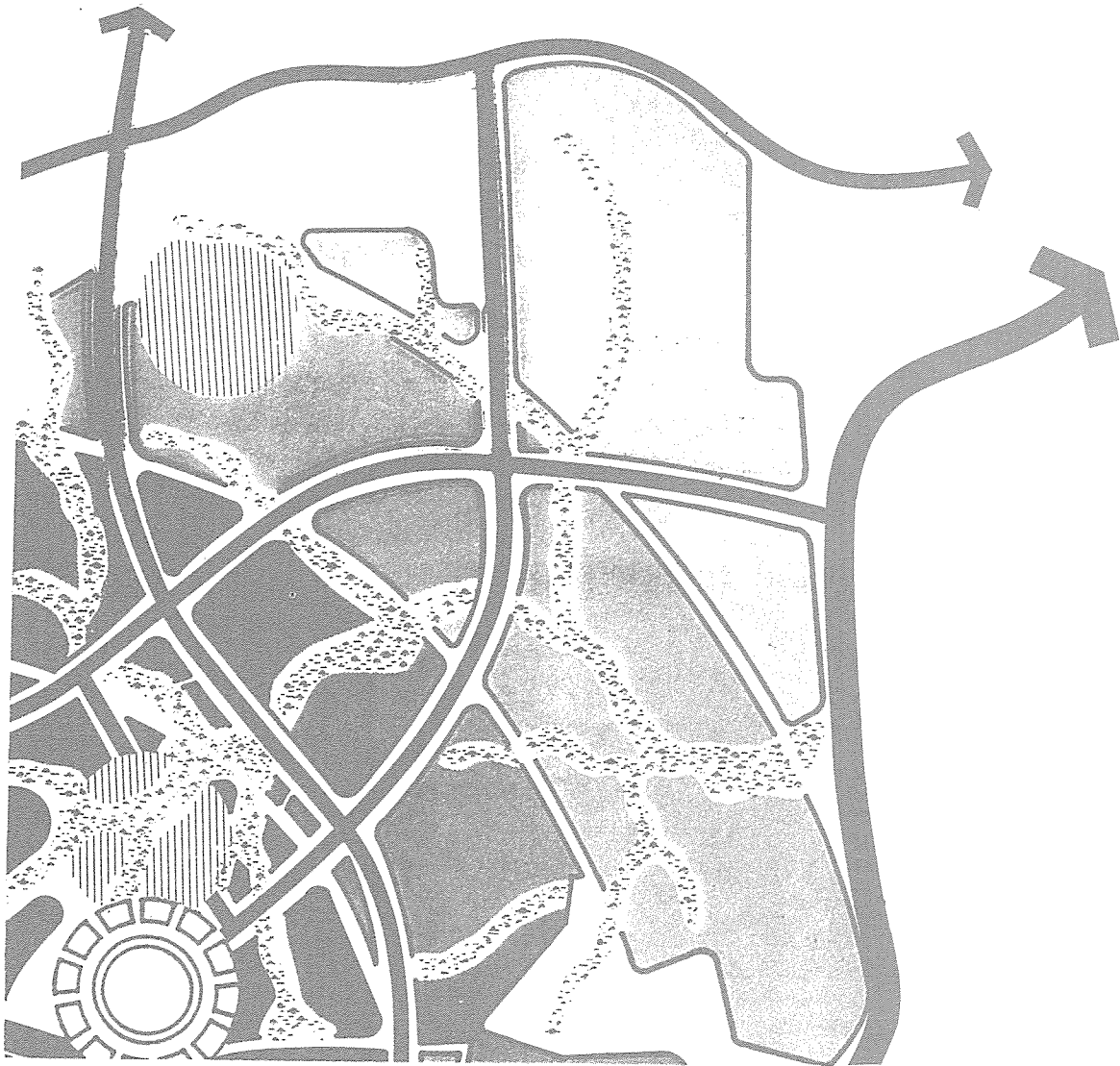


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# MELWOOD WESTPHALIA

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

## II. PLANNING BACKGROUND







# AMENDMENT TO THE GENERAL PLAN

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The Approved Melwood-Westphalia Master Plan is in accordance with the General Plan, with the exception of the following amendments reflected on the Plan map. Approved transportation recommendations also constitute amendments to the County's Master Plan of Transportation.

An Activity Center has been added in the vicinity of the northern quadrant of the Dower House Road/MD 4 interchange.

A-66 (Presidential Parkway) is proposed to be extended along the north side of MD 4 and the east side of the Capital Beltway to provide access for the proposed employment centers in Westphalia.

Employment areas have been added along the east side of the Capital Beltway between Ritchie Marlboro and Westphalia Roads and along the north side of MD 4 between Westphalia Road and Woodyard Road extended.

Eight areas that have been changed from Policy Area Category III (staged future development areas) to Policy Area Category II (major water and sewer service areas beyond direct Metro service) are: the southeast quadrant of the Sansbury/Ritchie Marlboro Roads intersection and its vicinity, the southeast quadrant of the Ritchie Marlboro/White House Roads intersection, the southwest quadrant of the Woodyard Road/MD 4 intersection and its vicinity, the northeast quadrant of the Woodyard Road Extended/MD 4 intersection, the area west of Ritchie Marlboro Road and north of Roblee Acres, the area north and south of Brown Road, the northwest quadrant of Ritchie Marlboro Road and Old Marlboro Pike, and the area designated as a planned unit community north of MD 4 and south of Westphalia Road.

The AICUZ noise contours for Andrews Air Force Base have been updated to reflect the 1989 AICUZ Study prepared by the Department of Defense.



# EXISTING PLANS

Planning policies in adopted and approved planning documents affect the Melwood-Westphalia Planning Areas. Those with direct application include the previously approved area master plans, sectional map amendments and the County General Plan. Those with an indirect effect include the master plans for the adjoining planning areas, certain special functional and public facility plans, and the Maryland Planning Act of 1992.

## PLANNING EFFORTS WITH DIRECT APPLICATION TO THE PLANNING AREAS

- Area Master Plans

Two master plans provided the primary land use and development recommendations for the Planning Areas prior to the development of this Plan. The *Subregion VI Master Plan* was approved in July 1973. The *Melwood Special Treatment Area Plan* was approved in April 1980.

- Sectional Map Amendments

Sectional Map Amendments are comprehensive rezonings to implement master plans. The Melwood-Westphalia Sectional Map Amendment (Planning Areas 77 and 78) was adopted in July 1981.

- County General Plan

The *General Plan for the Maryland-Washington Regional District within Prince George's County, Maryland* was approved in March 1982. Essentially, the *General Plan* establishes the framework upon which subsequent area plans are based.

The *General Plan* establishes four "Policy Area" categories for future development within the County. Within the Planning Areas, there are no Category I (established, to be served by Metro) and Category IV

(permanently rural). Only Categories II and III policy areas are present in the Planning Areas.

A. *Category II Policy Areas* are the partially developed areas peripheral to the more fully developed inlying areas. They are from one-third to two-thirds developed, situated beyond direct accessibility to Metro, and already have or are scheduled to have water and sewerage service within the next six years. There are two major Category II Policy Areas within the Planning Areas.

B. *Category III Policy Areas* are where the County can most effectively use staging. These are primarily undeveloped areas without water and sewerage service and are proposed for staged future development in existing area plans. The Plan offers guidance as to when, where and under what circumstances these areas should be opened for more intensive development. The actual decision will be made when the County periodically reviews its Ten-Year Water and Sewerage Plan. There are two major Category III Policy Areas in the Planning Areas.

The *General Plan* recommends a number of specific land use considerations for revision of the 1973 *Subregion VI Master Plan* pertaining to the Planning Areas. They have been given close attention during preparation of this Master Plan. The *General Plan* also contains a number of transportation changes which are part of the County's *Master Plan of Transportation*.

## PLANNING EFFORTS WITH INDIRECT APPLICATION IN THE PLANNING AREAS

- The Maryland Planning Act of 1992

The Maryland Economic Growth, Resource Protection and Planning Act was enacted in 1992 to establish

consistent general land use policies to be locally implemented throughout the State.

The land use policies within the Maryland Planning Act of 1992 are stated as the following seven visions:

1. Development is concentrated in suitable areas.
2. Sensitive areas are protected.
3. In rural areas growth is directed to existing population centers and resource areas are protected.
4. Stewardship of the Chesapeake Bay and the land is a universal ethic.
5. Conservation of resources, including a reduction in resource consumption, is practiced.
6. To ensure the achievement of 1 through 5 above, economic growth is encouraged and regulatory mechanisms are streamlined.
7. Funding mechanisms are addressed to achieve these visions.

The seven Visions constitute a comprehensive set of guiding principles. They describe how and where growth and development should occur, and call for a land and water stewardship ethic to guide individual and group action. These Visions have been adopted as official State policy.

■ Plans for Adjoining Planning Areas

The *Adopted and Approved Master Plan for Suitland-District Heights* (Planning Areas 75A and 75B) was approved in July 1985. The Sectional Map Amendment for Suitland-District Heights was adopted in March 1986. The *Approved Master Plan Amendment for Largo-Lottsford* (Planning Area 73) was approved in July 1990. The Sectional Map Amendment for Largo-Lottsford (Planning Area 73) was adopted in

July 1990. The *Approved Master Plan and Sectional Map Amendment for Subregion V* was approved in September 1993.

## OTHER PLANNING EFFORTS

There are many special purpose plans, functional plans, special studies and other public policies affecting the Planning Areas. They are as follows:

- The Maryland Consolidated Transportation Program
- Maryland State Highway Needs Inventory
- Comprehensive Ten-Year Water and Sewerage Plan
- Comprehensive Stormwater Management Plan
- Comprehensive Ten-Year Solid Waste Management Plan
- A Functional Master Plan for Parks, Recreation and Open Space
- Prince George's County Public Facilities Needs Assessment
- Functional Master Plan for Public School Sites
- Countywide Trails Plan
- Patuxent River Policies Plan
- Patuxent River Watershed Park Master Plan
- County Economic Development Program
- Adopted and Approved Public Safety Master Plan
- The Prince George's County Historic Sites and Districts Plan (amended in 1992).

# EXISTING SITUATION: LAND USE AND ZONING

## EXISTING LAND USE

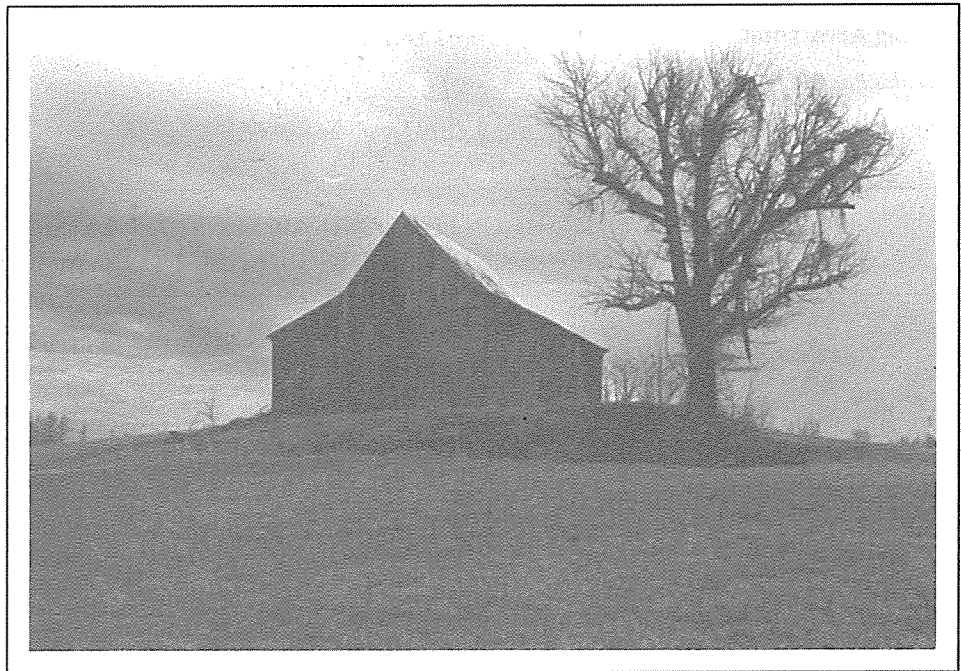
The Melwood-Westphalia Planning Areas contain 14,723 acres (23.3 square miles). This constitutes 4.7 percent of the total land area of Prince George's County, in which 2.96 percent of the County's population resides, including Andrews Air Force Base (AAFB). Table 1 shows the existing land use by specific category and corresponding acreage.

Public and quasi-public land uses comprise 5,046 acres, or 34 percent, of the Melwood-Westphalia Planning Areas. Specifically, AAFB within Planning Area 77 accounts for 4,324 acres, or approximately 86 percent, of the public and quasi-public land. The remaining 722 acres, or 14 percent, is spread throughout both Planning Areas and falls into the following categories: parkland owned by M-NCPPC, utilities, and other institutional uses.

Agricultural land accounts for 3,490 acres. Even though agriculture has been the predominant economic activity and user of land in the Planning Area in the past, presently both its significance as an economic activity and its land area have been declining. In April 1991, M-NCPPC staff conducted a survey of all farms receiving Preferential Agricultural Tax Assessment and there was a strong indication that 80 percent of all farmers wanted to continue farming.

Almost half of the land within the Planning Areas is undeveloped or in agricultural use. This amounts to a total of 7,200 acres, or 49 percent, of the Planning Areas. Much of this land is potentially available for development.

Residential land use in the Planning Areas consists of 860 acres, or 5.8 percent, of the land within the Planning Areas. Industrial uses comprise approximately 322 acres, or 2.2 percent, while commercial uses account for only 44 acres, or 0.2 percent, of land. Finally, there is only one active sand and gravel site within the Planning Areas, it covers 191 acres, or 1.3 percent, of land.



*Located north of Westphalia Road, the Talburt tobacco barn was part of the 19th-century Osborn/Talburt farmstead.*

Between January 1985 and June 1991, 1,802 acres of land was approved for preliminary plan of subdivision (see Table 2). Building permits issued during the same period

for single-family detached homes was 223 and single-family attached homes was 16, with no permit for multifamily development (see Table 2).

**TABLE 1: EXISTING LAND USE  
MELWOOD-WESTPHALIA (Planning Areas 77 and 78) (1991)**

<u>Land Use</u>	<u>Acres</u>	<u>Percent of Developed Area</u>	<u>Percent of Total Area</u>
Residential	860.2	8.7	5.8
Single-family detached	727.6	7.3	4.9
Single-family attached	29.8	0.4	0.2
Mobile Homes	102.8	1.0	0.7
Commercial	43.8	0.4	0.2
Retail	20.7	0.2	0.1
Office	20.7	0.2	0.1
Service	2.4	0.0	0.0
Industrial	321.6	3.2	2.2
Public & Quasi-Public	5,046.0	50.7	34.3
Federal (AAFB)	4,324.2	43.4	29.4
M-NCPPC Park <sup>1</sup>	192.4	1.9	1.3
Utilities (PEPCO)	204.0	2.1	1.4
Institutional	325.4	3.3	2.2
Sand & Gravel Extractions (disturbed acres)	190.9	1.9	1.3
Agricultural	3,490.2	35.1	23.7
<b>Total Developed Area</b>	<b>9,952.7</b>	<b>100.0</b>	<b>67.6</b>
Undeveloped Area	3,717.7		25.3
Rights-of-Way	1,052.8		7.1
<b>Planning Area Total</b>	<b>14,723.2</b>		<b>100.0</b>

<sup>1</sup> Includes Randall Farm Maintenance Facility

Source: M-NCPPC, Community Planning Division, 1990 Land Use Survey.

**TABLE 2: RESIDENTIAL AND NONRESIDENTIAL DEVELOPMENT  
SUBDIVISIONS AND BUILDING PERMITS (January 1985 - June 1991)**

<u>Year</u>	<u>Building</u>		<u>Permits Issued</u>			<u>Total</u>
	<u>Approved Preliminary Lots</u>	<u>Acreage</u>	<u>Single-Family Detached</u>	<u>Single-Family Attached</u>	<u>Multi-family</u>	
1985	25	230	16	16	-	32
1986	96	188	38	-	-	38
1987	262	383	33	-	-	33
1988	248	609	16	-	-	16
1989	309	200	52	-	-	52
1990	-	-	68	-	-	68
1991	34	192				
<b>Totals</b>	<b>974</b>	<b>1,802</b>	<b>223</b>	<b>16</b>	<b>-</b>	<b>239</b>

Note: Approved preliminary subdivisions do not equate with building permits issued in any given year because of the previously existing inventory of developable recorded lots and the delay between preliminary plan approval, subdivision recordation and building permit application.

Source: Subdivision files and Data Resources Development Activity Monitoring System of M-NCPPC.



## EXISTING ZONING

An inventory of the existing zoning with the total number of acres and percent of the Planning Areas in each zone is shown on Table 3.

The land in Melwood-Westphalia Planning Areas is zoned into the following categories: 55.8 percent residential, 0.5 percent commercial and 36.6 percent industrial. See Table 3 for a more specific delineation of these categories.

**TABLE 3: EXISTING ZONING  
MELWOOD-WESTPHALIA (Planning Areas 77 and 78)**

<u>Zone</u>	<u>Acres</u>	<u>Percent</u>
<u>Residential</u>	<u>7,747.2</u>	<u>52.6</u>
O-S	386.6	2.6
R-A	3,747.9	25.5
R-E	1,568.3	10.7
R-R	1,716.9	11.6
R-T	39.8	0.2
R-18	43.8	0.3
R-S	243.9	1.7
<u>Commercial</u>	<u>73.0</u>	<u>0.5</u>
C-A	1.1	0.0
C-O	14.2	0.1
C-S-C	23.7	0.2
C-M	30.0	0.2
L-A-C	4.0	0.0
<u>Industrial</u>	<u>5,850.2</u>	<u>39.7</u>
I-1	5,082.4 <sup>1</sup>	34.5
I-2	111.2	0.7
I-3	162.2	1.1
I-4	494.4	3.4
Subtotal	13,670.4	92.8
Right-of-Way	1,052.8	7.2
Total Planning Area	14,723.2	100.0

<sup>1</sup> This figure includes Andrews Air Force Base.

Source: M-NCPPC, June 1991.

Residential zones account for 52.6 percent of the Planning Areas, with commercial at 0.5 percent and industrial at 39.7 percent; AAFB is included within this category. Rights-of-way account for 7.2 percent of total acreage in the Planning Areas.

The following individual rezoning requests have been approved by the District Council since the approval of the Melwood-Westphalia Sectional Map Amendment (SMA) in 1981 (see Table 4). These rezonings account for 225.0 acres.

**TABLE 4: APPROVED ZONING CHANGES SINCE ADOPTION OF THE 1981 SECTIONAL MAP AMENDMENT**

<u>Zoning Application Number</u>	<u>Approval Date</u>	<u>Request</u>	<u>Acreage</u>	<u>Name</u>
A-9492	10/28/84	R-R to R-18	2.9	Westphalia Road Joint Venture
A-9590	2/13/89	R-T to C-O	4.3	SMLA, Inc.
A-9683C	3/2/89	R-R to R-T	39.0	Anthony & Wenchih Hu & L&R, H&H Partnership
A-9706C	1/13/89	R-R to I-1	47.1	Valerie Kline and Mary E. Kellan
A-9764/ 9765C	5/2/90	R-A and R-R to R-S and L-A-C	4.0 (L-A-C); 127.7 (R-S)	Mellwood Park Associates Ltd. Partnership

*An application with a "C" designation indicates approval with conditions.*

*Source: M-NCPPC, June 1991.*



# CHRONOLOGY OF CHANGE: A History of the Planning Areas

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When Prince George's County was established in 1696 out of parts of the previously established Charles and Calvert counties, the inhabited southern section was divided into six Hundreds (political and administrative units). The area now designated as Planning Areas 77 and 78 (Melwood-Westphalia) was included in Mount Calvert Hundred (formerly part of Calvert County), which was bounded on the east by the Patuxent River, and extended north from the Mattaponi Branch as far as the Western Branch and west to the Piscataway Creek. After 1800, when Election Districts were formed to supersede the Hundreds, this area was for the most part included in the Marlborough Election District (#3), with a small south-westerly portion included in the Surratts District (#9). It made up an area located nearly at the center of Prince George's County.

The earliest settlement in Prince George's County took place along the principal waterways, the Potomac and Patuxent Rivers and their major tributaries. Along these waterways by the end of the 17th century, port towns were developing, such as Queen Anne on the Patuxent, Upper Marlborough on the Western Branch of the Patuxent, and Beall Town on the Eastern Branch of the Potomac. Upper Marlborough, officially established as a port town in 1706, became the seat of the County government in 1721; this thriving community became the social, cultural and governmental center of Prince George's County and was to have the greatest influence on the area we now know as Planning Areas 77 and 78.

Much of the land in these planning areas had already been surveyed and tracts had been patented by the end of the 17th century when Prince George's County was established. Several prominent landowning families developed plantations in the area; tracts with fanciful names such as Beall's Benevolence, Vale of Benjamin, Maiden's Dowry, Dunblane, Alexandria, Melwood Park and The Trundle

Bed Cuckold, were incorporated into large plantations of the Magruder, Berry, Beall, Darnall and Digges families. Churches too were being constructed in the two parishes of the established Church of England which existed in the County at the time of its establishment. By 1704, St. Paul's Parish which was bounded by the Patuxent River had been divided so that its northern section became Queen Anne Parish, with its church, St. Barnabas', at Leeland. In 1810 Trinity Church was established in Upper Marlborough; these two churches were to have considerable influence on the subject Planning Areas.

The earliest arteries of transportation in the County were the waterways, but by the end of the 17th century a network of roads was developing, establishing overland connections between several port towns, and between the towns and the parish churches. One of the most important of these roads connected Port Tobacco (Charles County) with the colonial capital of Annapolis. It came into use by the end of the 17th century, and ran through the important port towns of Piscataway and Upper Marlborough; a stretch of this ancient road (part of today's Woodyard Road) forms part of the southeast boundary of Planning Area 77. Just north of this section, the Port Tobacco - Annapolis Road intersected the east-west road which connected Upper Marlborough with Long Old Fields (now Forestville). After the establishment in the 1790s of Washington as the nation's capital, this east-west road became the principal route between Washington and Upper Marlborough, and it was along a section of it that the British troops marched in August 1814 on their way from Upper Marlborough into the capital city. This historic road was incorporated into the Washington-Marlborough Turnpike in 1868; a section of it survives in the Planning Areas, and is known today as Marlboro Pike. Another important road, now known as Ritchie Marlboro Road, came into use between 1740 and 1762; this scenic rural road was one of

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several roads leading northwest out of Upper Marlborough. Branching west from this road was another mid-18th century road which led west through several plantations to the town of Long Old Fields. This road is known today as Westphalia Road, after the small late 19th-century community of Westphalia which grew up at its eastern end.

Much of Planning Area 78 still retains the rural, agricultural character of the 18th and 19th centuries, when the rolling land was dotted with the plantation establishments of some of the area's wealthiest and most prominent families. Melwood Park was one of the most important of these plantations. The land was acquired in 1729 by William Digges; the main block of the fine stucco-covered-brick plantation house was constructed circa 1750, and enlarged circa 1800 and again circa 1870. Melwood Park passed to William's son, Ignatius Digges, who frequently entertained General George Washington there during the second half of the 18th century. The plantation passed out of Digges family ownership in 1826, after which it was the plantation home of the Pumphrey family. From the end of the 19th century until 1988, the house (which was listed in the National Register of Historic places in 1976) was occupied by tenant farmers. During this time it underwent no significant alteration, and retains the essential configuration of more than a century ago. A short distance from Melwood Park, the community of Melwood grew up after the Civil War at a point where the Washington and Marlborough Turnpike intersected the road to Piscataway. Consisting of several dwellings and stores, a schoolhouse and the turnpike tollgate, Melwood never became a major village, and disappeared from area maps early in the 20th century.

Another area of considerable historical and architectural importance lies along the lines of Ritchie Marlboro Road and Marlboro Pike; approximately 2.5 square miles (or 1,600 acres) in Planning Area 78 make up part of the land acquired during the 19th century by Thomas Clagett (VI) of Weston. From Weston, the Clagett family plantation (which lies to the south, just outside Planning Area 78), Thomas Clagett bought up large amounts of land, and developed them into plantation/farms for his many children. The 1,600 acres which lie within Planning Area 78 include The Cottage and Strawberry Hill (plantation/farms of Clagett's sons), and Keokuk, Ingleside and Navajo (plantation/farms of his grandsons). The Cottage includes not only the mid-19th-century Greek Revival style plantation house of Charles Clagett, but its domestic and agricultural outbuildings, and four tenant farm complexes; this 282-acre property was listed in the National Register in 1989. The area is still essentially rural in character, and its

present-day roads follow the lines of much older arteries of communication; it still reflects the historic landscapes, roads, architecture and settings of the second half of the 19th century when most of the land was owned by members of the prominent Clagett family.

Other important plantation establishments in Planning Area 78 include Blythewood of the Berry family, Dunblane of the Magruder family, Alexandria of the Talburt/Osborn family, and Cleremont of the Bowie family; like the Clagetts, all of these families maintained their wealth through their large plantations, and were active in the social, professional and political life of the County Seat. A visible reminder of post-Civil War farmsteads is the Victorian farmhouse of James Marr, located on the tract known as Vale of Benjamin. Directly across the old road from James Marr's 1880s farmhouse once stood his country store. In 1891, a post office was established in the store, and Marr was appointed its first postmaster. A small community began to develop there and was called "Westphalia" after an adjoining land tract; this community included a schoolhouse which had been established in the 1870s and which came to be known as the Westphalia schoolhouse. Westphalia never developed into a major community; only the schoolhouse, in greatly altered condition, still stands, and the area around it still exhibits the rolling farmland of more than a century ago.

Planning Area 77 is today largely taken up by Andrews Air Force Base. During the 18th and 19th centuries, however, this area also was dotted with plantation and farm establishments. By the second decade of the 19th century, a small village called Centreville (with a cluster of dwellings, store, blacksmith's shop, Methodist church, tavern and schoolhouse) had grown up along the road from Upper Marlborough to Long Old Fields. After the Civil War, a small black settlement developed just south of Centreville; known as Meadows, this community centered around a Freedmen's Bureau school and a black Methodist church. By the early 20th century, Centreville was eclipsed by the larger towns of Upper Marlboro and Forestville, and Meadows also was obliterated by the construction of the Air Force base. Today nothing remains of Centreville, and the only surviving vestige of Meadows is the graveyard of St. Luke's (Niles) African Methodist Episcopal Church.

During the latter years of the 19th century, development of subdivisions was taking place at an accelerated rate along major arteries of transportation such as the Washington and Baltimore Turnpike (north of Bladensburg) and the two railroad lines which connected those two important cities. The rural area which now makes up the Planning

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Areas did not experience the same kind of growth as the northwestern section of the County. Although the Washington-Marlborough Turnpike continued to carry east-west traffic between the Federal City and the County's easterly rural regions, it never became a major artery, and never attracted the kind of dense development which occurred along the corridor of the Washington and Baltimore Turnpike.

During the 1890s, there occurred a new development which was to have an effect upon the central area of Prince George's County. A group of developers planned a new resort town, Chesapeake Beach, on the Chesapeake Bay in Calvert County, and in 1896 a company was incorporated to build a 28-mile track from the eastern corner of the District of Columbia southeast through Prince George's, Anne Arundel and Calvert Counties for the purpose of carrying vacationers from Washington to the new beach resort. Construction began on the line of the Chesapeake Beach Railway in October 1897, and was completed in March 1899. A section of the tracks ran through the area. There were stops at roughly one-mile intervals; Marr (near the Westphalia post office), Brown (near present-day Brown Road), and Clagett (at present-day Brooke Lane), were all located in this area, and named for the local

landowners of the 1890s. The resort opened officially in the summer of 1900, but for a variety of reasons, did not prosper as its developers had hoped. After the destruction by fire of the principal hotel at Chesapeake Beach, serious competition from the increasing use of the family automobile together with the effects of the Great Depression brought about the close of the railway in 1935. Although the tracks have long since been torn up, the right-of-way is still clearly traceable through the northeast part of Planning Area 78, and is used by hunters and hikers.

Today the Melwood-Westphalia area (Planning Areas 77 and 78) consists principally of agricultural land reminiscent of a century or two earlier, with a few residential subdivisions, and one very large government installation. The area is traversed by several scenic historic roads which once connected the principal settlements of Upper Marlborough, Long Old Fields and other towns. The only important village (Centreville) which developed in this area, however, was obliterated in this century by the installation of Andrews Air Force Base. The rolling farmland of this area once supported some of the County's most prosperous plantations, and some of these important mansions of outstanding historic significance still stand.

