

M-NCPPC
PRINCE GEORGE'S COUNTY
Planning Department

Date Plan Approved: February 6, 2007

Date of Progress Report: September 22, 2025

Councilmanic District: 6

The Approved Westphalia Sector Plan and Sectional Map Amendment contains 312 recommendations, primarily focused on transportation and mobility, as well as public facilities.

Since its adoption in 2007, approximately 5 percent (16) of the recommendations have been completed and 16 percent (51) are ongoing. Approximately 29 percent (90) have not yet had action taken.

Some highlights of completed recommendations include:

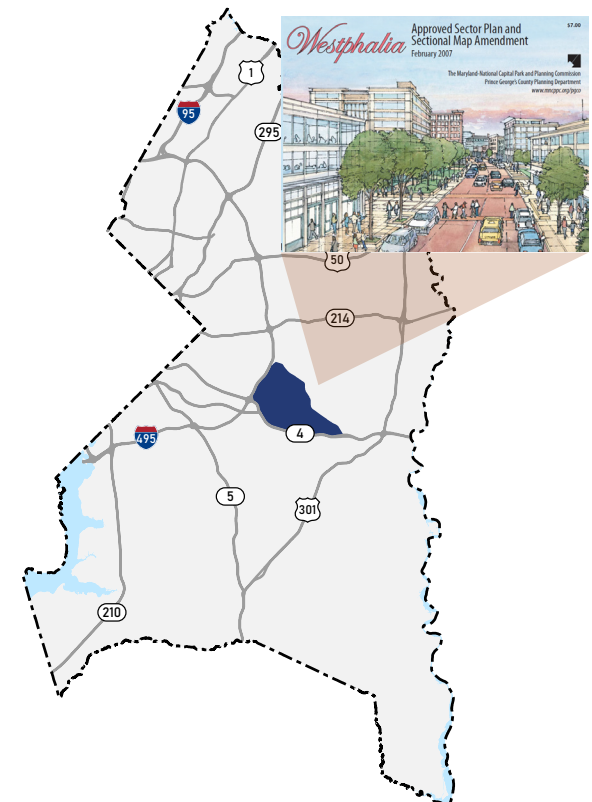
- Westphalia Central Park construction is partially complete.

A pie chart illustrating the distribution of responses for the question 'How far along are you in the process of developing a policy statement?'. The chart is divided into seven segments of varying sizes, each connected by a line to a label and a percentage on the left. The segments are: a large tan segment (39%), a purple segment (16%), a large teal segment (29%), a small red segment (5%), a small green segment (8%), a small blue segment (3%), and a very small white segment (1%).

Response Category	Percentage
Ongoing	16%
Policy Statement	39%
Information Not Found	3%
Implementation Not Feasible	8%
Complete	5%
Not Started	29%
Other	1%

- ☐ Review in 2031
- ☒ Major/Minor Plan Amendment
- ☐ Replace
- ☐ Consolidate

More information about this recommendation can be found at the end of the report.

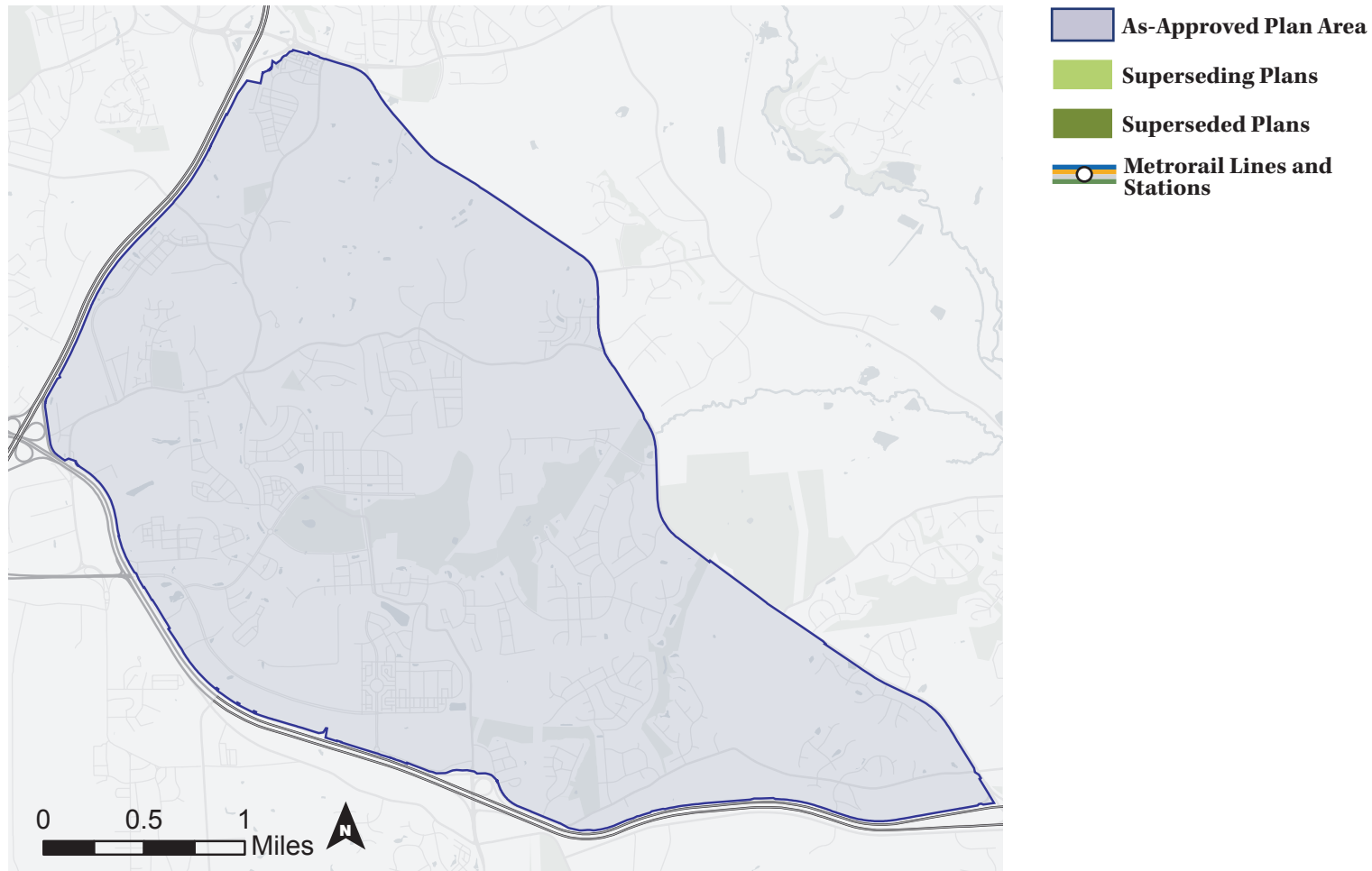


Related Plans

As-Approved Plan Area and Related Plan Boundaries

The original approved borders of the Westphalia Sector Plan were bounded by the Capital Beltway (I-95/I-495) to the northwest, Ritchie Marlboro Road to the northeast, and Pennsylvania Avenue (MD 4) to the south. The plan area has not been superseded by any plans since adoption.

As-Approved Plan Area and Related Plan Boundaries



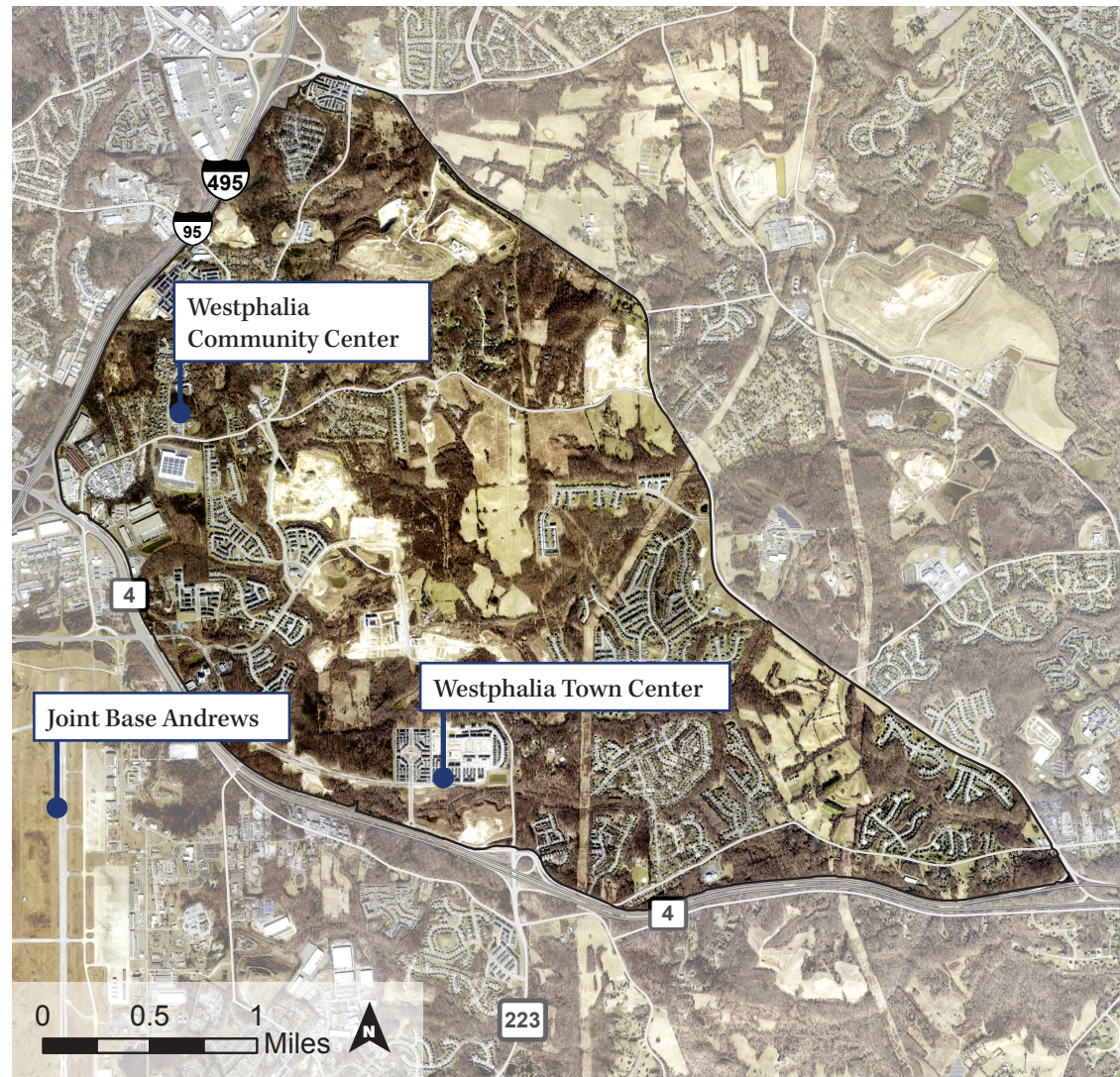
Plan Area Summary

Plan Area

The sector plan area falls within a portion of Planning Area 78 (Westphalia and Vicinity) and encompasses approximately 6,067 acres in area. It is adjacent to Joint Base Andrews, a prominent employment center.

The area around Westphalia Town Center was designated as a Plan 2035 Local Center (Town Center). It is envisioned as an auto-accessible center that anchors a larger area of suburban subdivisions, with a walkable core containing a mix of uses.

Plan Area Aerial with Key Locations Highlighted

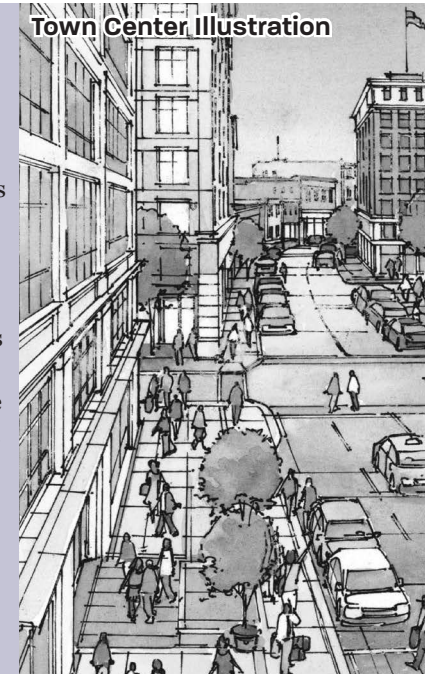


SOURCE: M-NOPPC AERIAL IMAGERY

Plan Overview

Plan Vision

- A network of attractive roads that unifies the community and meets projected traffic needs.
- A central park feature and a highly visible and usable network of natural greenways and parks extending throughout the 6,000-acre area.
- A mixed-use town center with defined core, edge, and fringe areas; a high-density, urban, transit- and pedestrian-oriented character; ample employment and retail; as well as a lively main street and town square capable of hosting community events and parades.
- Two mixed-use activity centers and four small, mixed-use neighborhood centers to serve communities and neighborhoods outside the town center core area.
- Attractive and safe residential neighborhoods with a range of housing types and densities, access to schools, recreation, green spaces and shopping, designed to minimize the usage and visual impact of cars.
- Preservation of key scenic and historic community features.
- Preservation of rural character along the eastern edge with clustered development and incremental increases in densities up to a high-density urban core in the center.
- Green buffers along MD 4 and the Capital Beltway.
- New industrial development is restricted outside areas designated as the Andrews Air Force Base noise zone 70 dBA and higher. Existing industrial uses outside the 70 dBA line should be redeveloped for residential uses.



SOURCE: WESTPHALIA SECTOR PLAN

Mixed-Use Activity Center Illustration

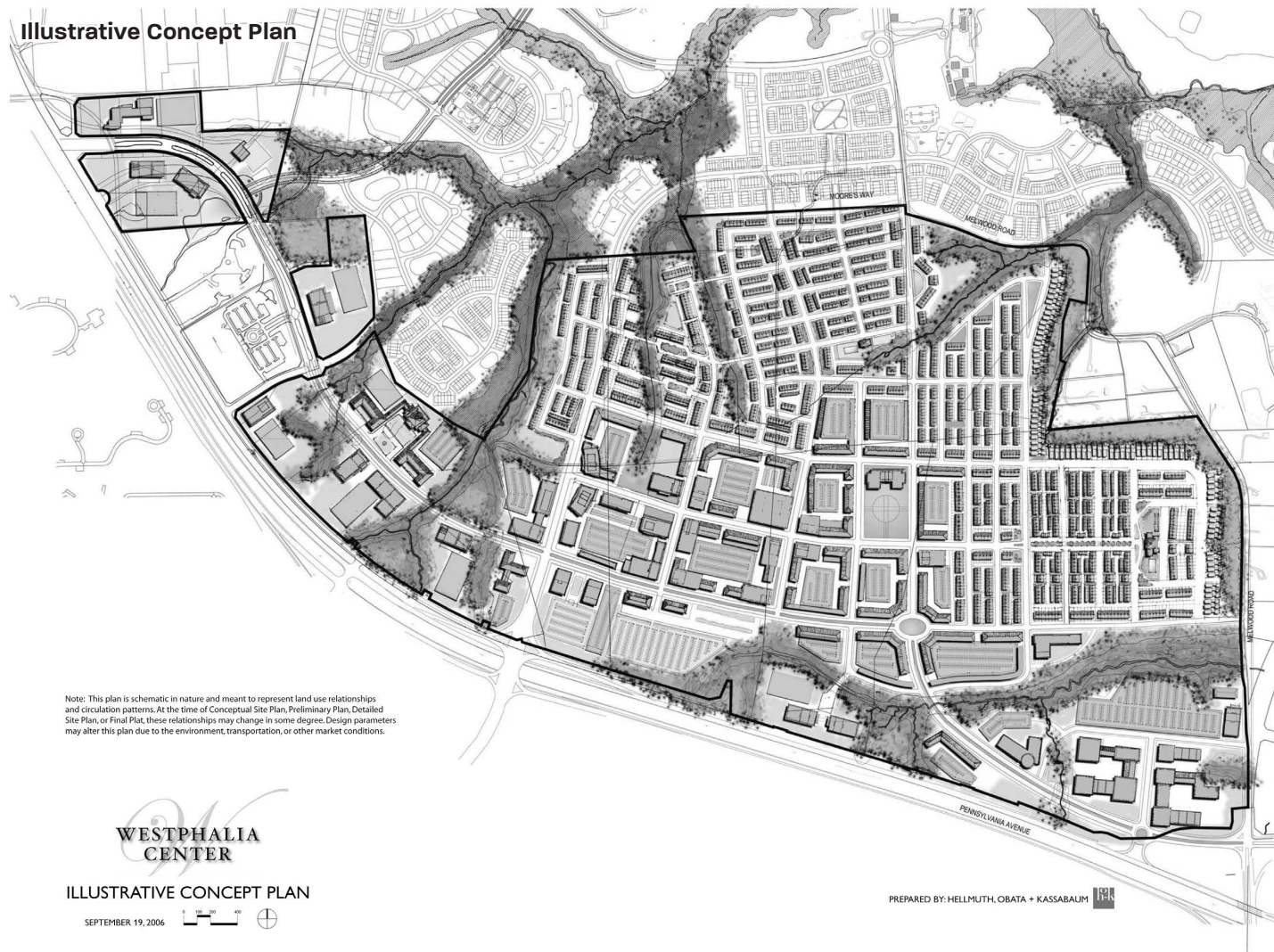


SOURCE: WESTPHALIA SECTOR PLAN

Plan Highlights

The sector plan contains recommendations that prioritize mixed land uses within the urban town center, two activity centers, and four smaller-scale neighborhood centers. Strategies revolve around creating a well-designed, pedestrian-oriented environment and consider block lengths, facades, and densities.

Plan Overview

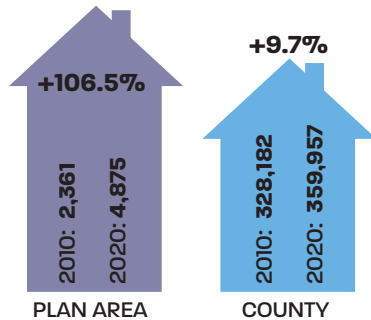


SOURCE: WESTPHALIA SECTOR PLAN

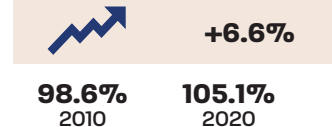
Where Are We Now?

Housing¹

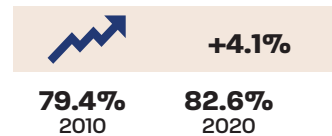
TOTAL UNITS



OCCUPANCY RATE (PLAN AREA)



HOMEOWNERSHIP RATE (PLAN AREA)



Population²

PLAN AREA

2010: 6,166
2020: 12,201

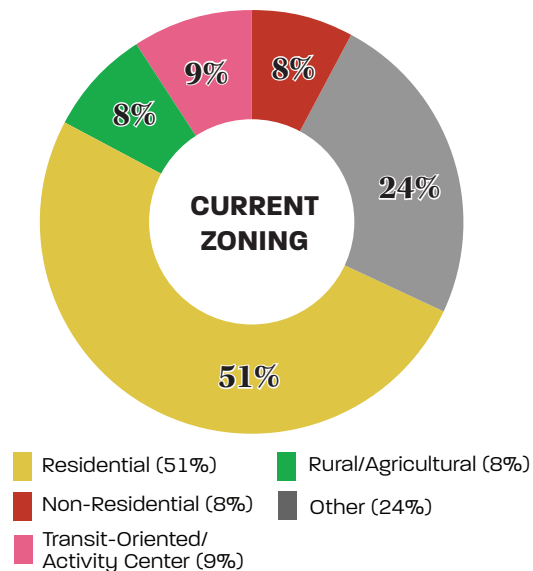


COUNTY

2010: 863,420
2020: 967,201

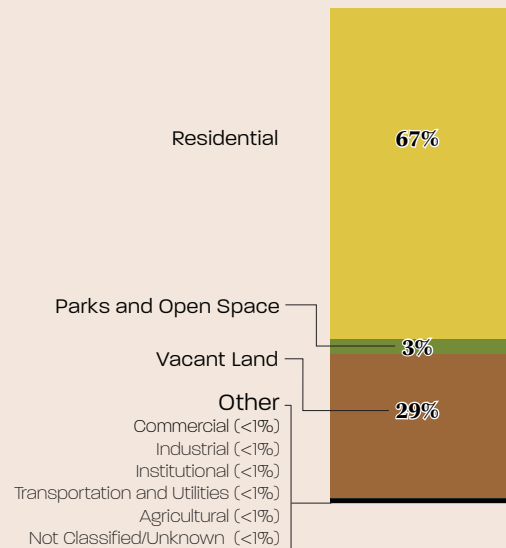


Zoning³

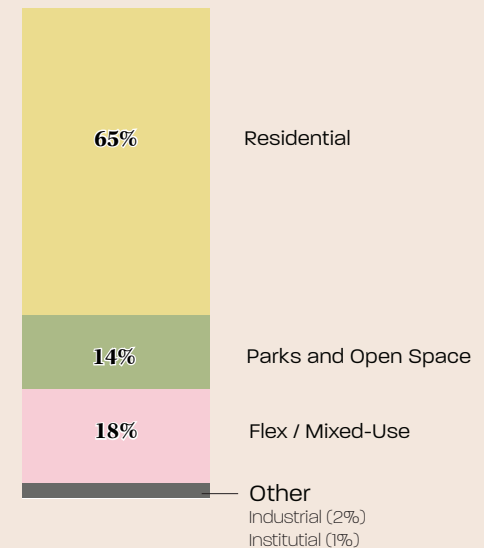


Land Use

CURRENT LAND USE⁴



PLANNED FUTURE LAND USE⁵



NOTE: CURRENT AND FUTURE LAND USE CATEGORIES MAY DIFFER DUE TO DIFFERENT SOURCES.

SOURCES: 1 — 2010 AND 2020 DECENNIAL CENSUS; 2 — 2010 AND 2020 DECENNIAL CENSUS; 3 — 2025 COUNTY DATA; 4 — 2025 COUNTY PARCEL DATA; 5 — 2025 COUNTY PLANNING DATA. ALL PLAN AREA DATA CALCULATED USING THE ACTIVE PLAN BOUNDARY AS OF THE DATE OF THE REPORT.

Development Activity

The plan guides the development of the Westphalia area from forest and farmland to a bustling, attractive, and safe community. Balancing the rural character with new development is a key goal.

Approximately 1,350,000 square feet of retail and 4,000,000,000 square feet of office space is planned across the area, alongside industrial infill closer to I-95 and the base. 15,000-16,000 residential units are proposed. The development will be supported by new institutional and public uses. A pedestrian-friendly, connected network of streets will connect within and between neighborhoods and facilitate future transit connections.

Master planning and development of the area had begun prior to plan approval, and has continued in the intervening years. Extensive residential development has occurred with more in the pipeline. Housing has been the dominant product delivered; the planned office and commercial square footage has been slower to come to fruition, potentially due to longer term market shifts since the plan was adopted.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
Development Type: Residential			
1	Westphalia Row	280 units constructed, 14 in the pipeline	
2	Westridge	310 units constructed, 150 in the pipeline	
Mixed-Use/Flex			
3	Parkside	1,129 units constructed, 2,519 in the pipeline	32,000 SF in the pipeline
4	Westphalia Town Center	811 units constructed, 3,545 in the pipeline	5,900,000 SF in the pipeline
5	Cabin Branch Village	170 units constructed, 34 in the pipeline	8,676 SF in the pipeline
Retail/Services			
6	Sansbury Crossing		5,166 SF constructed, 24,834 in the pipeline
Industrial			
7	Capital Electric		362,880 SF constructed, 162,240 in the pipeline

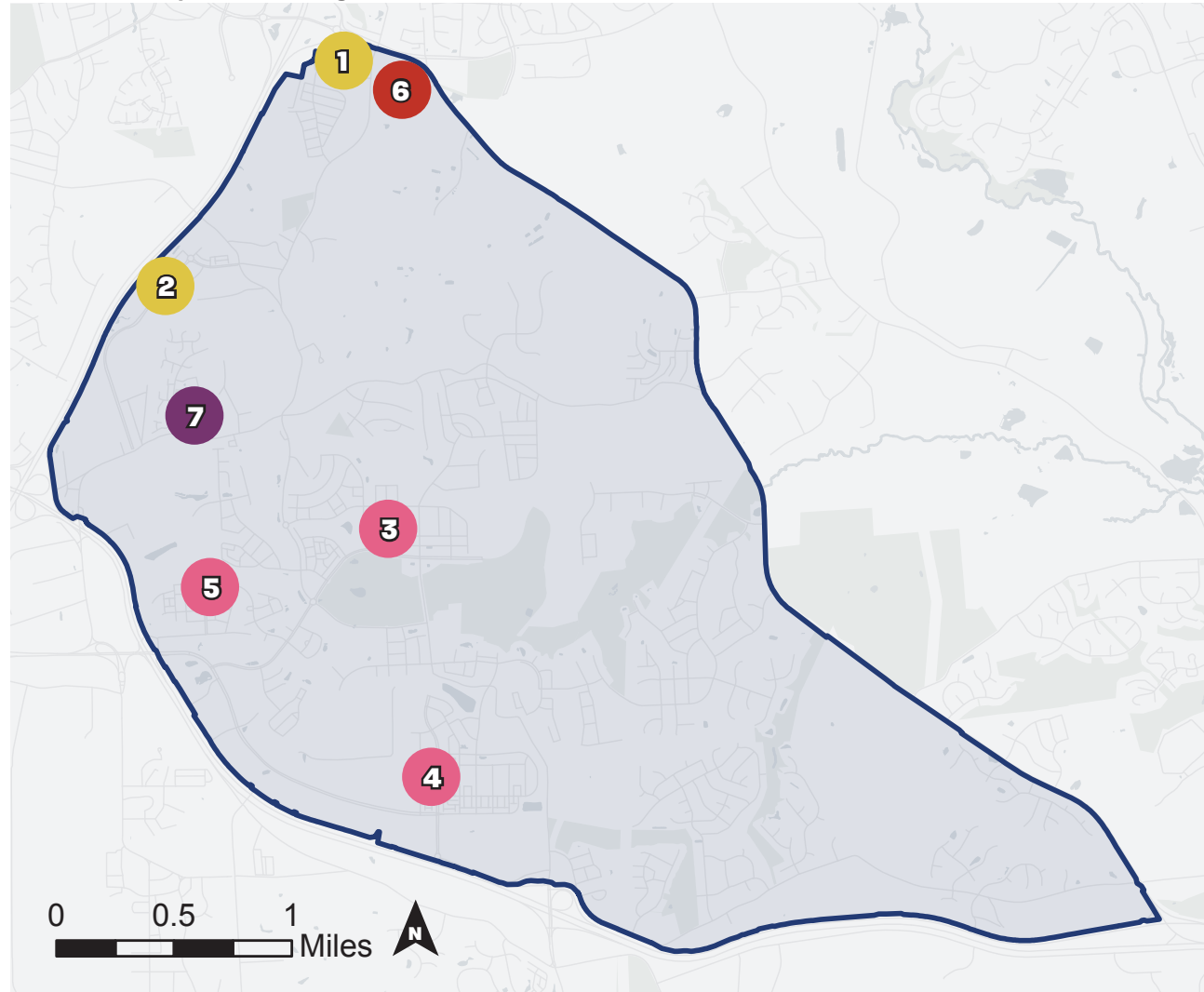
SOURCE: FOR THE PURPOSES OF THESE PROGRESS REPORTS, "DEVELOPMENT ACTIVITY" IS DEFINED AS COMPLETED OR UPCOMING CONSTRUCTION OCCURRING IN THE ACTIVE PLAN AREA, WITH AN EMPHASIS ON LARGER RESIDENTIAL, MIXED-USE, AND COMMERCIAL PROJECTS. PLEASE NOTE THAT THE INFORMATION IN THIS SUMMARY IS NOT COMPREHENSIVE OF ALL DEVELOPMENT IN THE COUNTY AND MAY NOT REFLECT THE MOST UP-TO-DATE BUILDOUT INFORMATION. THE PRIMARY SOURCE OF DEVELOPMENT ACTIVITY INFORMATION IS THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT DEVELOPMENT PIPELINE DATASET, WHICH WAS UPDATED THROUGH AUGUST 2022. DEVELOPMENT PIPELINE VALUES INCLUDE THE NUMBER OF RESIDENTIAL UNITS AND THE GROSS FLOOR AREA IN SQUARE FEET OF COMMERCIAL DEVELOPMENT THAT HAVE BEEN BUILT, AS WELL AS THE AMOUNT LEFT TO BE BUILT. ADDITIONAL DATA SOURCES THAT WERE USED TO IDENTIFY DEVELOPMENT ACTIVITY INCLUDE THE COUNTY'S DEVELOPMENT APPLICATION REVIEW TRACKING SYSTEM (DARTS), LOCAL MUNICIPALITY WEBSITES, AND NEWS ARTICLES.

Development Activity

-  **Active Plan Area**
-  **Development Areas**
(colors vary; see table below and on previous)
-  **Metrorail Lines and Stations**

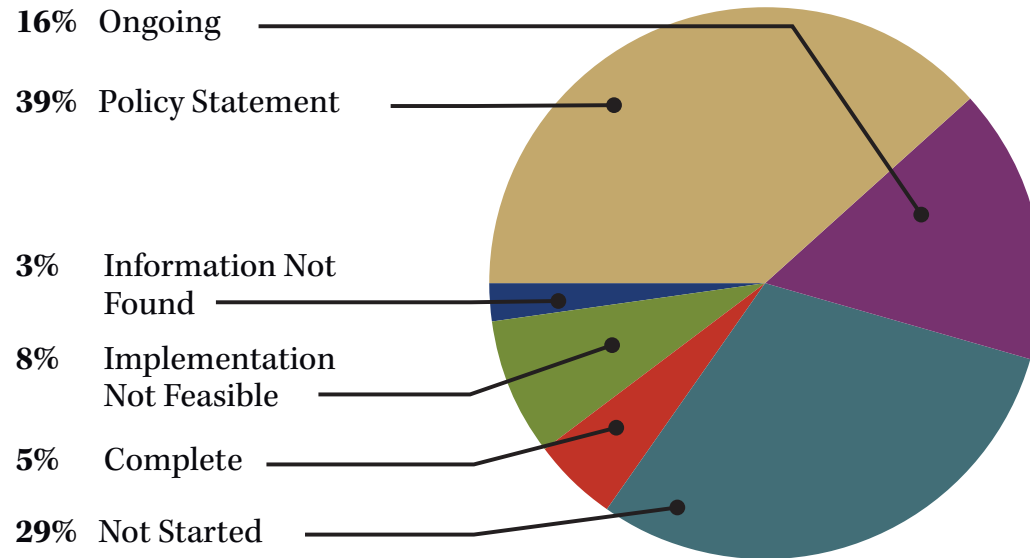
#	DEVELOPMENT NAME
1	Westphalia Row
2	Westridge
3	Parkside
4	Westphalia Town Center
5	Cabin Branch Village
6	Sansbury Crossing
7	Capital Electric

Recent Development Activity



Implementation

Status of Plan Recommendations



Challenges

- **Development Intensity Infeasible:** The plan envisioned a Westphalia Town Center with a mix of uses and intensity that is very likely infeasible given a lack of current or planned Metro access as well as competition from other areas. A Major Sector Plan Amendment is planned; the update could help to address this and ensure more realistic expectations.
- **Scale of Infrastructure Improvements Needed:** The Westphalia Sector Plan recommends \$412,715,659 (2007 dollars) in infrastructure improvements, not including the proposed multi-billion dollar extension of Metrorail.

KEY CONSTRUCTED PROJECTS¹



Westphalia Community Center improvements were completed in 2017.



Ritchie Marlboro Road/North Riding Road **intersection improvements**, including installing an intersection and pedestrian signal, improving lighting in the area, roadway resurfacing, and new crosswalks.



The Department of Public Works and Transportation has made **traffic calming improvements** on Marlboro Ridge.

KEY UPCOMING PROJECTS



Westphalia Central Park is being built out with developer contributions, in several phases.



Westphalia Town Center is under development. While the scale is likely smaller than envisioned, the developer is in negotiation with grocers to bring a store to the area, which community members have noted is a much-needed amenity.

¹ Constructed projects highlight infrastructure, community amenities, or other projects that have been built since plan approval.

Next Steps

Near-Term Opportunities

While there are some clear challenges in implementing key aspects of the plan, other plan priorities can still be realized. Example efforts shown below can also support Plan 2035 implementation.



Coordination: The implementation chapter of the plan (page 77) notes that, “Following approval of this sector plan and SMA, stakeholder workshops involving developers, public agencies, and interested citizens should be continued to facilitate efficient implementation of plan recommendations.” This should be considered as an action to be taken during the major plan amendment and beyond. This opportunity can help support Plan 2035 Partnerships and Civic Engagement Policy 2, to “strategically build partnerships with public and private stakeholders.”

Responsible Parties:

- Prince George’s County
- Developers
- Community Members



Gateways: The plan recommends development of 10 gateways at key entry points. (See plan map 4.) The purpose of this is to define the site’s image as an inviting and safe place. They should include landmark elements, landscape design, recreation facilities, wayfinding, and other amenities. This can help support Plan 2035 Community Heritage, Culture, and Design Policy 9, to “use urban design to guide development, promote community health, protect our natural, historic, and cultural resources and quality of life, and enhance mobility.”

Responsible Parties:

- Department of Public Works and Transportation

PLAN UPDATE RECOMMENDATION

Major Plan Amendment

NEXT SIX-YEAR UPDATE DUE DATE

February 2031

A major plan amendment is currently scheduled to be undertaken to ensure the plan adjusts to new conditions and opportunities. The process will evaluate the market potential for future residential and non-residential investment, measure traffic impact of planned future developments, and provide traffic mitigation strategies.