A traffic signal warrant study should be performed at the reconfigured intersection of Woodyard Road and Dower House Road using future total traffic, per the Institute of Transportation Engineers (ITE) Manual of Traffic Signal Design and a traffic signal should be installed, if required, by the Department of Public Works and Transportation.
- Proposed parkland should be located and designed to be accessible to the greatest number of residents in the Melwood community.

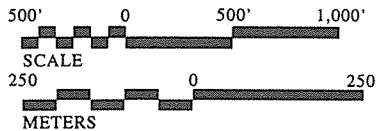
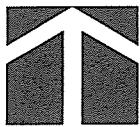
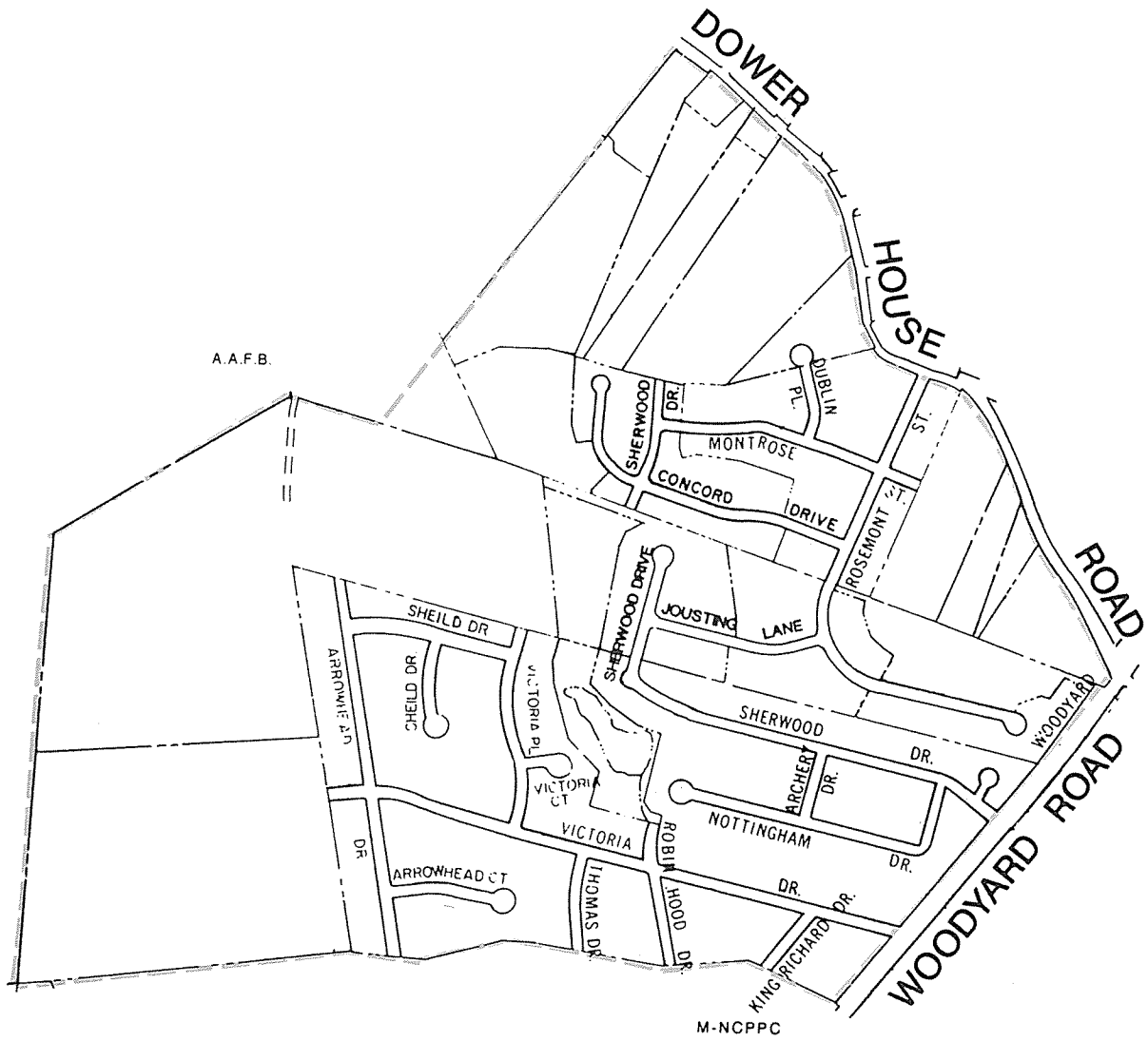
SOUTH WESTPHALIA COMMUNITY

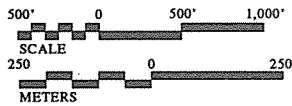
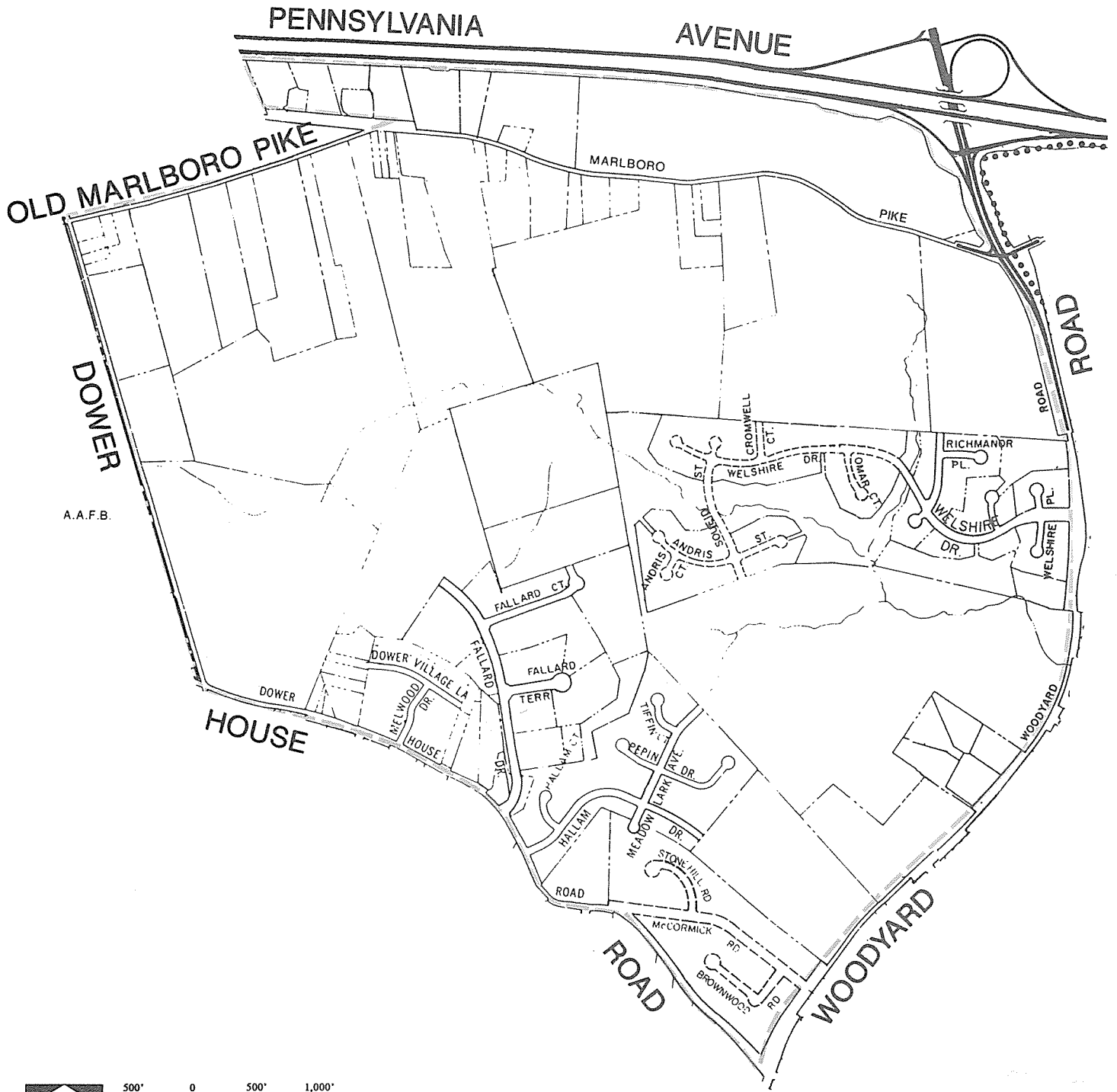
ROBLEE (Map 7)- This neighborhood consists of three abutting subdivisions north of Old Marlboro Pike and several residences west of these subdivisions. The homes along the spine road Roblee Drive were built in the 1960s in the subdivision known as Roblee Acres. In the 1970s North Roblee Acres was constructed. The most recent construction of homes has been in the Melwood Manor subdivision along Ashford Drive and Ashford Court. All of the homes within these subdivisions are on land zoned

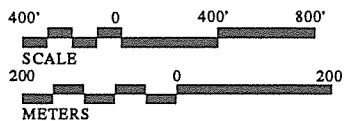
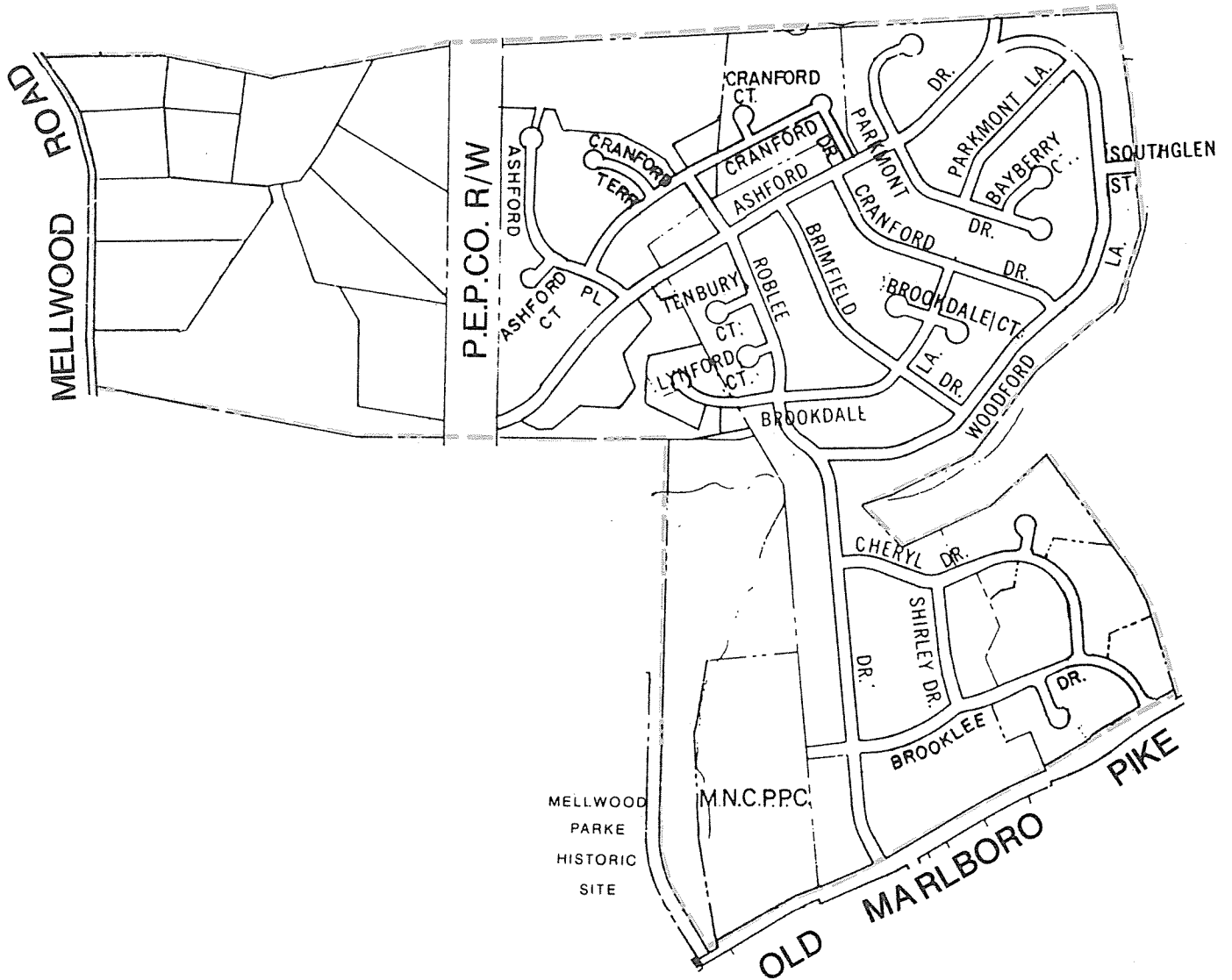
NEIGHBORHOODS

- (A) SHERWOOD FOREST
- (B) MEADOWS
- (C) ROBLEE
- (D) WESTPHALIA ESTATES
- (E) DARCEY
- (F) CHESTER GROVE & VICINITY
- (G) LITTLE WASHINGTON
- (H) ROBSHIRE
- (I) CABIN BRANCH
- (MHP) MOBILE HOME PARK









R-R or on approximately half-acre (20,000 square foot) lots. West of these subdivisions, beyond the transmission lines, are nine homes on larger, more rural parcels in the O-S and R-A Zone; stables and horses are as much a part of this neighborhood landscape as are houses and people. Access to Mellwood Parke Neighborhood Park is from Old Marlboro Pike as well as from Brooklee Drive within Roblee Acres. The Melwood Parke National Historic Register Site abuts the public park to the west. Using Tax Assessor's July 1991 data, there are 395 single-family homes in the defined area within these three subdivisions and along sections of Old Marlboro Pike. The estimated population is 1,304 residents.

In the first quarter of 1990 the average sales price of a single-family detached home in the older subdivision was \$127,150 which is just above the Census derived median value of \$127,000 for homes in the Census Tract in which it is located (7.01). The average sales price of a new home in the first quarter of 1990 was \$209,150. As of July 1991, the Assessor's File identified 49 dwellings which were not owner occupied or 12 percent of the dwellings in the Roblee neighborhood. A Housing Conditions Survey of this neighborhood was performed on September 14, 1991, which identified 11 Stage 2 dwelling units.

In 1989, a 20.9 acre parcel was subdivided for residential development directly east of Brooklee and Cheryl Drives. In 1990, approximately 127.7 acres west of Roblee Acres were rezoned from the R-R and R-A Zones to the R-S Zone. Simultaneously, 4.0 acres, which includes the Melwood Parke Historic Site, were placed in the L-A-C (Local Activity Center) Zone.

WESTPHALIA ESTATES (Map 8)- This neighborhood consists of 125 single-family detached dwellings on land in the R-R Zone. Constructed in the early 1960s, these homes are located on a slope facing south, off Westphalia Road. At the bottom of this slope, on Squire Road, is the Westphalia Neighborhood Park.

Based on 1990 Census data, a population of 412 was calculated for the Westphalia Estates neighborhood. On January 16, 1992, a Housing Conditions Survey of the neighborhood identified eight Stage 2 dwelling units. The homes in Westphalia Estates are valued below the County's 1990 Census median (\$122,600) and the median for the Census Tract in which it is located (\$127,000) with an average first quarter 1990 sales price of \$102,500 and an average assessed value (July 1991) of \$90,505. Only four residences in Westphalia Estates were not owner occupied as of July 1991.

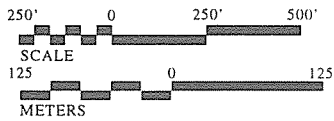
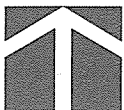
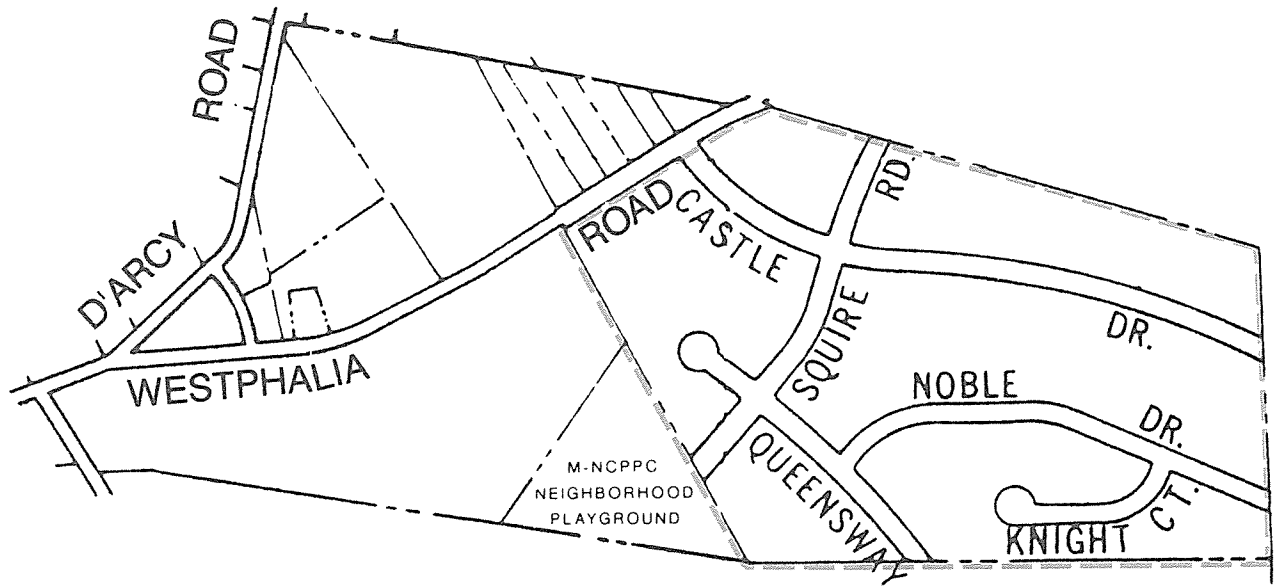
There was no development activity in the South Westphalia area between 1985-1991.

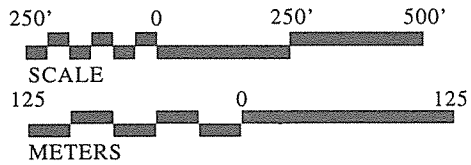
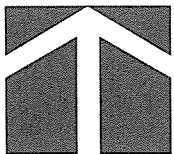
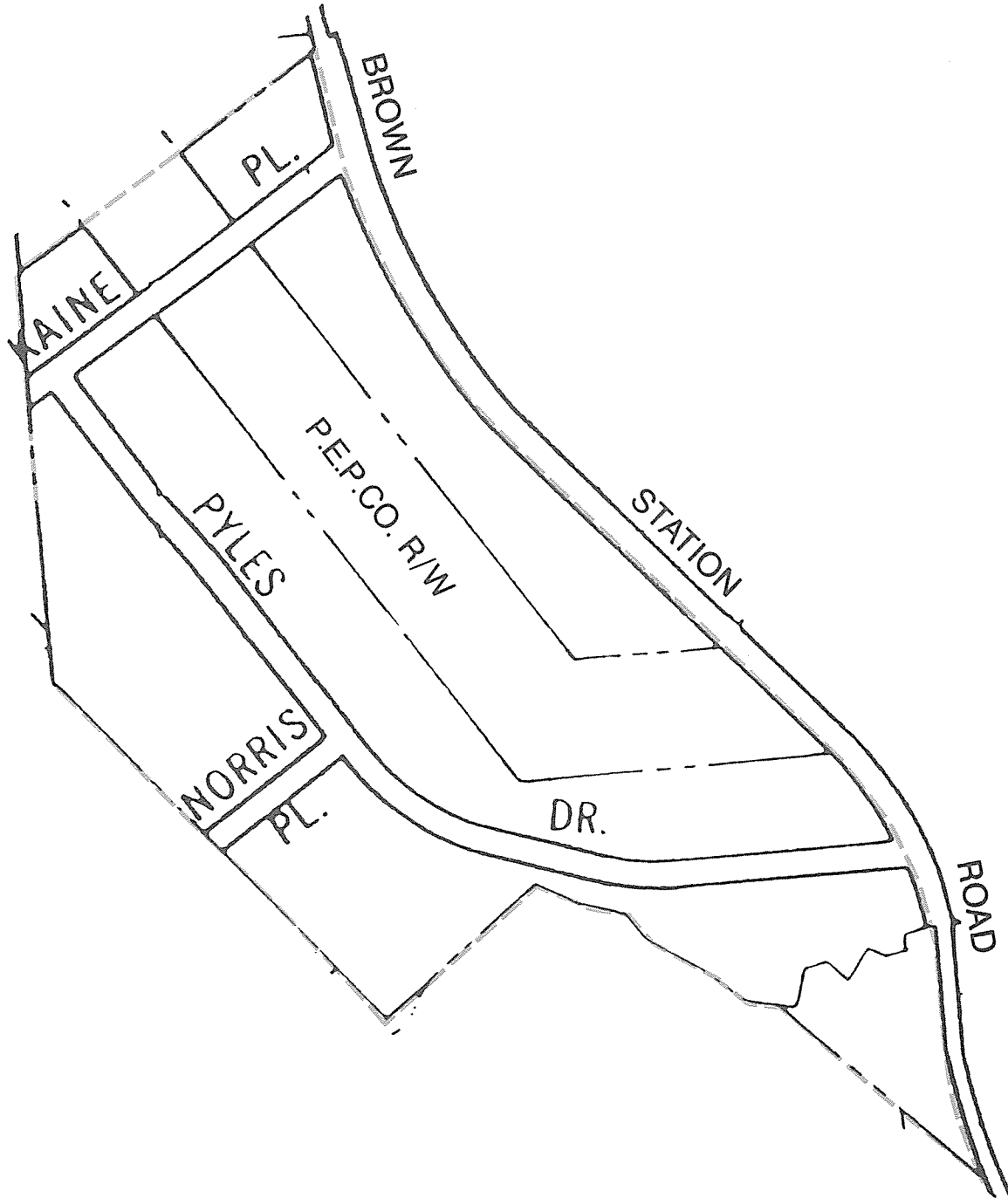
ANALYSIS AND RECOMMENDATIONS - The South Westphalia Community is generally quiet with recreational opportunities within walking distance of both neighborhoods. The Community is a short distance from the Capital Beltway. Careful planning of future residential development to ensure that connecting streets weave Roblee Acres, North Roblee Acres, Melwood Manor and Westphalia Estates into the future abutting neighborhoods will give residents alternate routes onto major roads and access to parks, trails and other amenities that correspond to the new residential development.

- Older subdivisions should be carefully woven into the new residential development pattern through street designs that use existing dead-end streets to incorporate them.
- Cul-de-sacs should only be used to define a sizable group of residences.
- New subdivision streets should be designed to direct pedestrian and vehicular traffic to the core activity area in the proposed planned community.
- New residential streets in the proposed planned community should be designed to accommodate pedestrians as well as vehicles; they should include sidewalks, minimal pavement width, and traffic slowing designs.
- Roblee Acres Homeowners Association should continue their annual housing inspection program in collaboration with County Housing Inspectors.
- New homeowners' associations in the proposed planned community should allow the existing residents of the South Westphalia Community, including the residents of Roblee Acres, North Roblee Acres, Melwood Manor and Westphalia Estates, use of private recreational facilities.

BROWN STATION COMMUNITY

ROBESHIRE ACRES (Map 9) - This development was subdivided in 1961. It is located in a "U"-shaped design on the west side of Brown Station Road. It consists of 57 single-family detached homes and approximately 150 residents. PEPCO transmission lines extend through a swath of open land that traverses the subdivision. Access onto Brown Station Road is sometimes difficult because of the high speed of traffic, albeit that "Reduced Speed" and





"35 mph" signs have been posted. The 1990 average assessed value of a residence in this subdivision was \$111,000. According to the July 1991 Tax Assessor's File only two residences were not owner occupied. A Housing Conditions Survey on November 1, 1991, identified one Stage 1 dwelling unit.

Between 1985-1991, the only significant development activity in the vicinity of Robshire Acres was the approval of the Winshire Subdivision which is addressed in the following section.

CABIN BRANCH (Map 10) - Cabin Branch Acres was subdivided in 1975-1976. The 55 large, single-family detached homes in this subdivision are located on lots that are approximately one acre in the R-E Zone. Wide streets gracefully define the neighborhood. The undeveloped sections of this subdivision are reminiscent of the previous farms and pastures that, until recently, dominated the landscape. The estimated population is 171 residents. Based on data from the July 1991 Tax Assessor's File, the average assessed value of a residence was \$180,456; all of these homes were owner occupied. A Housing Conditions Survey conducted on January 16, 1992, identified one Stage 2 dwelling unit.

Between 1987-1992 there were five subdivisions approved in the vicinity of Cabin Branch Acres. The largest is the Winshire Subdivision consisting of 96.9 acres to be developed with 152 dwelling units in the R-S Zone. An additional 32 residential lots were approved in 4 separate subdivision applications comprising 50.89 acres.

ANALYSIS AND RECOMMENDATIONS - An attempt to connect an extension of Cabin Branch Acres to Ritchie Marlboro Road was averted in 1992. The residents of this subdivision were concerned that through traffic would consist of vehicles headed for the County Landfill on Brown Station Road and that debris from these vehicles would litter their subdivision.

- Polaris Street should be constructed through the PEPCO right-of-way to enable a connection between Brown Station Road and Ritchie Marlboro Road once the County Landfill ceases to operate.
- Pedestrian access to proposed adjoining recreational facilities should be provided from the Robshire subdivision.

SANSBURY COMMUNITY

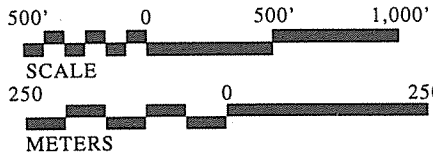
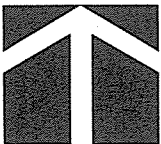
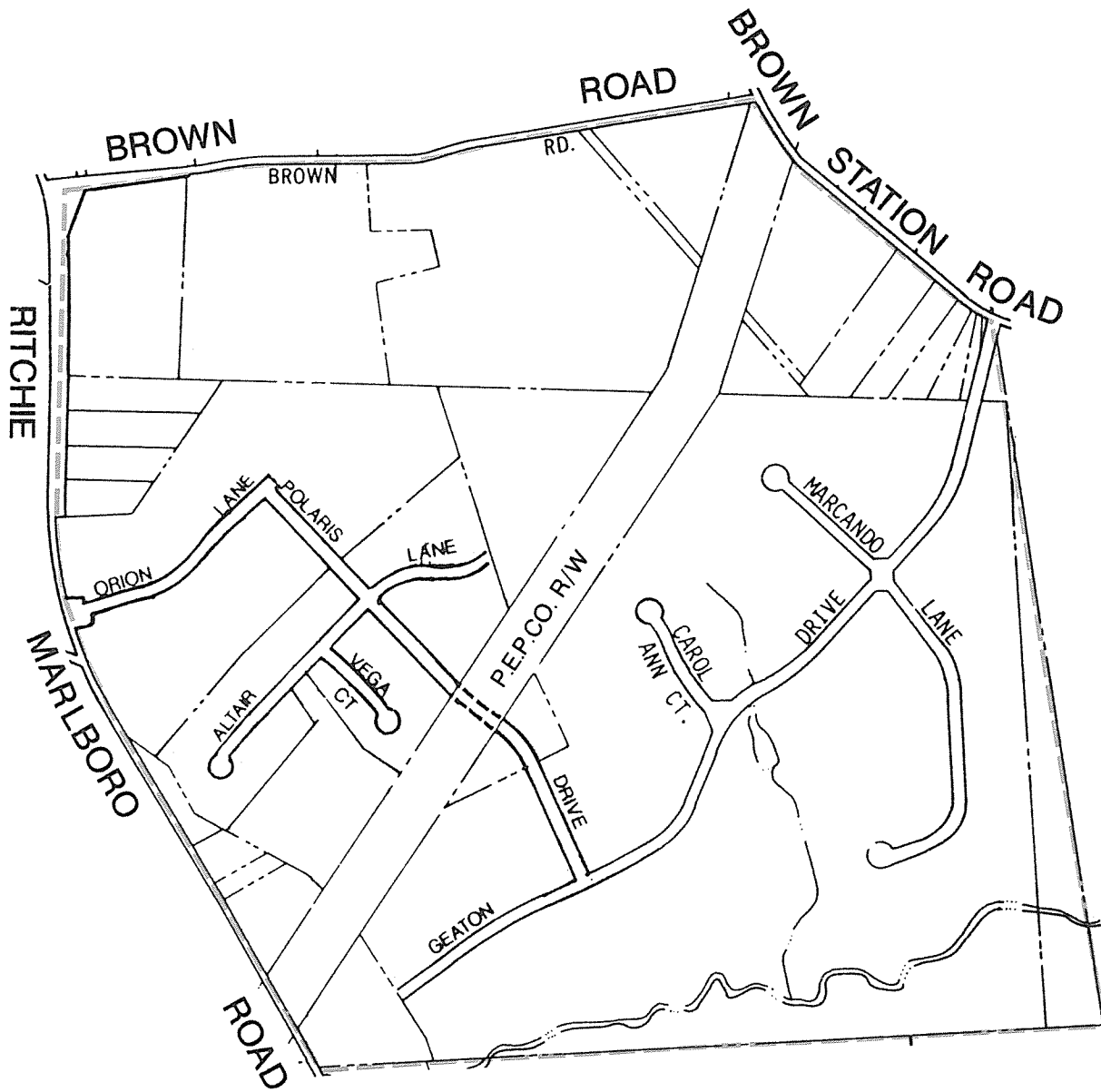
CHESTER GROVE AND VICINITY (Map 11) - The Chester Grove subdivision was developed in the 1970s

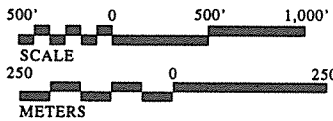
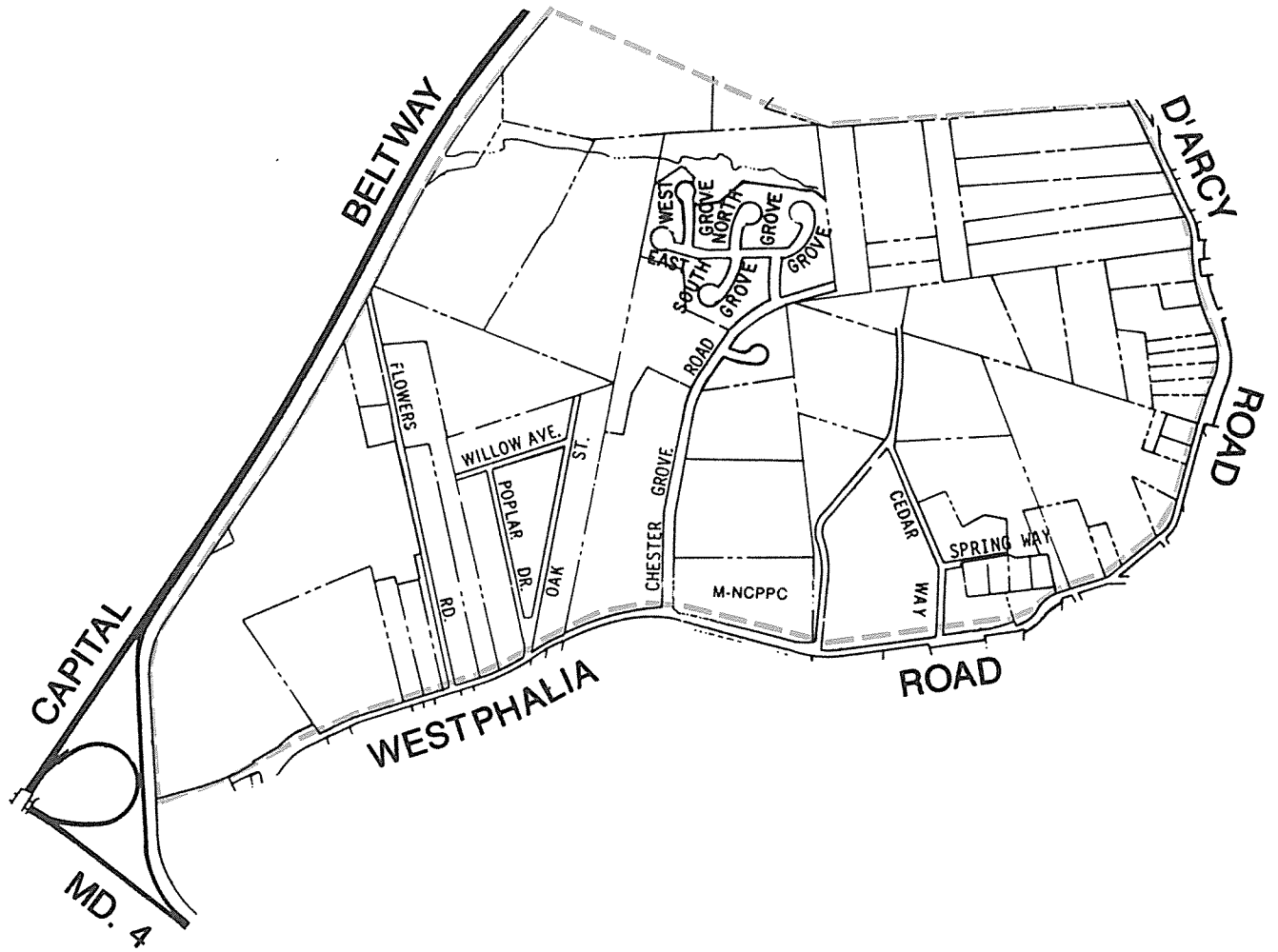
north of Westphalia Road, within a mile of the Pennsylvania Avenue/Beltway interchange. It is also located within the high noise contour (75-80 Ldn) from overflights out of Andrews Air Force Base. Chester Grove consists of 376 dwelling units in various forms of attached dwelling units. These housing types distinguish Chester Grove from other residential development in the area; it represents the only departure from single-family detached development within the Planning Areas. A recent Housing Conditions Survey on July 17, 1991, reported two dwelling units cited for Housing Code violations. In 1990 the average sales price of a Chester Grove condominium was \$64,066. Thirty-three dwelling units or nine percent of the total dwellings in Chester Grove are not owner occupied.

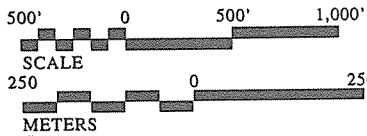
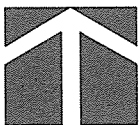
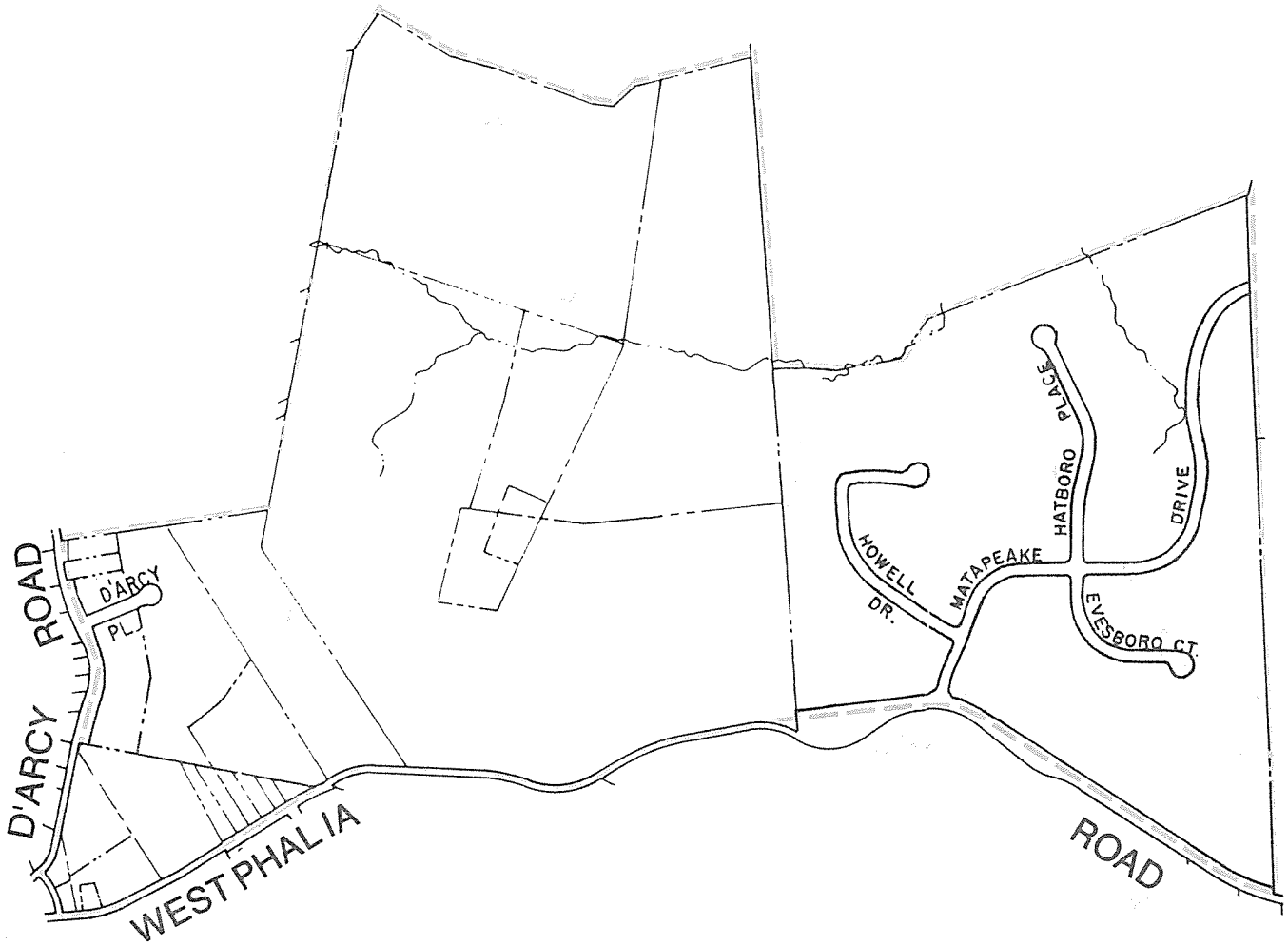
The vicinity surrounding Chester Grove consists of 85 single-family detached dwellings in more rural settings with quiet tree-lined country lanes, interspersed with agriculture or industrial land uses. Based on July 1991 Tax Assessor's data, the average assessed value of these homes was \$81,848 and all of these residences were owner occupied.

Between 1985-1991 there were four zoning cases and four subdivision applications approved in this area. In 1987, two subdivision lots were recorded for employment park development on 43.5 acres abutting the Capital Beltway and Westphalia Road. In 1989, 47 acres located between the Capital Beltway and the Chester Grove subdivision were rezoned to I-1 (Light Industrial). Also in 1989, 38.9 acres located between the Chester Grove subdivision and Cedar Way were rezoned to the R-T (Residential-Townhouse) Zone. An additional 2.9 acres abutting the Chester Grove subdivision were rezoned to R-18 for the construction of 24 duplex units. Lastly, the zoning of a 2.4 acre parcel on the north side of Westphalia Road at its intersection with D'Arcy Road was rezoned from the R-R (Rural-Residential) Zone to the I-1 (Light-Industrial) Zone.

DARCEY (Map 12) - The Darcey area consisted of 50 single-family detached homes in spring 1992 with an estimated population of 150 within two residential subdivisions and the individual homes along Westphalia, D'Arcy and Sansbury Roads. The West Oak Manor subdivision is located on 125 acres of rolling hills north of Westphalia Road. It was subdivided into 85 lots in the R-E Zone in 1978. The average sales price of homes in this subdivision was \$184,380 in the first quarter of 1990. The D'Arcy Hills subdivision consists of seven single-family detached homes located on the east side of Sansbury Road. It was developed in the 1980s on lots averaging one-half acre in







the R-R Zone. The remaining residences in this neighborhood are widely dispersed along Westphalia, D'Arcy and Sansbury Roads. A Housing Conditions Survey on January 22, 1992, identified two Stage 2 dwelling units. Aside from West Oak Manor, there was no residential development activity in this area between 1985-1991.

ANALYSIS AND RECOMMENDATIONS - Proximity to the Capital Beltway makes Chester Grove and Vicinity a convenient place to live. If aircraft noise can be overlooked, it is also quiet. Substantial road improvements and nonresidential development will occur in this vicinity. Both can be positive changes if they are designed to embrace existing residential development through sensitive buffering, landscaping, and design. Nearby commercial development could reduce vehicle trips to and from this neighborhood if it is designed to encourage pedestrian use. The future park site that the M-NCPPC acquired in 1977 at the northeast corner of Westphalia and Chester Grove Roads, will be a valuable amenity once it is developed. This area should anticipate significant population increases as development pushes east of the Beltway. Noise from AAFB overflights will continue.

The Darcey area has the immediate disadvantage of having rubblefill and mining operations at its doorstep. Truck traffic, dust, and truck noise are nuisances that will disappear once these operations cease. Subsequently, much of the filled land will remain undeveloped. A current disadvantage will become an advantage if the rubblefill site provides an opportunity for public or private recreation use. Upon completion of the filling activities on the property immediately west of the West Oak Manor Subdivision, a portion of the property will become permanent open space.

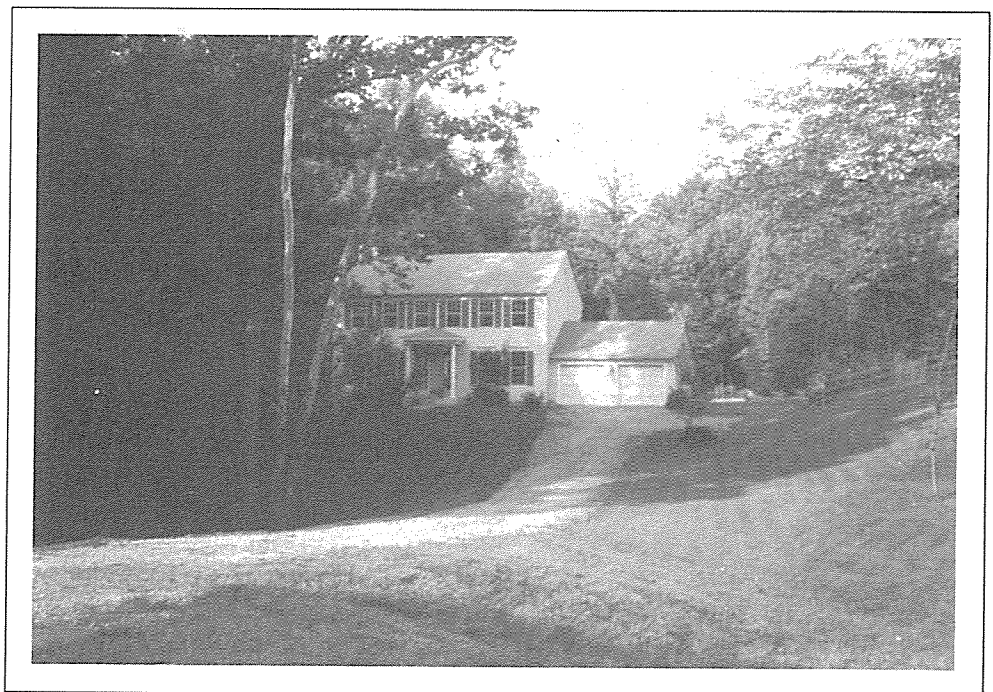
- New residential development should be designed and constructed in accordance with the recommendations in the Impact of Andrews Air Force Base Chapter.
- New or improved arterial roads should be buffered from existing and future residential areas.

LITTLE WASHINGTON COMMUNITY DESIGN STUDY

INTRODUCTION - The concepts "sense of place" and "community character" are the basic focal points of urban and community design. Little Washington was chosen for more detailed study because it is the oldest subdivision in the Planning Areas, it has the largest percentage of non-owner-occupied dwellings and has the highest percentage of housing code violations. The residential character of this neighborhood is threatened by encroaching industrial development and persistent nonconforming and illegal land uses. The goal of this study is to provide recommendations and guidelines to enhance this neighborhood.

This analysis of the strengths, weaknesses and opportunities for Little Washington is based, in part, on a sample of local thought by a survey of local residents and businesses conducted by M-NCPPC in December 1991.

BACKGROUND (Map 13) - Little Washington consists of 86 single-family detached homes in the R-R Zone on lots that range from 10,000-20,000 square feet. The impression one gets upon entering Little Washington is of a quiet, rural 1940s neighborhood. The homes appear to be on smaller lots because they are located on narrow streets and close to the public right-of-way. The population is estimated to be 289 residents. Although 75 percent of these homes are owner occupied, the 25 percent that reside elsewhere represent the highest percentage of absentee



Residence in the new West Oak Manor subdivision, located north of Westphalia Road.

landlords in the Planning Area. While an average of three homes per year were sold in Little Washington between 1981-1991, sales activity rose to 14 transactions in 1990-1991 suggesting that change is occurring. As of July 1990, the average assessed value of a home in Little Washington was \$84,951. The most recent housing conditions survey conducted by the County Property Standards Office on December 10, 1991, identified 13 Stage 2 dwelling units.

Most nonresidential land uses are located on the periphery of Little Washington. To the north, along Sansbury Road are an elementary school, undeveloped parkland, and a site on the east side of Sansbury Road to be developed with warehouses. At Booker T. Drive and Sansbury Road opposite single-family detached residences is a junkyard. On D'Arcy Road at the Capital Beltway are brick masonry warehouses serving private businesses and maintenance facilities for the County Department of Public Works and Transportation. A third nonresidential area southeast of Little Washington has two churches, trucking firms, stone contractors, engine repair businesses with storage yards to the rear of several offices and a 100 foot high radio transmitting tower. Also, there are illegal vehicle storage yards and a considerable amount of refuse on sparsely developed parcels west of D'Arcy Road, south of its intersection with Sansbury Road.

STRENGTHS - Local streets that approximate a grid are lined with one-or two-story single-family detached homes which share similar setbacks from the road and lot sizes.

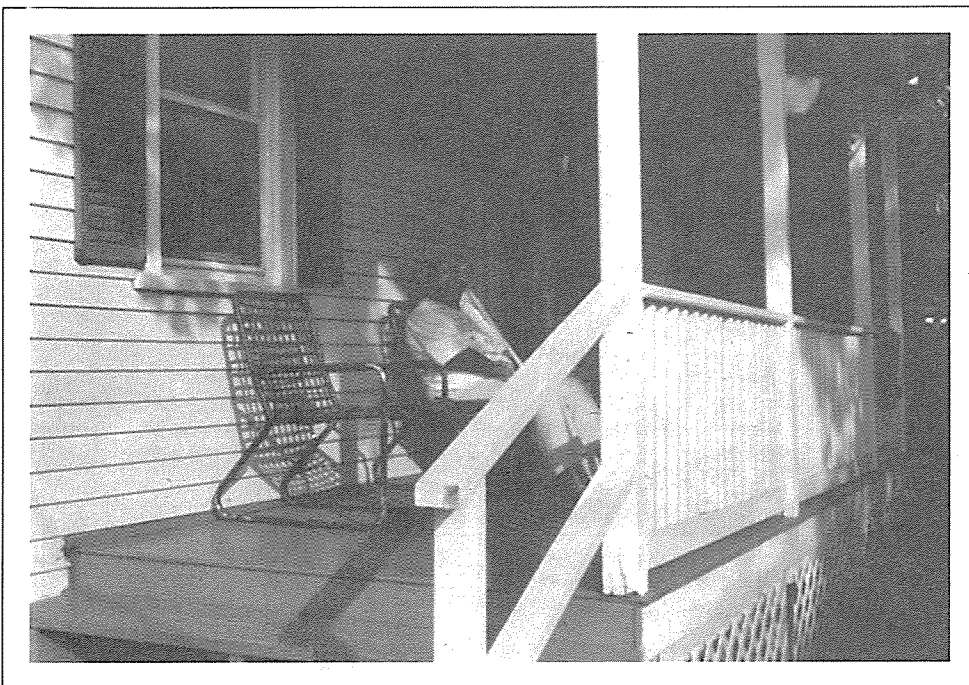
Little Washington was developed along a ridge with deep, stable, well-drained soils. The main limitation to these soils is a seasonal high water table. Beyond the ridge to the north, east, and south of the community are wooded stream valleys. These stream valleys are poor areas for development because they have steep slopes and unstable soils subject to erosion; they form a natural outer limit to the development of Little Washington. The valleys also reinforce the community's identity as a distinct area and conceal the Capital Beltway.

WEAKNESSES - According to the residents interviewed for the survey, traffic safety was a common concern. The high travel speed (of trucks in particular) and poor alignment of the intersection of D'Arcy and Sansbury Roads were the observed safety hazards. At this intersection there are no traffic signals or pedestrian crosswalks. A single stop sign is provided.

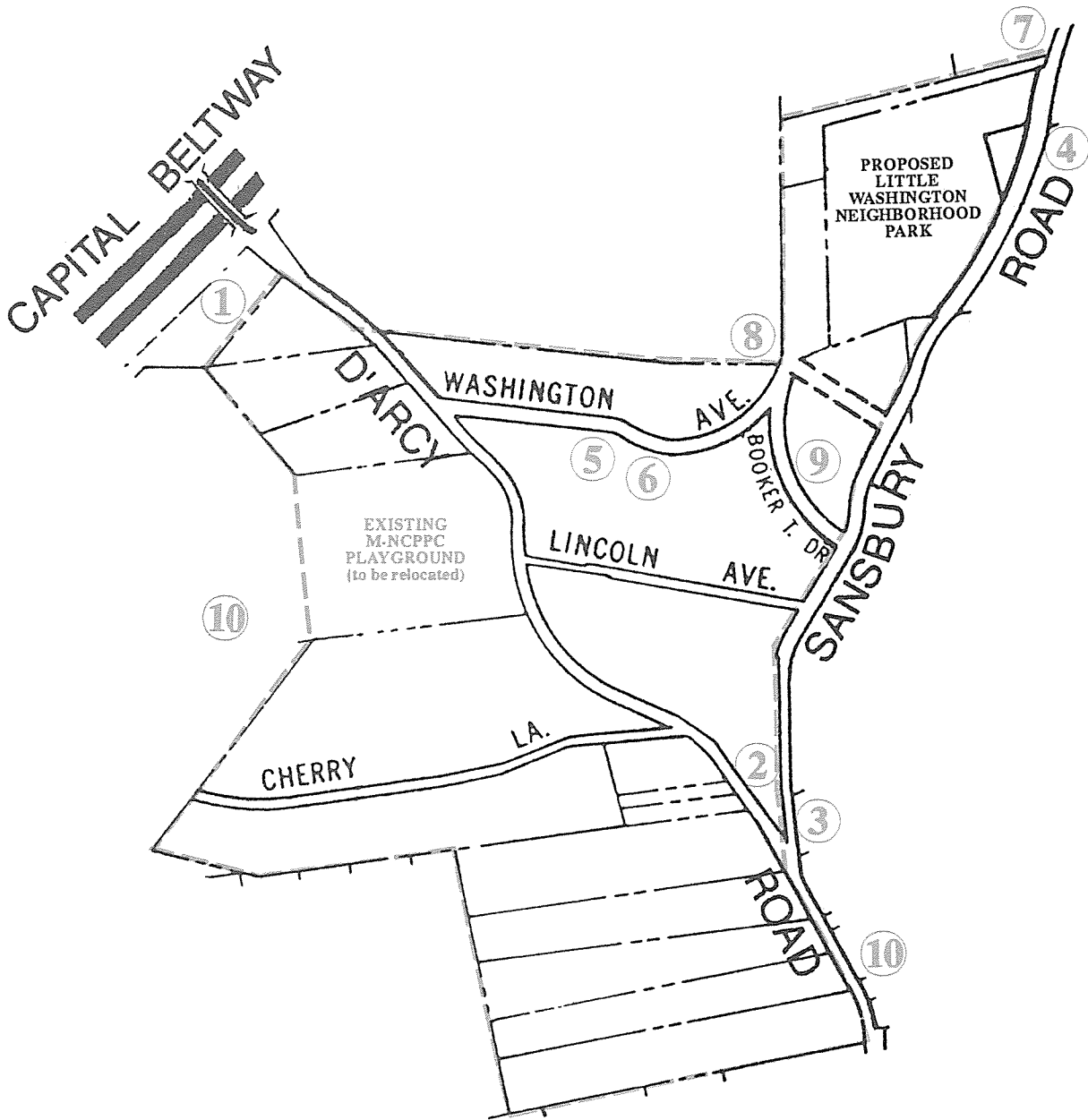
Although the playground is centrally located within Little Washington, its layout is inadequate because the play equipment is located too close to D'Arcy Road and the basketball court is set too far back. In addition, there has been periodic dumping of tires to the rear. A 10-acre site purchased by the M-NCPPC for a park is located directly across Sansbury Road from Arrowhead Elementary School. It is proposed to be developed in the mid-1990s and will replace the existing playground. (See Parks and Recreation Chapter.)

A former night club (Evans Grill) located at 9206 D'Arcy Road had attracted undesirable activities and loitering. Crime has moderated since the nightclub closed in 1988. However, until the building is renovated it is considered an albatross by the community. The New Life Rock of Ages Church has bought the property and intends to renovate the building. The illegal auto junkyard on Booker T. Drive is also an eyesore. Other resident complaints focussed on poorly lit streets and suspected drug trafficking.

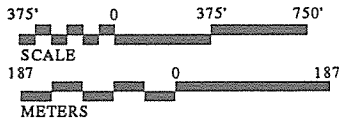
A constraint on future residential growth in this area is its location in the flight approach to Andrews Air Force Base. Much of the land in and around Little Washington is within the high noise contours and Accident Potential Zones and is also



Resident of Little Washington enjoys a late summer afternoon from her porch.



--- NEIGHBORHOOD BOUNDARY
 ① - ⑩ STUDY RECOMMENDATIONS
 (DISCUSSED IN TEXT)



affected by noise generated by traffic on the Capital Beltway.

OPPORTUNITIES - Transportation changes can also become important opportunities. For example, the prominent property at 9206 D'Arcy Road will be affected by new road alignments and proposals for upgrading the intersection of D'Arcy and Sansbury Roads. This parcel is essentially triangular in shape with frontage on both roads. New road alignments that improve access in and around this site will improve the vehicular circulation, safety and the general image of the neighborhood. Three dwelling units located near the intersection of D'Arcy and Sansbury Roads may be removed when these roads are realigned and widened with 80-foot rights-of-way and 48-foot paving widths as proposed in the Master Plan for Transportation (see Circulation and Transportation Chapter). Two of these structures are presently in poor physical condition.

In the Little Washington study area, a proposed industrial road would extend along the Capital Beltway, connecting Sansbury Road to the north with Westphalia Road to the south. This road would provide an effective bypass for truck traffic that now travels through Little Washington (see Circulation and Transportation Chapter). Sansbury and D'Arcy Roads would consequently become much safer for local residents, children attending Arrowhead Elementary School and people using the proposed public park.

The parcel of land between the Beltway and Washington Avenue is being mined for sand and gravel. While this operation drastically changes the topography of the site, and increases dust, noise and truck traffic in the community, there will be the opportunity for new employment development that could enhance neighborhood vitality by providing local jobs once the mining has been completed.

RECOMMENDATIONS

1. Buffer the proposed industrial road from Little Washington where the new road is at grade with the community.
2. Realign D'Arcy Road into Sansbury Road in a "T" intersection to enable a viable business at 9206 D'Arcy Road, including the provision of adequate access, parking and landscaping (see Circulation and Transportation Chapter).
3. Perform a traffic signal warrant study at the reconfigured intersection of D'Arcy Road and Sansbury Road using future total traffic, per the ITE Manual of Traffic

Signal Design. If warranted, a traffic signal should be installed. The identification of crosswalks to assist pedestrian movement at this intersection should also be evaluated.

4. Upgrade the landscape buffers at Arrowhead Elementary School when improvements to Sansbury Road occur.
5. Upgrade curb and gutter and/or construct sidewalks throughout the community.
6. Through the County Office of Transportation, Division of Traffic - Street Lighting Section high-pressure sodium lamps should be installed by PEPCO to enhance safety.
7. Post signs prohibiting through truck traffic along Sansbury Road between Ritchie Marlboro Road and D'Arcy Road when the proposed industrial road is built.
8. Incorporate a pedestrian connection from the intersection of Washington Avenue and Booker T. Drive to the proposed Little Washington Neighborhood Park.
9. It appears that the auto junkyard on Booker T. Drive is an illegal land use. If the owner cannot obtain certification as a legal nonconforming use it should be closed.
10. Perform a more detailed study of patterns for future residential and employment development in the vicinity of Little Washington through the M-NCPPC Urban Design Planning Division's Aid to Municipalities and Communities Program.

MOBILE HOME PARKS

FERNWOOD (Map 14) - Fernwood is located between White House and Sansbury Roads with access easements from both roads. Built between 1966-1975, it contains 329 dwelling units and is home for an estimated 660 residents. A manager's office is centrally located in the community. Additional off-street parking, common open areas and screening of storage areas would enhance this community. Residents of Fernwood pay between \$193-\$210 per month in rent.

FLOWER VILLAGE (Map 14) - Flower Village is located between AAFB and Dower House Road. It consists of 238 dwelling units with an estimated population of 476. This mobile home community is designed around an open

play field. The units are nicely landscaped and neat. Each unit has an off-street parking space. Low lighting standards coordinate with the height of the mobile homes. There is very little visible trash or outdoor storage. Residents of Flower Village pay approximately \$275 per month in rent.

MELWOOD (Map 14) - The Melwood Mobile Home community is nestled between Marlboro Pike and Old Marlboro Pike on the same site as the Andrews Field Motor Inn. All 87 lots are occupied with mobile homes. The community is clean, nicely landscaped and provides shared laundry facilities.

NORBOURNE (Map 14) - The Norbourne trailer park consists of 47 spaces for mobile homes. There are no paved streets and no obvious amenities such as laundry, recreation facilities, or a management office. A single-family detached residence that is posted with "No Trespassing" signs is in the center of the trailer park. Abutting it to the southwest are stables and the storage of farm equipment.

MOBILE HOME PARKS ANALYSIS AND RECOMMENDATIONS - Mobile home parks function as small neighborhoods when they provide residents with facilities such as laundry, recreation, storage, or a manager's office or store. With these facilities come opportunities for residents to act neighborly. They look best when they are designed with fully paved streets, off-street parking spaces, landscaped areas, coordinated street lighting, mailboxes and treatments around the base of each unit. These qualities were observed in the Melwood and Flower Village mobile home parks and to a lesser degree at Fernwood. The Norbourne Mobile Home Park does not appear to possess any of these desirable qualities.

The location of a mobile home park is important. They are not particularly well-suited on land that is heavily taxed because, generally, that land could command a higher yield than a mobile home park would provide. As an interim use, they may be appropriate on this type of land. Mobile home parks are best suited on land that is relatively level, close to major roads and where they do not alter the character or residential density of the surrounding areas. Only Flower Village and Melwood satisfy all of these criteria.

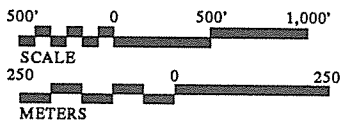
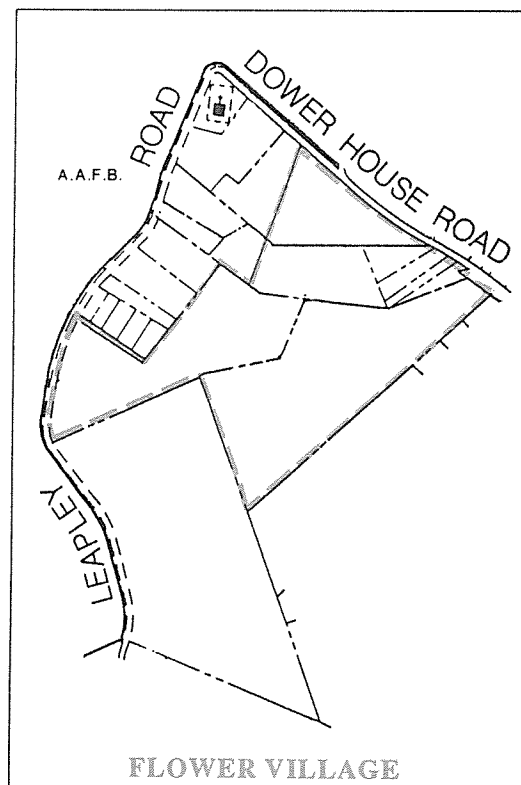
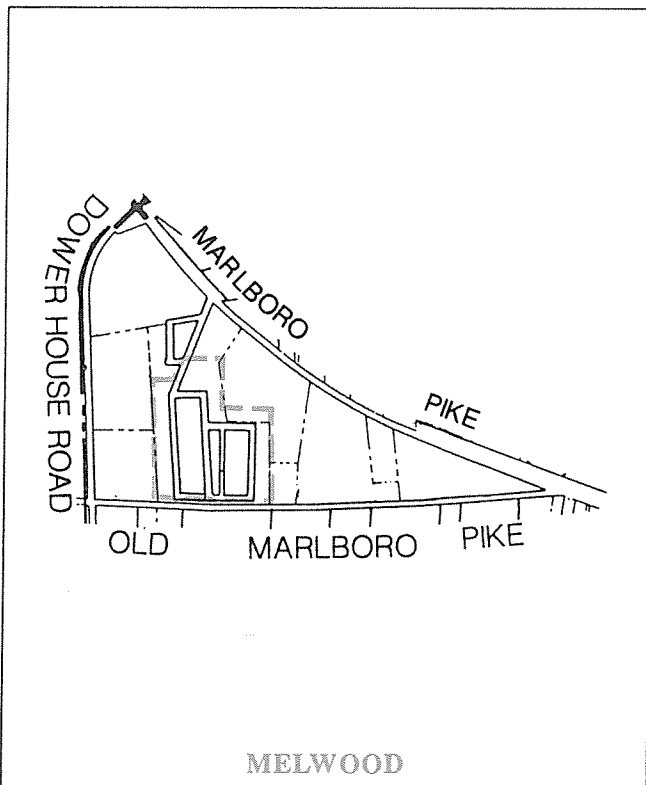
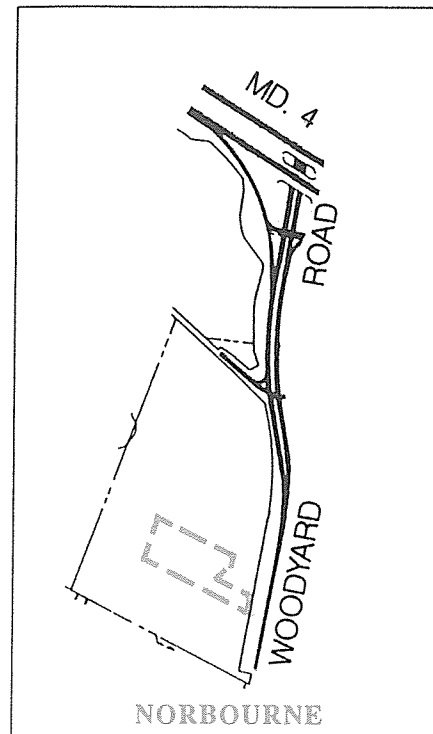
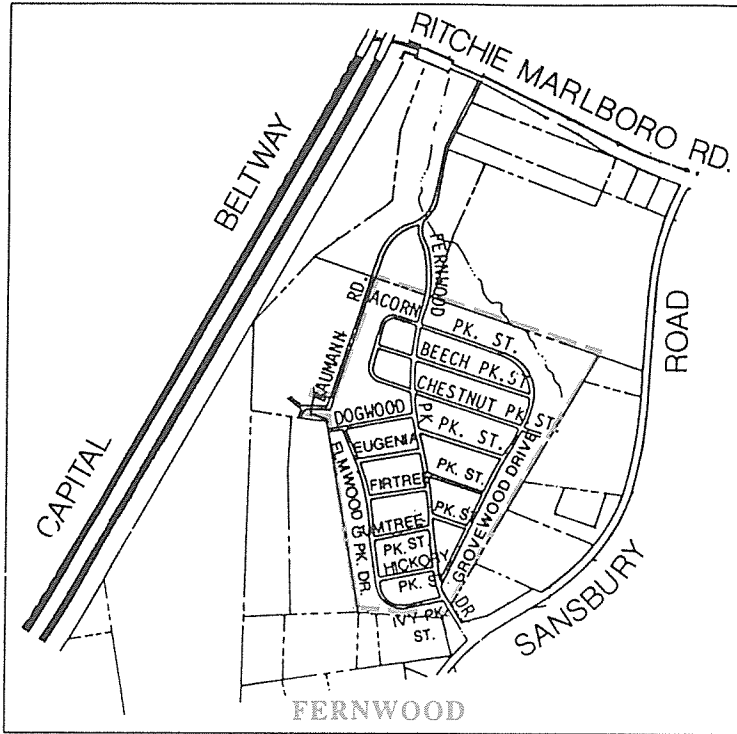
The Prince George's County Zoning Ordinance has minimum standards for mobile home communities in the R-M-H (Residential Mobile Home) Zone. At present, only mobile home parks developed within this Zone are subject to these regulations. None of the mobile home parks in the Planning Areas are in the R-M-H Zone. Therefore, County housing inspectors are wholly lacking relevant standards by which to evaluate them. Consequently, the inspectors do not survey these communities as they do other residential neighborhoods. This explains, in large part, the great disparity in housing conditions. Most design and maintenance issues are addressed on a discretionary basis by the owner/management.

Each of the four mobile home parks in the Planning Areas provide an affordable housing alternative. While the affordable housing programs recently implemented by the County (CHOICE, Nehemiah, MPDU) have provided more affordable housing alternatives, the need for affordable housing will continue to outpace the supply. Although the Plan encourages investment in the County's existing housing stock through these programs, it also recognizes that mobile home communities increase the supply of affordable housing.

- As an instrument of public policy, locations for future mobile home parks in the County should be investigated.



Street scene in the Flower Village Mobile Home Park showing the neatly landscaped units and off-street parking that make this a model community.



- The land occupied by the Fernwood and Flower Village Mobile Home Parks should be rezoned to the R-M-H Zone.
- In the interim period before road improvements in the vicinity of the Norbourne Mobile Home Park commence, it should be upgraded to conform to the greatest extent with the guidelines for mobile home parks set forth in the Zoning Ordinance.
- In light of the proposed realignment of Old Marlboro Pike at Woodyard Road, it is recommended that the Norbourne Mobile Home Park continue at its present location as an interim use. The Plan recommends residential (R-R Zone) development at this location.
- A study should be undertaken to identify suitable mobile home sites in the County to provide for the residents of the Norbourne Mobile Home Park when the new road forces its abandonment.
- The Melwood Mobile Home Park should continue at its present location as an interim use and be retained in the C-M Zone.

CONCEPT

The ideal residential area responds to a broad spectrum of citizens' needs and expectations. It offers solitude, recreation, convenience and the companionship of neighbors. It is safe, clean, has infectious civic pride, and opportunities for religious expression and learning (churches, schools, libraries). The Plan concept for the Melwood-Westphalia residential areas is based on the following principles:

- *Diversity of Housing Types* - Communities that accommodate a wide variety of incomes and lifestyles remain vital when faced with changing demographics (i.e., age, income, household size). To achieve such a community in Melwood-Westphalia it is proposed that homes with prices over a broad spectrum be provided. Housing styles should include single-family detached, attached, and multi-family developed within the Comprehensive Design Zones identified on the Plan Map.
- *Design with Nature* - Stream valleys, floodplains, wetlands, steep slopes and wildlife habitats provide design parameters, not just development constraints. Using this approach to the physical design of the community, it is proposed that the streams, valleys, preserved woodlands and floodplains are

used to define the borders of discrete neighborhoods.

- *Essential Connections* - In a suburban sprawl pattern of development, the small, isolated residential areas fragment the larger community. It is proposed that the existing residential areas be woven into the pattern of new development. Existing residential areas benefit from better access to new community amenities, and the maintenance of these homes is encouraged through their owners' identification with the new development. To facilitate this community interaction, it is proposed that bicycle, foot, and equestrian paths link the various residential areas.
- *Convenience and Energy Efficiency* - When a small food store, gas station, church, school, park, or other community-oriented facility is located close to a residential area, numerous lengthy, fuel-wasting car trips are minimized and the use becomes a community amenity. To accommodate community-oriented facilities, an activity center is proposed (see Commercial Areas and Activity Centers Chapter).
- *Airfield Impact Areas - Mitigation* - The proximity of Andrews Air Force Base means that some residential land will be exposed to noise from aircraft overflights. It is recommended that construction techniques and building orientation be used to reduce interior noise exposure to acceptable levels. Residential development is discouraged in areas that are, statistically, the most susceptible to aircraft accidents. (See Impact of AAFB Chapter)

In the Melwood Community future residential development on 20,000 square foot lots is proposed. This necessitates rezoning from the R-A to the R-R Zone the undeveloped residential parcels south of Marlboro Pike and south of the Windsor Park subdivision. The proposed zoning change would allow for new residential development on lots that are consistent with surrounding development. New street connections to link Old Marlboro Pike to Dower House Road would be necessary to provide local traffic alternate access to MD 4. These connections would also weave together the existing and future residential areas. A public park is recommended to provide the neighborhood focus.

It is proposed that there be single-family detached residential development south of Old Marlboro Pike and north of MD 4, between Roblee Drive and Ritchie Marlboro

Road, to be consistent with the character of residential development north and south of MD 4. Retention of the R-R and R-E Zones is recommended for this area.

Along much of the Ritchie Marlboro Road corridor, suburban estate development (residential lots of one or two acres) is envisioned through the retention of the R-A and R-E Zones. The Comprehensive Design Zone R-L category is suitable for the properties currently zoned R-A and R-E along the Ritchie Marlboro Road corridor after substantial development has occurred in the planned community. However, to encourage an estate-type character, dwelling types should be limited to single-family detached.

The rubblefill site located on the southwest side of Ritchie Marlboro Road, approximately two-thirds of a mile south of its intersection with White House Road, will become unbuildable. However, if portions of this site unaffected by filling operations, sediment control and environmentally sensitive area regulations are found to be buildable by the County and State, this location is suitable for rural density residential development. The retention of the R-A Zone is recommended for the entire site. Parcels of R-A zoned land north of the rubblefill site and southwest of the intersection of Ritchie Marlboro Road and White House Road are proposed to be retained in the R-A Zone with the recommendation that they be developed under the Comprehensive Design Zone R-S category (1.6-2.6 dwelling units per acre). This is consistent with other nearby development.

The Addison property (237.9± acres) located at the northwestern quadrant of Old Marlboro Pike and Ritchie Marlboro Road is recommended for High-Suburban residential development. The use of the Comprehensive Design Zone R-M category (5.8-7.9 dwelling units per acre) is encouraged. The Davies property (83.2± acres), the National Easter Seal Society, Inc., property (6.9± acres) and the McDermott property (11.3± acres), located on the north side of Old Marlboro Pike and west of the Chesapeake Bay Foundation's Farm, are recommended for single-family detached residential use at the Low-Suburban density (1.6-2.6 dwelling units per acre).

The Keokuk and Ingleside Farms (587± acres) located on the west side of Ritchie Marlboro Road and north of the Chesapeake Bay Foundation's Farm are also recommended for single-family detached residential use at the Low-Suburban density (1.6-2.6 dwelling units per acre).

The Metroscape property (56± acres) located northeast of Ritchie Marlboro Road and north of Brown Road is

recommended for Low-Suburban density compatible with the adjacent development.

These properties are proposed to be rezoned from R-A to R-R. The use of the cluster development technique of the Comprehensive Design Zone R-S Category (1.6-2.6 dwelling units per acre) is encouraged to protect environmentally sensitive areas.

One additional rezoning of approximately 50 acres from the R-R to the R-A Zone is recommended so that the Chesapeake Bay Foundation's Clagett Farm is entirely within one zoning category.

Prince George's County, like other suburban counties, reflects a development pattern that is the result of mostly small subdivisions built over time by many developers without a detailed plan. In Melwood-Westphalia there exists the last opportunity at a location adjacent to the Capital Beltway to build a cohesive planned community. With approximately 1,300 acres owned by only 10 families and 723 acres of this owned by one family, the opportunity to plan a community of this magnitude is compelling.

Located north of MD 4, the 1,300 acres in addition to being centrally situated, represent the major philosophical concept for the Melwood-Westphalia Master Plan. The initial application should be a minimum of 300 acres. This amount of acreage is needed for the design of a planned community which will provide the anticipated public areas and recreational amenities inherent in this development pattern. Homes will be the prominent manmade feature on the land, with approximately 2,200 single-family detached units, 1,100 attached units, and 700 multifamily units. Necessary public and quasi-public facilities will be developed as integral parts of the community. Environmental features and constraints will be preserved as positive attributes of the community. Pedestrian, bicycle and equestrian trails will be incorporated into the overall design; these connections are vital to the evolution of a cohesive, convenient and human-scaled development pattern. Development of the community will be guided by the development review processes delineated in the County Zoning Ordinance and the specific design guidelines contained in this chapter.

The zoning tools necessary to achieve the proposed land uses are summarized in the Implementation Zones table (Table 8).

**TABLE 8: IMPLEMENTATION ZONES/MELWOOD-WESTPHALIA
Planning Areas 77 and 78**

<u>Land Use</u>	<u>Plan Designation</u>	<u>DU/Acre</u>	<u>Zone</u>	<u>Conventional¹</u>		<u>Comprehensive Design²</u>	
				<u>Average</u>	<u>Maximum</u>	<u>Zone</u>	<u>DU/Acre</u>
GENERAL							
Large Lot/Alternative Low Density		0.3-0.7	R-A	0.35	0.5	R-L	0.5-0.9
Suburban Estate/Low Density Planned Neighborhood		0.8-1.5	R-E	0.85	1.08	R-L	1.0-1.5
Low Suburban		1.6-2.6	R-R ³	1.85	2.17	R-S	1.6-2.6
Mobile Home Park		Up to 7	R-M-H	—	7.0	N/A	—
High Suburban ⁴		5.8-7.9	N/A	—	—	R-M	5.8-7.9
Low Urban ⁵		8.0-11.9	R-T	8.0	12.0	R-U	8.0-11.9
			R-30	8.0	12.0		
			R-30C ⁷	8.0	12.0		
			R-18 (garden)	8.0	12.0		
Urban ⁶		12.0-16.9	R-30 ⁷	12.0	12.0	R-U	12.0-16.9
			R-18 (garden)	12.0	12.0		
			R-18C ⁷ (garden)	12.0	14.0		
High Urban ⁸		17.0-48.4	M-X-T (residential component)	—	48.4	N/A	N/A
			R-18 (mid-rise)	20.0	20.0		
			R-18C (mid-rise)	20.0	20.0		
			R-10	48.0	48.0		
			R-10A ⁹	48.0	48.0		
			R-H	48.4	48.4		
PLANNED COMMUNITY							
Transitional Suburban Planned Community		0.5-1.5	N/A	—	—	R-L	0.5-1.5
Low Suburban Planned Community		1.6-2.6	N/A	—	—	R-S	1.6-2.6
Suburban Planned Community		2.7-3.5	N/A	—	—	R-S	2.7-3.5
High Suburban Planned Community		5.8-7.9	N/A	—	—	R-M	5.8-7.9
Planned Activity Center		10.0-15.0	N/A	—	—	L-A-C	10.0-15.0

¹ Not all Conventional Zones are shown on the Plan Map.

² Not all Comprehensive Design Zones are recommended in the Plan.

³ Development in the R-R Zone yields an average of 1.85 du/acre.

⁴ Typically townhouses.

⁵ Generally townhouses and low-density garden apartments.

⁶ Generally garden apartments.

⁷ Condominiums.

⁸ Generally mid-rise and/or high-rise.

⁹ High-rise efficiencies, generally elderly accommodations.

N/A = Not applicable to the Planning Areas.

RECOMMENDATIONS

- Existing subdivisions should be incorporated into the design of new residential development through street and pedestrian connections.
- Residents of older subdivisions should have the opportunity to join the homeowners' associations and use private recreational facilities of adjoining new residential development.
- Where roads are proposed to be realigned and/or widened, such improvements should be designed to circumvent existing subdivisions and the environmental settings of historic sites and resources.
- The establishment of citizen associations (home-owners, civic) should be encouraged.

In addition, this Plan recommends the development of a planned community in Planning Area 78 that will do as follows:

- Be a comprehensively planned community with a balanced mix of residential, commercial, recreational, and public uses and include gathering places for residents to participate in community activities.
- Provide a variety of lot sizes and dwelling types to ensure housing for a broad spectrum of incomes, ages and family structures.
- Have a distinct physical identity, expressed through a coherent and compact land plan, consistent treatment of common design elements such as streetscape and signage, and emphasis on the public realm.
- Promote a form of development which facilitates the most efficient use of costly public infrastructure.
- Provide effective lot size averaging and cluster techniques to promote public facility efficiency, walkable neighborhoods, and the preservation of significant open spaces.
- Contain a well-defined activity center that will provide the focus of the community and contain residential, commercial and civic uses.

- Provide the opportunity for development on a human scale with a strong sense of community identity based on a shared, coherent, physical environment and a shared economic, social and cultural environment.
- Link various land uses in physical proximity to each other with trails, sidewalks and paths.

GUIDELINES

GENERAL

- Residential development subject to high noise levels from AAFB overflights should be oriented and constructed to ameliorate aircraft noise (see AAFB Chapter).
- New residential development should be designed with the natural attributes of the site as the paramount consideration.

PLANNED COMMUNITY GUIDELINES

GENERAL

- To ensure that the necessary features of a well-planned community will be included in the initial stages of development planning, the first zoning application should be at least 300 acres.
- An activity center is proposed that includes housing and commercial uses to serve the residents of this community (see Commercial Areas and Activity Centers Chapter).
- Within the activity center there should be the type of everyday conveniences that would simplify the lives of the residents by reducing the length and number of vehicular trips necessary for household management (see Commercial Areas and Activity Centers Chapter).
- The activity center, containing public and quasi-public uses such as a library, park, place of worship, or school should provide the focal point of the community. The public facilities should be designed as an integral part of the activity center.
- The density of residential development should diminish as the distance from the activity center increases.

-
- Pedestrian, bicycle or equestrian pathways should connect the employment, commercial, recreational and residential areas.

RESIDENTIAL AREA

- Stream valleys and wildlife corridors are encouraged to be used as integral parts of the residential development pattern.
- Footbridges and pathways should be constructed to link the various pods of residential development.
- A public street system that includes a variety of street standards shall be incorporated into the residential areas.
- The street hierarchy shall be related to the street's function, the average daily traffic, lot frontage, and the need for on-street parking.
- The streets shall be designed to accommodate both pedestrian and vehicular use.
- Residential areas shall include a variety of lot sizes and use development standards approved with the Specific Design Plan that are coordinated with street widths, views, topography, landscaping, and architecture. Different setbacks and lot sizes shall be distributed throughout each neighborhood to avert monotony.
- Cul-de-sacs or restricted access areas shall only be located in residential areas consisting of a minimum of 100 dwelling units. Long cul-de-sacs are discouraged.

OPEN SPACE

- A minimum of 33 percent of the required open space area shall be lands outside of the 100-year floodplain and wetlands.
- The open space lands shall include all sensitive natural features.
- Community open space areas shall provide undisturbed open space, recreational facilities, parks, public and homeowner uses and amenities.
- Buildings and parking lots shall be permitted in community open space areas only if they are public, homeowner association, or nonprofit uses such as a school, library, fire and rescue station, post office, museum or art gallery, nature center, or community building.
- Recreational uses such as indoor or outdoor swimming pools and athletic fields are encouraged.
- Golf courses will be permitted only if they are public, nonprofit, or provide a significant public benefit to the community at large, such as public trails or access.
- Community open space areas shall include small parks, greens, or plazas designed and intended for intensive civic or recreational uses. These areas should be allocated throughout the community and be readily identifiable and accessible from public areas.

■ **COMMERCIAL AREAS AND ACTIVITY CENTERS**



COMMERCIAL AREAS AND ACTIVITY CENTERS

GOAL

- To provide for reasonable amounts and distribution of various types of commercial space.

OBJECTIVES

- To identify specific commercial areas' assets and deficiencies which affect the image of the Planning Areas and the County.
- To enhance the economic base of the Planning Areas and the County.
- To create more job opportunities.
- To provide for commercial activities in planned activity centers or other appropriate locations, rather than on scattered sites or highway strips.
- To develop activity centers at appropriate sites where retail, personal services, offices, and public facilities are clustered with residential development.
- To locate commercial activities where vehicular access is adequate and where pedestrian walkways and bikeways can be integrated into the design.
- To encourage churches, social clubs and other quasi-public uses to locate within or adjacent to activity centers in order to share parking facilities and help establish these areas as focal points.
- To locate commercial activities conveniently to living areas in order to minimize the need for frequent automobile trips for everyday household needs.

- To encourage and provide for the upgrading and maintenance of existing commercial establishments along highways.

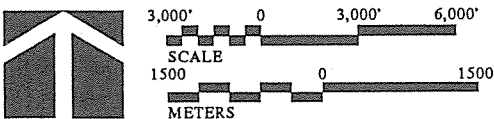
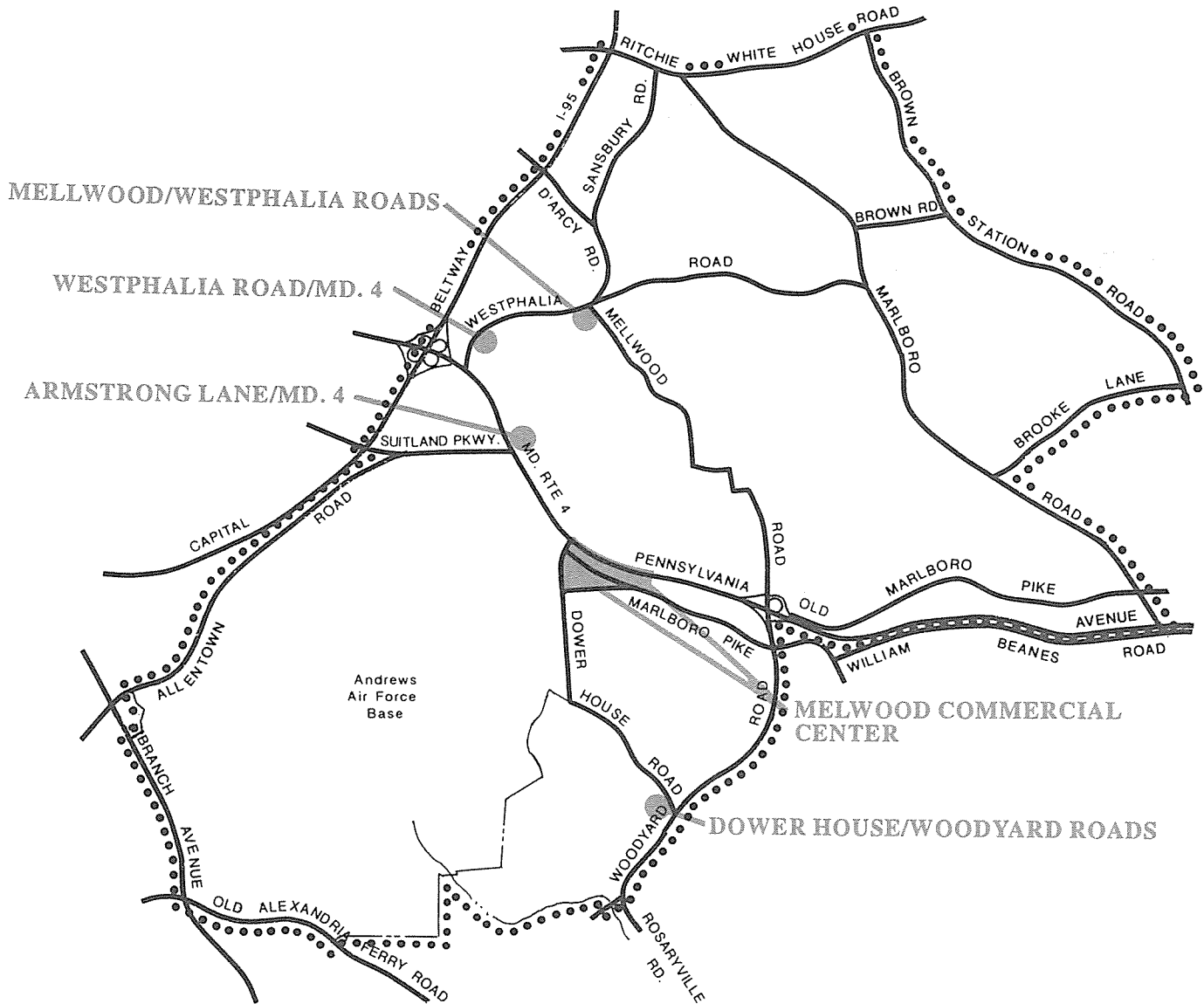
BACKGROUND AND ISSUES

COMMUNITY ACTIVITY CENTER

The 1973 *Subregion VI* Plan recommended that a Community Activity Center be located in the vicinity of Woodyard Road-Marlboro Pike intersection. In response to the reduced population forecast for the general trade area of the planned activity center and to reflect the proximity of other existing or planned shopping/activity centers located outside of the Melwood-Westphalia area, this activity center was not recommended in the 1980 *Melwood Special Treatment Area Plan*. Instead, the Plan recommended that a general commercial area be upgraded and expanded within a 20-acre commercially zoned area fronting Marlboro Pike between its intersections with Old Marlboro Pike and Dower House Road. The area would serve the local and surrounding community's needs. It was concluded that locating a new center within the Special Treatment Area would cause the decline of the existing commercial area fronting Marlboro Pike. Nevertheless, the Special Treatment Area Plan recommended that during a restudy of the Melwood area an activity center be considered in the northwest quadrant of the realigned Marlboro Pike/Woodyard Road intersection, if the planned general commercial area fails to be implemented.

MELWOOD COMMERCIAL CENTER

This area located along both sides of Marlboro Pike (Map 15) between Old Marlboro Pike and Dower House Road contains service, retail, and office commercial uses. On the south side of Marlboro Pike, there is a motel, a liquor store, a restaurant, an oil distribution company, a hair



salon and an office. The site of a former nonconforming junkyard still presents a visual nuisance including discarded equipment and parts.

On the north side of Marlboro Pike, the area contains a combination grocery and restaurant, Melwood Mall, a professional office center, and an electrical contractor's office.

Melwood Mall, with 40,000 square feet of commercial space, contains 20 small retail and personal service shops. This is an attractive and well-landscaped shopping mall. The mall, along with the nearby professional office condominiums, presents no maintenance, aesthetic or circulation problems. The mall, however, has a high turnover rate and had a vacancy rate of 20 percent as compared to 8.9 percent for an average shopping center in the County in January 1992. The reasons are insufficient population to support this shopping facility and competition from the nearby shopping centers just outside the Planning Areas. Without an anchor or magnet store such as a supermarket or drug store, perhaps the mall should be designated as a specialty mall including many antique or specialty shops to attract clientele from the entire metropolitan region.

Melwood Professional Center contains 213,000 square feet of office space. In addition to the main medical building, the Center consists of a number of townhouse-like office condominiums mainly occupied by doctors, dentists, accountants and insurance agents. The office complex is fully occupied and being expanded. These offices have a very wide service area, extending beyond the County because of their convenient location close to the Capital Beltway and MD 4. Refer to the Employment Areas Chapter for details of office development activities in the Planning Areas.

OTHER EXISTING RETAIL AND/OR SERVICE COMMERCIAL ESTABLISHMENTS

- Mellwood Road/Westphalia Road: A convenience store is located at this intersection. This 1.06-acre site is zoned C-A (Ancillary Commercial). Lack of landscaping throughout the site, no street curbs, and lack of proper maintenance of the rear yard are the major problems.
- Westphalia Road/MD 4: A gas station with a convenience store is located here. The property containing 1.09 acres is zoned I-1 (Light Industrial). The absence of adequate landscaping is the major problem.

- Armstrong Lane/MD 4 Service Lane: There is a gas station located at this intersection on 0.69 acres of land, which is zoned C-M (Commercial Miscellaneous). In order to accommodate projected traffic volumes, the Suitland Parkway/MD 4 intersection is proposed to be upgraded to an interchange. While many design options are being considered by the State Highway Administration, each option involves acquisition of this property. No visual problems observed with this commercial establishment.
- Dower House Road/Woodyard Road: A small convenience store with gas pumps is located at this heavily traveled intersection. The store is a long established nonconforming use located on 1.52 acres zoned R-R (Rural Residential). Lack of landscaping and street curbs separating the parking area from Dower House Road, deteriorated facades and the presence of litter and overgrown weeds are the major problems.
- Andrews Air Force Base (AAFB) has about 400,000 square feet of retail space at several sites for its military and nonmilitary personnel. These facilities do not serve the residents outside of the Base.
- A commercial development at the northeast quadrant of the interchange of Woodyard Road/MD 4 is proposed. With L-A-C (Local Activity Center) zoning on a four-acre tract a maximum of 10,000 square feet of commercial may be developed.

EVALUATION OF PHYSICAL AND FUNCTIONAL DEFICIENCIES

A field survey of Melwood Commercial Center was conducted to evaluate its physical and functional conditions. The commercial establishments were rated on three performance levels (poor, average, and good) in the following categories: landscaping, ingress/egress, off-street parking and lot condition, sidewalks and internal circulation, facade condition, sign condition, structural condition, and external storage areas (littering). Table 9 illustrates these criteria.

The findings are summarized in Map 16. Melwood Mall, the bank and the professional office center received the highest ranking for all categories, except that a dumpster in the office complex was misplaced outside the screened area in a travel lane of the parking lot. It is not only illegal but a visual nuisance. The oil company and a former junkyard were rated poor in all categories. This service-commercial development is very unattractive and detracts from the positive image of adjacent newer

TABLE 9: PHYSICAL, FUNCTIONAL, AND VISUAL PERFORMANCE RATING CHART

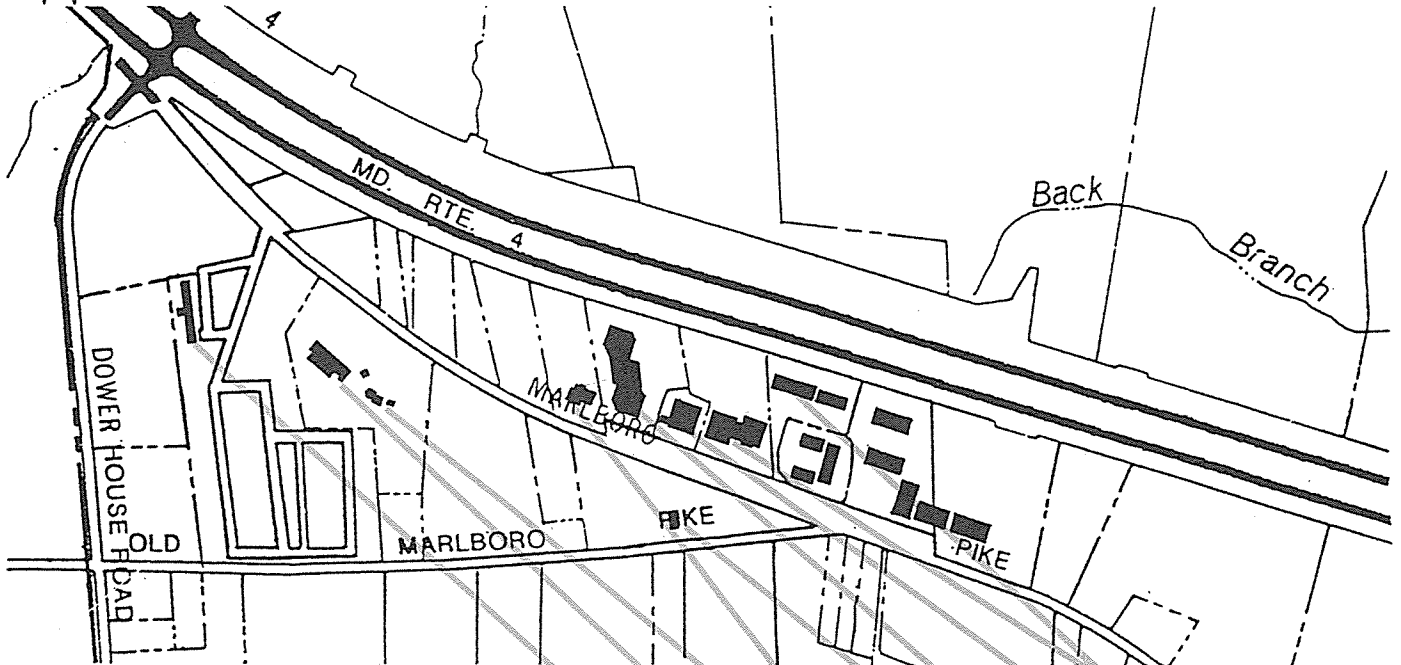
CATEGORIES	CRITERIA	PERFORMANCE LEVEL
Landscaping	Extensive Little None	Good Fair Poor
Ingress/Egress	Defined entrance, good visibility on Marlboro Pike, curbs and gutters, good surface condition, adequate turning radius. Only three of the above. Two or less of the above.	Good Fair Poor
Off-Street Parking Lot Condition	Paved, no improvement needed. Paved, minor coating improvement needed or unpaved but graveled or no marking. Pot holes or dirt surface.	Good Fair Poor
Sidewalks and Internal Circulation	Sidewalks provided and meets the internal driveway standards specified in the Zoning Ordinance (Section 27-500).	Good
Facade Condition	Clean with no visible deterioration. Needs paint or minor improvements. Needs substantial renovation, remodelling or replacement.	Good Fair Poor
Sign Condition	Clean with no visible deterioration. Needs paint or minor improvement. Needs substantial repair or replacement.	Good Fair Poor
Structural Condition	Sound condition, requiring only normal maintenance such as painting, tightening or replacement of a few roof shingles. Fair condition, requiring more than normal maintenance such as a small number of minor repairs of major structural components. Deteriorating condition, defects not correctable by normal maintenance.	Good Fair Poor
External Storage Area (littering, trash, debris, junk or abandoned vehicles)	None Little Massive	Good Fair Poor

commercial development. Generally, other old commercial establishments need upkeep maintenance and additional landscaping to upgrade the image from Marlboro Pike.

RETAIL MARKET ANALYSIS

A retail market analysis examined the existing amount, type, and distribution of retail space and estimated the amount and type of retail space that is supportable in the trade area. It examined present occupied retail square footage in four categories: convenience goods, shopping goods, other retail goods and personal services. The definition of each of these follows:

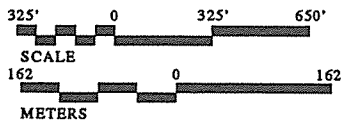
- Convenience goods serve the immediate needs of the resident population and include food stores, drug stores, eating and drinking places, and miscellaneous convenience goods establishments (liquor stores, florists, etc.).
- Shopping goods are items that consumers purchase less often than convenience goods. Shopping goods include general merchandise, apparel and accessories, furniture, home furnishings, and miscellaneous items such as sporting goods, books, jewelry and cameras.
- The other retail goods category is made up of hardware, building supply, garden supply stores,



ANDREWS FIELD MOTOR INN
 TUCKER'S RESTAURANT
 MOCKABEE'S OIL
 MEADOWS MARKET
 HAIRWAY STYLISTS/OFFICE
 MELWOOD MALL
 1ST VIRGINIA BANK
 MELWOOD PROFESSIONAL CENTER

	ANDREWS FIELD MOTOR INN	TUCKER'S RESTAURANT	MOCKABEE'S OIL	MEADOWS MARKET	HAIRWAY STYLISTS/OFFICE	MELWOOD MALL	1ST VIRGINIA BANK	MELWOOD PROFESSIONAL CENTER
LANDSCAPING								
INGRESS/EGRESS								
OFF-STREET PARKING LOT CONDITION								
SIDEWALKS AND INTERNAL CIRCULATION								
FACADE CONDITION								
SIGN CONDITION								
STRUCTURAL CONDITION								
EXTERNAL STORAGE AREA								

GOOD
 AVERAGE
 POOR



automobile sales and services businesses, and gas stations.

- Personal service establishments include laundries, beauty and barber shops, photo studios and shoe repair stores.

The retail market analysis study summarizes the calculated excess or deficit of retail square footage needed by type of goods and in total to serve the 1990 and projected 2010 population of the Planning Areas. Refer to the retail market analysis study for detailed discussions.

The study reveals that the deficits for convenience goods space between 1990 and 2010 will increase from 32,000 to 49,000 square feet. However, the study notes that the current needs are being met in nearby commercial areas and that these areas will continue to satisfy the residents' demand for convenience goods in 2010.

The retail market analysis study also reveals that by the year 2010 there will be only a minimal deficit of 1,900 square feet of shopping goods space, which does not represent the critical mass needed for a viable amount of shopping goods space.

CONCEPT

The County General Plan defines a hierarchical system of ideal development which recognizes the advantage of concentrating certain types of commercial and related community, social and recreational activities at given spatial intervals. These points of concentration are called activity centers. They are intended to provide an alternative to the haphazard and inefficient siting of development which has so often occurred in the past.

The ideal activity center normally contains commercial, cultural and educational facilities, and medium-density housing units so that more people could make use of these facilities in the activity center. Additionally, lower density residential neighborhoods should be placed around the activity center to form residential "rings" with good vehicular and pedestrian access to the center.

The major land use proposal in the Melwood-Westphalia Planning Areas is the development of a planned com-

munity north of MD 4 (refer to the Residential Areas Chapter). A major proposal within the planned community is an activity center. Its location, central to the Planning Areas, will be at the intersection of Presidential Parkway and Dower House Road Extended. Thus, access will be very good from all the residential areas and the adjacent employment areas.

The commercial components of the activity center are to be scaled to primarily serve the residents of the Melwood-Westphalia area. Activity center components and their magnitude follow:

- 50 to 70 acres (of which 20 acres are designated within the M-X-T Zone).
- Five to 15 acres of commercial development (50,000 to 75,000 square feet of gross leasable area)¹.
- Contain approximately 700 multifamily dwelling units with a density range between 10 to 48 dwelling units per gross acre².
- Serves a population of 10,000 to 12,000 persons.
- Has a service area of two miles in radius.
- Access provided by MD 4 and Presidential Parkway.
- Includes a small supermarket (10,000 to 15,000 square feet) - the primary anchor store, restaurants/cafes (4,000 square feet), beauty/barber (3,000 square feet), drug store (4,000 square feet), medical/dental offices, real estate/insurance, bank and financial offices, service station, liquor, cleaners, and religious uses.
- May also have a day care center, recreational uses and public uses such as a library and a post office.

The Plan also recommends a neighborhood convenience center which is described below.

Convenience Center: less than 3 acres (overall size)

¹ Based on 4,000 dwelling units proposed for the planned community with a 50 to 75 percent capture rate.

² Approximately 400 dwelling units with an average density of 20 dwelling units per gross acre are allocated within the M-X-T zoned area.

- Contains less than 20,000 square feet of gross leasable area, with an average .18 Floor Area Ratio (FAR).
- Serves a population of at least 3,000 people.
- Has a service area of less than one mile in radius.
- Typical stores may include a dairy store (the primary anchor store), dry cleaners, video store and a small fast-food establishment.

RECOMMENDATIONS

MELWOOD COMMERCIAL CENTER

Vacant land and underdeveloped land are present in this commercial area. There is no justification for expanding eastward along Marlboro Pike. On the south side of Old Marlboro Pike the land should be reserved for industrial use.

Except the northern frontage along Marlboro Pike, there has been no change to the general commercial area since the 1980s. Melwood Mall and Melwood Professional Office Center are visually attractive developments which serve as good examples for future commercial development in this area. Existing C-S-C, C-M and C-O zoned properties are recommended to be retained with three exceptions. The triangular-shaped property located at the Marlboro Pike and Old Marlboro Pike intersection is recommended to be rezoned from C-M to C-S-C. The property has been redeveloped, and the existing uses are permitted in the C-S-C Zone. The property with a vacant building located on the north side of Marlboro Pike identified as part of Parcel 93 is recommended to be rezoned from C-M to C-S-C to be consistent with the surrounding C-S-C Zone. Because the older commercial establishments still present visual, physical, and functional problems as noted in the Background and Issues Section, the following guidelines recommended in the Special Treatment Area Plan are incorporated into this Plan. They should be fully applied when considering redevelopment or new development west and south of the Melwood Mall and Professional Office Center.

- Melwood Commercial Center should be planned and constructed as a cohesively designed, well-coordinated development, particularly concerning its land uses, its overall concept, architectural style, materials (brick or comparable), building heights (generally limited to three stories); vehicular and pedestrian circulation and access (minimizing curb

cuts); landscaping, screening and buffering; and sign display.

- The design of lamps, street lighting, benches, litter receptacles, and other street/landscape furniture should be unified to help identify the several commercial buildings on a number of separate parcels of land as one entity.
- Development along MD 4 should minimize the visual impact from the highway by providing substantial landscaping.
- Cinder block, corrugated metal, plastic, or similar building surfaces which detract from the County's goal of quality development should not be allowed.
- Dumpsters or similar unsightly objects, waste collection, and loading areas should be screened from view of public streets or adjacent residential areas.
- Signs shall be limited to those necessary for directional or business identification purposes (as opposed to advertising or publicity).
- Not less than 15 percent of the lot area shall be devoted to landscaping and green area (as defined in the Zoning Ordinance).
- Conflicts between pedestrian circulation, vehicular circulation, and loading should be precluded.
- Large expanses of parking should be avoided by providing parking in small lots near the buildings and uses they serve.
- Parking should be separated from loading areas.
- Parking compounds should be designed so that they will not be used as through access drives.
- Pedestrian circulation should be designed to be free of barriers to the handicapped.

In addition to the aforementioned design guidelines, the Urban Design Guidelines contained in this chapter should be applied to development or redevelopment throughout the Melwood Commercial Center. To stimulate development and redevelopment, it is recommended that the M-NCPPC, through the Planning Assistance to Municipalities and Community Program, work closely with the owners and businessmen to develop and implement a landscape, facade and sign improvement program to upgrade the older commercial properties.

OTHER EXISTING AND PROPOSED COMMERCIAL AREAS

In line with the activity center concept to provide appropriately located commercial development, it is recommended that the Planning Areas not be spotted with commercial activities. Some of the commercial areas have aesthetic, landscaping, facade and signage conditions and circulation problems. The Urban Design Guidelines for Commercial Areas should be fully applied in considering any future redevelopment proposals for these sites.

Thus the following recommendations apply to the four small commercial sites. The 1.09-acre property containing a gas station with a convenience store located near the Westphalia Road/MD 4 intersection is recommended to be retained in the I-1 Zone. The gas station at the intersection of MD 4 and Armstrong Lane is recommended to be rezoned I-1 consistent with the surrounding zoning. The gas station at the intersection of MD 4 and Armstrong Lane is recommended to be placed in the I-1 Zone. The 1.06-acre property developed with a convenience store at the Mellwood Road/Westphalia Road intersection is recommended for Retail Commercial use and to be retained in the C-A Zone to reflect its current use and function. The Purdy property (0.87± acre) immediately adjoining the convenience store to the south is recommended for Service Commercial use and to be placed in the C-M Zone. The gas station and convenience store at the Dower House Road/Woodyard Road intersection are recommended to continue as nonconforming uses.

In addition, a neighborhood convenience center is recommended for the southwest quadrant of the Ritchie Marlboro Road/Sansbury Road intersection. A combination of Comprehensive Design E-I-A and L-A-C zoning may be used to establish a small commercial center serving its surrounding employment area.

PROPOSED ACTIVITY CENTER

Map 17 is an illustrative design plan which integrates the design principles inherent in the activity center concept. It is a conceptual drawing. The activity center will be located at the quadrants of Dower House Road and Presidential Parkway. This site will take best advantage of the existing infrastructure such as transportation, water and sewer and other utilities which are already in place or programmed. It creates a desirable relationship between Melwood Commercial Center and the planned activity center. This planned mixture of urban uses, coupled with high quality architectural and landscape design, will create

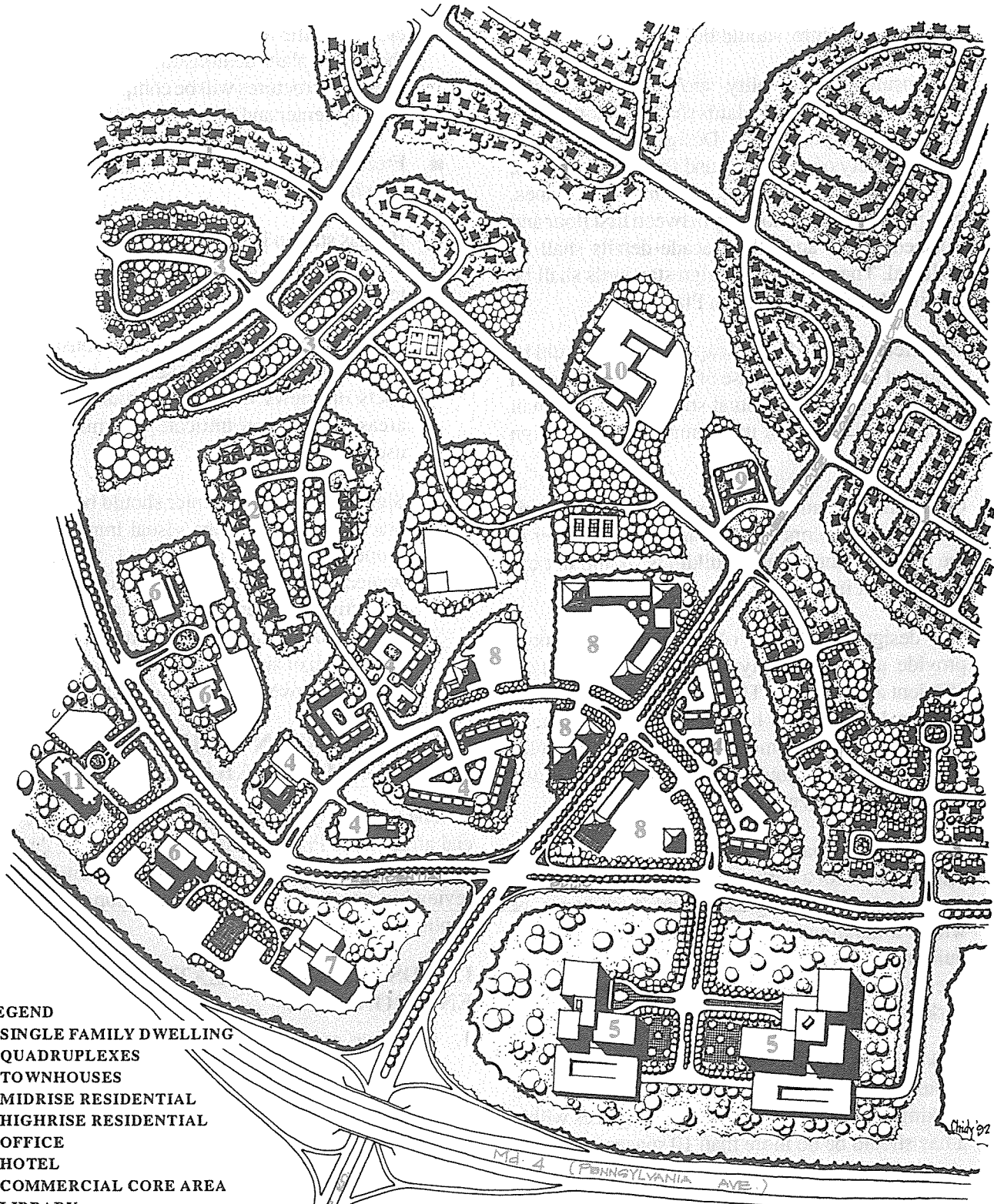
a physical landmark, symbolizing a dynamic urban environment for pleasant and stimulating living.

Key aspects of the concept are: a mix of shops and services anchored by a small supermarket store and drug store; clustering multifamily housing around the core area; and trails designed to make walking/biking an attractive alternative to exclusive use of the automobile. With the surrounding residential development, the activity center should be the focus of the community with bike paths and pedestrian ways providing linkages among parks, public and quasi-public uses and commercial uses located within the activity center and employment areas. A system of buffers will also be provided to ensure the presence of green and open areas between the activity center and lower density residential areas. Open space may consist of plazas, courtyards, arcades enhanced by planted green areas, fountains, and sculpture to encourage people to enjoy the array of urban facilities. The activity center will consist of a variety of complementary land uses. Mixed-use development is recommended within the activity center provided with apartments over offices or street-level retail shops.

It is recommended that the Comprehensive Design L-A-C Zone and the M-X-T Zone be used for the activity center to allow a mixture of retail, office and service uses along with complementary residential densities. To expand the range of housing choices, high-rise apartments are proposed within the activity center on the south side of Presidential Parkway. To accomplish this, it is recommended that approximately 81 acres of land in the southern quadrants of the Dower House Road Extended/Presidential Parkway intersection within the Presidential Corporate Center be rezoned from I-1 and I-3 to M-X-T.

The following guidelines are applicable to the activity center and should be considered at the Comprehensive Design Plan and Specific Design Plan stages in processing Comprehensive Design Zones.

- Prior to Comprehensive Design Plan approval, an overall plan for the activity center shall be submitted for review and approval by the Planning Board.
- The activity center should be arranged in a generally rectilinear network of interconnecting streets and blocks and should be compatible with sensitive environmental areas.
- The highest density for the planned community should be within the activity center.



LEGEND

- 1. SINGLE FAMILY DWELLING
- 2. QUADRUPLICES
- 3. TOWNHOUSES
- 4. MIDRISE RESIDENTIAL
- 5. HIGHRISE RESIDENTIAL
- 6. OFFICE
- 7. HOTEL
- 8. COMMERCIAL CORE AREA
- 9. LIBRARY
- 10. SCHOOL
- 11. EXISTING MACHINIST COMPLEX
- OPEN SPACE NETWORK
- TRAILS

- High quality architecture should be a hallmark of the activity center. Streetscape design, including street trees, sidewalks, street lighting fixtures, building materials, paving design and materials, and street furniture, should be of high quality.
- To ensure high quality architecture, specific architectural design standards shall be incorporated into the Comprehensive Design Plan. Historic styles, variety of unit types and facades, materials, colors, windows (size, type, placement), rooflines, roof pitches, the relationship between first floor and finished grade, and other facade details shall be included. These specific design standards shall be approved at Specific Design Plan stage.
- The streetscape and streetscape elements should be designed to provide a sense of visual harmony with the buildings. A conceptual streetscape plan shall be approved as part of the Comprehensive Design Plan.
- Civic buildings and structures should be of materials, scale and colors compatible with each other in the activity center. Civic buildings should not exceed 36 feet in height.
- The design and layout of parking areas should provide an aesthetically pleasing design and an efficient arrangement. The design and layout of the parking lot shall not have a negative impact on surrounding development or on contiguous buildings. Parking lots should not be the dominant visual features of the streetscape.
- The Planning Board may reduce off-street parking requirements for a particular building, to the extent that adequate parking is provided on-street or within a maximum distance of 500 feet from the building, or that uses which do not generate the need for parking at the same time may share a parking lot.
- Parking lots providing for more than 20 autos should, where possible, be subdivided into modular parking bays. A single row or line of spaces within a bay should be no more than 10 spaces in length.
- Oversized vehicles, boats and trailers shall not be stored or parked in the required parking areas. A limited number of parking spaces should be provided outside the activity center and be appropriately screened and landscaped to obscure the entire vehicle from view at all times of the year.
- The inclusion of day care centers and housing for elderly in the activity center is encouraged when the design plans demonstrate adequately that these uses and structures will be compatible with both the activity center and the surrounding neighborhoods.
- Freestanding uses shall not be permitted within the activity center.
- If a gas station is part of the activity center, it shall be unobtrusive and of similar building material, texture, and design.
- Topography of the area should be considered in the design of the activity center to minimize any impacts on views from the surrounding residential areas, to offer more intricate patterning and to better use the terrain.
- Signs in the activity center should be designed and placed to minimize the visual impact on the surrounding area and access road. Signs should be treated as an essential unifying design element of the activity center. The location on the structure, height, size, shape, color, lighting, lettering size, and design of signs should harmonize with appearance of the overall activity center.

URBAN DESIGN GUIDELINES FOR COMMERCIAL AREAS

The following guidelines are applicable to all commercial areas in the Planning Areas and should be considered during planning of any improvements or additions or while reviewing any zoning, special exception or subdivision applications.

LANDSCAPING AND EXTERIOR ENVIRONMENT

1. Improve or provide a landscaped strip in front of stores, wherever feasible, to enhance the image.
2. Use landscaped islands to delineate parking and loading areas and circulation lanes to provide visual relief from large expanses of parking.
3. Provide an adequate number of street trees.
4. Conduct proper maintenance procedures to ensure that the landscaping will be healthy and attractive.

5. Install intensive landscaping to buffer residences from adjacent commercial development.
6. Screen outdoor trash storage areas and waste containers.
7. Install benches, trash receptacles, and planters at appropriate locations; the materials must be durable.

FACADE IMPROVEMENTS

1. Create compatible building facades and styles by unifying color schemes and building materials.
2. Exercise care in the remodeling of buildings to enhance, rather than weaken, the original character of building facades.
3. Renovate facades and signs where needed and implement a routine maintenance program.
4. Provide harmonious facade design between new and existing buildings and when renovating an existing building.
5. Use good design, durable materials, and quality workmanship.

SIGNAGE IMPROVEMENTS

1. Upgrade and unify the signs to establish a positive image of the area while identifying each use effectively.
2. Integrate signs with the architectural design of the structures.
3. Keep the size of the signs in scale with the facade.
4. Limit the number of signs pertaining to a single business to avoid overcrowding the facade.

STRUCTURAL CONDITION IMPROVEMENTS

1. Demolish buildings which are beyond the point of rehabilitation.
2. Encourage businessmen and property owners to make necessary improvements to their buildings to maintain a safe and pleasing environment.
3. Attract new businesses to occupy vacant buildings in order to reverse any deteriorating trend.

CIRCULATION IMPROVEMENTS

1. Separate pedestrian and vehicular movement.
2. Include analyses of the potential impacts on the local transportation system for all proposals for renewal or expansion.
3. Combine existing access points wherever possible to limit conflicts with the free flow of traffic on the main road; additional access points to the main road should be restricted to those which are strictly required.

PARKING FACILITIES IMPROVEMENTS

1. Provide adequate lighting in parking areas.
2. Create legible parking lot signs.
3. Provide adequate parking for customers and employees.
4. Maximize landscaping to minimize a monotonous view of parking areas from the main road.
5. Maintain parking areas in very good condition by resurfacing, coating and patching potholes.
6. Mark the handicapped parking spaces; provide with access ramps, if needed.
7. Provide highly visible pavement markings to indicate proper vehicular circulation and pedestrian movement within the parking area.

GUIDELINES

1. Commercial activity should be provided for in planned centers rather than on scattered sites.
2. Prior to any expansion within Melwood Commercial Center, whether requiring subdivision approval or not, an analysis of the projected on-site and off-site traffic impacts shall be prepared.
3. Gas station service bays and parking areas should be screened from roads and adjacent residential areas.
4. Facades and roof lines facing streets or main parking areas should be consistent throughout the development in design, color, and materials. High quality, low maintenance building materials are recommended.

-
5. Facades, not facing streets or main parking areas, should be of finished quality and should be of color and materials that blend with the remainder of the building(s).
 6. Rooftop mechanical equipment should be screened on all sides by parapet walls or other appropriate screening devices.
 7. The County Building Code should be strictly enforced to require the renovation or removal of substandard structures.

■ EMPLOYMENT AREAS



EMPLOYMENT AREAS

GOAL

- To create more diversity in job opportunities for local residents and to enhance the economic base of the County and the Planning Areas.

OBJECTIVES

- To increase employment opportunities for local and County residents by encouraging new and high quality office, industrial and research-type development.
- To encourage a local employment base which represents the highest level and range of activities which can reasonably be achieved.
- To maintain and expand existing employment areas where appropriate, while preventing their intrusion into areas not appropriate for employment uses.
- To identify and enhance specific employment assets which promote a positive image and identity to the Planning Areas.
- To capitalize on the available sites which are highly accessible and which provide exposure to regional traffic.
- To develop employment areas in accordance with principles of good architectural and site design, with emphasis on the employment park approach.
- To locate those industrial activities that will generate substantial vehicular traffic on sites which will produce minimal adverse effects on traffic circulation and adjacent land uses.
- To protect planned employment areas from premature commitment to less intensive uses.
- To capitalize on the location of the Planning Areas close to major highways and within the Washington, D.C., Baltimore and Annapolis metropolitan areas.
- To provide development guidelines that will establish a physical separation between employment uses and residential areas.
- To integrate passive and active open space within well-designed employment areas.
- To concentrate employment in areas with suitable topography.
- To propose a new circulation system for the employment areas in order to minimize truck traffic on a section of Dower House Road, east of Fallard Drive, Westphalia Road, Sansbury Road, and Ritchie Marlboro Road in the Planning Areas.

BACKGROUND & BASIC ISSUES

ANALYSIS OF EXISTING SITUATION AND EMPLOYMENT CHARACTERISTICS

Tables 10 and 11 present the statistical information on employment by industry for the Planning Areas and Prince George's County in 1980 and 1985. The 1985 employment by industry information is the latest available. During the period from 1980 to 1985, at-place employment excluding Andrews Air Force Base (AAFB), increased from 2,558 to 6,121 or by 140 percent in the Planning Areas.

Among the several sectors, at-place employment in the industrial sector was 5.9 percent and 16.1 percent of the working population within the Planning Areas, respectively. AAFB accounted for 85.1 percent and 61.8 percent of the total amount of employment in 1980 and 1985, respectively.

**TABLE 10: EMPLOYMENT BY OCCUPATION, 1980
MELWOOD-WESTPHALIA PLANNING AREAS 77 AND 78 AND PRINCE GEORGE'S COUNTY**

<u>Industry</u>	<u>Melwood-Westphalia Planning Areas 77 and 78</u>		<u>Prince George's County</u>	
	<u>Number Employed</u>	<u>Percent</u>	<u>Number Employed</u>	<u>Percent</u>
Industrial	1,014	5.9	32,303	14.6
Wholesale	103	0.6	9,339	4.2
Retail	779	4.5	47,856	21.6
F.I.R.E (Financial, Insurance and Real Estate)	171	1.0	8,060	3.7
Services	97	0.6	34,520	15.6
Federal/AAFB International Government	14,642	85.1	35,621	16.1
State/Local Government	171	1.0	40,116	18.1
Self Employed	223	1.3	13,497	6.1
Total	17,200	100.0	221,312	100.0

Source: Metropolitan Washington Council of Government 1980 Regional Employment Census

**TABLE 11: EMPLOYMENT BY OCCUPATION, 1985
MELWOOD-WESTPHALIA PLANNING AREAS 77 AND 78 AND PRINCE GEORGE'S COUNTY**

<u>Industry</u>	<u>Melwood-Westphalia Planning Areas 77 and 78</u>		<u>Prince George's County</u>	
	<u>Number Employed</u>	<u>Percent</u>	<u>Number Employed</u>	<u>Percent</u>
Industrial	2,580	16.1	44,577	17.4
Wholesale	32	0.2	14,137	5.5
Retail	1,252	7.8	66,914	26.2
F.I.R.E (Financial, Insurance and Real Estate)	144	0.9	9,837	3.9
Services	1,505	9.4	49,391	19.3
Federal/AAFB International Government	9,921	61.8	28,670	11.2
State/Local Government	365	2.3	28,543	11.2
Self Employed	243	1.5	13,543	5.3
Total	16,042	100.0	255,612	100.0

Source: Metropolitan Washington Council of Government 1985 Regional Employment Census

The second largest sector in 1980 in the Planning Areas was retail at 4.5 percent, while it slipped to third place in 1985 at 7.8 percent. During this period, the service sector increased the most in actual numbers and percent from 0.6 to 9.4 percent, respectively. On the other hand, retail remained the largest employment sector in 1980 and 1985 in the County. Within the County the service sector was second in 1980 at 15.6 percent behind State/Local government at 18.1 percent. Based on the 1985 data, there was a significant reversal with the State/Local government sector dropping 11,573 employees to 11.2 percent, while services moved up from 15.6 percent to 19.3 percent. However, this is due primarily to the fact that all state employees in 1985 were assigned to Baltimore and Annapolis rather than where they actually worked. At the Planning Areas level, State/Local government employment was the opposite of the County with an increase from 1.0 to 2.3 percent between 1980 and 1985. This was due to an increase in local government employment.

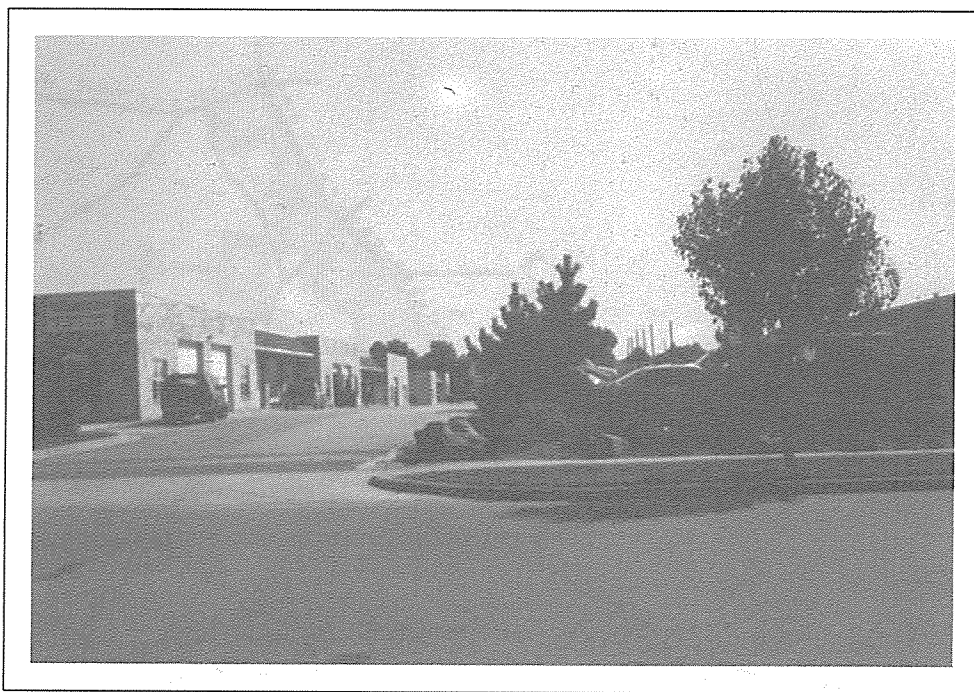
The at-place self-employed sector in the Planning Areas increased from 1.3 to 1.5 percent between 1980 to 1985. Total employment in the Planning Areas is forecasted to rise by 49 percent over the next 25 years, from 16,042 in 1985 to 23,880 in 2010, in accordance with the Round IV Cooperative Forecasting.

EMPLOYMENT AREAS DESIGNATION & DESCRIPTION

The term "employment areas" refers to large tracts to be utilized for industrial development or other types of large employment concentrations such as governmental and office centers. They could include warehouses, open storage yards or other industrial uses with a low employee/area ratio. They are intended to be an alternative to scattered industrial sites which are incompatible with surrounding uses and which disrupt communities. Map 18 shows the six employment areas. Statistical characteristics of these areas are in Table 12.

EMPLOYMENT AREA 1

This employment area, including the Penn-Belt and Randall Industrial Parks, is bounded by the Capital Beltway, MD 4 and Suitland Parkway. Many attractive buildings are located in this, the oldest and most fully developed employment area in the Planning Areas, with 1.1 million square feet of warehouse, light industrial, office, public and quasi-public, and other uses. Of the total developed area, an extensive amount is used by PEPCO. The Murray's



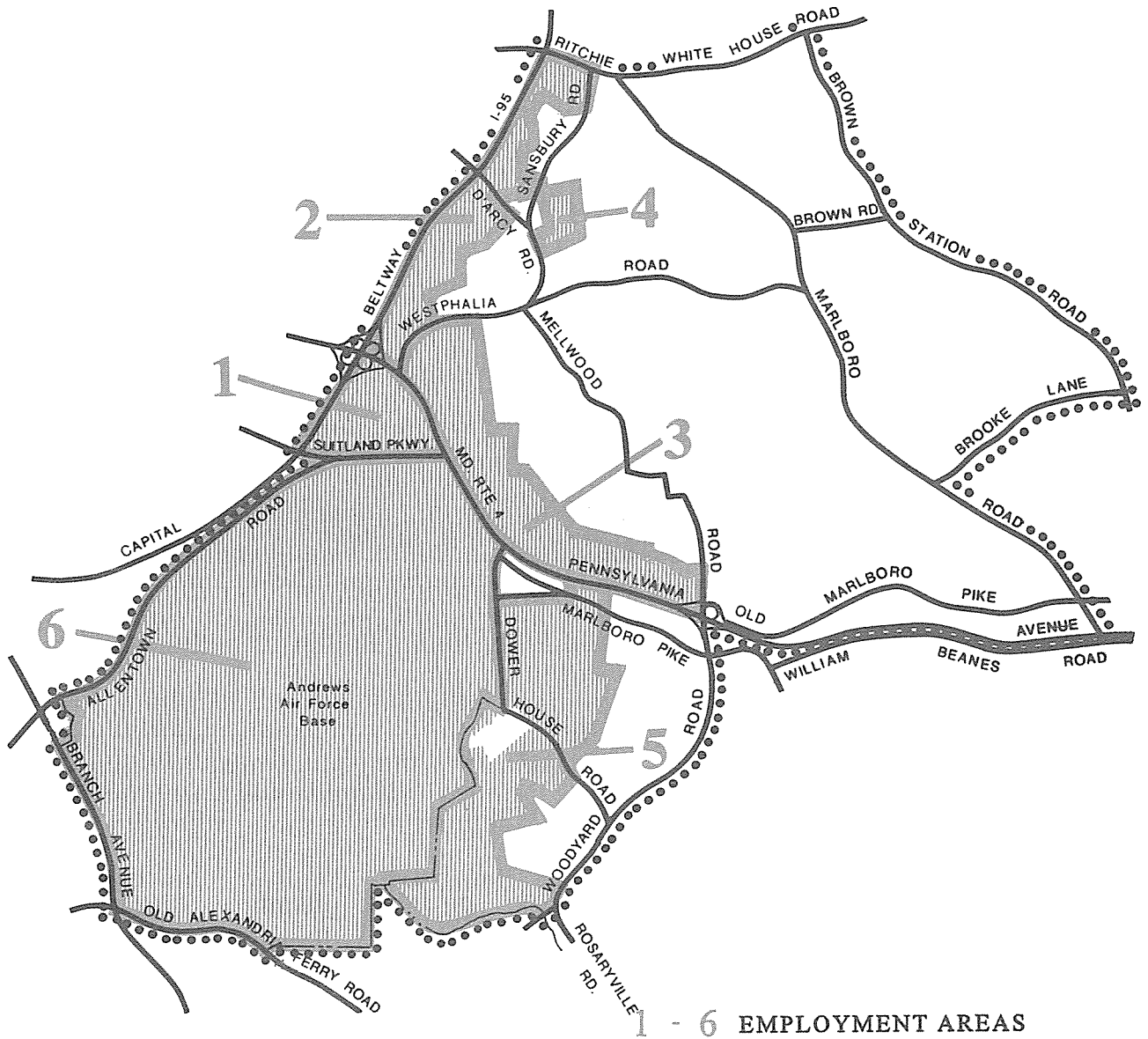
Light industrial, warehouse, office and quasi-public uses occupy 1.1 million square feet in the Penn-Belt and Randall Industrial Parks, located southeast of the MD 4/Beltway interchange.

TABLE 12: EMPLOYMENT AREAS/MELWOOD-WESTPHALIA (Planning Areas 77 & 78) (March 1992)

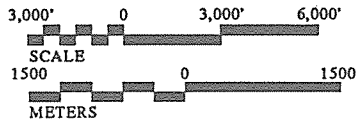
Employment Areas	Gross Acreage	Developed Acreage	Vacant Developable Acreage
1	157.39	119.54	37.85
2	354.60	22.06	332.54
3	546.24	61.43	484.81
4	54.04 ¹	20.68	33.36
5	744.36	115.94	628.42
6	4,324.20 ²	4,324.20	—
	6,180.83	4,663.85	1,516.98

¹ Not including sand and gravel operations and rubblefill sites.

² The area is limited to Andrews Air Force Base. The majority of the Base is currently developed.



1 - 6 EMPLOYMENT AREAS (DISCUSSED IN TEXT)



Steak building, containing a retail outlet, is the largest warehouse/distribution center.

Having immediate access to the Capital Beltway and MD 4 accounts for the attractiveness of this area for employment uses. Given good visibility and accessibility, the vacancy rate for this employment area was 0.1 percent as compared to the nearby Hampton Industrial Park with 14 percent and the County's average of around 15 percent in January 1992.

Key issues in the future development of this area include the following:

- The Air Installation Compatible Use Zone (AICUZ) Study has designated this area as being partially located in the Clear Zone and Accident Potential Zones I and II, meaning that the potential for an aircraft accident is significant. Refer to the Impact of AAFB Chapter for a detailed discussion.
- This employment area is surrounded by three major highways. The quality of development, particularly along MD 4 and the Capital Beltway, will have a significant effect on the perception of the County, the MD 4 corridor and the Beltway corridor.

EMPLOYMENT AREA 2

This area comprises both industrially and residentially zoned land bounded by Westphalia Road, the Capital Beltway, Ritchie Marlboro Road, a section of Sansbury Road and existing residential development along the west side of Sansbury Road. Approximately 22 acres (or 6 percent of this area) are developed with employment uses including distribution, warehouse, vehicle maintenance, construction contractor and storage facilities. Of the total 355 acres, about 250 acres (or 70 percent) are residentially zoned.

Key issues in this area include the following:

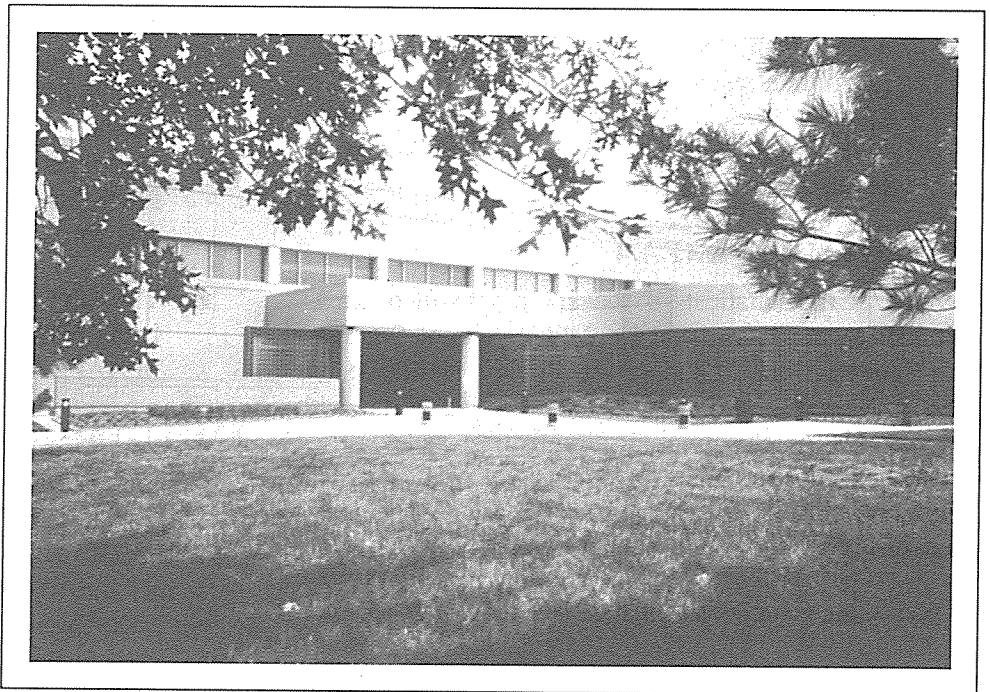
- A need exists to provide a north-south industrial road through the entire length of this area to ac-

commodate the planned employment uses and not to prevent overloading the existing road system.

- The AICUZ Study designates the southern part of this area as being in Accident Potential Zones I and II and aircraft noise impact areas. Refer to the Impact of AAFB Chapter for a detailed discussion.

EMPLOYMENT AREA 3

Located on the north side of MD 4 between Westphalia Road and Woodyard Road Extended, this area principally consists of the Presidential Corporate Center and the Eastgate Industrial Park, the two largest planned employment parks in the Planning Areas. Most of the area along Westphalia Road is developed with construction/contractor uses. A large amount of the industrially zoned land is owned and used by PEPCO. In recent years, development in this employment area has consisted of the construction of the PEPCO Production and Service Center and two office buildings in the Presidential Corporate Center for multiple tenants and a union headquarters. The Presidential Corporate Center project has been planned to contain six million square feet of commercial space including office, retail shops, restaurants, a hotel, a convention center, and research and development space. The Eastgate, an industrial park located at the northeast quadrant of the Westphalia Road/MD 4 intersection and owned by the



PEPCO's Production Service Center sits on a 139-acre site south of Westphalia Road. The 135,000-square-foot building is one of the largest utility-owned machine repair shops on the East Coast. Its design was honored by the Baltimore Chapter of the American Institute of Architects in 1986.

Potomac Capital Investment Corporation, a subsidiary of PEPCO, has an approved preliminary plan of 980,000 square feet of employment space.

Key issues in this area include the following:

- The AICUZ Study designates the western part of this area as being in the flight pattern and extreme noise level area of Andrews Air Force Base. Refer to the Impact of AAFB Chapter for a detailed discussion.
- The 1973 *Subregion VI Master Plan* recommended that a park-like atmosphere be created and maintained throughout this employment area. The Plan further recommended that site plans be required that would indicate large setbacks, a landscaping plan, and architectural controls to preserve and improve the scenic quality along MD 4. Preservation of the trees adjacent to the minor tributaries draining into Cabin Branch and application of proper landscaping and screening techniques to buffer the employment area abutting residential land were also recommended. Accordingly, this employment area should be of a high quality, containing clean industry and blending well with adjacent residential communities.
- Presently, MD 4 and Westphalia Road in this employment area are operating at an inadequate level of service. This has led to limitations being placed upon the amount of development currently permitted at the Presidential Corporate Center and other planned development projects. This will continue to be a main problem until planned transportation facilities are in place.

EMPLOYMENT AREA 4

This is the smallest of the six employment areas. Bounded by the Arrowhead Elementary School, Sansbury Road, and the Ritchie Land Reclamation rubblefill site, the area contains three stone/brick/concrete block firms with storage yards, a telecommunication facility, and an office building. The undeveloped 31-acre Sansbury Employment Park containing 19 lots is proposed for warehouse development.

Key issues in this area include the following:

- Employment uses fronting Sansbury Road lack landscaping in the parking lots bordering Sansbury Road.

- The AICUZ Study designates this area as being in the noise impact area. Refer to the Impact of AAFB Chapter for a detailed discussion.

EMPLOYMENT AREA 5

Employment Area 5 located immediately east of Andrews Air Force Base, is bounded by Old Marlboro Pike, Dower House Road, Andrews Air Force Base, Piscataway Creek and Kingston Manor, Queenswood, Dower Village, and Sherwood Forest subdivisions. Existing activities include warehouse, distribution, storage facilities and several construction firms with open storage yards, a printing firm, an office building, a concrete crusher, and a horticulture training center.

Key issues of this area include the following:

- Adjacent homes do not have adequate buffering to protect the residents from such nuisances as noise, fumes, vibrations and negative visual impacts associated with the industrial development. Many industrial uses along Dower House Road provide no screening or landscaping. This absence of visual buffers detracts from the quality of life in the residential areas and results in a negative visual impact upon all who pass through the area.
- The 1980 Melwood Special Treatment Area Plan recommended a low-density employment character for this area, mainly because the existing and planned road system would not be adequate to support full development at the potential intensities that could be generated in the I-1 and I-2 Zones. Furthermore, it was partly because the area is in the flight path and high noise area of Andrews Air Force Base and is unsuitable for residential development.
- The AICUZ study designates a part of this area being in the noise impact area. Refer to the Impact of AAFB Chapter for a detailed discussion.

EMPLOYMENT AREA 6

This area is limited to Andrews Air Force Base containing approximately 4,300 acres. The Base with approximately 3,200 civilian employees and 10,000 military personnel and 10,000 dependents is a major employment center in the County. Andrews provides logistical support and services to more than 23,000 people who work and live on or off the Base, as well as a retired Air Force population of more than 15,000 in the Washington Metropolitan

Region¹. Zoning is not a significant issue for Andrews Air Force Base because federal lands are not affected by the Zoning Ordinance.

INDUSTRIAL LAND USE NEEDS

Based on current trends and patterns of industrial development, the Industrial and Office Land Use Trends and Projections Study prepared by M-NCPPC staff in January 1992, concludes that the Planning Areas should be able to capture an increasing share of Countywide industrial construction with a total of 3,754,000 square feet by year 2010. This translates to a potential demand for 344 acres in addition to the land now in industrial use in the Planning Areas. Refer to the Industrial and Office Land Use Trends and Projections Study for detailed discussion and information.

OFFICE MARKET ANALYSIS

Most data on existing and future office space for the Planning Areas are taken from an office market study prepared by M-NCPPC staff in January 1992. Refer to the Industrial and Office Land Use Trends and Projections Study for detailed information. The purpose of the study was to determine the present and future demand for office development in the Planning Areas. The analysis divides offices into two categories: locally oriented offices and general offices.

Locally oriented offices primarily serve the immediate needs of the resident population with finance, insurance, real estate (F.I.R.E.), medical and legal services. In 1991, the Planning Areas had 44,000 square feet of locally oriented space located in two projects - Melwood Professional Office Center on Marlboro Pike and the Elcon Enterprise Building in the Penn-Belt Industrial Park. These offices accounted for approximately four percent of the total locally oriented office space in the County. The study reveals that an additional 7,000 square feet above current levels will be supportable in the Planning Areas based on the 2010 projected resident population plus additional nonresident populations using MD 4 as the main commuter route.

General office space is occupied by firms that have a very wide trade area and are not tied to the local population. As of 1991, the Planning Areas had 249,000² square feet

of general office space. These offices accounted for approximately 2.6 percent of the total general office space in the County. All of the general office buildings in the Planning Areas were constructed between 1989 and 1991. Approximately 80 percent of that amount is found in the Presidential Corporate Center, with the balance being located in the Dower Employment Center off Dower House Road. The study projects that the Planning Areas will absorb an additional 400,000 square feet of general office space in the Planning Areas by 2010. General office space is not dependent on local population growth; therefore, the estimates will not be affected by any changes in holding capacity due to land rezonings.

CONCEPT

The Planning Areas offer a good opportunity for the development of employment areas because of their strategic location close to the Capital Beltway, MD 4 and Andrews Air Force Base. The Capital Beltway is, and will continue to be, a major development impetus in the County and the Washington Metropolitan Area. In this context, the Plan Concept consists of the following elements:

- Reaffirms and expands employment areas recommended in prior plans to capture local and regional employment opportunities.
- Promotes large-scale planned employment parks rather than small or scattered employment areas to minimize land use compatibility problems, encroachment of incompatible uses into employment areas, or from employment areas into surrounding living areas.
- Proposes new employment areas to be located where public facilities (i.e., transportation and utilities) are available or programmed.
- Recommends employment uses rather than residential uses for the areas within the flight pattern or very high and high noise impact areas designated in the AICUZ Study.

¹ *Economic Resource Impact Statement FY 91 prepared by the 89th Airlift Wing Financial Management and Controller Division, Andrews AFB, September 1991.*

² *Excludes the International Association of Machinists and Aerospace Workers Union building which is under construction.*

RECOMMENDATIONS

The following are area-wide recommendations:

- Designate employment areas in proximity to the Capital Beltway and MD 4.
- Retain and permit low-density employment areas on the periphery and in the flight pattern of Andrews Air Force Base to minimize potential accident hazards and severe noise exposure to employees.
- Use the E-I-A Zone to achieve a higher quality or campus-like setting of development than ordinarily achieved in euclidean industrial zones. The District Council may impose conditions in a Comprehensive Design Zone to require a campus-like setting, low-intensity employment development, and extensive landscaping and screening measures above the standards enumerated in the Landscape Manual to protect the adjoining residential areas.
- Establish a public/private cooperative basis for completing the planned transportation system at a pace that will not delay development.
- Channel new employment to the areas for which public water and sewer are available or programmed to minimize the financial impact to the County.
- Strict application of the Adequate Public Facilities Ordinance to prevent an adverse impact on area highways from increased employment traffic.
- Adherence to all development guidelines listed in this chapter. These guidelines are listed with the express purpose of promoting high-quality employment uses.
- Express supportive public attitudes which have a significant impact in terms of drawing appropriate developers to the area. Supportive public attitudes are reflected in such actions as technical cooperation, minimal delays during all phases of the regulatory process, and promotion and publicity of the area's advantages for development.

The following are specific recommendations to guide development within specific employment areas of Planning Areas 77 and 78.

EMPLOYMENT AREA 1

The great majority of this employment area is located within the northern approach zone of Andrews Air Force Base and is designated within the Clear Zone and Accident Potential Zones I and II by the AICUZ Study. Refer to the Impact of AAFB Chapter for a detailed discussion.

In order to maintain a good visual image from the Capital Beltway and to preserve and improve the scenic quality of MD 4, infill development fronting on these two highways should conform to a particularly high standard of landscaping and buffering and architectural design.

The I-1 Zone is recommended for the Penn-Belt and Randall Industrial Parks. The intent here is to phase out scattered residential uses surrounded by industrial zoning, to reflect the current industrial uses and to recognize the existing industrial zoning.

EMPLOYMENT AREA 2

Industrial uses are encouraged for the area affected by aircraft noise, flight paths and accident potential from Andrews Air Force Base. Therefore, the area adjacent to the Capital Beltway from the Chester Grove subdivision to Ritchie Marlboro Road is recommended for employment uses. This includes the Beall's properties, the GKG Partnership property and Smith property at the northeast and southeast quadrants of the Capital Beltway/D'Arcy Road intersection that are recommended for retention in the R-R Zone at this time. However, developers/owners are encouraged to apply for the Comprehensive Design E-I-A Zone. This is the best technique to ensure adequacy of public facilities such as an arterial-class industrial road to funnel the industrial traffic through the employment area connecting Westphalia Road and Ritchie Marlboro Road and establishing a low-density employment character that complies with the AICUZ recommendations. The E-I-A Zone would provide safeguards through a three-stage site plan review. The existing I-1 zoning is recommended to be retained. The properties on both sides of Flower Road north of Westphalia Road are recommended to be rezoned from R-R to I-1 to be consistent with the adjoining I-1 zoning on three sides.

EMPLOYMENT AREA 3

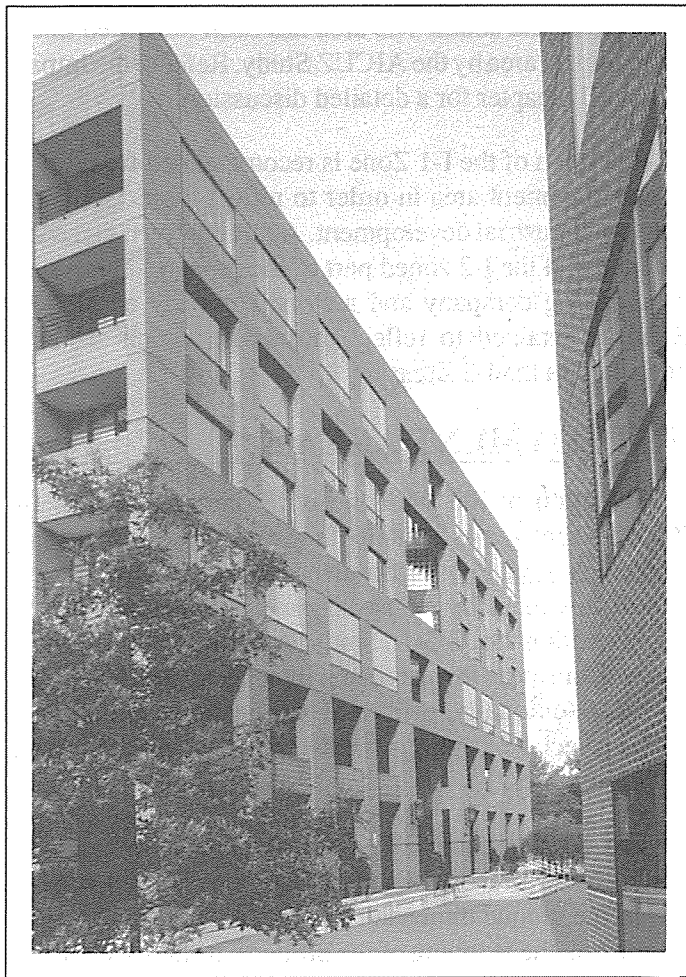
A small part of this employment area is located within Accident Potential Zone II, within which industrial, commercial and recreational uses that generate high intensities or concentrations of people are not recommended. The majority of the area is partially affected by the 70 to 80 Ldn

noise contours. Refer to the Impact of AAFB Chapter for a detailed discussion.

In order to preserve the scenic quality of the MD 4 corridor and to conform to a particularly high standard of design, it is recommended that attractively designed buildings rather than parking garages or lots be oriented to MD 4. If parking facilities face MD 4, screening should be required. To ensure compliance with this recommendation, the I-1 zoning is recommended to be retained for Eastgate and the western part of the Presidential Corporate Center, because site plan review is one of the conditions imposed by the District Council in approving both zoning applications. The I-3 zoning in the eastern part of the Presidential Corporate Center is recommended to be retained, which will ensure site plan review.

The residential properties on the north side of Armstrong Lane and along both sides of Ryon Road are recommended to be retained in the R-R Zone pending an application for Comprehensive Design Zone/E-I-A. As a long-term proposal, "clean industry" type development is recommended for these properties. Site plan review is needed to ensure that the long-term employment uses for these properties conform to a particularly high standard of design. This is important since this future employment area is at a gateway to the MD 4 employment corridor and the planned community. The Wood property (22± acres) located in the northeast quadrant of the Armstrong Lane/MD 4 intersection is recommended to be rezoned from I-3 to I-1, subject to site plan review and approval by the Planning Board.

While the Presidential Corporate Center is to remain an employment park, it is recommended that the northwest and northeast quadrants of the proposed MD 4/Dower House Road interchange be designated as mixed-use development and be placed in the M-X-T Zone (mixed-use transportation oriented) totalling 80 acres. Of which approximately 20 acres shall be developed for high-rise apartments as an integral part of the planned activity center. The remaining 60 acres of the land are designated mainly for office and hotel/motel uses. The M-X-T Zone would include three of the four following uses: office, hotel/motel, residential and retail uses. Although most retail facilities will be within the proposed activity center (see the Commercial Areas and Activity Centers Chapter), it is recognized that demands for some retail uses are generated within employment areas. Depending on the type of retail, the employment area is sometimes the best location for the retail activity. Within the Presidential Corporate Center, 138 acres are proposed to remain in the



The Presidential Corporate Center, located north of MD 4, is projected to include six million square feet of commercial space. The wide variety of uses to be provided will complement the proposed activity center (Village Core) in the adjacent planned community.

I-3 Zone. An area this large will generate a demand for eating facilities. In addition to some other restrictions, existing regulations require a restaurant with a minimum of 150 seats and not open before 11:00 a.m. This type of facility does not respond to the needs of the daytime workforce. Therefore, it is recommended that the Zoning Ordinance be amended to permit a small delicatessen-type eating facility with or without seats. With feeding the daytime workforce being their main function, their hours of operation would coincide with the normal daytime work hours. These facilities would be an accessory to and located within another building.

EMPLOYMENT AREA 4

The uses fronting on D'Arcy and Sansbury Roads should comply with the Landscape Manual, if these uses are ever redeveloped or expanded. Implementation of this requirement will provide for a compatible interface between this employment area and the residential developments

to the west and south. The area has been identified in the noise impact area by the AICUZ Study. Refer to the Impact of AAFB Chapter for a detailed discussion.

Retention of the I-1 Zone is recommended for most of this employment area in order to reflect the existing and pending industrial development. Additionally, it is recommended that the I-2 zoned part of the property being used by a paving company and a stone company on D'Arcy Road be retained to reflect those uses which are only permitted in the I-2 Zone.

EMPLOYMENT AREA 5

Retention of the I-4 Zone is recommended. The I-4 Zone was created as a result of the 1980 Melwood Special Treatment Area Plan recommendation of an airport compatible/low intensity industrial zone, with the intention of implementing the AICUZ Study. A purpose of this zone is to designate areas for uses that will not generate high traffic levels. Additionally, offices as primary uses are allowed only as special exceptions because of the potential for large traffic volumes.

The narrow parcel (12± acres) on the west side of Foxley Road is recommended to be rezoned from I-4 to I-1. Given the unique dimensions and relatively small size of this parcel, the rezoning of the property from I-4 to I-1 will not significantly impact the Plan's transportation proposal. Retention of the I-2 Zone is recommended for the Eco Rok, Inc., property (44± acres), the Evered Bardon USA, Inc., property (50± acres) and the SBI property (10± acres) to recognize the existing heavy industrial uses including a rock crusher, a gravel wet processing plant and a proposed recycling facility.

The Flower Village mobile home park, containing 239 units is recommended to be rezoned from R-R to R-M-H. The Dower Village subdivision, containing 22 single-family, detached homes is recommended for retention of the R-R Zone.

EMPLOYMENT AREA 6

While the Zoning Ordinance is not applicable to Andrews Air Force Base, coordination on land uses within and surrounding the Base among the Department of Defense, the Base commander and the County is essential to achieve consistency with the recommendations in the AICUZ Study. Refer to the Impact of AAFB Chapter for a detailed discussion.

Zoning is not a significant issue for Andrews Air Force Base because Federal lands are not affected by the Zoning Ordinance. Retention of the I-1 Zone is recommended for Andrews Air Force Base.

GUIDELINES

1. Existing and proposed employment areas should be protected by all practical means from encroachment by other permanent land uses. Incompatible land uses should be phased out of employment areas.
2. Employment area proposals should include an analysis of anticipated internal circulation, as well as any potential impact of the development on the local and regional transportation system, with attention to public transit, auto trips, and the movement of goods and materials.
3. The traffic-carrying capabilities of major highways at or near employment areas should not be jeopardized by an excessive number of access points; where appropriate, access to employment sites should be provided through the use of properly located parallel service roads.
4. Employment activities that will generate substantial vehicular traffic should be located and designed to minimize disruptive effects on traffic circulation and adjacent land uses.
5. The on-site separation of employment area traffic (automobile parking and truck loading and standing areas) shall be encouraged.
6. Employment areas should be designed to be easily accessible by public transportation systems.
7. Where possible, access roads to employment areas should border or pass around, not through, residential neighborhoods. Appropriate techniques should be used to separate these access roads from residential roads.
8. Employment area sites should be developed and maintained in accordance with an overall design plan, based on the principles of proper site design.
9. Employment areas should be separated from living areas by the use of appropriate buffering, designed and placed to minimize sight (including lighting and signing), sound, and dust.

-
10. Screening should be provided for outdoor storage areas on existing and future industrial properties adjacent to residential properties and for employment areas bordering roads, with the condition that such screening be of sufficient height and type to block the stored material and equipment from view at ground level.
 11. In employment areas, the land dedicated to meet the open space requirement should not consist solely of floodplains, steep slopes, wetlands, and/or unstable soils where development is prohibited.
 12. Industrial land developers should be encouraged to preserve natural amenities and to incorporate natural features into their development proposals.
 13. Curb cuts from individual parcels onto surrounding streets should be avoided. Instead, parcels should be served by internal access roads.
 14. Structures which are a combination of offices and warehousing may be permitted on parcels adjacent to highways as long as the office part fronts the highway.
 15. The construction of future buildings with warehouse or other delivery or service entrances facing streets that border the employment area should be avoided; such entrances, if permitted, should be heavily screened from view along the streets. The ability to enforce this guideline will vary with the particular zoning classification — through site plan review if zoned I-3, E-I-A, or M-X-T and by Master Plan recommendations during the subdivision process if zoned I-1 or I-2.
 16. Precautionary measures consistent with existing ordinances should be included in all development plans to safeguard the water quality and natural aesthetics of local streams and water courses.
 17. Day care centers should be provided within large employment areas.

■ **IMPACT OF ANDREWS AIR FORCE BASE**



IMPACT OF ANDREWS AIR FORCE BASE

PURPOSE

The purpose of this chapter is to identify the positive and negative impacts of Andrews Air Force Base (the "Base") on land use within the Planning Areas. The chapter offers a method for analyzing exposure to noise and accident potential with the intent of achieving compatibility between the Base and the civilian community. Mitigation of the negative impacts of the Base are presented at the conclusion of this chapter in the form of land use recommendations and guidelines.

BACKGROUND

HISTORY AND MISSION

The history of Andrews Air Force Base began with a letter dated August 25, 1942, from President Franklin D. Roosevelt to the Secretary of War directing the acquisition of land in the vicinity of Camp Springs, Maryland for the establishment of an army air field. Camp Springs Army Air Field became operational on May 2, 1943. On February 7, 1945, the name of the base was changed to Andrews Air Field in honor of Lieutenant General Frank M. Andrews who was commander of European operations for all Army Air Forces at the time of his death in an aircraft accident in 1943. Andrews Air Force Base became the official name of the base in 1947 with the establishment of the Air Force as a separate military service.

With the arrival of the Air Force Systems Command headquarters in 1957 and the subsequent consolidation of state-of-the-art military hardware and other high level technological planning functions at Andrews Air Force Base, its national significance grew. Increasingly, Andrews' role as the Aerial Gateway to the Nation's Capital and host to world leaders was reflected in the operations

assigned to the Base. Its continuing primary mission is to provide safe worldwide air transportation for the President, Vice-President, and other high government officials.

OPERATIONS

On July 12, 1991, a major reorganization merged the 1776 Air Base Wing with the 89th Military Airlift Wing. Thus, the host unit on Andrews Air Force Base is the 89th Airlift Wing. This unit is responsible for special air missions, overall operation of the Base, providing services and support for tenant units and maintenance of the installation.

Additionally, Andrews Air Force Base is host to the following major organizations (each with its own mission):

- Malcolm Grow U.S. Air Force Medical Center
- 113th Fighter Wing
- Air National Guard Readiness Center
- 459th Airlift Wing (Air Force Reserve)
- Naval Air Facility
- Federal Aviation Administration

AIR INSTALLATION COMPATIBLE USE ZONE (AICUZ) STUDY

SUMMARY

The first AICUZ Study for Andrews Air Force Base was produced in 1974 with a dual purpose: to protect nearby communities from noise and safety hazards associated with aircraft operations and to safeguard the Base mission where it might be threatened by encroaching development. The original study was revised in May 1989 and consists of the following sections:

- Description of Andrews Air Force Base including its history, units, missions and economic role.
- Description of the AICUZ concept, including its historical development, principles, methodology, land use guidelines and application.
- Delineation of the AICUZ area and discussion of land use compatibility guidelines pertaining to current and projected land uses near the base.
- Discussion of Air Force responsibilities and Andrews AFB actions.
- Recommendations for local action.

The Air Force AICUZ Study is based on the Compatible Use District (CUD) approach to regulating land use in the vicinity of an airfield. This approach is premised on the theory that the least people-intensive land uses should be within the clear zones and high noise contours. Compatible Use Districts (CUDs) 1 through 13 are the building blocks for AICUZ recommendations. These Districts represent land use groupings in ascending order of intensity. They correspond to geographical boundaries defined by Noise Zones (NZs), Accident Potential Zones (APZs), and Clear Zones (CZs). The NZs are developed by computerized Day/Night average sound level (DNL or Ldn) technology. This metric is the most commonly acceptable measure of cumulative 24-hour noise exposure with a 10 decibel (db) added for the night time hours between 10:00 p.m. and 7:00 a.m. The APZs are based on past Air Force aircraft accident patterns. The area within APZ I is potentially dangerous due to 15 percent of potential aircraft accident occurrence. Within APZ II there is a 10 percent potential aircraft accident. The CZs are based on the Federal Aviation Administration (FAA) and U.S. Air Force (USAF) height directives for approach and departure zones. This area is considered highly critical and not habitable due to the high risk of accident potential above 75 percent. Land uses that are increasingly people-intensive would be allowed in areas that extend north and south of the respective Clear Zones into Accident Potential Zones I and II and outward from the high noise contours.

The reason it is difficult to translate CUDs into zoning categories is that zoning categories are exclusive; uses which are not expressly allowed are prohibited. Compatible Use Districts, on the other hand, are inclusive groupings of uses; similar uses not expressly allowed may still be permitted. Zoning categories are designated on the Official Zoning Map. They may only be changed through a citizen initiated piecemeal rezoning process (subject to staff re-

view, Planning Board deliberation, legal findings and determination by the Zoning Hearing Examiner, and District Council approval) or through publicly initiated comprehensive rezonings that occur periodically with the updating of area master plans. This contrasts sharply with CUDs which are based on noise contour lines and relative impacts that may fluctuate with changes in flight operations. Lastly, because the CUDs are not based on County regulations, they are not easily enforceable. This lack of an exact "fit" with local ordinances makes the CUD approach difficult, if not impossible, to implement.

In the 1989 AICUZ Study, residential uses are deemed "totally incompatible" in CUDs 2 through 7; they are "strongly discouraged" in CUDs 10 and 12 and "discouraged" in CUDs 11 and 13. Some commercial and industrial uses are deemed compatible in certain CUDs with the use of sound attenuation measures. In all cases, the CUDs only act as a guide for land use planning. To reiterate, none of these designations are backed by enforcement authority in Prince George's County.

AICUZ RECOMMENDATIONS

The recommendations promulgated in the 1989 AICUZ Study encourage the implementation of AICUZ guidelines through their incorporation into local ordinances and the planning process in general. The section Community Responsibilities breaks down into general and specific recommendations. The General Recommendations include revising or reevaluating capital improvement programs, existing comprehensive plans and zoning in light of the AICUZ guidelines, incorporating restrictions on the height of structures and sound reduction measures in the County Code, and use of the AICUZ criteria by local officials in decision-making. Specific recommendations include prohibiting future residential development in certain CUDs and incorporating sound reduction measures into local County Codes.

ISSUES

OVERVIEW

The basic land use issues that arise in planning for development in the vicinity of an airfield are whether aircraft noise, vibration, or exhaust would create *nuisances* for the future uses or residents of the area and whether the likelihood of an aircraft accident poses a *hazard* for the people that would service or inhabit these land uses. If nuisance or hazard can be identified, then the issue is: what can be done to mitigate these impacts?

Local government and the military share the goal of mitigating negative impacts of Base operations on the surrounding community. The former has the responsibility to protect the health, safety and welfare of current and future residents of Prince George's County. The latter is primarily motivated by its responsibility for safeguarding the mission of the Base in the interest of national security. Strategies have been proffered to mitigate these impacts, primarily through the Air Force's AICUZ Study. A third important issue is whether the AICUZ strategies are best for mitigating nuisances and land use conflicts in the vicinity of Andrews Air Force Base; local adaptation may necessitate different strategies. Thoughtful planning will also take into account hazards to flight operations caused by land uses (e.g., height of structures, electrical interference).

POSITIVE AND NEGATIVE IMPACTS

The Base provides recreational, social and cultural opportunities for residents of the Planning Areas that are affiliated with the Base. Within Andrews AFB there are two 18-hole golf courses, a lake, a skeet range, and other recreational facilities. The Base also provides a library, a community activity center, a child development center, a youth center, arts and crafts activities and an aero club. There are three churches on the Base that boast a regular combined attendance of 1,250 people. In addition, the Officers and Noncommissioned Officers open mess and Officers' Club are used by some residents of the Planning Areas. Residents of the metropolitan area, including some residents of the Planning Areas, have access to the Malcolm Grow Medical Center, a bank, a credit union, the commissary and the golf courses. Recreational facilities, NCO, open mess, and officers' club are available to civic groups on a reservation basis.

The negative impacts associated with the Andrews AFB presence concern the potential for an aircraft accident within the Planning Areas and noise intrusion (see "Over-view").

LAND USE COMPATIBILITY ANALYSIS

LAND USE AND ZONING WITHIN AIRFIELD IMPACT AREAS

(See Tables 13 and 14)



Aircraft approaching runway of AAFB shows its proximity to the Penn-Belt Industrial Park.

CLEAR ZONES AND VERY HIGH AND HIGH NOISE AIRFIELD IMPACT AREAS

Approximately one-third of the area designated as the northern Clear Zone is within Planning Area 78 (Westphalia). This area consists of 86 acres which includes 58 acres in the Suitland Parkway right-of-way. Examples of the land uses in this area are: a refuse company, construction company, towing services and two single-family detached dwellings. Access to these uses is provided by Burton Lane (unpaved) and Old Marlboro Pike. All of this land is in the I-1 Zone. There are nearly 10 acres of undeveloped land in this category.

In Planning Area 77 (Melwood) there are 20 acres within the area designated as the southern Clear Zone. This category also consists of 11 acres within the (Very High) 75-80 Ldn noise contour and 9 acres within the (High) 70-75 Ldn noise contour. All of this land is in the I-4 Zone and is undeveloped.

**TABLE 13: LAND AREA AND ZONING WITHIN AIRFIELD IMPACT AREAS
IN PLANNING AREA 77**

	<u>Land Area</u>	<u>I-1</u>	<u>I-4</u>	<u>I-2</u>	<u>R-R</u>	<u>R-A</u>	<u>ROW</u>
CZ	20	20					
APZ I	45		45				
APZ II	0						
80-85 Ldn	0						
75-80 Ldn	18		18				
70-75 Ldn	109		75	34			
65-70 Ldn	228	8	148	12	45	4	11
Total	420	28	286	46	45	4	11

**TABLE 14: LAND AREA AND ZONING WITHIN AIRFIELD IMPACT AREAS
IN PLANNING AREA 78**

	<u>Land Area</u>	<u>I-1</u>	<u>I-2</u>	<u>I-3</u>	<u>R-S</u>	<u>R-E</u>	<u>R-T</u>	<u>R-R</u>	<u>R-A</u>	<u>R-18</u>	<u>C-O</u>	<u>ROW</u>
CZ	86	28										58
APZ I	289	237						5				47
APZ II	28	23						5				
80-85 Ldn	0											
75-80 Ldn	165	165										
70-75 Ldn	411	233		13			7	62		44	2	50
65-70 Ldn ¹	1,708	195	3	12	89	126	35	314	892	24		18
Total	2,687	881	3	25	89	126	42	386	892	68	2	173

¹ Plus five acres in the C-O and C-M Zones, combined.

APZ I AND VERY HIGH, HIGH AND MODERATE NOISE AIRFIELD IMPACT AREAS

In Planning Area 78 there are 306 acres within APZ I. This area consists of 237 acres within the I-1 Zone and 5 acres within the R-R Zone. The remaining 47 acres are within the rights-of-way for the MD 4/Beltway interchange, Westphalia Road, Old Marlboro Pike, Penn-Randall Court, and Grey Eagle Drive. The most significant development is the Penn-Belt Industrial Park which consists of 805,000 square feet of warehouse, manufacturing and office uses developed on approximately 80 acres. Typical development consists of one-story buildings that

have small offices in the front and manufacturing space to the rear. Examples of the types of businesses that lease space in the Penn-Belt Industrial Park include the following: print shops, auto body repair shops, concrete fabricators, ironworks, a plumbing wholesaler, home improvement contractors, warehouse/storage, business offices, woodcrafters and sign manufacturers. (See the Employment Areas Chapter for additional information.) Other land uses consist of a food warehouse/grocery store, a real estate office, a gas station, PEPCO service and storage facility, the Forestville Volunteer Fire Department and a construction company. In addition, in APZ I there are 86 acres of land within the (Very High) 75-80 Ldn noise

contour, 205 acres within the (High) 70-75 Ldn noise contour, and 13 acres within the (Moderate) 65-70 Ldn noise contour. Approximately 165 acres in this category are undeveloped.

In Planning Area 77 there are 45 acres within APZ I. All of this land is in the I-4 Zone and is undeveloped. In this category, there are 7 acres within the (Very High) 75-80 Ldn noise contour and 38 acres within the (High) 70-75 Ldn noise contour.

APZ II AND MODERATE NOISE AIRFIELD IMPACT AREAS (NOISE CONTOUR 65-70 LDN)

In Planning Area 78 there are 28 acres located within APZ II. This area consists of 23 acres in the I-1 Zone and 5 acres in the R-R Zone. All of this land is within the moderate (65-70 Ldn) noise contour and is undeveloped. In Planning Area 77 there is no land within the APZ II category; the land to the south of the Base in the APZ II category is located in Subregion V.

VERY HIGH NOISE AIRFIELD IMPACT AREA (NOISE CONTOUR 75-80 LDN)

There are 165 acres within the 75-80 Ldn noise contour in Planning Area 78. All of this land is in the I-1 Zone and is developed with the land uses described in the previous sections addressing "Very High" noise impact areas. In Planning Area 77 there are 18 acres within the very high noise contour. All of this land is in the I-4 Zone and is undeveloped.

HIGH NOISE AIRFIELD IMPACT AREA (NOISE CONTOUR 70-75 LDN)

There are 365 acres within the 70-75 Ldn noise contour in Planning Area 78. This area consists of 233 acres in the I-1 Zone, 13 acres in the I-3 Zone, 44 acres in the R-18 Zone, 7 acres in the R-T Zone, 62 acres in the R-R Zone, 2 acres in the C-M Zone and 50 acres in public rights-of-way. Within this noise contour, the developed land in the I-1 Zone consists of a new four-story office building and parking garage in the Presidential Corporate Center, a food warehouse/grocery store, the Forestville Volunteer Fire Department, a gas station, a construction storage yard and office, a contractor's office and the PEPCO Production Distribution Center. Within the R-R and R-18 Zones there are 70 one-family detached dwellings and nearly 350 dwelling units in the Chester Grove subdivision within this noise contour. Land in the I-3 and R-T Zones is mostly undeveloped. The parcel in the C-M Zone is developed with a gas station.

In Planning Area 77 there are 109 acres within the 70-75 Ldn noise contour. This area consists of 34 acres in the I-2 Zone and 75 acres within the I-4 Zone. Part of the land in the I-2 Zone consists of an abandoned sand and gravel wet processing operation.

MODERATE NOISE AIRFIELD IMPACT AREA (NOISE CONTOUR 65-70 LDN)

There are 1,893 acres within the 65-70 Ldn noise contour in both Planning Areas. Of this amount, 1,665 acres are within Planning Area 78 and 228 acres are within Planning Area 77.

In Planning Area 78, 195 acres zoned I-1 are within the 65-70 Ldn noise contour. Although most of this land is undeveloped, existing development includes the following: the Machinist's Union Headquarters, part of the PEPCO Production Center, a stone company and several building contractor's offices. Also within this noise contour in Planning Area 78 are the following undeveloped acreages: approximately 3 acres in the I-2 Zone, 12 acres in the I-3 Zone, 35 acres in the R-T Zone, 40 acres in the R-E Zone, 89 acres in the R-S Zone, 892 acres in the R-A Zone and 18 acres in public rights-of-way. There are approximately 100 dwelling units on 24 acres in the R-18 Zone, 20 dwelling units on 86 acres in the R-E Zone and 79 dwelling units on 314 acres in the R-R Zone. The remaining 1,071 acres are mostly undeveloped. There are also nearly five acres zoned C-O and C-A.

Within the 65-70 Ldn noise contour in Planning Area 77, the 217 acres consists of 8 acres in the I-1 Zone, 12 acres in the I-2 Zone, 148 acres in the I-4 Zone, 45 acres in the R-R Zone and 4 acres in the R-A Zone. Aside from the abandoned sand and gravel wet processing plant in the I-2 Zone, the remainder of the land in these zones is undeveloped. Part of the R-R zoned land in this category is developed with the Flower Village Mobile Home Park; development is pending on the remaining 37 half-acre lots that will be developed as an extension of the Sherwood Forest subdivision.

ANALYSIS

Land subject to extremely adverse impacts from military aircraft overflights has been developed with uses that draw numerous workers, vendors and clients on a daily basis in Planning Area 78. For example, in the area designated as the Clear Zone and APZ I in vicinity of the Penn-Belt Industrial Park there are 805,000 square feet devoted to employment uses in the I-1 Zone. Buildout of the remaining undeveloped land could yield as much as

1,172,200 square feet. Without the floor-to-area ratio (FAR) restriction that applies to land in the I-4 Zone, site plan review requirements that apply to land in the I-3 Zone, or height restrictions to limit development intensity, development incompatible with the operations on Andrews AFB could occur. At these locations, the intent of the cited development restrictions would be to ensure that the composite number of employees in the Clear Zones and APZ I remains small.

In Planning Area 78 within APZ I and within the moderate to high noise contours (65-75 Ldn) the land is mostly undeveloped. Therefore, the potential for development is great. As in the Penn-Belt area, the zoning is I-1, and there are no development restrictions that take into consideration airfield impacts except for the site plan review requirements that are attached to several parcels in the northeast quadrant of MD 4 and Westphalia Road. The I-1 zoned land in the northwest quadrant of this intersection is the most problematic because it is in APZ I, within the high (70-75 Ldn) noise contour and, relative to airfield impact, there are no restrictions on its future development. The five acres of land in the R-R Zone are presently developed with single-family detached residences. The 92 acres that remain (in Planning Area 77 within the Clear Zone and APZ I and in Planning Area 78 within APZ II) are similarly undeveloped and lack any noise or safety constraints on future development. At a minimum, new procedures are needed for reviewing development proposals within areas subject to airfield impacts in light of reasonable health and safety considerations. New regulations to ensure that future incompatible land uses and development do not occur at these limited locations within airfield impact areas would be the more effective means of protecting the health, safety and welfare of current and future residents of the County.

RECOMMENDATIONS

To foster compatibility between development in Prince George's County and the Andrews Air Force Base mission and operations and to mitigate negative impacts from Andrews AFB upon existing and future residents of the County and upon future development within the airfield impact areas, it is recommended that the County:

- Establish procedures requiring an automatic referral to the Community Planner at Andrews AFB whenever a preliminary subdivision, rezoning or special exception application is filed within Planning Areas 77 or 78. The referral response would identify the following information.

The subject property is located (___ within) (___ outside) the following airfield impact areas:

— Clear Zone

— APZ I —80-85 Ldn —70-75 Ldn

— APZ II —75-80 Ldn —65-70 Ldn

Verification: _____
AAAFB Community Planner (Date)

- Adopt regulations requiring that preliminary subdivision applications within Planning Areas 77 and 78 include a note indicating whether the property is located within an airfield impact area.
- Adopt regulations requiring that subdivision plats and deeds of sale for residential properties located within airfield impact areas include language informing any prospective buyer that the property under consideration has been identified as having increased accident potential or noise levels that exceed 65 Ldn due to military aircraft overflights, or both.
- Adopt regulations prohibiting further residential development of land within APZ I and the very high (75-80 Ldn) noise impact area.
- Adopt regulations requiring that future residential development within the APZ II and the moderate (65-75 Ldn) noise contour be clustered away from the noise impact areas and be acoustically buffered to reduce interior noise levels to 45 dba (Ldn) or less.
- Adopt regulations requiring that prior to the approval of building permits for residential development in airfield impact areas, there shall be a certification by a professional engineer with competency in acoustical analysis stating that the structures will attenuate exterior noise levels to an interior level not to exceed 45 dba (Ldn).
- Adopt regulations to preclude from the Clear Zones and APZs I and II any commercial land use that might impair a pilot's vision or navigational precision.
- The federal government should acquire any land located within the Clear Zone that is in private

ownership. In the interim, it is recommended that only very low-intensity industrial or agricultural land uses should be permitted.

- Within the Accident Potential Zones, approve development guidelines which establish a floor area ratio of 0.3 and require that building orientation and design provide sufficient open areas for emergency landings.

- Within the “very high” and “high” noise contours require the use of sound attenuating construction materials or techniques to maintain the interior noise levels within proposed offices consistent with State noise regulations. At the time of site plan review ensure that building orientation and design minimize aircraft noise.



CIRCULATION AND TRANSPORTATION

GOAL

- To provide an efficient transportation system to maximize accessibility and the movement of people and goods.

OBJECTIVES

- To provide a transportation and circulation system that will result in a balance between transportation and land use recommendations.
- To design, develop and improve the transportation system as a comprehensive network, in order to establish a basic network of roadways within the Planning Areas that will accommodate the traffic requirements of the future.
- To plan roads and other transportation facilities so as to provide efficient access to residential, commercial, and employment areas, while minimizing the dislocation and disruption, particularly environmental disruption, resulting from the construction of such facilities.
- To facilitate the safe and orderly movement of both local and through traffic by avoiding possible conflicts between them and by reducing through traffic in residential areas.
- To enable residents and employees to minimize vehicular miles traveled as well as total travel time, in order to reduce air pollution, conserve fuel, and limit the unproductive use of time by travellers.
- To encourage a mass transit system, and ridesharing/high occupancy vehicle, parking, and express bus facilities, which provide both an alternative to the automobile and desirable levels of service to its users.

- To support the timely and orderly provision of needed transportation facilities by linking the population and employment growth with the State's and County's fiscal ability to provide the facilities.
- To develop an interconnected system of nonvehicular facilities such as pedestrian walks, hiking trails and bicycle paths to link residential areas to commercial retail facilities, employment centers and recreational areas.
- To encourage transportation system management strategies for major employment areas inside and outside the Planning Areas which will alleviate existing congestion as well as reduce future employment-generated traffic and congestion.

BACKGROUND & BASIC ISSUES

The evolution and development of local transportation and circulation systems is presented in the Historic Preservation Chapter. The Melwood-Westphalia area is bounded or traversed by major transportation facilities such as the Capital Beltway (I-95), Pennsylvania Avenue Extended (MD 4) and Suitland Parkway, which connect population and employment centers in Prince George's County and other parts of the Washington Metropolitan Area with outlying counties in southern Maryland. While most of the travel occurring within the Melwood-Westphalia area on these roads is externally oriented, an increasing proportion will be oriented to the local population and employment centers which are proposed in this Plan.

The 1973 *Subregion VI Master Plan*, while based largely on a projected continuation of the pre-1970s pattern of suburban residential living areas around a central and dominant District of Columbia employment area, also contained proposals for satellite centers to be developed along

a major radial transportation corridor. The 1973 Plan was based on a "Corridor Concept," in which a transit corridor extension along the Chesapeake Beach Railway line between the Addison Road Metrorail Station and what is now the Villages of Marlborough community was proposed. This corridor formed the spine of the transportation network proposed in the 1973 Plan.

The 1982 *General Plan* and Master Plan of Transportation recognized the emergence of suburban employment centers and their effect on commuting patterns within the County and the Washington Metropolitan Area. With the enactment of permanent low-density, large-lot zoning in the period following 1973, a more dispersed commuting pattern is now anticipated. The 1982 Plan included several significant land use and transportation amendments to the 1973 *Subregion VI Master Plan* which recognized these changes. Two of the amendments were of regional significance in the Melwood-Westphalia Area:

- The transit line extension from the Capital Beltway to Upper Marlboro was deleted.
- Although the Outer Beltway (F-9 on the 1973 Master Plan) was deleted, US 301 was upgraded from an arterial (A-48 on the 1973 Master Plan) to an expressway (E-2 on the 1982 Plan).

The County's Master Plan of Transportation is the functional transportation element of the 1982 *General Plan*. Segments of the following improvements traverse the Melwood and Westphalia Planning Areas and are proposed in the 1982 Plan:

- Upgrading Pennsylvania Avenue Extended (MD 4) to freeway standards from the Capital Beltway (I-95) to Anne Arundel County (9.9 miles).
- Upgrading Woodyard Road (MD 223) to a four-to six-lane arterial from Branch Avenue (MD 5) to MD 4 (5.0 miles).
- Extending Woodyard Road, as a four- to six-lane arterial, from MD 4 to Largo Road (MD 202) at Enterprise Road (MD 193) (5.0 miles).
- Realigning Ritchie Marlboro Road to intersect White House Road at Harry S Truman Drive and upgrading it to a four- to six-lane arterial between US 301 and White House Road (6.4 miles).
- Upgrading Suitland Parkway to a four- to six-lane freeway from the D.C. line to MD 4 (6.4 miles).

- Upgrading White House Road to a four- to six-lane arterial from the Capital Beltway to MD 202 (2.3 miles).

In the 1980s, the enactment of zoning for suburban employment areas in Bowie, Brandywine, Largo, Laurel and Port America recognized the emergence of the suburb-to-suburb element of commuting. Although the District of Columbia is forecast by the Metropolitan Washington Council of Governments (MWCOC) to provide in excess of 800,000 jobs by 2010, the same forecast estimates approximately 400,000 jobs within Prince George's County, and this forecast does not even account for full development of the Prince George's employment areas projected to occur beyond 2010. Thus, while the planning of the transportation network within the Melwood-Westphalia Area recognizes the existing highway corridor (MD 4) traversing the area, other transportation linkages to future retail and employment centers must be identified in order to support the objectives of the General Plan and the Melwood-Westphalia Master Plan.

Because Melwood-Westphalia borders I-95 to the east and Subregion VI, Anne Arundel and Calvert Counties to the west, external traffic will have substantial impact on travel patterns in Melwood-Westphalia. The proximity to I-95 and the District of Columbia and the increased suburban employment growth in Metropolitan Washington has led to a surge of residential growth in Calvert and Anne Arundel Counties which travel through the area via the MD 4 corridor. As a result, the Melwood-Westphalia circulation and transportation facilities are impacted by externally oriented trips and trips from local development abutting the major facilities. These external trips are currently served by one major east-west facility, MD 4.

Highways are classified into systems of routes having similar geometric, right-of-way and service characteristics. Classification of highways by function is effective for both planning and design purposes. The major highway classifications utilized in the Master Plan are as follows:

- (a) Freeway - a divided highway for through traffic with full control of access and interchanges at selected public roads
- (b) Expressway (Controlled Access Arterial) - a divided highway for through traffic with full or partial control of access and interchanges at selected public roads.

- (c) Arterial - a four- to six-lane divided highway for both through and local traffic, with partial control of access.
- (d) Major Collector - a four-lane divided highway, providing movement between developed areas and the arterial system.
- (e) Collector - a two- to four-lane undivided roadway, with little or no control of access, providing movement between developed areas and the arterial system.
- (f) Rural Collector - a two-lane roadway with additional lanes for turns at major intersections, with little or no control or access, providing movement between low-density developed areas and the arterial system.
- (g) Other - primary and secondary residential (subdivision), industrial and commercial roads providing access to and through developed areas which are selectively shown on the Plan.

These typical sections may include trail or bikeway facilities. The Countywide Trails Plan differentiates three classes of trails within County roadways, as indicated in the Public Facilities Chapter.

The proposed network of trails to be used for pedestrians, biking and horseback riding is described in the Public Facilities Chapter. It is planned in part to provide pleasant circulation options for pedestrians, bicyclists and equestrians as they move between residential, recreational, commercial and employment areas and to connecting points with the mass transit facilities. Nonvehicular transportation is a desirable alternative to the automobile in many instances.

TRANSPORTATION POLICY CONSTRAINTS

The 1973 *Subregion VI Master Plan* proposed the development of regional transportation facilities such as the Outer Beltway. Although the 1982 Plan eliminated the Outer Beltway, retained the Capital Beltway as a freeway, reinstated MD 223 extended from the 1955 *Master Plan of Highways* as an arterial, and upgraded US 301 from an arterial to an expressway, development in the Study Area has continued.

The elimination of the Outer Beltway from the 1982 *General Plan* reflected several concerns (local as well as

national) which appear to mark a transportation policy milestone for southern Maryland:

1. Environmental concerns which culminated in the adoption of Federal regulations requiring alternatives analyses and evaluation of environmental impacts of proposed transportation facilities, particularly in new rights-of-way.
2. Opposition to expansion of corridor transportation capacity by adding pavement and right-of-way for single-occupancy auto travel. Systematic evaluation of transportation system demand and capacity indicated that these types of improvements, constructed incrementally, were no longer appropriate unless linked with other facilities to increase system capacity. The relationship between the Capital Beltway and MD 4 is an example; it would make no sense to add capacity to MD 4 solely for regional single-occupancy auto trips when this type of travel cannot be accommodated without major expansion of the Capital Beltway beyond its current right-of-way. However, a system of improvements such as HOV lanes on both facilities could provide more complete linkage between trip origins and destinations at better levels of service.
3. The Metrorail system was constructed to provide corridor transportation capacity and accessibility to the District of Columbia and points inside the Capital Beltway. However, the high cost of Metrorail construction makes its expansion into lower density areas inappropriate. Land use plans around Metrorail stations generally call for higher intensity uses traditionally found in central business districts or larger suburban business districts.

These concerns indicate a policy shift (intended or unintended) from moving automobiles to moving people. This shift has already appeared in the form of express bus service along MD 4 between Calvert County and downtown Washington, and existing local bus service as noted elsewhere in this chapter. Even more noteworthy is a 1991 MWCOC cordon survey of vanpools which reported that vanpool use between southern Maryland (using the MD 4, 5, 210 and Suitland Parkway corridors) and the District of Columbia was the third highest in the Washington Metropolitan Area, after the I-95 and I-66 corridors (where express lanes for carpools and vanpools are provided) in northern Virginia. However, with the current and anticipated funding support (from the 1991 Intermodal Surface Transportation Efficiency Act, or ISTEA) for financing

transit operations in the United States, it is unrealistic to expect widespread, convenient Metrorail or bus service comparable to that provided inside the Beltway or along commuter routes within lower density areas such as Melwood-Westphalia. Under these conditions, the automobile will remain the most convenient mode of travel, with some increase in bus service. However, the primary objective will remain the same as in more urbanized areas which support frequent Metrorail and bus service: to accommodate travel demand at acceptable levels of service with the lowest possible number of vehicle trips.

Therefore, it will be necessary to assure that the proposed land uses and the transportation system are in balance. This will assure adequate transportation capacity without the potential for Metrorail expansion in the foreseeable future and with little or no right-of-way expansion for regional highway facilities such as those which were deleted in the approval of the 1982 *General Plan*.

PUBLIC TRANSPORTATION

Given the transportation policy constraints as noted previously, there is interest in increasing the supply of public transportation through the Melwood-Westphalia area. The area is served by a number of peak period bus services. However, substantial residential growth is continuing to occur in Calvert and Anne Arundel Counties, and commuters are continuing to orient their trips toward the District and work sites near the Capital Beltway. With limited available space to expand MD 4 for single-occupancy auto travel, there is interest in providing mass transportation facilities to augment the regional transportation system.

A number of public transportation services are presently available to serve the Melwood-Westphalia area. The existing services primarily provide a connection to the Metrorail system and generally operate during the weekday AM and PM peak periods. The following services in and through the area are provided.

- Bus service in the area is provided by the Washington Metropolitan Area Transit Authority (WMATA) between the Addison Road or Potomac Avenue Metrorail Stations and Andrews Air Force Base (J11 and J12) and Presidential Corporate Center (J11). These lines operate on average once every half hour in the peak hours in the peak direction and operate every hour in the off-peak hours.
- Although there is no formal park and ride location, commuters park along the segment of the MD 4

service road between Westphalia Road and Dower House Road near the J11 bus stop.

- The Prince George's County Department of Public Works and Transportation (DPW&T) operates a bus service (MD 20) between Upper Marlboro and the Addison Road Metrorail Station. This bus route travels from the Town of Upper Marlboro along Old Marlboro Pike, stopping at Roblee Drive and at Mellwood Road and then continuing on to the Addison Road Metro Station via local roads to return to Upper Marlboro via the same route. This service operates during weekdays, with 30-35 minute frequency during peak hours and 80 minute frequency during off-peak hours.
- DPW&T also provides a demand-responsive service within the Planning Areas. This service provides door-to-door service within the southern and central areas of the County with 24 hours' notice or according to a user's regular schedule if requested. This service provides discounted fares for senior citizens and citizens with disabilities.
- The Maryland Mass Transit Administration (MTA) inaugurated bus service along MD 4 and Suitland Parkway from the Prince Frederick area to the District of Columbia in 1990. These buses serve the Equestrian Center park and ride facility as well as the park and ride facilities along MD 4 in Anne Arundel and Calvert Counties.

The Maryland Department of Transportation's 1990 *Statewide Commuter Assistance Study* identified, evaluated and recommended actions to relieve congestion, particularly for commuters, in 24 of the State's most congested corridors. One of the corridors identified in the study, MD 4, traverses the Melwood-Westphalia area. Because the MDOT study was based on 2010 travel demand forecasts and assumptions of low-density development through the MD 4 corridor, alternatives of a light rail transit or HOV lanes through the area were not considered necessary.

Because of the low-residential densities within Melwood-Westphalia and adjacent areas to the east, high-occupancy vehicle (HOV) lanes, as opposed to a rail system, have been widely discussed as a mass transportation alternative to relieve future traffic congestion on MD 4. HOV lanes can generally be implemented at a lower cost than rail transit. Operationally, HOV lanes would allow their users to travel directly from their neighborhood (via a car or bus) to the Suitland Metrorail Station or a workplace rather than transfer to another vehicle to complete the trip.

However, there are problems with the use of HOV lanes that future studies need to address. Most experience with HOV lanes in the U.S. is limited to HOV lanes that take commuters directly into a downtown area; there are no conclusive data to confirm that commuters will make significant use of HOV lanes to reach a suburban Metrorail station or the Beltway. In addition, enforcement of vehicle occupancy restrictions on nonseparated HOV lanes is a frequent problem with existing facilities. Finally, where MD 4 approaches the Beltway, grade-separated facilities would be needed to ensure that HOV lane users could easily access Suitland Parkway, the Beltway, and/or continue on MD 4.

TRANSPORTATION DEMAND MANAGEMENT

While mass transportation is a useful strategy to accommodate corridor-oriented work travel, other strategies are needed to augment the transportation system capacity. Growth forecasts for the Washington region indicate that the growth in suburb-to-suburb home-to-work travel will outpace the growth in suburb-to-D.C. home-to-work travel. Suburb-to-suburb trip patterns, which will become more typical as population and employment within Melwood-Westphalia increases, are generally dispersed (i.e., many origins and many destinations), and are not readily served by a line-haul mass transportation system or by fixed-route bus service. However, transportation demand management (TDM) techniques represent feasible alternatives for preventing congestion, maintaining air quality, and limiting fuel consumption in Melwood-Westphalia and surrounding areas, particularly as employment centers like Presidential Corporate Center develop.

TDM generally refers to a set of strategies which seek to (1) increase the vehicle occupancy rate (i.e., the number of persons per vehicle, currently between 1.1 and 1.2), (2) decrease the percentage of work trips which occur during the peak hour (currently 50 percent of work trips are made during the peak hour), and/or (3) increase transit usage. Well-conceived and aggressively promoted areawide TDM programs have been shown to reduce peak hour vehicle trips in an area by 10 to 15 percent¹. This is sufficient, in many cases, to result in a measurable improvement in the level of service on roadways near employment centers. The use of TDM within

Melwood-Westphalia employment areas should help mitigate the impact of new vehicular trips generated within the area and generally supports the transportation policy shift identified previously in the Background section. However, because of the significant volume of traffic travelling through Melwood-Westphalia, corresponding TDM programs in neighboring areas and jurisdictions must be implemented.

The following list includes a number of frequently-used TDM strategies (this list is not all-inclusive):

- I. TDM Strategies to Shift People Out of Peak Travel Time
 - A. Have the organization, or some portion of employees, start work early (before AM peak period) or late (after AM peak period) through the use of flex-time arrangements or staggered work hours.
 - B. Use compressed work weeks, such as a four-day work week.
 - C. Use telecommuting strategies. One such scenario could involve the use of computers, modems, and fax machines by employees at home, with employees commuting to the office for meetings during non-peak periods.
- II. TDM Strategies to Increase Vehicle Occupancy Rates
 - A. Give priority parking to carpools and vanpools.
 - B. Aggressively encourage employees to use the County's Ridesharing Coordinator to find carpool and vanpool "matches".
 - C. Set up (in larger businesses) a carpool matching service for company employees.
 - D. Subsidize the use of carpools or vanpools by employees. Subsidies can take many forms, such as partial (or full) purchase of vehicles, gasoline, or maintenance services, use of company-owned vehicles by carpoolers, or cash payments to carpools.

¹ Deakin, Elizabeth. *The Pleasanton, California Trip Reduction Ordinance: Where Can It Work? (paper prepared for the National Conference on Suburban Expressways and Beltways, Boston, Massachusetts).* June 1986.

- E. Organize "buspools," whereby a contract is awarded to a private bus firm to provide service from a collection point (e.g., park-and-ride lots or Metrorail stations) to an employment area.

III. TDM Strategies to Increase Public Transportation Usage

- A. Subsidize public transit use by employees.
- B. Ensure that public transportation information, such as route maps and schedules, is available to employees.

LEVELS OF SERVICE

A six-step system (A-F) is used to identify the level of service (abbreviated LOS) at highway intersections and on links. Simply stated, levels of service are a system of measurement of traffic congestion and delay. The six LOS classifications are described as follows:

Level A represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. Average signal delay at intersections is less than five seconds.

Level B is in the range of stable flow but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver from LOS A. Average signal delay at intersections is less than 15 seconds.

Level C is in the range of stable flow but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by intersections with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. Average signal delay at intersections is less than 25 seconds.

Level D represents high-density but stable flow. Speed and freedom to maneuver are severely restricted. Small increases in traffic volume will generally cause operational problems at

this level. Average signal delay at intersections is less than 40 seconds.

Level E represents operating conditions at or near the capacity level. All speeds are reduced to a low but relatively uniform value. Freedom to maneuver within the traffic stream is extremely difficult, and it is accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Operations at this level are usually unstable, because small increases in flow or minor perturbations within the traffic stream will cause breakdowns. Average signal delay at intersections is less than 60 seconds.

Level F is used to define forced or breakdown flow. Queues form; operations within the queue are characterized by stop-and-go waves, and they are extremely unstable. Average signal delay at intersections exceeds 60 seconds.

The level of service is traditionally based on a set of operating conditions describing the ability of roadway links, intersections and interchanges to handle traffic based on the number of lanes and traffic volumes. Measures such as critical lane volume and intersection levels of service are also used to evaluate the impacts of development on the highway network.

The standard relied upon by the County during development review to determine the impacts of proposed development on the adequacy of highway facilities is LOS D or better. The County's Adequate Public Facilities Ordinance (APFO), requires the Planning Board to find that the traffic generated by a subdivision or rezoning application will not reduce the peak hour level of service below D within the applicant's study area.

Tables 15 and 16 contain listings of currently programmed transportation facilities in the Maryland Department of Transportation's *Consolidated Transportation Program* and the Prince George's County *Capital Improvements Program*, respectively.

**TABLE 15: PROGRAMMED TRANSPORTATION PROJECTS
MARYLAND DEPARTMENT OF TRANSPORTATION**

Consolidated Transportation Program, FY 1991-1996

<u>Project Name</u>	<u>Description of Work</u>	<u>Estimated Completion</u>
I-95/Ritchie Marlboro Road Interchange	Development and Evaluation Study (FHWA Location approval received November 1991).	1992 ¹
MD 4 (I-95 to Anne Arundel County)	Development and Evaluation Study to upgrade, access, and widen	1993 ²

¹ Final engineering is underway.

² The scope of the study has been limited to the segment from the Capital Beltway to Dower House Road.

**TABLE 16: PROGRAMMED TRANSPORTATION PROJECTS/PRINCE GEORGE'S COUNTY
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION**

Capital Improvement Program, FY 1992-1997

<u>Project Name/Description</u>	<u>Estimated Completion Date</u>	<u>Estimated Cost</u>
MD 4 Widening/Intersections (Suitland Parkway and Dower House Road)	FY 1997	\$4,000,000
D'Arcy Road/Westphalia Road Intersection (sight distance improvements)	FY 1992 ¹	470,000
MD 223/Marlboro Pike (intersection improvements)	FY 1992 ¹	285,000
Presidential Parkway (right-of-way)	FY 1993 ¹	450,000 (private funds)

¹ Completed

SAFETY

In many cases, a high accident rate along a section of roadway is an indicator of a poor level of service or of a need for improvements to the roadway's alignment. A review of accident data in the Melwood-Westphalia area for the years 1987 to 1990 indicates that there are no severe safety problems in this area although increases in traffic would cause concern. Specifically, the highest number of accidents in the Planning Areas occurs along MD 4 where there is also the poorest level of service and highest volume of traffic. Although there is a high volume of traffic, the accident rate is below the County average which is used as a measure of reference. Other accidents occur at un-

signalized intersections such as Brown Station Road at White House Road and White House Road at Ritchie Marlboro Road. Although safety is not a severe problem now, without improvements an increase in traffic will increase the accident rates due to the low capacity of the substandard design of the intersections.

ROAD CLUBS

A trend that has recently emerged as a means of overcoming localized level of service deficiencies is the use of a number of private sector-initiated funding strategies by developers, termed road clubs, to advance needed projects ahead of the State and County capital programs. Each road club provides for the participation of several developers in

the funding and construction of road improvements needed to provide adequate transportation facilities based on the identified impact of their developments. The road construction may be done by the developers directly under permit to the State or County, or the developers may provide funds to the State or County for the required construction.

Because each road club is the product of unique circumstances and each road club involves a different set of participants, the practices of the various road clubs differ. A road club has been proposed to fund improvements to MD 223 from Rosaryville Road to Dower House Road which would create excess capacity (for the purposes of meeting the requirements of the APFO). Several subdivisions in this area have conditions of approval requiring road improvements to be constructed simultaneously with the approved development.

There has been increased interest in the formation of road clubs during recent years. The trend toward road clubs may become more commonplace in the future, particularly if significant delays in the funding and construction of road improvements by public agencies become more common.

NEEDS ANALYSIS

With the change in proposed land uses in the area, there are several transportation issues that must be resolved in the Plan. The future transportation system improvements must accommodate future development adequately while observing environmental, economic, and social constraints. Such a determination would start with an analysis of the proposed transportation network and planned land use.

In the 1982 Master Plan of Transportation, three roadways traversing Melwood and Westphalia were identified as major transportation facilities in the future. These roads would provide the access for local traffic to enter and leave the area as well as the corridors of travel for traffic traveling through the area. In addition, Suitland Parkway was originally constructed to serve the unique demands of Andrews Air Force Base but now forms part of the regional transportation network in the area. Finally, additional major facilities to accommodate the localized high-density development may provide needed capacity and functions in conjunction with the existing planned facilities. (A Transportation Technical Bulletin has been prepared to document the needs, constraints and evaluation of alternatives leading to the recommendations of this Plan and may be purchased at the offices of the Planning Department.)

PENNSYLVANIA AVENUE EXTENDED

MD 4, the major east-west transportation corridor in the Planning Areas, is the subject of a project development and evaluation study by the SHA. Within the Planning Areas, several major issues require attention:

- Access to I-95 from the Melwood-Westphalia area is limited to the MD 4 interchange. Only one additional access to the area from I-95 will be provided; it will be at the proposed I-95/Ritchie Marlboro Road interchange. Unless future local traffic is excluded from the I-95/MD 4 interchange, major reconstruction will be necessary to address local and regional travel demand and HOV lane access.
- The MD 4/Westphalia Road intersection has become inadequate and will continue to deteriorate as traffic volumes increase. This intersection is located less than 500 feet from the I-95/MD 4 ramps; a 1971 study by M-NCPPC recommended replacement of the intersection with an overpass to separate through and crossing traffic volumes. Due to the extreme proximity to the I-95/MD 4 interchange, construction of ramps to and from the west connecting Westphalia Road to MD 4 or I-95 would require significant right-of-way from adjacent properties and construction of additional bridges to separate conflicting movements between the interchanges. Although only the Westphalia Road overpass appears to be feasible, the Plan addresses access from I-95 and MD 4 to the adjacent employment areas along MD 4, including the Penn-Belt Industrial Center, Penn East Business Park, Presidential Corporate Center and Andrews Air Force Base.
- The MD 4/Suitland Parkway intersection will also become inadequate even with ongoing improvements to add turn lanes. A 1971 study by M-NCPPC proposed an interchange which would provide direct movement between Suitland Parkway and MD 4 to and from the east. However, an interchange on Suitland Parkway at the North Gate of Andrews Air Force Base is located less than 500 feet from the MD 4/Suitland Parkway intersection. This interchange access is required to be maintained at the North Gate location by the Air Force and therefore, must be considered in the design of a future interchange at MD 4 and Suitland Parkway. In addition, with the elimination of the Westphalia

Road intersection, this interchange would become the nearest access to MD 4 and I-95 from the adjacent civilian employment areas. Several access schemes have been proposed; however, alternative routings for local traffic to I-95 as well as HOV lanes and HOV access ramps on MD 4 to reduce demand from local and regional work trips need to be evaluated to determine if these interchange schemes can be simplified and their capital costs thereby reduced.

- The MD 4/Dower House Road intersection has become inadequate and will eventually require upgrading to an interchange to separate through and crossing traffic volumes. Interim construction of additional through and turning lanes will address traffic demand from early stages of development of Presidential Corporate Center.
- The MD 4/MD 223 interchange will also require upgrading to adequately handle traffic demand from the Melwood, Westphalia and Rosaryville areas. Widening of MD 223 south of MD 4 and construction of the extension of MD 223 from MD 4 to MD 202 to serve these areas will require expansion of the interchange to provide additional capacity for the increased turning movements at this location. In addition, adjacent intersections of MD 223 with Marlboro Pike, Old Marlboro Pike and the proposed Presidential Parkway will have to be offset a sufficient distance from the MD 4/MD 223 ramps to provide adequate distance for weaving movements in these areas.
- The lack of adequate capacity for future traffic on MD 4 west of MD 223 is addressed in the Plan recommendations to avoid existing and potential diversion of regional traffic onto arterial and collector roads in the Upper Marlboro and Westphalia areas. Construction of the proposed I-95/Ritchie Marlboro Road interchange prior to the upgrading of MD 4 to a freeway will divert traffic from congested intersections on MD 4 onto Ritchie Marlboro Road, further reducing available capacity for local traffic in the Upper Marlboro and Westphalia areas.
- The MD 4/Ritchie Marlboro Road interchange is the preferred access to MD 4 from the Upper Marlboro area due to anticipated operational problems at the MD 4 interchange with Old Crain Highway. Weaving capacity on MD 4 between Ritchie Marl-

boro Road and Old Crain Highway will become inadequate with projected traffic volumes prior to 2015 due to the short distances between the on and off ramps. Therefore, there is merit in the 1982 Plan recommendation to eliminate the Old Crain Highway ramps and consolidate these movements at a full interchange at Ritchie Marlboro Road. However, the proximity of the intersection of Ritchie Marlboro Road and Old Marlboro Pike to this interchange is a potential source of operational problems.

- The Final Draft Summary Report of the *Maryland Statewide Commuter Assistance Study*, released in 1990, examined future needs in the MD 4 corridor and recommended a program which includes enhanced express bus service on full-depth paved 12-foot shoulders, and widening of MD 4 to a six-lane, fully access-controlled facility between the Patuxent River and the Capital Beltway. The express bus service would operate between Prince Frederick and the future Suitland Metrorail Station. Daily ridership was estimated to be 950 in 2010 without use of the shoulder lanes, compared to 1,500 with the shoulder lanes.

WOODYARD ROAD

The segment of MD 223 between MD 5 and MD 4 is a two-lane roadway which connects mostly residential areas in Melwood, Rosaryville and Clinton with the Clinton commercial area, as well as MD 4 and MD 5. In addition, this segment of MD 223 connects to Dower House Road and Old Alexandria Ferry Road, both of which provide access to Andrews Air Force Base. Presently, much of the peak-hour traffic on this segment of MD 223 is oriented to Andrews from Marlton, in the Rosaryville Planning Area, and residential areas in Charles and St. Mary's Counties. Some Charles/St. Mary's traffic oriented to employment centers along I-95 north of Westphalia is also being diverted from MD 5 to US 301, Rosaryville Road, MD 223 and MD 4 during peak hours. Much of the area between MD 223 and Andrews Air Force Base is planned for industrial development as discussed elsewhere in this Plan.

The SHA evaluated alternative alignments for MD 223 between MD 4 and MD 5 and, following public workshops and a public hearing, prepared a Final Environmental Impact Statement (FEIS) in 1982 which recommended upgrading the roadway to an arterial with minor relocation at several locations to bring the alignment up to arterial standards and avoid impacts on adjacent residences,

historic sites or historic resources. Although FHWA granted location approval based on this FEIS, it will require updating prior to proceeding with right-of-way acquisition or construction. The 1980 Melwood Special Treatment Area Plan contains a recommendation that, following improvement, the road should have a parkway character.

A 1979 study by M-NCPPC evaluated some additional alternative alignments not included in the SHA's FEIS. This study also recommended upgrading to a four- to six-lane arterial. The recommended alignment closely follows the existing alignment (with the exception of moving Woodyard Road north at its intersection with Rosaryville Road) and mostly follows the alignment of the Selected Alternate in the FEIS.

The 1982 *General Plan* recommends upgrading of Woodyard Road to a four- to six-lane arterial. However, continuation of present commuting trends, future travel demand from planned development in the Melwood and Rosaryville areas, and future travel demand from the extension of MD 223 to MD 202 will result in higher volumes than can be accommodated with a six-lane arterial. The upgrading of MD 4 and MD 5 to six-lane freeways with HOV lanes, and the F-10 upgrading of the US 301 corridor as recommended in the *1991 Adopted and Approved Bowie-Collington*, the *1993 Approved Subregion V* and the *1994 Approved Subregion VI Study Area Master Plans* will be needed to maintain traffic demand on MD 223 at a level which can be adequately accommodated in the 120-150 foot wide right-of-way proposed in the *General Plan*.

WOODYARD ROAD EXTENDED

Within the Westphalia and Upper Marlboro Planning Areas, an extension of MD 223 from MD 4 north to MD 202 at MD 193 will form part of a proposed continuous arterial facility (A-37 in the General Plan) which links MD 193 (Greenbelt Road and Enterprise Road) and MD 223 (Woodyard Road and Piscataway Road). This extended facility will provide an alternative movement to the Capital Beltway and US 301 for continuous intra-County movement among the communities of College Park, Greenbelt, Glenn Dale, Mitchellville, Melwood, Clinton and Accokeek.

Right-of-way reservation or dedication for this facility along the General Plan alignment has been included in the subdivision plans for Ramblewood, which is adjacent to the MD 193/MD 202 intersection, and Winshire, which is adjacent to Brown Station Road. However, the recently approved expansion of the Brown Station Road landfill has raised questions as to the feasibility of the General Plan

alignment, which would traverse the western portion of the expanded landfill.

The A-37 alignment in its present location was first shown on the Master Plan of Highways, adopted by the Commission in June 1955 (it was designated CMP-11 on that Plan). On March 7, 1968, the County purchased the Brown Station Road landfill site. The Master Plan of Highways adopted by the Planning Board in September 1969 deleted this roadway and added the Outer Beltway, as proposed in the 1964 General Plan "On Wedges and Corridors." The Subregion VI Master Plan, approved by the District Council in July 1973, again contained a recommendation for this roadway (it was designated A-46 on that Plan) and showed the alignment crossing the west side of the landfill site, both shown on the Plan Map. A PEPCO substation was constructed to the west of the landfill site in the 1970s, constraining the roadway location to a narrow wetland area between the substation and the landfill site. The landfill site was shown on the Solid Waste Master Plan approved by the Council in 1976, and plans for the landfill footprint were developed in the early 1980s. In 1982 when the District Council approved the General Plan, it deleted the proposed Outer Beltway and retained A-37 in its presently proposed alignment.

By 1988, the capacity of the original landfill was nearly exhausted and the County was critically short of landfill space. No new alternatives to the Brown Station Road site could be found. In 1989, final plans for the landfill expansion were prepared and State approval for funding was secured. It was noted at that time that the landfill expansion would probably reach its capacity and operation would probably cease before A-37 could be constructed, as construction of A-37 was estimated to be at least 20 years in the future. However, construction cost would increase due to the added volume of earth fill or added bridge structure across or adjacent to the landfill expansion. The option of constructing A-37 across the westerly slope of the landfill following cessation of landfill operations appeared to be feasible and was recommended in the Preliminary Subregion VI Study Area Master Plan in February 1992.

Subsequently, a leachate collection and treatment system was required for the landfill expansion, requiring further evaluation of the A-37 alignment. The collection of the leachate requires that the landfill be constructed within a liner, consisting of sheets of thick but flexible plastic film placed under and around the landfill as it is filled and compacted. This liner cannot be breached by bridge piles or footings; the construction of the A-37 roadway across the westerly portion of the landfill expansion would,

therefore, require that a special supporting earth fill be constructed. However, it is not known whether such a fill could be retrofitted with a leachate collection system already in place.

Therefore, alternatives to the General Plan alignment were evaluated for the Melwood-Westphalia Plan:

Alternative 1 - relocation of the General Plan alignment to the west and north, connecting to MD 4 and MD 202 at the same locations as the General Plan alignment. This relocation would increase the length of the new construction compared to the General Plan alignment but avoid the landfill site. However, due to the reduced number and size of bridges at wetland and floodplain crossings compared to the General Plan alignment and the avoidance of the landfill site, this alternative would have lower construction costs than the General Plan alignment.

Alternative 2 - relocation of the General Plan alignment to the west to connect to the Harry S Truman Drive extension (A-38) at White House Road (A-36) instead of MD 202. Ritchie Marlboro Road (A-39 on the General Plan) would be truncated at its intersection with this alignment. Traffic oriented from MD 223 to MD 193 would be required to use White House Road and MD 202. Improvements to these roadways beyond those recommended in the General Plan would be required to adequately accommodate the additional traffic from A-37. Without these additional improvements to White House Road and MD 202, this alternative would have the shortest length of construction, the fewest wetland and floodplain crossings, and the lowest construction cost. However, improvements to White House Road and MD 202 (including interchanges on White House Road at A-37 and MD 202) would increase the net total cost above that of Alternate 1. Further expansion of right-of-way along the south side of White House Road may not be feasible due to adjacent wetland and floodplain between Ritchie Marlboro Road and MD 202.

Alternative 3 - minor relocation of the General Plan alignment adjacent to the landfill expansion. This alignment would traverse a wetland located between the landfill expansion and the PEPCO substation to the northwest, requiring mitigation of any wetland impact. This alternative would have higher net total cost than Alternative 1 or Alternative 2 without additional improvements to White House Road and MD 202, but it would have a lower cost than Alternative 2 with the additional improvements. Because this alignment devi-

ates the least from the General Plan alignment, it is the location which is most consistent with the expectations of local interests.

The Town of Upper Marlboro, in its review of the Draft Report of the *Town of Upper Marlboro Traffic Study*, requested that locations for a northern bypass of the Town, connecting Ritchie Marlboro Road, Brown Station Road, MD 202 and US 301 be investigated. While options to connect Ritchie Marlboro Road and Brown Station Road have been identified elsewhere in this Plan, it appears that the A-37 alignment, in conjunction with Oak Grove and Leeland Roads, offers the most feasible location for the connection between Brown Station Road, MD 202 and US 301. Locations farther south would conflict with approved plans for development in the Villages of Marlborough, Brock Hall and adjacent subdivisions, as well as Villages of Belmont, the Brown Station Road landfill and its buffer area, and portions of Western Branch Park.

SUITLAND PARKWAY/ ALLENTOWN ROAD

Suitland Parkway was constructed by the Federal Government during World War II to connect military offices in the District of Columbia with the newly constructed Andrews Air Force Base. As constructed, the Parkway is a four-lane controlled access highway between the D.C. line and Suitland Road and two lanes between MD 4 and Suitland Road. Following the war, the National Park Service was charged with the maintenance of this facility. The Parkway and the North Gate access to Andrews are used by federal officials and their guests to travel via auto to or from the White House when there are no state guests. The North Gate access is an interchange which the Federal Government requires to be functionally maintained in any plans for reconstruction. The Federal Highway Administration, on behalf of the National Park Service, is undertaking a rehabilitation project which will reconstruct existing sections of the Parkway and add two lanes between MD 4 and Suitland Road. Within the Melwood-Westphalia area, the Parkway has a 150-foot-wide right-of-way which is planned to provide a four-lane divided highway with no intersections. As such, the intersection located at Pennsylvania Avenue Extended is planned to be upgraded to an interchange and the intersection located at Allentown Road would be limited to right-in/right-out ramps from the eastbound lanes of Suitland Parkway as part of a scheme which includes a new overpass and westbound ramps at Forestville Road in the Suitland Planning Area.

Allentown Road (A-50 on the General Plan), MD 337, connects to the Parkway west of MD 4. The Parkway segment between Allentown Road and MD 4, although not State-maintained, allows Allentown Road traffic to reach MD 4. A future extension of Allentown Road on an overpass of Suitland Parkway, continuing along Burton Lane in the Penn-Belt Industrial Park, and possibly on a second overpass of MD 4, would allow direct access to Allentown Road and its interchanges with I-95 from Penn-Belt, Penn-East Business Park and Presidential Corporate Center.

Only private automobiles and Federal Government vehicles are permitted on Suitland Parkway west of Allentown Road. However, Suitland Parkway will provide direct access to the planned Suitland Metrorail Station from MD 4. As such, buses or car pools may benefit from use of the Parkway more than single-occupancy vehicles. Changes in the types of vehicles permitted to use the Parkway may be considered by the Federal Government in the future to improve access to the Metrorail station for buses. However, bus use may also be physically limited by the height of the I-95 bridge over the Parkway.

SCENIC AND HISTORIC ROADS

The preservation of existing rural roads as historic and scenic assets is of significant importance, particularly in the Westphalia area. In the 1980s, the subdivision and development of land in previously rural areas of the County precipitated interest in measures to preserve historic and

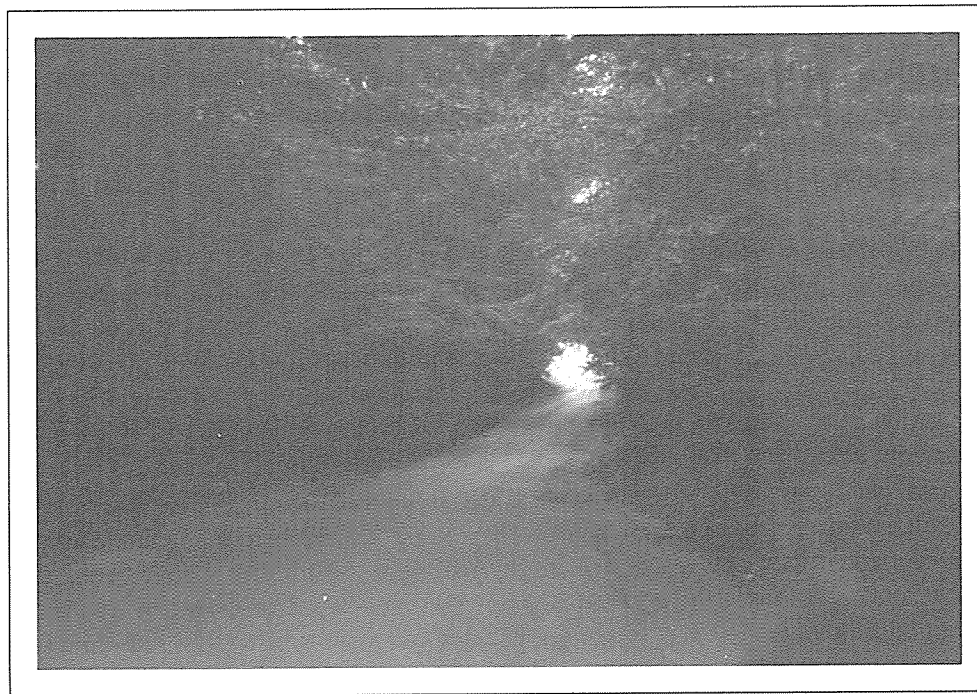
scenic assets. Several reports have inventoried the County's historic and scenic assets, including the 1984 *Scenic Roads Study* and the 1992 *Amendment to the Historic Sites and Districts Plan*. In the Melwood-Westphalia area, several roads recommended for improvement in the 1973 *Subregion VI Master Plan* and the 1982 *General Plan* have also been identified as scenic or historic in one or more of these studies. The identification of scenic and historic road segments based on clearly defined criteria is desirable in order to have an effective program for preserving the scenic or historic qualities. The *Scenic Roads Study* identified Ritchie Marlboro Road, Mellwood Road, Westphalia Road, and Old Marlboro Pike as historic and with scenic assets. The identification of scenic and historic roads does not preclude necessary maintenance or safety improvements.

MELWOOD COMMUNITY TRAFFIC STUDY

The *Melwood Community Traffic Study*, requested by the Planning Board in 1987 to address traffic impacts of planning and zoning decisions in the Melwood, Rosaryville, and Tanglewood areas, actually addressed the impacts of development of approved subdivisions at the time of its completion in 1988. Because its scope was limited to approved development and a 1992 horizon year, the analyses prepared for this Plan supersede those of the Melwood Study. However, the short-term needs of the portion of the Melwood Study area within the Melwood Planning Area are included in the Recommendations section of this Chapter.

CONCEPT

The concept utilized in developing transportation recommendations attempts to provide for a balanced relationship between land development and the provision of adequate transportation facilities. This multifaceted concept relies upon a combination of timely highway upgradings and improvements, new highways and interchanges, improved public transportation systems, an integrated trails system, and, where appropriate, efforts to reduce peak-hour traffic volumes and total vehicle-miles travelled.



A paved portion of Mellwood Road which came into use around 1830 after the Berry family had established itself at Blythewood Plantation.

This conceptual approach is based on the recognition that the identified objectives for circulation and transportation are the foundation for incremental highway, public transportation, and trails planning. The improvements to the existing transportation system which will be ultimately needed should be planned in advance and designed to meet the needs of both existing and future residents, as well as industrial, commercial, and other land uses. Therefore, both additions to and modifications of the existing transportation systems network are proposed in order to reach a balance between land use and transportation.

The objectives of transportation planning in the context of the master plan process are twofold:

1. *Needs Assessment Within the Planning Horizon.*

Needs assessment is the demand side of the planning process. The financing of transportation facilities is expensive, and planning, design, land acquisition, and construction of these facilities is lengthy. Capital programming for new highway and public transportation projects must compete for limited transportation funds with highway maintenance expenditures and transit subsidies at both State and local levels. The timeframe of the planning horizon (20 years) has been used to develop an assessment of the transportation facilities required to meet both existing needs and those needs which will arise prior to the planning horizon. The requirements for an adequate transportation system are based on development which is projected to occur in and around Melwood-Westphalia, as well as growth in external travel through Melwood-Westphalia during the planning horizon. The emphasis in determining the requirements of the transportation system is on the movement of people, not cars. Locally, the needs assessment provides a basis for timely staging of the construction of transportation facilities in conjunction with development. Regionally, it provides public agencies with a basis for assessing transportation facility financing needs over time. The needs assessment is a basis for the programming of funds in the *Public Facilities Development Program*, the Maryland Department of Transportation's *Consolidated Transportation Program* and the Prince George's County *Capital Improvements Program*.

2. *Planning to Minimize Harm to Land Uses in the Foreseeable Future.* Minimizing harm addresses issues regarding the quality of life. It is reasonable to assume that development in and around Mel-

wood-Westphalia will continue to occur beyond the timeframe of the planning horizon. It is therefore important that early planning be accomplished to delineate and begin reserving and acquiring rights-of-way for future needs. The types and locations of this future development will be determined by the Plan's land use recommendations as well as those of adjacent Master Plans, both in Prince George's County and adjacent jurisdictions. Travel forecasts based on planned land uses and growth trends beyond the planning horizon have been developed to provide a basis for assessing *foreseeable* needs for adequate transportation facilities. Although not always needed within the timeframe of the planning horizon, these facilities are identified in the Plan for the purpose of allocating land for future rights-of-way as early as possible. This minimizes harm to adjacent land uses by informing the public of future highway locations at the earliest opportunity and allowing mitigation measures for foreseeable impacts to be identified. In the long-term, the cost of providing the transportation improvements is reduced by reserving or obtaining rights-of-way through the development process instead of costly acquisition of land after it has been developed. The Master Plan has a responsibility to identify transportation facilities as a distinct land use with specific requirements based on the travel demand from land use activity.

It is important to understand that the proposed transportation system is a network with adequate holding capacity to support traffic generated by the buildout of land uses recommended in this Master Plan update, the buildout of land uses in adjacent Planning Areas, and foreseeable development of land use in jurisdictions adjacent to Prince George's County as indicated in their most recent published local planning documents. Most road improvements in Melwood-Westphalia will be constructed incrementally in response to travel demand and funding availability. While the actual pace of facility construction in the area will be largely determined by the pace of development, the approval of subdivision plans with provisions for full right-of-way needs will be required to accommodate the long-term planned transportation needs.

Specific components of the concept are as follows:

- The planning concepts and recommendations of the 1982 *General Plan* and its transportation element, the 1982 *Master Plan of Transportation* are

reaffirmed, except as proposed to be amended in the Recommendations section of this Chapter.

- This Plan makes recommendations that higher densities and intensities of land use be located close to the regional corridors of transportation. This can contribute to a reduction in the growth of vehicle-miles travelled by concentrating trip origins and/or destinations, thereby enhancing the viability of providing mass transportation facilities between residential areas and distant work locations.
- Melwood-Westphalia's pattern of land use development emphasizes balanced community development, incorporating a range of living, working, shopping, and recreational opportunities. Such a pattern can eliminate the necessity for many people to travel long distances, thus contributing to a reduction in the growth of vehicle-miles travelled *and* the need for more regional transportation facilities.
- Specific roadway cross-sections and design standards are developed in the Recommendations section of this Chapter which are intended to provide future adequate capacity while preserving and complementing, to the extent possible, existing community character and surrounding cultural/historical amenities. This concept recognizes and supports initial efforts to identify and maintain the quality of scenic roads while also improving their function. It also supports efforts to implement non-vehicular trail elements on these roads utilizing the old roadbeds of upgraded and/or realigned roadways.
- In conjunction with improved highways and future public transportation, a mechanism is needed to facilitate access to public transportation from the low-density areas which comprise large sections of Melwood and Westphalia. This mechanism should be the provision of strategically located commuter park-and-ride facilities, coupled with bus service to these facilities. Such facilities should be located along major highways to intercept through trips and be of sufficient size to accommodate future demand. It is also important that the bus system provide linkage from these facilities to Metro stations and major employment centers.
- Continued reliance on the Adequate Public Facilities Ordinance during development review is endorsed as an important staging mechanism for

maintaining adequate roadway capacity. The Ordinance requires the Planning Board to find that the traffic generated by a subdivision will not cause the peak hour level of service to drop below LOS D within the subdivision's study area. The strict use of the Adequate Public Facilities Ordinance may be tempered, in selected cases, by the use of mechanisms such as road clubs for funding transportation improvements.

- Transportation Demand Management (TDM) techniques, implemented within the context of a Countywide policy, can help to mitigate the impacts of increasing travel demand within Melwood-Westphalia and the County as a whole.

CORRIDOR LEVEL-OF-SERVICE CONCEPT

The discussion of transportation policy constraints in the Background section identified a policy shift from moving automobiles to moving people, which required that basic assumptions concerning future transportation systems be examined. The current policy emphasizes minimizing environmental impacts and providing alternatives to transportation facilities that require expanding pavement and right-of-way to accommodate single-occupant automobiles. Specifically, the conflicting demands of land use and vehicle travel must continue to be reconciled in a changed policy environment. This changed environment requires that efficient use of transportation facilities must now be considered along with efficient land use.

In Melwood-Westphalia, this concept has application in the MD 4 corridor, which may be developed with reversible peak direction lanes in the freeway median. The freeway facility could be modified to include reversible lanes, at relatively low expense, to maintain the overall LOS D in the face of future increases in *external* corridor travel demand (which Prince George's County has no control over) and would provide future alternatives (HOV facilities) for traffic demands, as opposed to construction of more freeway lanes for single-occupancy auto travel in each direction (with potential impacts on the Melwood-Westphalia area).

This concept provides travellers in the high-volume corridor with adequate facilities according to the peak demands. By providing these reversible lanes, the Plan recommendations will also provide an adequate transportation system, economize on highway construction expenditures and provide the potential for HOV lanes.

RECOMMENDATIONS

Specific recommendations are made below to implement the concepts and achieve the goals and objectives for circulation and transportation. Many of these are proposals included in the 1982 *Master Plan of Transportation*, the 1980 *Melwood Special Treatment Area Plan* or the 1973 *Subregion VI Master Plan* and are now part of the ongoing planning or construction programs of the State Highway Administration (SHA) and/or other agencies. All planned improvements, additions, and changes in ongoing State and local programs should be in conformance with the recommendations of this Master Plan. Some of these recommendations may require developer participation in whole or in part. Highway proposals are listed in Table 17. This Transportation Plan contains some modifications which, upon approval of this Master Plan, will amend the General Plan and Master Plan of Transportation.

The proposed transportation system is intended to provide service for the future population, employment, and through traffic expected in Melwood-Westphalia. As development proceeds, it is necessary that these facilities are programmed and constructed to provide a balance between land use and transportation. Again, it must be remembered that the full transportation system will be obtained incrementally over time, responsive to traffic demands and the ability of public and private sources to fund it.

HIGHWAYS

Each intersection, interchange and roadway proposal is indicated as either an early or later need. An early need designation indicates that the improvement is necessary either now or in the short-range future to respond to present or imminent circumstances. A later need will occur only when and if additional development within and/or outside Melwood-Westphalia generates a significant increase in the volume of traffic. No specific period of years is implied in either case. The priority for individual facilities may shift, depending on changing conditions during the timeframe of the planning horizon, revisions in Federal, State, and local transportation funding programs, and/or the scale and siting of local development.

Regardless of whether an individual proposal is indicated as either an early or later need, it may be built at any time if all necessary funding from private sources and binding agreements for completion of the project have been obtained. The relationship between construction of highways financed from nonpublic sources and associated land development is determined by the staging provisions of this

Master Plan and by the Adequate Public Facilities Ordinance.

INTERSECTION PROPOSALS

Geometric/engineering intersection improvements are recommended for the following major intersections to adequately serve existing traffic:

- Woodyard Road (MD 223) at Dower House Road (early need);
- Woodyard Road (MD 223) at Marlboro Pike (early need - currently funded in the CIP);
- Ritchie Marlboro Road at Sansbury Road (early need - may be included in the I-95/Ritchie Marlboro Road interchange); and
- White House Road at Brown Station Road (early need).

Further improvements will eventually be needed to improve levels of service and increase capacity as traffic volumes increase over time. Some are presently scheduled as part of other projects while others will be improved as required.

INTERCHANGE PROPOSALS

The Master Plan reaffirms the following interchanges shown on the 1982 *Master Plan of Transportation*:

- I-95 at MD 4 (later need, reconstruct interchange);
- I-95 at Ritchie Marlboro Road (early need);
- MD 4 at Suitland Parkway (early need);
- MD 4 at Dower House Road (early need);
- MD 4 at MD 223 (later need, reconstruct interchange);
- MD 4 at Ritchie Marlboro Road (early need, ramps to and from the west are bonded for construction); and
- Suitland Parkway at the AAFB North Gate Entrance (later need, reconstruct interchange).

In addition, a new interchange is recommended which shall be added to the Master Plan of Transportation:

- Suitland Parkway/Forestville Road/Allentown Road (early need, modifies previous recommendation for

**TABLE 17: PROPOSED HIGHWAY NETWORK
MELWOOD-WESTPHALIA PLANNING AREAS**

<u>Identification Number</u>	<u>Name</u>	<u>Limits</u>	<u>Rights-of-Way</u>	<u>Number of Lanes</u>
F-6	Pennsylvania Avenue Extended (MD 4)	Capital Beltway to MD 223	300'	6-8 (2 reversible)
F-7	Suitland Parkway	Capital Beltway to MD 4	150'	4-6
A-36	White House Road	Brown Station Road to Ritchie Marlboro Road, Ritchie Marlboro Road to I-95	120'-140'	6-8
A-37	Woodyard Road Extended	Presidential Parkway to Ritchie Marlboro Road	150'	4
A-39	Ritchie Marlboro Road	MD 4 to approximately 3000' southeast of its intersection with White House Road	120'	4-6
A-52	Dower House Road	Presidential Parkway to Foxley Road	120'	4-6
A-53	Woodyard Road (MD 223)	Rosaryville Road to Presidential Parkway	120'-150'	4-6
A-66	Presidential Parkway	Woodyard Road to Ritchie Marlboro Road	120'	4-6
A-67	Suitland Parkway Extended	MD 4 to Presidential Parkway	120'-140'	6-8
C-602	Brown Station Road	White House Road to Brooke Lane	80'	2 lanes
C-604	Old Marlboro Pike	Ritchie Marlboro Road to MD 223	80'	4 lanes
C-614	Dille Drive Extended	Old Marlboro Pike to Ritchie Marlboro Road	80'	4 lanes
C-626	Westphalia Road	Suitland Parkway to Ritchie Marlboro Road	80'	4 lanes
C-627	D'Arcy Road/D'Arcy Road Extended	Presidential Parkway to I-95	80'	4 lanes
C-628	Dower House Road/McCormick Road	Foxley Road to MD 223	80'	4 lanes
C-629	Marlboro Pike	Dower House Road to MD 223	80'	4 lanes
C-630	Sansbury Road	Presidential Parkway Extended to D'Arcy Road	80'	4 lanes
C-631	Suitland Parkway Extended	Presidential Parkway to A-37	80'	2-4 lanes
C-632	Dower House Road Extended	Presidential Parkway to Westphalia Road	80'	4 lanes
C-633	Brown Road	Brown Station Road to Ritchie Marlboro Road	80'	2 lanes
C-634	New Road	Dower House Road Extended to Suitland Parkway Extended	80'	4 lanes
I-601	Woodyard Industrial Road	Dower House Road to MD 223	70'	4 lanes
I-602	Fallard Drive	Dower House Road to Dower House Road	70'	2-4 lanes
I-603	MD 4 Service Road	Suitland Parkway Extended to Westphalia Road	70'	4 lanes
I-604	Old Marlboro Pike Loop	Marlboro Pike to Marlboro Pike	70'	4 lanes
P-610	Brooke Lane	Ritchie Marlboro Road to Brown Station Road	60'	2 lanes
P-611	Ritchie Marlboro Road	White House Road to A-39	60'	2 lanes
P-612	New Road	Dower House Road Extended to Woodyard Road Extended	60'	2 lanes
P-613	Local connector	Meadowlark Avenue to Squeid Street	60'	2 lanes
P-614	Local connector	Richmanor Terrace to Marlboro Pike Relocated	60'	2 lanes

interchange at Suitland Parkway/Allentown Road; although this is immediately outside of the Planning Areas, this improvement will benefit traffic having an origin or destination in the Planning Areas).

The following highway improvements are also recommended. Some of these highways or parts thereof are currently in State and/or County programs for improvement.

FREEWAYS

- F-6 - Pennsylvania Avenue Extended. Upgrade to a six- to eight-lane freeway, and add two additional separated reversible lanes from Anne Arundel County to the Capital Beltway. These reversible lanes will support future operation of express buses and other high-occupancy vehicles (HOVs) with freeway access between the Melwood-Westphalia area, outlying counties, and the future Suitland Metrorail Station. Access to the reversible lanes from the nonreversible lanes on MD 4 should be provided at a location between Ritchie Marlboro Road and Woodyard Road, at Suitland Parkway, and at the Capital Beltway. The staging of the construction of the Capital Beltway/Ritchie Marlboro Road interchange should be coordinated with the upgrading of MD 4 to freeway standards between the Capital Beltway and Woodyard Road.

The upgrading to freeway standards within the Melwood-Westphalia area includes the following elements:

- I-95 interchange (reconstruct and provide HOV ramps);
- Westphalia Road intersection (close; construct overpass for Westphalia Road);
- Suitland Parkway interchange (construct and provide HOV ramps, incorporate and maintain interchange at the AAFB North Gate entrance);
- Dower House Road interchange (construct);
- MD 223 interchange (reconstruct);
- HOV ramps to MD 4 freeway lanes between MD 223 and Ritchie Marlboro Road; and
- Ritchie Marlboro Road interchange (reconstruct when A-62 is connected to MD 4 from the south).

The upgrading of MD 4 to freeway standards from Anne Arundel County to the Capital Beltway will allow Ritchie Marlboro Road and other arterials and collectors parallel to MD 4 and MD 202 to provide adequate capacity for local traffic. Construction of the segment between Dower House Road and the Capital Beltway is an early need; construction of the remainder is a later need. Conversion of the reversible lanes to exclusive use of HOVs is recommended in conjunction with the opening of the Suitland Metrorail Station and/or future provision of HOV lanes on the Capital Beltway.

The State Highway Administration's study of MD 4 has been reduced in scope to include only the section of MD 4 between MD 223 and I-95, with only a study of access controls.

A consideration in implementing these recommendations should be the preservation of scenic features within the MD 4 corridor, including the scenic viewsheds along the corridor and, where possible, the native vegetation at the edges of the right-of-way and in the median of the existing facility.

- F-7 - Suitland Parkway. Upgrade to freeway standards. The parkway character should be maintained and the initial design should include no more than four lanes, as described in the General Plan. The upgrading to freeway standards within the Melwood-Westphalia area includes the following elements:

- Forestville Road/Allentown Road interchange (construct ramps to and from westbound Parkway at Forestville Road relocated, ramps to and from eastbound Parkway at Allentown Road; although this is immediately outside of the Planning Area, this improvement will benefit traffic having an origin or destination in the Planning Areas),
- North Gate/Andrews interchange (reconstruct as required by Federal Government, or incorporate into design of MD 4/Suitland Parkway interchange),
- MD 4 interchange (construct and provide HOV ramps).

Because the Suitland Parkway will become an important linkage between MD 4 and the Suitland Metrorail Station, consideration should be given to adding exclusive HOV lanes in the future as warranted by traffic

conditions. Alternatively, operation of the four-lane roadway now under construction could be limited in the future to HOVs exclusively in the peak direction lanes during peak periods.

ARTERIALS

- A-36 - White House Road. Upgrade to a four- to six-lane divided roadway between Brown Station Road and Ritchie Marlboro Road and a six- to eight-lane roadway along Ritchie Marlboro Road from White House Road to I-95. This improvement should be coordinated with the construction of the I-95/Ritchie Marlboro Road interchange. At the time that the A-66 facility is constructed to intersect with A-36, all median breaks, except where required for fire and rescue access, should be closed between I-95 and A-66.
- A-37 - Woodyard Road Extended. Construct the four- to six-lane divided roadway of the General Plan alignment beginning at the MD 4/MD 223 interchange and extending north to connect to MD 202 at MD 193. The alignment generally follows the alignment recommended in the General Plan within the Westphalia area, except between the Mellwood Estates subdivision and A-39, where A-37 will follow a more westerly alignment. A-37 will form part of a proposed continuous arterial facility which links MD 193 (Greenbelt Road and Enterprise Road) and MD 223 (Woodyard Road and Piscataway Road). Including A-37, this extended facility will provide an alternative movement to the Capital Beltway and F-10 for continuous intra-County movement among College Park, Greenbelt, Glenn Dale, Mitchellville, Melwood, Clinton and Accokeek. Crossover locations shall be limited to existing and future public streets with a minimum spacing of 1,500 feet along A-37, including Presidential Parkway/Old Marlboro Pike relocated, existing Mellwood Road, Ritchie Marlboro Road, Polaris Drive (approved by SHA with a 1,170 foot spacing from Ritchie Marlboro Road) and Brown Station Road. This facility should be designed with parkway-type features such as a variable width median, shoulders, and independently graded roadways. This is a later need facility which follows construction of A-27 (MD 193) to the north and A-53 (MD 223) to the south, and is associated with later stages of development in the Melwood, Upper Marlboro, Westphalia and Mitchellville areas.
- A-39 - Ritchie Marlboro Road. Upgrade to a four- to six-lane divided roadway from MD 4 to the vicinity of the Lusby tract, approximately 3,000 feet southeast of the White House Road/Ritchie Marlboro Road intersection. Other road alternatives for upgrading Ritchie Marlboro Road, south of White House Road, and north of the Lusby tract, are to be evaluated in the future. The future widening of Ritchie Marlboro Road (A-39) adjoining the Keokuk and Ingleside farms shall take place on the M-NCPPC owned land on the east side of Ritchie Marlboro Road. A grade separation is recommended at Old Marlboro Pike in order to provide adequate separation for weaving and turning traffic at the MD 4/Ritchie Marlboro Road interchange. In order to preserve the scenic character of the existing road, this facility should be designed with parkway-type features such as a variable width median, shoulders, and independently graded roadways in segments where this design can be accommodated without relocation of existing scenic or historic roadside features. This is a later need associated with later stages of development in the Upper Marlboro and Westphalia areas and should be preceded by the upgrading of MD 4 to a freeway between Ritchie Marlboro Road and I-95.
- A-52 - Dower House Road. Upgrade to a four- to six-lane arterial between Foxley Road and MD 4, with an extension to Presidential Parkway, north of MD 4. This facility is needed to provide adequate capacity to serve the proposed industrial development south and east of Andrews Air Force Base and the residential development in Melwood and Rosaryville Planning Areas. This is a later need associated with development of Presidential Corporate Center, east of Machinists Place, the planned community activity center and industrial development in the Melwood area.
- A-53 - MD 223/Woodyard Road. Upgrade to a four- to six-lane divided arterial roadway. As noted in the *Melwood Special Treatment Area Plan*, the improvement should impart a parkway character, retaining mature trees within the right-of-way wherever the opportunity occurs and provide for landscaping over and beyond the customary State standards. The upgrading to four lanes is an early need associated with development in the Melwood and Rosaryville areas; expansion to six lanes is a later need associated with construction of A-37 and later stages of development in the Melwood and Rosaryville areas.
- A-66 - Presidential Parkway - Construct a four- to six-lane arterial roadway on a new location between Woodyard Road Extended, north of MD 4 and White House Road, east of Sansbury Road. This roadway will

pass through employment centers in Westphalia over most of its length and the major activity center in the planned community. It will connect with proposed arterials connecting to interchanges with I-95 and MD 4.

A-66 will follow the alignment of Presidential Parkway shown on the approved plans for Presidential Corporate Center from its eastern limit to a point 1,000 feet northwest of Machinists Place. A-66 will extend to the east to intersect A-37 opposite the relocation of Old Marlboro Pike. From a point 1,000 feet northwest of Machinists Place to Westphalia Road, A-66 will continue north on an alignment approximately 2,000 feet east of MD 4, intersecting Westphalia Road in the vicinity of Flowers Road. North of Westphalia Road, A-66 will continue on an alignment approximately 700 feet east of I-95, intersecting D'Arcy Road approximately 1,000 feet east of I-95. North of D'Arcy Road, A-66 will curve to the east, passing south of the Fernwood Mobile Home Park and intersecting Sansbury Road near Fernwood Park Road. A-66 will then curve to the north to intersect White House Road at a point approximately 1,000 feet east of Sansbury Road.

Major intersections with Presidential Parkway providing access to MD 4 will include A-37, Dower House Road Extended, and Suitland Parkway Extended. The connection to White House Road will provide the areas served by Presidential Parkway with access to I-95. The segment of Presidential Parkway between A-37 and Westphalia Road is an early need associated with the upgrading of MD 4 to a freeway and the development of Presidential Corporate Center and the Penn-East Business Park. The segment of Presidential Parkway between Westphalia Road and Ritchie Marlboro Road is a later need associated with construction of the I-95/Ritchie Marlboro Road interchange and later development of the industrial and commercial property east of I-95 as proposed elsewhere in this Plan.

- A-67 - Suitland Parkway Extended. Construct a six- to eight-lane divided roadway between the MD 4/Suitland Parkway interchange and Presidential Parkway. Staging of this facility is associated with upgrading of MD 4 to a freeway; it will be needed to maintain an adequate connection between MD 4 and Presidential Parkway.

COLLECTORS

- C-602 - Brown Station Road. Upgrade to a two-lane rural collector between Brooke Lane and White House Road. Later need associated with later stages of development in Upper Marlboro and Westphalia areas. [NOTE: A Preliminary Subregion VI Study Area Master Plan recommendation upgraded this road to a four-lane collector, which has since been modified to agree with this Plan.]
- C-604 - Old Marlboro Pike. Upgrade to a two- to four-lane collector roadway from C-614 (Dille Drive Extended) to A-37, with a realignment at the A-37 intersection opposite A-66 to provide an adequate distance for weaving traffic from the MD 4/MD 223 interchange. Upgrade to a four-lane collector roadway from C-614 to A-39. Construct a grade separation at Ritchie Marlboro Road in conjunction with the MD 4/Ritchie Marlboro Road interchange upgrading. The realignment is associated with the reconstruction of the MD 4/MD 223 interchange and/or A-37. The remaining improvements are later needs associated with later stages of development in the Upper Marlboro and Westphalia areas. Typical sections for these improvements shall be developed to be consistent with the Guidelines at the end of this Chapter for roads identified as scenic or historic.
- C-614 - Dille Drive Extended. Construct a new two- to four-lane roadway to provide a connection from Brown Station Road opposite John Rogers Boulevard to Old Marlboro Pike west of Ritchie Marlboro Road. This is a later need facility associated with the construction of the MD 4/Ritchie Marlboro Road interchange and later stages of development in the Upper Marlboro and Westphalia areas.
- C-626 - Westphalia Road. Upgrade to a four-lane collector from Suitland Parkway to Ritchie Marlboro Road, with realignment to intersect Ritchie Marlboro Road as the fourth leg of its intersection with Orion Lane. Close the MD 4 intersection and construct grade separation as part of the MD 4 upgrade. This is a later need associated with later stages of development in the Westphalia area.
- C-627 - D'Arcy Road. Upgrade to a four-lane collector roadway with turn lanes at major points of access from I-95 to Westphalia Road. Extend four-lane roadway on a new alignment from Westphalia Road south to Presidential Parkway to provide access from planned residential areas north of the planned community

activity center to adjacent employment areas and A-66. Upgrading from I-95 to Westphalia Road is an early need associated with the early stages of industrial/commercial development adjacent to I-95 in the Westphalia area. The extension is a later need associated with the activity center and residential development in the Westphalia area.

- C-628 - Dower House Road. Upgrade to a four-lane collector from Foxley Road and realign at its intersection with MD 223. At MD 223, Dower House Road will be relocated northward to McCormick Road to meet with Woodyard Road. The upgrade and realignment are an early need associated with continued development in the Melwood and Rosaryville areas.
- C-629 - Marlboro Pike. Upgrade to a four-lane collector roadway from Dower House Road to MD 223 on existing roadways with the exception of a new alignment at the MD 223 intersection to a point approximately 750 feet north of Welshire Drive, opposite proposed William Beanes Road Extended (C-605 on the Preliminary Subregion VI Study Area Master Plan). From Dower House Road to the Old Marlboro Pike/Marlboro Pike intersection, C-629 will follow the existing alignment of Old Marlboro Pike, intersecting Dower House Road approximately 1,800 feet south of MD 4. This upgrade of Old Marlboro Pike will need to be constructed in conjunction with the MD 4/Dower House Road interchange. Between Old Marlboro Pike and a point 1,200 feet east of MD 223, the upgraded roadway will generally follow existing Marlboro Pike, but no widening and/or relocation will require right-of-way from properties south of the existing right-of-way. Upgrading Marlboro Pike will occur later as traffic demand from local development in the Melwood area increases. The relocation at MD 223 will need to be constructed in conjunction with the reconstruction of the MD 4/MD 223 interchange or development of the adjacent properties.
- C-630 - Sansbury Road. Upgrade to a four-lane collector from D'Arcy Road to A-66. Improvement of the intersection of Sansbury Road at Ritchie Marlboro Road is an early need associated with the I-95/Ritchie Marlboro Road interchange. Upgrading the roadway south of A-66 is a later need associated with the development of adjacent properties in the Westphalia area.
- C-631 - Suitland Parkway Extended. Construct a new four-lane collector from the A-66/A-67 intersection to

Dower House Road Extended (C-632), and a two-lane rural collector from Dower House Road Extended to A-37. This facility will provide access to the residential areas north of the planned community activity center from the major transportation facilities of MD 4 and A-37. This is a later need associated with development of property adjacent to the road and construction of connecting local and collector roadways in the Westphalia area.

- C-632 - Dower House Road Extended. Construct a new four-lane collector roadway from the A-52/A-66 intersection to Westphalia Road. This new roadway would be constructed as a later need in conjunction with development of the property adjacent to the road and construction of connecting local and collector roadways in the Westphalia area.
- C-633 - Brown Road. Upgrade to a two-lane rural collector roadway with paved shoulders between Brown Station Road and Ritchie Marlboro Road. This facility connects local development to Ritchie Marlboro Road and Brown Station Road and is the only connection between these roadways between Brooke Lane and White House Road. This is a need associated with development of adjacent property and approved development.
- C-634 - Construct a two- to four-lane urban collector roadway between Dower House Road Extended and Suitland Parkway Extended. This facility will provide local access between the planned community activity center and the development surrounding it. This roadway will be needed as the property adjacent to it develops.

OTHER ROADS

- I-601 - Woodyard Industrial Road. Construct a new four-lane industrial road with turning lanes at points of access from MD 223 at its intersection with Rosaryville Road to Foxley Lane at Dower House Road. Construction of the road would occur in conjunction with development of the adjacent land and as needed to provide adequate transportation facilities for the planned industrial development in the Melwood area south and east of Andrews Air Force Base.
- I-602 - Fallard Drive. Construct an industrial road with turning lanes at points of major access, connecting to Dower House Road at both ends. The planned road will provide circulation through an industrial area north and east of Dower House Road. The eastern part of this

roadway has already been constructed; the extension will intersect Dower House Road opposite Andrews' East Perimeter Road.

- I-603 - MD 4 Service Road. Upgrade to an industrial road from Westphalia Road to A-67, with turning lanes at major access points, with relocations at either end to connect at grade or provide adequate weaving distance from interchange ramps. The road will continue to provide direct access to the East Gate Employment Area and adjacent properties. The need for an upgrade is associated with the abutting development and the upgrading of MD 4 to a freeway.
- I-604 - Upgrade Marlboro Pike to an industrial road from the Old Marlboro Pike/Marlboro Pike intersection to approximately 400 feet east of Dower House Road and complete a loop by constructing an industrial road that connects this segment of Marlboro Pike to Old Marlboro Pike at a point approximately 400 feet east of Dower House Road. As part of the upgrade, the intersection of Old Marlboro Pike/Marlboro Pike will be realigned for safe access. This loop road provides access to adjacent industrial/commercial property. The upgrade and construction of this industrial loop road will be needed when the MD 4/Dower House Road interchange is constructed.
- P-610 - Brooke Lane. Upgrade to a primary rural residential roadway between Ritchie Marlboro Road and Brown Station Road, with realignment at Ritchie Marlboro Road to provide an adequate radius for turning traffic. Early need associated with development of adjacent property.
- P-611 - Ritchie Marlboro Road. Upgrade to a primary roadway between White House Road and proposed A-37. Align intersections at White House Road and proposed A-37 to provide adequate radius for turning traffic.
- P-612 - Construct a two-lane primary residential street between Dower House Road Extended (C-632) and Woodyard Road Extended (A-37). The purpose of this street is to provide local access from adjacent residential areas to the planned community activity center and the surrounding area. This would be a later need that would be constructed with the development of adjacent properties and connecting local roadways.
- P-613 - Meadowlark Avenue/Squeid Street connector. Provide a connection for local traffic from Queens Wood and Windsor Park subdivisions. With the P-614

connector, this will allow Queens Wood and Windsor Park traffic access to MD 223 via signalized intersections at Marlboro Pike and Dower House Road. This connection should be provided as part of development on the property located between Queens Wood and Windsor Park.

- P-614 - Richmanor Terrace/Marlboro Pike connector. Provide a connection for local traffic from Queens Wood and Windsor Park subdivision. With the P-613 connector, this will allow Queens Wood and Windsor Park traffic access to MD 223 via signalized intersections at Marlboro Pike and Dower House Road. This connection should be provided as part of development on the property located north of Windsor Park.

PUBLIC TRANSPORTATION

Public transportation programs are recommended to support the provision of adequate transportation facilities as discussed in the Concept section of the Chapter. Increased use of public transportation is encouraged at all times in order to facilitate traffic movement, improve the quality of work, shopping, and other types of trips, and recoup public investment in the regional rail and bus systems. In addition, the impacts of private automobiles on air quality and energy consumption provide further rationale for the consideration of transit in local plans.

- This Plan recognizes the need for right-of-way along the MD 4 corridor between Calvert County and the Capital Beltway to be set aside for the development of public transportation and high-occupancy vehicle (HOV) facilities. While future traffic demands indicate a need for two reversible lanes in the peak direction, this Plan recommends the reversible lanes as interim staging for the future consideration of the implementation of a High Occupancy Vehicle (HOV) facility in this corridor.
- Points of access to the reversible lanes on MD 4 should be located near major nodes of development in order to attract users but minimize impact on the local transportation system. In Melwood-Westphalia, access should be provided at Dower House Road where the planned community activity center is proposed and major office/commercial development like Presidential Corporate Center are proposed to expand.
- To reduce congestion and to channel external trips through Melwood-Westphalia, the facility should

extend into Calvert County in the median of the F-6 facility.

- The Plan endorses development of a park-and-ride facility in Melwood near the intersection of MD 4 and Dower House Road. Also, a future park-and-ride site near the intersection of MD 4 and Ritchie Marlboro Road is recommended to serve County residents.
- Consideration should be given to a cooperative funding effort by Prince George's County/Calvert County/Anne Arundel County for park-and-ride facilities at key locations along MD 4. Such facilities would intercept D.C.-bound commuters originating in Calvert and Anne Arundel Counties closer to their homes and would reduce the impacts of these commuters on highways within Subregion VI.
- Expand local and express bus service, as demand occurs, to serve existing communities and the planned community activity center. Within the activity center area, the viability of public transportation and mass transportation alternatives should also be enhanced by planning community layouts, and even individual building site layouts, to be easily served by public transportation services.
- This Plan endorses the consideration of exclusive HOV lanes in the future along Suitland Parkway (F-7), as warranted by traffic conditions, to provide a linkage between the MD 4 corridor and the Suitland Metrorail Station. Alternatively, peak period operation of the four-lane roadway now under construction could be limited to HOVs in the peak direction in the future. The Suitland Metrorail Station, which is part of the extension of Metrorail's Green Line to Branch Avenue, will open in 1999. The planned extension of the Metrorail Green Line to Branch Avenue in the neighboring Henson Creek area provides a basis for the recommendation of reversible/HOV lanes along MD 4 (F-6) and Suitland Parkway (F-7) facilities. With these facilities in place, transit users would have easy connections to the Suitland Metrorail Station. The Plan does not specify who will operate the express bus service on MD 4.

SCENIC AND HISTORIC ROADS

The Historic Preservation Chapter identifies scenic and historic roads. Some of the roads identified in this list are

recommended for improvement in the Recommendations section of this Chapter. The recommendations for these roads are based on (1) anticipated future traffic volume from local development at the densities proposed in the Plan; and (2) lack of alternative routings for traffic along roadways not classified as scenic or historic. The Guidelines section of this Chapter presents guidelines for roadway design in the preparation of improvement plans developed or approved by SHA or DPW&T. Proposals for removal and replacement of existing vegetation, roadway materials, or structures within existing or proposed rights-of-way along scenic or historic roads should be fully justified based on these guidelines. The Guidelines anticipate that these roads will be constructed to applicable standards but provide for sensitivity to scenic and historic features in the design process.

The Guidelines for the remaining roadways identified as scenic or historic roads but not recommended for improvement in this Chapter address isolated disturbances along County-maintained roadways, typically as a result of development of an adjacent site. In these cases, guidance is generally supplied to DPW&T permit applicants. While improvement of these roads to subdivision standards is not generally appropriate, the Guidelines provide a list of situations where limited disturbance is necessary to maintain adequate public facilities in and adjacent to the right-of-way.

MD 4 SCENIC CORRIDOR

The purpose of this study is to identify scenic assets, to retain landscape features, and to enhance the overall aesthetic appearance of the highway. The study area covers the six-mile long MD 4 scenic corridor from the Capital Beltway to Ritchie Marlboro Road. The width of the scenic corridor fluctuates with the rolling topography, generally extending from the highway to nearby ridges or hilltops with the broadest section of approximately 3,400 feet (see Plan Map).

Within the scenic corridor is the MD 4 scenic viewshed. The scenic viewshed includes areas seen by motorists and passengers traveling on MD 4 at 40 miles per hour. Areas of the corridor not included in the scenic viewshed are usually screened from view by vegetation or manmade structures.

EXISTING CONDITIONS

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. The highway is enhanced through the design of the center median. By varying the median width, landforms, and vegetation, the median becomes a feature that connects MD 4 to its larger setting.

Most land uses in the eastern section of the scenic corridor between Ritchie Marlboro and Dower House Roads have not sprawled across large parcels. The area contains cultivated fields, pastures, tobacco barns, farm houses and historic estates which provide visual continuity and maintain the rural identity.

From Dower House Road westward to the Capital Beltway, the visual appeal has been marred due to development occurring without proper buffering or pleasant landscaping. Many structures, including the trailer homes on Andrews Air Force Base, are not visually attractive.

RATIONALE FOR CONSERVING SCENIC FEATURES

Keeping high-quality views along MD 4 is important. The area's visual appeal has an economic impact, influencing where businesses locate and where people reside, and prospects for a local tourist industry. A direct impact of aesthetics on the local tax base occurs every time a house in one of the more attractive communities sells at a higher price.

The design of buildings in employment areas should be of high quality and visually appealing. Trends toward upscale employment sites together with recently enacted regulations on tree preservation and landscape buffers require development to include landscape analysis and design. This will result in promoting high quality screening of parking lots, minimizing the recontouring of slopes, selecting native plant materials, retaining the scenic features, and possibly promoting high-quality buildings. Large parcels are best suited to retaining open spaces and farm buildings. One example at the southeast quadrant of the intersection of Westphalia Road and MD 4 is the PEPCO offices set beyond a grassy field opening onto the highway.

RECOMMENDATIONS

- Until the time that the separated reversible lanes in the median of MD 4, recommended as a part of the F-6 facility, are constructed, the Maryland Department of Transportation should enhance a more rural appearance in the median strip by expanding stands of native trees.

- Until the time that the separated reversible lanes in the median of MD 4, recommended as a part of the F-6 facility, are constructed, The Maryland Department of Transportation should cultivate a managed monoculture Redcedar or other existing tree stands in the median of MD 4. Similar managed monocultures should also be cultivated along the south side of the MD 4 right-of-way at Penn Randall Place, at Apple Street and Nevada Avenue on Andrews Air Force Base, and at Tucker's Restaurant and Melwood Mall near Dower House Road. Planned improvements to MD 4 recommended in this Chapter should be designed with consideration toward preserving, to as great an extent as possible, these existing and expanded stands of native vegetation.

- At each opportunity to acquire rights-of-way, approve road alignments and provide visual buffers, the Maryland Department of Transportation should attempt to protect woodland contiguous to the corridor.

- Structures developed along the corridor should be positioned on midslopes (to avoid hilltops), in clusters (to avoid sprawl), and into landforms (to avoid major grading).

- Most building architecture should strive to fit in with the scale and building materials of adjacent buildings with similar uses to promote harmony in the visual relationships.

- Cultivation of Redcedar or other existing tree stands should be used for compliance with the Woodland Preservation Ordinance where restoration is necessary, especially if it is in coordination with existing nearby stands of trees.

- Within the scenic viewshed north of MD 4 between Mellwood Road and Ritchie Marlboro Road, residential subdivisions should be designed to reflect the low-density characteristics of residential development on the south side of MD 4. Woodlands along this corridor should be carefully protected to act as visual barriers. Intensive natural screening should also be provided to ensure a visual barrier between manmade structures and natural features.

OTHER TRANSPORTATION RECOMMENDATIONS

- Encourage developers of large-scale developments and employment parks to provide feeder bus or shuttle bus service between such locations and commuter rail,

Metrorail, and park-and-ride facilities. This type of transportation alternative could be a consideration for providing Adequate Public Facilities as required by the Ordinance.

- Participate in all efforts to publicize the local availability of public and private bus services, rail services and ridesharing services. This effort should be coupled with adoption of a Countywide TDM Ordinance which would require employers to adopt transportation demand management measures which would expand transit ridership, encourage ridesharing, and shift workers out of peak travel times.
- This Chapter recognizes the bikeway and trails system as an important element of the local transportation network. Recommendations concerning the bikeway and trails system are included in the Public Facilities Chapter of this document.

GUIDELINES

The following guidelines apply to the circulation and transportation system in general or in part. Enforcement by available County ordinances is encouraged at all times.

1. Transportation facilities should be upgraded to specified standards in order to meet existing and future travel demands.
2. Full rights-of way should be acquired and/or protected in order to provide for the future extension or expansion of planned transportation facilities as demand warrants, and at reasonable costs, with minimum property displacement.
3. All roadways should be designed to minimize their physical impact on the environment while providing the best possible opportunity for the development of suitable sites. Where the creation of small, isolated parcels of land is made unavoidable by the design of the surrounding transportation system, such parcels should be incorporated into a creative, aesthetic open space with either public or private maintenance.
4. The design and construction of transportation facilities should retain and enhance the aesthetic and recreational values of adjoining parkland to the maximum extent feasible.
5. Buffers should be used between transportation facilities and incompatible adjacent uses. Buffers

would include: (1) orienting dwelling units away from major thoroughfares, railroad lines, etc., (2) requiring greater setbacks for properties abutting major transportation facilities, and (3) using landscaping and fencing to lessen the detrimental impact of transportation facilities.

6. Development adjacent to major transportation facilities should have sufficient setbacks to preserve and provide landscaped open space between structures and the highway in order to mitigate the noise and visual impacts of these facilities on future development.
7. Arterial roadways, in their function as carriers of through and local traffic, should not traverse neighborhoods. Points of ingress and egress to arterial roadways should provide adequate access to adjacent areas but should be minimized, particularly in areas of intensive development, through the use of local service roads, to limit disruptions to through traffic flow.
8. Collector roadways should function to accommodate limited volumes of through traffic, and to provide links between neighborhoods and continuity in the transportation network. These roadways should provide direct access to adjoining properties via residential streets and commercial driveways.
9. Controlled intersections should be located to provide safe vehicular and pedestrian access to employment centers, shopping facilities, multifamily developments and other large traffic generators.
10. Streets provided in connection with employment areas should avoid conflicting movements between cars and trucks. Industrial area access roads should be provided to and from major highways. Within the commercial and employment areas, the loading, unloading, and movement of goods to and from individual businesses should be designed to function efficiently and, where possible, be separated from auto and pedestrian traffic.
11. Freestanding signs advertising commercial activities adjacent to major transportation facilities should be discouraged and/or consolidated to the extent possible.
12. Fringe parking areas with feeder bus service to employment areas and rail transit stations should be provided as part of the transportation system.

Fringe parking facilities should be convenient to potential users and transit services wherever possible.

13. The use of transportation demand management strategies is encouraged in employment and commercial areas. Employment sites which are readily accessible to transit or firms that are willing to participate in effective ridesharing programs should receive consideration for reduced parking requirements.
14. Fixed-route bus services, including peak-hour, midday, and evening service, should be expanded as definitive needs are established. New development, particularly medium- to high-density residential areas, commercial areas, and employment areas, should employ land use plans and street patterns which would encourage the use of public transportation. Communities and individual sites can incorporate a number of design features to encourage transit usage, including the following:
 - a. Use of through streets in residential areas to allow efficient provision of bus services within communities;
 - b. Clustering of commercial and/or employment buildings around a transit stop;
 - c. Provision of access roads or spine roads between clusters of buildings in employment areas to allow efficient provision of bus services;
 - d. Inclusion of weather protection at transit stops and paved, well-drained sidewalks between buildings and transit stops;
 - e. Location of the transit stop such that the walk from nearby buildings to the transit stop is shorter than the walk from the buildings to their parking lots;
 - f. Incorporation of transit access into plans for activity centers, employment areas, and commercial areas, including centralized siting of transit stops, sufficient weather-protected waiting space for transit patrons, organization of parking lots to allow transit access, and provision of layover space for bus staging where deemed necessary.
15. The following guidelines apply to the Recommendations of this Chapter concerning improvements to roads (not otherwise described in the Recommendations section) identified as scenic or historic in the Historic Preservation Chapter.
 - a. The roadway pavement section for the roadway classification recommended in this Plan, as described in the DPW&T Road Design Standards, should be used in the preparation of improvement plans.
 - b. Left- and right-turn bypass lanes should be developed by restriping within the roadway pavement section.
 - c. The horizontal and vertical alignment for the improved roadway section should follow the existing horizontal and vertical highway alignment to the maximum extent practical, except as provided below.
 - d. The minimum geometric standards for horizontal and vertical alignment in the DPW&T Road Design Standards should be applied where the existing horizontal and vertical alignment is below these standards.
 - e. The horizontal and vertical alignment should be adjusted to preserve scenic views of prominent tree stands, extensive woodland, cropland, pastureland, meadows, outcroppings, stream beds, historic structures, sites, landscapes, farmsteads, overhanging trees, "leaf tunnels" and rural villages. Field surveys which describe historic roadside features in sufficient detail to allow for careful location of the roadway template should be obtained prior to the engineering design of the improvements.
 - f. Roadway improvement plans should be reviewed by the M-NCPPC Planning Department's Historical Preservation Section in conjunction with the Transportation and Public Facilities Planning Division during preparation to ensure that all scenic and historic features are properly located and to resolve issues when physical conflicts are identified.
16. The following guidelines apply to roads identified as scenic or historic in the Historic Preservation Chapter, but not recommended for improvement in this Chapter. Plans prepared for submission with

permit applications to DPW&T should conform to these guidelines.

- a. Disturbance of roadways and roadside physical features should be minimized. However, disturbance in and adjacent to rights-of-way may become necessary in order to maintain adequate sight distances at driveways and intersections; post warnings at or remove demonstratable traffic hazards; repair or replace roadway surfaces, bridges, or culverts; provide adequate drainage off of the roadway; and repair, relocate or replace utilities.
- b. Driveway entrances should be designed with increased radii suitable for the proposed use of the site rather than with turning lanes constructed as extensions of the existing pavement section.
- c. Removal of scenic or historic features such as prominent tree stands, extensive woodland, cropland, pastureland, meadows, outcroppings, stream beds, historic structures, sites, landscapes, farmsteads, overhanging trees and "leaf tunnels" should be fully justified based on these Guidelines and related provisions in Subtitle 23 (Road Ordinance) of the County Code. Field surveys which describe historic roadside features in sufficient detail to allow for careful location of the disturbed area on the permit plans submitted to DPW&T should be obtained prior to the engineering design of the improvements.
- d. Permit plans should be reviewed by the M-NCPPC Planning Department's Historic Preservation Section to ensure that all scenic and historic features are properly located and to resolve issues when physical conflicts are identified.

PUBLIC FACILITIES

GOAL

- To provide the needed public infrastructure and services — including schools, libraries, police, fire and rescue, and health facilities and services within the Melwood-Westphalia Planning Areas in a timely manner and with attention given to the needs of specific user groups.

OBJECTIVES

- To determine current and future needs in response to economic development and population change.
- To plan appropriately sized facilities and services to meet current and future requirements.
- To coordinate plans of the public and private sectors and set priorities for the acquisition of land and the development of public facilities, so as to minimize public costs.
- To support development which is economically advantageous to Prince George's County by maintaining and/or improving the provision —if necessary on a priority basis— of public facilities and services.
- To assure the orderly and efficient utilization of land in accordance with approved plans by guiding development so that capabilities of existing and programmed public facilities are not exceeded.

This Master Plan incorporates and reaffirms the goals and objectives contained in the *1982 General Plan* as related to public facilities, services and utilities. It also reaffirms the goals and objectives of the *Adopted and Approved Public Safety Master Plan, 1990* and the *Adopted and Approved Functional Master Plan for Public School Sites in Prince George's County, Maryland, October 1983*.

BACKGROUND

The anticipated population and employment growth in the Melwood-Westphalia Planning Areas will generate a dramatic increase in the demand for additional public facilities, including police protection, fire and rescue services, schools, and libraries. These facilities should be provided at the appropriate time to meet the demand as it increases in the Planning Areas.

The various categories of public facilities and services discussed in this chapter, are public schools, libraries, fire and rescue, police, and health services. Transportation, stormwater facilities, water and sewer facilities, parks and trails are discussed in other sections of the Plan.

This Plan contains the background, basic issues, concept and recommendations. The analysis, assumptions, and data used to draw the conclusions and recommendations are found under separate cover in a technical report prepared by the Transportation and Public Facilities Planning Division. Anyone wishing more technical, detailed information should consult the technical manual.

CONCEPT

The Plan concept is to provide public facilities to serve anticipated population and employment growth. This Plan describes appropriate standards and guidelines for the provision of future facilities. Recommendations are based on an assessment of facility capacities compared to the projected demand or need for these resources, as derived from demographic forecasts, and the land use policies of this Plan. The provision of public facilities is related to the County's overall growth policies and fiscal capabilities and should be provided in time to meet actual demand.

This Master Plan Amendment is one part of the Public Facilities Planning and Implementation Process. The General Plan is the County's basic guide for growth

management and the provision of public services. It emphasizes the provision and maintenance of public facilities in the developed portions of the County and advocates that future development should be encouraged in areas where adequate facilities exist, thereby reducing the need for costly capital expenditures. The Public Facilities Development Program projects 15-year needs for public facilities in the County. Programming and budgeting for individual projects is accomplished through the Capital Improvement Program. Planning for public facilities requires ongoing review of subdivision activities and other development proposals. Only through these efforts will it be possible to supplement existing public facilities to provide adequate service and to stage needed public facility improvements in coordination with proposed development.

PUBLIC SCHOOLS

GOALS¹

- To provide appropriate facilities to meet the general and special educational needs of the residents of Melwood-Westphalia.
- To locate schools convenient to Melwood-Westphalia from which the majority of the school population will be drawn.
- To identify suitable school sites such that they can be reserved and acquired before other development occurs.
- To coincide school construction with residential development to reflect changing local and Countywide needs.
- To develop school properties for multiple uses (e.g., for park and recreational purposes) to the maximum extent possible in order to meet public service needs in a more economical and efficient manner than is possible through acquisition of individual sites for each use.

OBJECTIVES

- Locate schools to ensure safe and convenient access for walk-in students and for those arriving by bus and other vehicles.

- Locate schools on the periphery of residential neighborhoods in order to minimize disturbance to adjacent residential areas either by the school users or by possible future users of the property, should the school at some time in the future be converted to some other use.
- Locate school sites on land that is minimally affected by objectionable noise, odors, and other environmental nuisances.

BACKGROUND AND BASIC ISSUES

There are two schools, both elementary, in the Melwood-Westphalia Planning Areas. Arrowhead operated below enrollment capacity as of September 1991, while Francis T. Evans exceeded enrollment capacity by nearly 11 percent. Based on dwelling unit projections for the area, enrollment is expected to increase dramatically. At buildout of the Plan, school enrollment at all levels will exceed acceptable capacity limits.

With increasing demands on land for development, land for public use becomes more difficult to secure. At this time, the Prince George's County Public Schools owns only one vacant property in the Planning Areas. Located on the southwest side of Ritchie Marlboro Road, it can accommodate a middle school *and* an elementary school. While potential capacities have been accounted for in the analysis, additional schools will be necessary to accommodate future development. An additional 2,352 elementary school seats, 658 middle school seats, and 1,464 high school seats will be needed at buildout.

However, by extending the area of analysis beyond the Planning Area boundaries, several other existing and proposed school sites present excess capacity at buildout which can serve students from Planning Areas 77 and 78. Since school district boundaries for middle schools and high schools are larger than those for elementary schools, it is acceptable to reach beyond the planning area boundaries for middle school and high school capacity. Elementary school capacity should be provided as close as possible to the population the school serves.

The one trouble spot in the Melwood-Westphalia area is Andrews Air Force Base. Countywide averages of pupil yields predict only 486 elementary school-aged children at buildout. However, on-Base housing characteristics differ

¹ In addition, the plan adopts and reaffirms the Goals and Objectives found in the Adopted and Approved Functional Master Plan for Public School Sites in Prince George's County, Maryland, October 1983, and the Public Facilities Element of the 1982 General Plan.

from those found off-Base. Most family housing is reserved for officers with families living at home. Therefore, unlike single-family homes in the County, most single-family homes on Base have school-age children. Because of this difference, the actual pupil yields are higher from Andrews Air Force Base. The middle schools and high schools can accommodate the difference, but an additional elementary school, planned as a cushion against both this discrepancy and unexpectedly rapid growth, is warranted.

CONCEPT

The Plan assesses the need for additional public school sites to serve the Melwood-Westphalia residents and recommends locations for these schools. The need for additional school sites is determined by:

1. Projected student enrollment based on the Plan's proposed maximum dwelling unit growth;
2. The capacity of existing and planned schools in the Melwood-Westphalia Planning Areas and in adjacent areas where affected schools are located;
3. The availability of publicly owned, unimproved school sites; and
4. The geographic distribution of existing and planned schools relative to the varying population densities throughout the Planning Areas.

Two assumptions were made in determining the need for additional school sites:

1. Existing schools remain open;
2. All projected enrollment in the planning areas' schools is drawn from within the Planning Areas.

RECOMMENDATIONS

1. Retain both existing elementary schools;
2. Retain both the middle school and elementary school sites on the Lusby tract;
3. Locate a floating elementary school symbol on the southwest side of proposed C-627 (D'Arcy Road Extended), just south of Cabin Branch.
4. Locate a proposed elementary school in the general vicinity of Ritchie Marlboro Road between Cabin Branch and Old Marlboro Pike. An appropriate site should be chosen based on need during the development review process;

5. Locate a proposed middle school in the general vicinity of the Planned Community north of MD 4. An appropriate site should be chosen based on need during the development review process.

GUIDELINES

1. The following enrollment capacity standards of the Prince George's County Public Schools should be adhered to as closely as possible:

Elementary (Grades K-6)	Minimum	395
	Maximum	670
Middle School (Grades 7-8):	Minimum	700
	Maximum	900
High School (Grades 9-12):	Minimum	1,200
	Maximum	1,500

2. The following guidelines for adequate land area have been established by the Prince George's County Public Schools for future school sites.

Minimum Usable Acreage

Elementary	10 acres
Elementary School/ Park Combination	18 acres
Middle School	20 acres
High School	40 acres
Special Education Centers	10 acres

3. Any joint use of school sites with public agencies, such as parks and recreation, should be encouraged. Combined use provides economy and efficiency not obtainable with separate site acquisition and development and encourage greater utilization of all facilities.
4. School space should be utilized to the greatest extent possible for recreational, cultural, and civic activities.
5. The reuse of surplus schools buildings and sites should be compatible with the surrounding area. Any joint use of sites with other public agencies should be maintained whenever possible. Final disposition should be made on the basis of conditions advantageous to the County, including the ability to occupy and use the buildings quickly, the acceptance of favorable lease or sale terms, the financial capability of users, the degree of acceptance to community residents, and the simplicity of ownership transfer.

Surplus school properties should be zoned in categories which are compatible with the surrounding existing and/or planned land use.

6. The development of school facilities should be staged with residential development.
7. Residential and nonresidential development plans should provide for convenient, safe vehicular and pedestrian access to all school facilities and properties.
8. Educational facilities should be located in areas well removed from objectionable noises, odors, and other environmental nuisances.
9. Elementary, middle and high school service areas should coincide as nearly as possible with neighborhood, village, and community areas, respectively.
10. School buildings and their related facilities, such as parking areas and athletic fields, should be designed to minimize disturbing adjacent residences.
11. A mechanism should be developed, whereby access roads can be provided for school sites in instances where the need for the school arises before access is available via subdivision streets. A possible means of providing such access on a temporary basis may be the use of a revolving fund which would be available for the acquisition of rights-of-way and construction of access roads to schools in the interior portions of future neighborhoods. When properties adjacent to the access roads are developed, each developer can be assessed for a proportionate share of the cost of the road. In this way, elementary schools can be developed on sites which will best serve the needs of future neighborhoods.
12. Methods need to be explored that would require all developers to dedicate, at no cost to the County, suitable land for school sites or to pay a fee, in lieu of dedication of land.
13. An ongoing inventory of development in the County, particularly in residential categories, is required for use in effectively programming the construction of schools.

2 *These goals and objectives are adapted from those of the Prince George's County Memorial Library System. In addition, this Plan reaffirms and adopts the goals and objectives relative to Library Service from the 1982 General Plan.*

LIBRARIES

GOALS²

- Service Delivery: To establish as the highest priority the maintenance and improvement of the provision of accurate information and quality service in the most appropriate format.
- Collection Development: To develop excellent collections of materials that are supportive among age levels and locations, and are responsive to the needs of the residents of the Prince George's County Memorial Library System service area.
- Human Resources: To establish a plan to ensure the effective placement and utilization of human resources throughout the library system.
- Physical Facilities: To provide library service to County residents through facilities that are efficient and well-maintained.
- Public Relations: To ensure that persons living and working in Prince George's County and those living and working in the Washington Metropolitan Area will be made aware of the Prince George's County Memorial Library System, its services, and how to obtain them.
- Organization Structure, Functions, Process and Design: To create an organizational structure that will provide the mechanism for effective and economical public service in a positive work climate.

OBJECTIVES

- The mission of the Prince George's County Memorial Library System is to promote and make available library resources that will fill the informational, educational, cultural, and recreational needs of individuals and groups in Prince George's County. The mission may be fulfilled by:
 1. Determining the needs of individuals and groups and bringing them to specific library resources that will fill their needs;

2. Identifying specific interest groups, assessing their needs, and informing them of the library resources that will serve their needs;
3. Selecting and assigning human and material resources that will assure fulfillment of the mission; and
4. Building new and renovating existing facilities to make them efficient, inviting, attractive, well-lighted and comfortable.

BACKGROUND AND BASIC ISSUES

Although there are no libraries in the Planning Areas, four are reasonably convenient to its residents, requiring only a 10- to 15-minute drive. These libraries are the following:

Largo-Kettering -	72 Watkins Park Plaza, Upper Marlboro
Marlboro -	14624 Main Street, Upper Marlboro
Spauldings -	5811 Old Silver Hill Road, District Heights
Surratts-Clinton -	9400 Piscataway Road, Clinton

The County Library System's standard is 19 to 35 circulation per square foot of public service area (C/SF). Between 25 to 30 C/SF, a library begins to be overused. In 1991, Largo-Kettering experienced 47 C/SF and Surratts-Clinton saw 37 C/SF. Both Spauldings and Marlboro branches operated well below maximum acceptable standards.

The 1992-1997 Capital Improvement Program (CIP) includes the relocation of the Largo-Kettering Branch and the Marlboro Branch, resulting in increased public service area (PSA) at both branches. The new Largo-Kettering Branch will have three times the PSA of the existing facility, and Marlboro will double its PSA upon relocation to the former Post Office building on Main Street.

These changes will leave only Surratts-Clinton operating beyond acceptable limits. However, the *1992 Preliminary Subregion V Master Plan* contains a recommendation to relocate and expand the Accokeek Branch and construct a new 10,000 to 20,000 square foot library in the Brandywine Special Study Area. These two additions to the system will ease the burden on Surratts-Clinton.

The large central portion of the Planning Area falls outside the three mile service areas of existing libraries. The total population of the Planning Areas is projected to be approximately 40,000 residents (including Andrews Air Force Base) by buildout, and it is estimated that more than 26,000 people will reside in areas that are beyond three miles or 10 minutes to an existing or proposed facility. This is a significant number of residents who will be unserved and a new facility is warranted.

CONCEPT

The Library System in Prince George's County is comprised of five types of libraries which vary in size, hours of operation and services. New library facilities and services are now proposed under the Branch Library concept, which has the following standards:

Size:	25,000 square feet
Site Area:	3 to 3-1/2 acres
Collection:	100,000 volumes
Services:	Diversified information services, program and meeting space
Service Area:	3 miles or less than 10 minutes driving time
Service Population:	40,000 to 80,000
Circulation Per Square Foot:	30 to 35 materials
General Characteristics:	Located in areas of daily public activity where heavy pedestrian traffic, high visibility, convenient parking access and proximity to public transportation exist.

Construction of and addition to libraries should be staged to address existing deficiencies and meet the needs generated by population growth.

These factors will continue to guide the placement and operation of libraries in the County. However, smaller library facilities (less than 20,000 square feet) may be constructed in areas with population concentrations of less than 40,000 people which are not served by an existing

library within a three mile radius or 10 minute driving time. The actual size of a library facility depends on the amount of population within its potential service area.

In addition to the standards cited above, several other factors are also considered in determining the adequacy of existing facilities and services. These factors include the facility's circulation rate, number of staff, collection size, adequacy of program and meeting rooms, collection enlargement potential, community size, fill rate for material requests, waiting times for reserve items and user satisfaction surveys. The Prince George's County Memorial Library System analyzes these factors to determine its operational efficiency.

RECOMMENDATION

It is recommended that a new 10,000 to 15,000 square foot library facility be located in the proposed Melwood-Westphalia Activity Center. This location satisfies criteria for library location and will fill a projected service gap. Based on current population projections, the need for this facility will not occur until beyond 2010. However, development activity should be closely monitored to ensure the timely provision of this facility. In addition, the timing of this facility should coincide with the development of the commercial section of the Activity Center.

This library should be designed to be an integral part of, and architecturally compatible with, the proposed activity center. In this location, it will be in an area of high visibility and significant pedestrian and vehicular traffic.

GUIDELINES

1. In general, the service area of a branch library is centered on the facility and is considered to have a three mile radius.
2. The Library System standards for the location of new facilities and provision of services shall apply in this area.
3. Libraries should be located in areas of public activity, such as Village or Community Activity Centers, where both heavy pedestrian traffic and citizen convenience exist.
4. In order to maintain adequate levels of service, construction of additions to libraries should be staged to address existing deficiencies and meet the needs of population growth.

5. Bookmobile services should be provided to areas with high population concentrations which are not located within 3 miles or 10 minutes driving time to a library. (Bookmobile service has been temporarily suspended.)

HEALTH FACILITIES

GOALS

- To provide comprehensive health care services to Melwood-Westphalia residents as needed.
- To make health centers (if needed) accessible by public transportation.

OBJECTIVES

- To pursue the County's goals for health service by:
 - Focusing on wellness programs through health education and environmental, mental and physical health awareness;
 - Emphasizing care in the home or community; and,
 - Ensuring optimal utilization of existing facilities which are outside the Planning Areas.
- To satisfy the Federal and State standards for public health care delivery.

BACKGROUND AND BASIC ISSUES

There are no Prince George's County Health Department operated health facilities in the Melwood-Westphalia Planning Areas. The nearest facilities are as follows:

1. The D. Leonard Dyer Regional Health Center on Piscataway Road in Clinton; and
2. The Southern Maryland Community Health Center on Silver Hill Road.

Hospital service is available to area residents at the Prince George's County General Hospital in Cheverly and the Southern Maryland Regional Hospital Center in Clinton.

The basic Master Plan issue is whether the provision of health related services by the Health Department's clinics will be affected by changes in demographics and population envisioned in the Master Plan. The existence of nearby hospitals does not impact the need for publicly operated primary care health facilities. The analysis only examines

the location and services provided by the Prince George's County Health Department.

CONCEPT

Standards for the provision of health related services are used to monitor how private and publicly funded health clinics meet the needs of local residents. These standards are based on facilities and staff needed to serve the residents. The concept relies on the County Health Department to assess conditions and plan the public sector's role to complement private health services in the Planning Areas and the County.

RECOMMENDATION

The health care needs of Melwood-Westphalia residents should be closely monitored to ensure continued adequacy. At this time, there is no need or projected need for future health facilities. Therefore, none are recommended.

GUIDELINES

1. Provision of health facilities (if needed) should be coordinated with development as it occurs and programmed to reflect changing local needs.
2. If needed, public health services and facilities should be planned to avoid unnecessary duplication and overlapping use of costly health care equipment.
3. Planning for public health care facilities should consider the location of private sector facilities to avoid unnecessary duplication of facilities and services.
4. Development of private sector health care facilities and services, including the recruitment of primary care physicians, should be encouraged to meet the Planning Areas' health care needs.

POLICE PROTECTION

GOALS³

- To increase the effectiveness of the Prince George's County Police Department in the protection of constitutional guarantees, the enforcement of the law and the provision of services necessary to reduce crime, to

maintain public order and to respond to the needs of the residents of the Planning Areas.

- To pursue an aggressive program to establish credibility, define the police role, develop public support for the police effort and develop public involvement in crime prevention.
- To improve traffic operations to increase automotive and pedestrian safety and reduce property damage, injury and loss of life.
- To improve the delivery of police services to the residents of the Planning Areas.
- To pursue a meaningful community-oriented police strategy, in order to assist the community in improving its overall quality of life.
- To reduce crime through the elimination of crime's causative factors, and to foster a closer police-community relationship.

OBJECTIVES

- To improve the crime prevention and apprehension techniques to include the following:
 - a. An increase in police visibility in high-crime incidence areas.
 - b. Target selected crimes that police surveillance and tactical deployment can impact on.
 - c. Increased investigative efforts in areas that experience unusual upward trends in criminal activity.
 - d. Improved communication to the public through daily contacts on crime prevention techniques and self-help programs designed to assist citizens in protecting themselves against crime.
 - e. Improved communication to the public on traffic safety.
- To continually evaluate the impacts of residential, commercial and industrial growth in the Planning Areas on existing police facilities.

3 *Goals and objectives adapted from the Police Facilities Element of the County Adopted Goals and Objectives for the Adopted and Approved Public Safety Master Plan, 1990.*

- Serve as a catalyst for improved nonpolice governmental responses, and greater community involvement in public welfare issues.
 - a. Increase referrals to other government agencies for nonpolice problems.
 - b. Organize, introduce and assist civic groups in coordinated responses to community problems.
 - c. Develop preventative strategies to reduce the crime-causing activities of social and economic ills.

BACKGROUND AND BASIC ISSUES

There are no police stations located within Planning Areas 77 and 78. Planning Area 77 is served by the District V Clinton Station. Planning Area 78 is served by the District II Bowie Station.

There are several indicators of demand for police services. Two of the most often used indicators are calls for service and manhours consumed. These indicate the total amount of police service workload. Calls for service in the Melwood-Westphalia area increased from 2,516 in 1987 to 2,740 in 1990, an increase of nine percent. Total manhours consumed increased from 2,151 in 1987 to 2,625 in 1990, an increase of 22 percent. Both calls for service and manhours consumed are positively correlated with population, which increased by five percent over the same period.

Population in the Melwood-Westphalia area is projected to increase from 6,067 in 1990 to 32,981 at buildout. At buildout, Planning Area 77 is projected to have 5,429 residents and Planning Area 78 is projected to have 27,552 residents. Based on a regression formula with population, calls for service are projected to increase to 13,491 while manhours are projected to increase to 11,063 at buildout. As a result of this increase, 27 total officers will be necessary to serve Planning Areas 77 and 78. As the majority of the population increase will be in Planning Area 78, 22 of these officers will be needed to serve the Westphalia area while the remaining 5 will be needed to serve Planning Area 77.

The District V Clinton Station can accommodate the five officers needed to serve Planning Area 77. The District II Bowie Station is over capacity and cannot accommodate the 22 officers necessary to serve Planning Area 78. However, the proposed Woodmore/Glenn Dale Police Station, which will be located off of MD 193 in the Glenn Dale area, will have the capacity for 218 additional officers. Although

the district boundaries for this new station have not been determined, it appears that the Woodmore/Glenn Dale Station will serve Planning Area 78 and that it will be able to accommodate the officers needed to serve Planning Area 78.

It has long been asserted by the law enforcement community that the most efficient and effective approach to the crime problem is to prevent its occurrence. Therefore, this Master Plan reaffirms the crime prevention strategies contained in the *Adopted and Approved Public Safety Master Plan, 1990*.

The mission statement of the Prince George's County Police Department is:

"To work in partnership with the citizens of Prince George's County toward providing a safe environment and enhancing the quality of life consistent with the values of the community. To accomplish our mission we will adhere to values of professionalism, integrity, responsiveness, sensitivity, respect and openness."

In conformance with this mission statement, the Police Department has embarked upon a new philosophical approach to crime prevention and public safety. This approach is generally known as "Community-Oriented Policing," and is intended to prevent crime by attacking its root causes, rather than merely suppressing crime after it occurs. While the process is relatively complex, the underlying principle holds that when the overall quality of life for a community improves, there will be a decrease in crime rates. To this end, a sizable portion of the police force is being diverted to community services which are intended to address crime-inducing social ills and other issues previously not addressed by police officers.

The Police Department engages in several related activities in order to accomplish this goal. Among these is the establishment of satellite police offices in local neighborhoods. These offices, which are usually located in donated space for cost-saving purposes, enable local community-oriented officers to remain in their area while performing administrative work. It also provides local residents with a convenient location for police-related meetings.

CONCEPT

The provision of adequate police facilities should be coordinated with development. Where land is developed, additional and/or replacement facilities should be provided when the need arises and funds become available. The need for new public facilities is determined by both the existing

facility's adequacy and workload. Existing facility adequacy is a function of size and the number of calls for service in the facility's service area. A call for service is defined as a call that requires a police response. Police workload is determined by the number of officers and the number of calls for service.

RECOMMENDATIONS

1. Population and employment growth should be closely monitored as it relates to police facilities and services. The Police Department should closely review new development proposals. A review of the project's design and anticipated police service demand is encouraged. This review will assist in identifying any negative impact on police protection.
2. The crime prevention strategies contained in the *Adopted and Approved Public Safety Master Plan, 1990* should be implemented when possible. These strategies include the following:
 - Establishment of a residential and commercial security code (Countywide), to integrate safety considerations into the development process.
 - Closing of certain streets, rerouting of traffic patterns.
 - Training of citizens in crime reporting.
 - Consideration of the following in land use decisions:
 - a. Limit the use of larger signs, billboards, etc.;
 - b. Do not increase the number of freestanding commercial uses;
 - c. Commercial areas should have a diversity of establishments to encourage a continual flow of pedestrian traffic;
 - d. Within commercial areas, establishments with similar operating hours should be clustered together;

- e. Uses which have traditionally generated a high number of calls for service should be avoided altogether.

- Utilization of home and business security surveys.
- Promotion of Neighborhood Watch, Apartment Watch and Business Watch Programs in neighborhoods surrounding high and middle schools, and neighborhood and regional parks. This program, which is used in jurisdictions throughout the country, involves training residents of a community to observe and report suspicious activity.

3. A community-oriented policing satellite office should be located in the proposed activity center as development occurs and if the need arises.

GUIDELINES

1. Police stations should be located:
 - a. Near the geographic center of the service area.
 - b. On a major street with good access to all parts of the service area.
2. Police facilities should be designed to be adequate for Departmental operations for a minimum 20- to 25-year period after the facility's completion.
3. Police facilities may be located on one site with other compatible government facilities. Collocation of Police District stations with other agencies in one building is not encouraged. However, Police District Stations which must be collocated with other agencies in one building should be physically separated through proper architectural designs to distinctively and securely separate police operations from non-police operations.

FIRE AND RESCUE FACILITIES

GOALS

- To provide facilities that will enable the Fire Department to ensure an adequate level of physical safety and

personal well-being for all residents of the Planning Areas.⁴

- To reduce fire as a cause of life and property loss in the Planning Areas.
- To provide effective emergency medical care at the basic and advanced level for all citizens of the Planning Areas.
- To develop a long-range fire and rescue facilities plan designed to provide meaningful directions for the establishment or renovation of fire and rescue facilities in order to keep abreast of the times and provide the best facilities available for fire protection.

OBJECTIVES

- To achieve the following maximum response time and distances for fire and rescue service activities in the Planning Areas.⁵

Engine Company (Urban) - 4 minutes (2.4 miles maximum)

Engine Company (Rural) - 6 minutes (4.6 miles maximum)

Ladder Company (Urban) - 5 minutes (3.4 miles maximum)

Ambulance Unit (Urban) - 5 minutes (3.4 miles maximum)

Ambulance Unit (Rural) - 7 minutes (5.8 miles maximum)

Rescue Squad (Urban & Rural) - 7 minutes (5.8 miles maximum)

Mobile Intensive Care Unit (Urban & Rural) - 8 minutes (7.2 miles maximum)

- To expand fire and rescue protection services to meet recommended standards consistent with available financing:

1. Construction of additional fire and rescue stations.
2. Replacement of existing obsolete fire and rescue stations.
3. Purchase of additional fire and rescue apparatus to replace aging equipment.

- Maximum response time criteria by zoning category and land use should be used as a guideline for land use planning, especially in the test of adequacy of fire and rescue facilities as required in the County's Zoning Ordinance and Subdivision Regulations.
- To continue a comprehensive training program for all fire and rescue personnel.
- To provide a management information system through the use of field incident reports.
- To continue an aggressive fire preventive program.
- To improve emergency medical services in the Planning Areas.
- To rescue and provide basic and/or advanced emergency medical treatment of persons entrapped or imperiled by transportation accidents, collapsed buildings, floods, blizzards, tornadoes and other man or weather caused calamities and/or other medical emergencies.
- To continually evaluate the fire and rescue facilities inventory with a focus on more efficient placement of facilities, taking into consideration sound planning principles and County guidelines.
- To continually evaluate existing and future fire and rescue facilities considering the basic concepts of effective use of modern building design and space for all equipment and programs and efficient use of energy.
- To continually evaluate the long-range, cost-effective concepts of building new facilities versus renovating older existing facilities, taking into consideration the

4 Goals and objectives adapted from the Fire and Medical Emergency Facilities and Services element of the County's Adopted Goals and Objectives for the Adopted and Approved Public Safety Master Plan, 1990.

5 These measurements are for response times which are defined as the time required for a unit to respond to an alarm. It consists of the sum of two time intervals: turnout time and travel time. A region is categorized as urban if its population level exceeds 1,000 persons per square mile or its total assessed value exceeds three million dollars per square mile. Rural is defined as one- and two-family dwellings of either detached or side-by-side townhouses. Both categories exist in the Planning Areas in various locations.

balance of costs between renovation and maintenance costs of existing structures and construction and maintenance costs of new facilities.

- To continually solicit community and government support regarding upgrading existing, replacing or relocating fire and rescue facilities.

BACKGROUND AND BASIC ISSUES

Company 23 (Forestville) is the only fire and rescue station in the Melwood-Westphalia Planning Areas. Other stations providing service to the Planning Areas include Company 20 (Marlboro 1), Company 25 (Clinton), Company 26 (District Heights), Company 37 (Ritchie), Company 45 (Marlboro 2), and Company 46 (Kentland 2).

The Melwood-Westphalia area is currently zoned for predominately low-density residential uses with the industrial and commercial uses being adjacent to MD 4, Suitland Parkway, and Andrews Air Force Base. As this area contains both high-density industrial and commercial areas as well as low-density agricultural and estate development areas, both the urban and rural response time standards were used. The rural standards were used for the rural agricultural, rural estate, and open space portion of Planning Area 78. The urban standards were used for all of Planning Area 77 and the remainder of Planning Area 78. For engine service, most of Planning Area 77 and the eastern half of the Planning Area 78 are beyond the recommended standards. For ambulance service, most of Planning Area 77 and the southeastern quarter of Planning Area 78 are beyond the response time standards. The entire Melwood-Westphalia area is beyond the recommended standards for ladder truck service. However, the *Adopted and Approved Largo-Lottsford Master Plan, 1990* recommends the relocation of Company 37 to the vicinity of the Ritchie Marlboro Road and White House Road intersection. The relocated Company 37 will provide ladder truck service to much of the northern half of Planning Area 78. For medic service, the northern two-thirds of Planning Area 77 and the south central portion of Planning Area 78 are beyond the recommended standards.

At buildout, Planning Areas 77 and 78 are projected to generate 4,913 fire calls for service, 2,242 ambulance calls for service, and 2,862 medic calls for service.

CONCEPT

The provisions of fire, rescue and emergency medical facilities and services focus on two major criteria.

1. An actual service must be provided when demanded.
2. Fire, rescue and emergency medical facilities must be available for potential demand.

Response times and workload levels represent primary performance measures in assessing those facilities and services. The *Adopted and Approved Public Safety Master Plan, 1990* uses these criteria to make Countywide recommendations concerning the new location, relocation, consolidation, and closing of fire and rescue facilities.

RECOMMENDATIONS

This Plan's fire and rescue facility recommendations are made to:

1. Accommodate future workload projections.
2. Minimize overlap of response time coverage areas.
3. Provide coverage for all fire and rescue services based on the County's response time standards.
4. Accommodate future development.

Fire and rescue facility recommendations are categorized into three levels of priority.

A *first priority* station is necessary now to satisfy existing response time deficiencies for generally high populated, developed communities in which some additional growth is expected. A *second priority* station is necessary now or in the short-range future to satisfy existing response time deficiencies for somewhat lower populated areas that are experiencing rapid growth and are expected to continue to grow steadily over the next 20 years. A *third priority* station is necessary in the long-range future to satisfy existing response time deficiencies for rural areas with low populations and low- or moderate-growth potential. A third priority station may also be necessary in urban, developed areas to consolidate stations and eliminate the overlapping and duplication of fire and rescue services. Second and third priority station constructions should follow the pace of residential and nonresidential development. No specific period of years is implied by the use of these designations.

Recommendation priority is based on the existing and projected population that the new or relocated station will additionally cover within engine and ambulance response time standards. Engine and ambulance service are the most essential services provided by a fire and rescue station.

Therefore, the greatest emphasis was placed on these services.

This Plan also recognizes the need for ladder truck and medic services in particular stations. The Plan recommends which station should be equipped with these services and prioritizes when these services should be in place.

The priority for the construction of individual facilities or the placement of individual services, such as ladder truck or a medic unit, may shift depending on changing conditions during the planning period, revisions to the Capital Improvement Program and/or the degree of local development.

Based on these recommendation criteria, this Plan recommends the following:

1. Acquire land for, and construct a new fire and rescue station at, the southwest quadrant of the proposed Woodyard Road Extended and Presidential Parkway (A-66) intersection. This would be a second priority station to provide engine, ambulance, and ladder truck services to both the existing and future development areas that have a deficient response time coverage within the Planning Areas. This would eliminate the fire suppression response time deficiency that currently exists along the Pennsylvania Avenue corridor between Dower House Road and Ritchie Marlboro Road.

GUIDELINES

1. Public safety facilities should be located to minimize adverse effects on nearby living areas.
2. Sites for fire and rescue stations should be centrally located in their service areas, with good access in all directions.
3. Fire and rescue stations should be located near intersections of arterial and/or collector highways, where alternative response routes are available to any part of the fire protection district.
4. Fire and rescue stations should not be isolated from part of their service areas by barriers such as railroads, freeways, or rivers.
5. Fire and rescue stations should not be located on one-way streets, at the end of cul-de-sacs, or on poorly maintained roads.

6. Fire and rescue stations should have access to arterial and main highways but need not necessarily be located on such highways.
7. The location of fire and rescue stations is dependent upon several factors including:
 - The character of the areas to be protected.
 - The character of future development.
 - The population density of the areas.
 - The historical patterns of structural and nonstructural fires.
 - The availability of adequate water supplies.
8. Where practicable, fire and rescue stations should be integrated with nonresidential activities, such as neighborhood or community activity areas or industrial areas.
9. Where practical, fire and rescue stations should be built to accommodate both professional and volunteer personnel.
10. Fire and rescue site conditions should:
 - Have a minimum of three acres of buildable land.
 - Have adequate road frontage.
 - Have good topography.
 - Avoid floodplains.
 - Avoid running streams.
 - Consider site configuration.
 - Provide adequate stormwater management facilities.
11. Future fire and rescue stations should be designed and constructed in conformance with the site and architectural design guidelines as found in the *Adopted and Approved Public Safety Master Plan, 1990*, Chapter Two, Fire and Rescue Prototype Section.

PARKS, RECREATION, TRAILS

GOALS

- To provide parks, recreational facilities and programs, and trails for Planning Area residents based on needs and interests.
- To develop facilities that are functional, safe and sensitive to the surrounding environment.
- To protect and conserve natural resources and public open space.

OBJECTIVES

- To establish priorities for acquisition and development of parks, recreational facilities, and trails within each Planning Area based on needs, interests and the availability of resources.
- To encourage joint efforts between the various public agencies and private groups in the County which result in the provision of additional park and recreation facilities.
- To utilize alternative methods of park acquisition and facility development such as donation, mandatory dedication within subdivisions, and the conversion of surplus government property for park usage.
- To participate in programs that promote the conservation and preservation of the historic and cultural heritage of Prince George's County in cooperation with citizens and other government agencies.
- To achieve standards of 15 acres of local parkland per 1,000 persons and 20 acres of regional/Countywide/special parkland per 1,000 residents.

BACKGROUND AND BASIC ISSUES

PARKS AND RECREATION - The Maryland-National Capital Park and Planning Commission is the principal agency responsible for the planning, acquisition, development, maintenance and operation of the park and recreation system within Prince George's County. Parkland covers 192.37 acres within the Study Area. As detailed in the "Master Plan for Parks, Recreation and Open Space" (PROS), the parkland is categorized according to its function. This system contains six basic types of parks and recreational area:

1. Neighborhood Park and Recreation Areas - include miniparks, playgrounds, parks, recreation centers

and park/schools. Acreage is less than 20 acres. Parks serve residents in the immediate vicinity.

2. Community Park and Recreation Areas - include community center buildings, parks, recreation centers and cultural centers. Acreage of sites is between 20 and 200 acres. Neighborhood and community park areas together are referred to as "local parks."
3. Regional Park and Recreation Areas - include stream valley parks, regional parks (200 acres), cultural arts centers and service facilities. These facilities serve residents of an entire region — the Northern, Central or Southern Areas of Prince George's County.
4. Countywide Park and Recreation Areas - include river parks, historic sites and landmarks, hiker/biker/equestrian trails, unique natural features, conservation areas and service facilities. Parks and facilities in this category serve all County residents.
5. Urban Park and Recreation Areas - include urban parks and urban nature centers which serve County residents where accessibility to outdoor natural areas is severely limited.
6. Special Park and Recreation Areas - include aquatic facilities, ice rinks, golf courses, shooting centers, athletic complexes, equestrian centers, airports, marinas and reclamation areas. These facilities serve the specific interests of all County residents.

The National Recreation and Park Association and Maryland State standards for park and recreation acreage recommend 15 acres of "local" parkland for every 1,000 residents and 20 acres of Countywide/regional/special acreage for every 1,000 residents. Table 18 lists existing parkland in the Study Area. Table 19 summarizes pending and proposed parkland acquisition. Table 20 summarizes existing and future park needs based on existing and projected population, current standards, current park holdings, and pending and proposed park acquisition.

TRAILS - The basic issue surrounding trails is how to secure the opportunity for future residents of the Planning Areas to use alternative methods of transportation (foot, bike, rollerskates, horse, etc.) for moving throughout the area. Short trips to the store, a park, or a school should not require the use of an automobile in all instances. Trails for

TABLE 18: EXISTING PARKLAND

<u>Planning Area</u>	<u>Park</u>	<u>Acreage</u>
77	Sherwood Forest Community Park	12.57
	Windsor Park Neighborhood Playground	3.5
78	Mellwood Parke Neighborhood Park	13.79
	Westphalia Neighborhood Playground	3.99
	Westphalia Neighborhood Park	6.69
	Little Washington Neighborhood Park	9.29
	Randall Maintenance Facility ¹	132.85
	1/3 Prince George's County Public Schools	13.29

TABLE 19: PENDING AND PROPOSED PARK ACQUISITIONS

<u>Planning Area</u>	<u>Park</u>	<u>Acreage</u>
77	Winshire Neighborhood Park	13.75
78	Little Washington Neighborhood Park Addition	.16
	Mellwood Parke Neighborhood Park Addition	5.00
	Randall Maintenance Yard Buffer	17.00 ^{1,2}

¹ Not included in determination of future supply or demand of local parks.
² This 17-acre buffer is a part of the proposed 100-acre community park immediately adjoining the Randall Maintenance Facility to the north.

¹ Not considered as local parkland.

TABLE 20: EXISTING AND FUTURE LOCAL PARK NEEDS¹

	<u>Planning Area 77</u>	<u>Planning Area 78</u>
1990 Population	1,904.00	4,411.00
Required Local Acreage	28.56	66.17
Existing Local Acreage	16.07	33.76
Pending Local Acreage	—	48.92
Existing Need	12.49	(16.51) ²
Holding Capacity (Future Pop.)	3,568.00	30,718.00
Ultimate Required Local Acreage	53.52	460.77
Proposed Local Acreage	30.28	385.00
Existing + Pending + Proposed	46.35	467.96
Need	7.17	(7.19)

¹ Randall Tract Maintenance Yard was not included in determining local/community need.

² Acreage surplus.

jogging, bicycling, or walking the dog should be conveniently located.

The development of a trails system relies heavily upon public benefit contributions of land by developers during the review of Comprehensive Design Zone proposals and the subdivision review process. Others responsible for implementing a trails network include the State, County, and M-NCPPC. The role of the State Highway Administration and the Prince George's County Department of Public Works and Transportation is to incorporate trails programming, planning and construction in their road improvement programs as indicated in the *Countywide Trails Plan* (1975) and this *Master Plan*. The role of M-NCPPC is to see that the anticipated trails on private land are proposed by developers during the development review process. (Neither public entity has ever acquired land for the provision of trails.)

The main objective of the *Countywide Trails Plan* is to propose a continuous system of County trails serving the recreational and commuting needs of County residents. This Plan intends to complement that objective. The Trails Plan differentiates four classes of trails to meet these needs (see Figures 3 and 4):

- Class I:** Trails located in rights-of-way or easements which are not shared with motorized vehicles.
- Class II:** Trails located in shared or common rights-of-way with other vehicles but with barriers to separate the bicycle path from vehicular traffic.
- Class III:** Trails located within rights-of-way without physical barriers to separate them from vehicular traffic. These trails are identified by signs and possibly by a stripe painted on the road surface.
- Class IV:** Multiuse trails located within the stream valley park system and utility rights-of-way.

EXISTING FACILITIES

PLANNING AREA 77 - There are 16.07 acres of parkland within Planning Area 77 (Melwood). All 16.07 acres of

parkland acres in Planning Area 77 are undeveloped and within the "local park" category (neighborhood and community park). There are two miles of dedicated trail easements within Planning Area 77.

PLANNING AREA 78 - In Planning Area 78 there are 179.81 acres of M-NCPPC parkland with 13.29 acres of Prince George's County Public School (PGCPS) land⁶ included as open space. Of these 179.81 acres, 46.96 acres are in the local category and 132.85 acres are in the regional/Countywide/special category. The Randall Tract Maintenance Facility is located in Planning Area 78. There are two miles of dedicated trail rights-of-way in Planning Area 78.

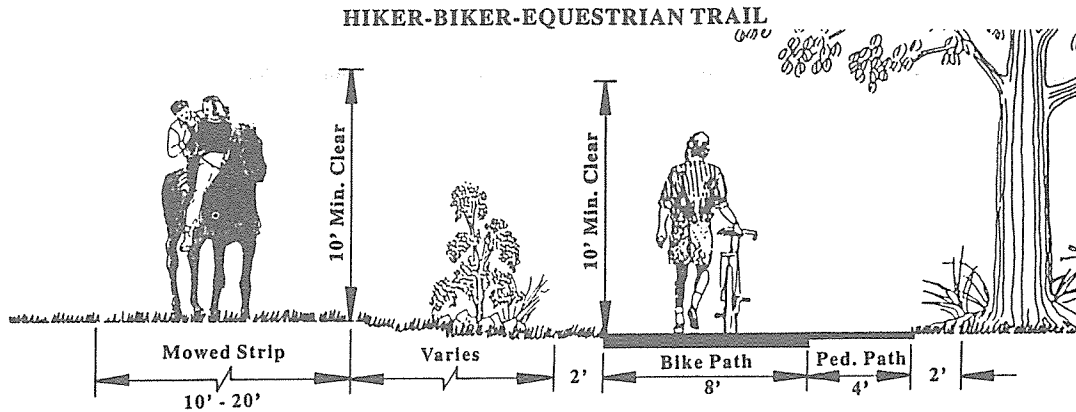
CONCEPT

The M-NCPPC recognizes the need to acquire additional parkland and develop additional recreation facilities in the Planning Areas. Stream valley park acquisition is considered a top priority. In addition to providing open space, protection from flooding and protecting the environment, these linear parks provide an opportunity to construct trails which in turn provide recreational opportunities and link neighborhoods. Acquisitions within the Cabin Branch Stream Valley and Back Branch Stream Valley will provide additional open space, preserve and protect the floodplains of these two streams, help join neighborhoods, and provide flood protection to developed areas.

The construction of new roadways in the vicinity of Mellwood Road may preclude the need to maintain Mellwood Road as a vehicular thoroughfare in the future. At some point, alternate access may be available to those now depending upon Mellwood Road to reach their homes and farms. The opportunity may develop to use this graded roadbed for equestrian and hiker-biker trails between expanded Mellwood Parke Neighborhood Playground and the Cabin Branch Stream Valley Park.

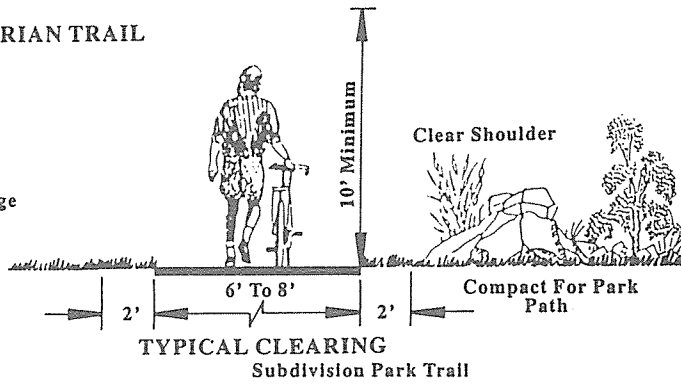
The M-NCPPC will make every effort to keep informed of properties that have been declared surplus by Federal, State and Prince George's County governments and Prince George's County Public Schools (PGCPS). These properties will be examined to determine if they would be beneficial additions to the M-NCPPC park system.

⁶ One-third of the area that comprises school sites in a planning area is considered in determining future needs for parkland. This is because one-third of all school sites is generally devoted to athletic fields and playgrounds.

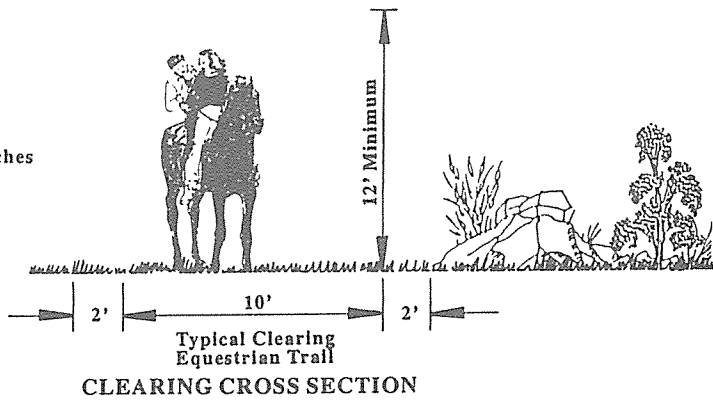


HIKER-BIKER-EQUESTRIAN TRAIL PREFERRED

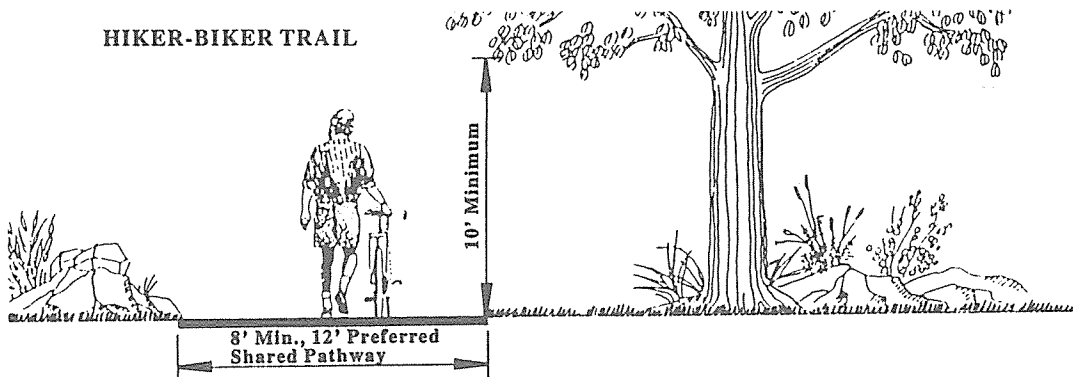
- Notes:
 1. Remove All Limbs And Branches To 10'
 2. Provide Positive Drainage Away From Path.



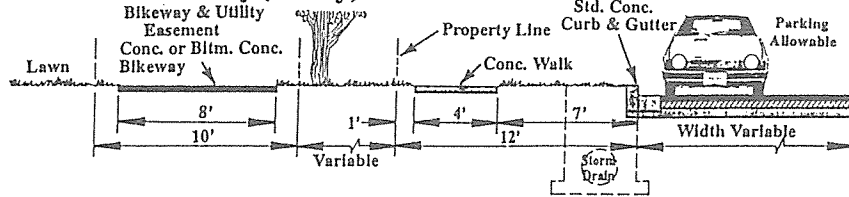
- Notes:
 1. Remove All Branches and Limbs To 12'.
 2. Provide Positive Drainage Away From Path



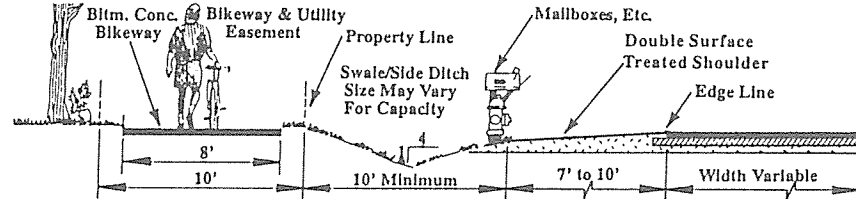
HIKER-BIKER TRAIL



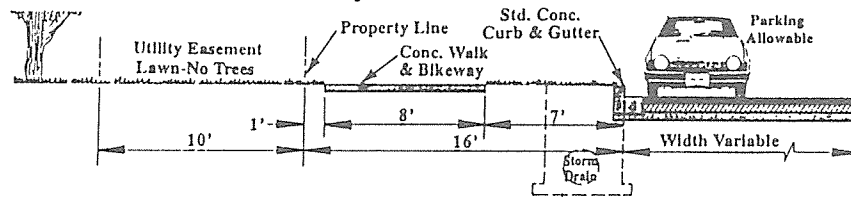
Class I - Urban Exclusive Bikeway (2 Way)



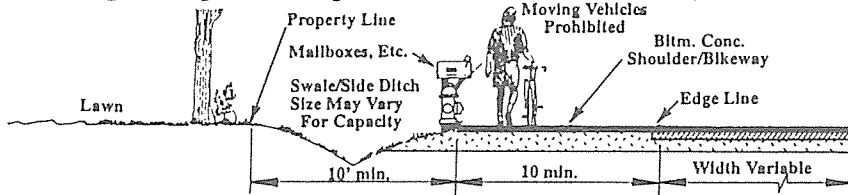
Class I - Rural Scattered or Large Deep Lots Exclusive Bikeway (2Way)



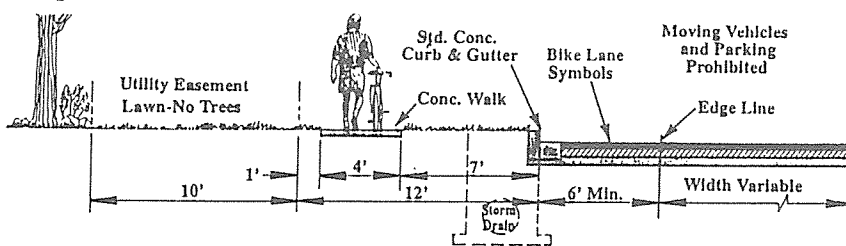
Class II - Urban Shared, Protected Bikeway



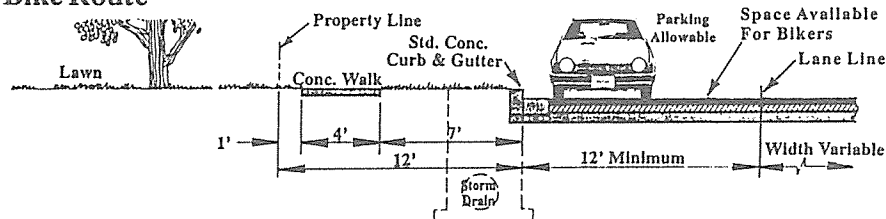
Class III - Rural Undeveloped Or Scattered Or Large, Deep Lots Unprotected Shoulder Bikeway



Class III - Urban Unprotected Bike Lane



Class III - Urban Bike Route



It is the intent of the M-NCPPC to acquire property that will be used for community parks, regional parks, County-wide parks or special facilities, rather than for neighborhood parks, which are more expensive to maintain. Fiscal constraints are such that the costs of operating and maintaining parks must be considered before acquiring and developing parks. Further, when considering the need for additional park acreage in the Planning Areas, the M-NCPPC recognizes that the acquisition of small neighborhood parks will have a minimal impact on bringing the study area up to optimal park acreage standards. Therefore, the acquisition of parkland focuses on the provision of community, regional, and Countywide parks.

RECOMMENDATIONS

PARKS AND RECREATION - The Commission recognizes the need to acquire additional parkland in the Melwood-Westphalia area. The acquisition program as proposed in this Master Plan is an ambitious one and is, of course, subject to the limitations of the Capital Improvement Program. At the local level, emphasis will be placed on acquiring land for community parks that are 20 acres or more in size, as well as adding to local parks to increase their size and usability. Provided below is a list of recommended local park acquisitions by Planning Area.

PLANNING AREA 77

- 30 acres for a Neighborhood Park located north of Charles Branch, south of Marlboro Pike, approximately 3,000 feet east of its intersection with Woodyard Road.
- .28 acre addition to the Windsor Park Neighborhood Playground. The relocation of Marlboro Pike will leave approximately .28 acres of essentially undevelopable land in the southwest quadrant of the new intersection. This land will provide a needed addition to the neighborhood playground.

PLANNING AREA 78

- 25 acres for a Neighborhood Park and "trail-head" southeast of the intersection of Ritchie Marlboro Road and White House Road. In addition to its role as a neighborhood park, facilities needed by hikers, cyclists and equestrians using the Chesapeake Beach Railroad Trail (discussed later in this Chapter) could be provided at this location.
- 100 acres for a Community Park on the existing rubblefill site located immediately west of Ritchie Marlboro Road. This is a long-range proposal, not

intended for implementation until the rubblefill ceases operation. This property has very limited potential for other uses, once the rubblefill operation has ceased.

- 10-acre addition to the Little Washington Neighborhood Park. The Parks Department has acquired 10 acres on Sansbury Road opposite Arrowhead Elementary School for the construction of a neighborhood park. This park will replace the existing park located on leased property on D'Arcy Road. This proposal is for a 10-acre addition to the existing 10-acre undeveloped park. The addition would be immediately west of the existing proposed park and would facilitate access from the adjoining neighborhood.
- 50-acre addition to the existing Westphalia Neighborhood Playground. The addition of property to the south and west is recommended to allow the provision of additional facilities and access from Mellwood Road. Access to the expanded park would be possible via the planned Mellwood Road Trail (discussed later in this Chapter).
- 50-acre addition to the 13.75 acres of parkland recently acquired from the Winshire Development. The addition of parkland to the north and east is recommended. In addition to serving the future residents of the Winshire Community, this property would also serve the current residents of Robshire Acres. Access to the park should be provided from Norris Place and Kaine Place. The planned Chesapeake Beach Railroad Trail will pass through this park, connecting it to other parks in the area.
- 100-acre community park on the east side of Ritchie Marlboro Road, immediately adjoining the Randall Maintenance Facility. In addition to providing the facilities normally associated with a Community Park, this property will provide a buffer between the park maintenance facility and future residential development. This park would provide the essential linkage of the future Cabin Branch and Back Branch Stream Valley Parks and would connect future parks in the area via trails in these two stream valley parks.
- 50-acre community park located immediately east of MD 4 and the planned local activity center. It will be located at the western end of the planned Cabin Branch Stream Valley Park.
- It is recommended that stream valley parks be established along the floodplains of the following streams:

	<u>From:</u>	<u>To:</u>
Cabin Branch	Local Activity Center	Western Branch
Back Branch	Mellwood Parke	Western Branch

and MD 4 between Ritchie Marlboro Road (at the Chesapeake Beach Rails-to-Trails Project) and Woodyard Road Extended.

- It is recommended that the abandoned Chesapeake Beach railroad right-of-way from the proposed Ritchie Marlboro Road interchange at the Capital Beltway to the southeast edge of Planning Area 78 be acquired so that hiker/biker and equestrian trails can be provided along the graded roadbed. This is the sole opportunity for the provision of trails which will provide access to the Patuxent River Park via the Western Branch Stream Valley Park, and connect many smaller parks and residential areas to each other.
- If a planned community is developed which encompasses Mellwood Road, it is recommended that every effort be made to set aside that part of the right-of-way between expanded Westphalia Neighborhood Park and Cabin Branch Stream Valley Park. This section of the existing right-of-way would provide an excellent trail corridor while connecting two of the area's major parks.

4. **Woodyard Road and Woodyard Road Extended Trails.** These are continuous, Class II Trails which parallel existing and proposed segments of Woodyard Road.
5. **Mellwood Road Corridor Trail.** This multiuse (Class IV) trail is intended to preserve the existing scenic qualities of Mellwood Road through its retention as a quiet, unpaved corridor. Other roads would be designed to carry vehicle traffic to new residential areas.
6. **Cabin Branch Stream Valley Park Trail.** This trail is proposed to be the major recreational corridor in the Westphalia planned community. As a multiuse (Class IV) trail, it would connect Presidential Parkway with the Western Branch Stream Valley Park. It would intersect, from west to east, the Mellwood Road Corridor, Woodyard Road Extended, Chesapeake Beach Railway, and Back Branch trails.
7. **Back Branch Stream Valley Park Trail.** This multiuse (Class IV) trail would connect to the Presidential Parkway Trail at its western trailhead. Both trails will feed into Mellwood Parke from this juncture. The Back Branch Stream Valley Park Trail would intersect the Chesapeake Beach Railway Trail before it converges with the Cabin Branch Stream Valley Park Trail at its eastern trailhead at Brown Station Road.
8. **Suitland Parkway Trail.** This is a Class II trail that parallels Suitland Parkway and crosses MD 4 to connect with the Presidential Parkway Trail to the east.
9. **Trail Easements Obtained or In-Process.** In the Melwood Community, numerous trail easements have been obtained or are in the process of being dedicated by developers of the Windsor Park, Queens Wood, Kingston Manor, and Sherwood Forest North subdivisions.
10. **Bikeways.** The following roads are recommended as bikeway corridors when programmed road improvements occur: Ritchie Marlboro, Westphalia, Brown, and Dower House Roads, Brooke Lane and Marlboro Pike.

TRAILS

The recommended trails shown on the Plan Map are described below:

1. **The Chesapeake Bay Rails-to-Trails Project** (also known as abandoned Chesapeake Beach Railroad right-of-way trail). This is a multiuse (Class IV) conversion of an abandoned railroad bed to a public-use trail that would extend from Walker Mill Regional Park to Chesapeake Beach in Calvert County. This project is supported by the National Rails-to-Trails Conservancy, the Chesapeake Beach Foundation and the State of Maryland Rails-to-Trails Study. One segment of this trails project is within Planning Area 78.
2. **The Arrowhead Trails.** These (Class II) trails are intended to be used by children on bicycles or walking between the proposed park at Little Washington, Arrowhead Elementary School, the proposed park and school west of Ritchie Marlboro Road, and the Westphalia Estates Neighborhood Park.
3. **Presidential Parkway Extended (Industrial Road) and Presidential Parkway Trails.** These are continuous, Class II trails along proposed roads which would roughly parallel the Capital Beltway

GUIDELINES

PARKS AND RECREATION

1. Within the County's fiscal capability, the development of recreational facilities should be staged with population growth in the area.
2. Sites for neighborhood and community parks should be easily accessible to the intended users.
3. Scenic areas, floodplains, and steep slopes, as well as land suitable for recreational facilities, should be considered for conveyance for passive parkland. All conveyances shall be at the discretion of the Commission.
4. Planning, design and construction of access roads, recreational facilities, and public utilities in the park system should enhance and be in harmony with the natural beauty and terrain of the land, reflecting full concern for the humane and aesthetic values of the environment.
5. Management of the park system should be on the basis of sound conservation principles and practices, recognizing the ecological interdependence of flora and fauna, soils, water and people.
6. Recreational opportunities should be offered in each community to reflect the recreational preferences and needs of local users.
7. Site features (such as streams, rock outcroppings, wood, wildlife habitats) should be used to the best advantage in the development of parks and recreational areas.
8. Recreational/school buildings should be utilized as community, village, and other centers of community activity.

9. Access to major recreation facilities should be provided in such a manner that residential areas will not be penetrated by heavy user traffic.

TRAILS

1. A system of trails and walks for pedestrians, bicyclists and equestrians should be developed to connect neighborhoods, recreation areas, commercial areas, employment areas and transportation facilities.
2. Pedestrian and equestrian trails should be located as far as possible from vehicular traffic.
3. As the local road system is expanded and improved, bikeways should be incorporated into new highway designs, consistent with the recommendations in the *Trails Plan* and in this Master Plan.
4. Trails provided privately within subdivisions shall be encouraged to connect with the planned trails system.
5. Preliminary subdivision plan applications should show interior trails and proposed connections with the planned trails network.
6. The mandatory dedication of land for recommended trails shall be considered on a case-by-case basis.
7. All trails shall be handicapped accessible where feasible.
8. In order to save public funds and make the best use of available land, trails should utilize existing rights-of-way wherever possible, including those of existing State and County roads, water and sewer lines (WSSC), and electric power transmission facilities (PEPCO).