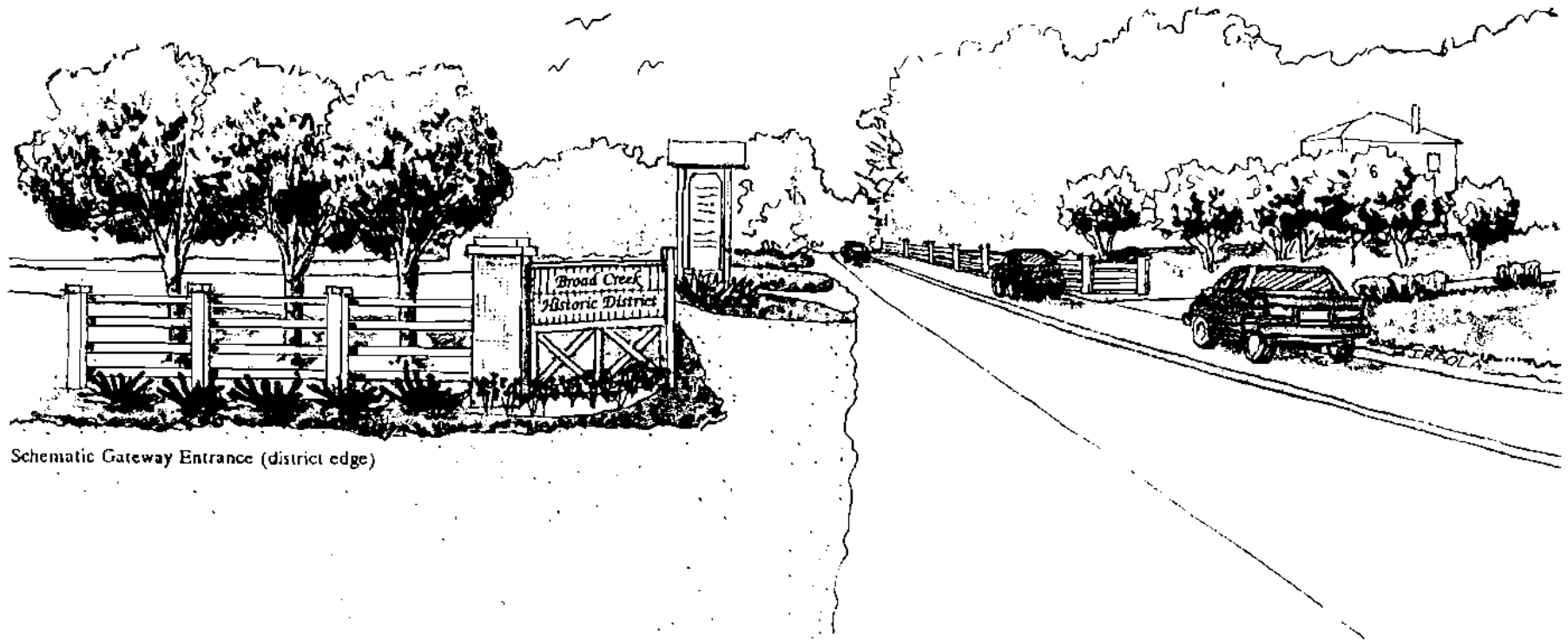


# Broad Creek Historic District

\$7.50

## Livingston Road Streetscape Guidelines and Alternatives



Schematic Gateway Entrance (district edge)



THE MARYLAND - NATIONAL CAPITAL PARK AND PLANNING COMMISSION

October 1995

## ABSTRACT

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**TITLE:** Broad Creek Historic District  
Livingston Road Streetscape Guidelines and Alternatives

**AUTHOR:** The Maryland-National Capital Park and Planning Commission  
Gail Rothrock, Project Facilitator  
Brenda J. Iraola, primarily responsible for this report

**DATE:** October 1995

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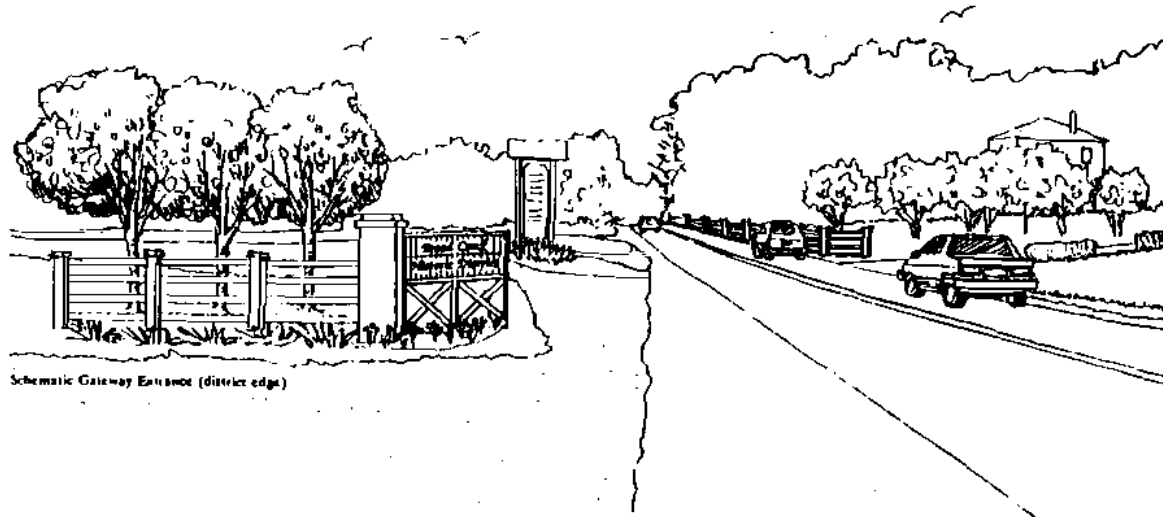
**NUMBER  
OF PAGES:** 126

**ABSTRACT:** This report summarizes the visioning process and results of a four-month study focused on maintaining the rural character of the Broad Creek Historic District, specifically the Livingston Road corridor between Old Fort Road to the north and Fort Washington Road to the south. The project was carried out under the Planning Department's FY 1995 Community Preservation and Design Workshops Work Program. This document was prepared as a supporting element to the original Broad Creek Historic District Design Guidelines, produced by the Historic Preservation Section and Broad Creek Historic District Advisory Committee in 1987 and approved by the District Council in 1988. Included in this report is a set of documents and plans that portray the design ideas and goals of the Broad Creek Historic District Advisory Committee and local residents.

This report is divided into five parts, each containing photographs, charts, drawings and maps produced through the visioning process and pertaining to the Livingston Road Streetscape. Each part contains information which allows the reader to follow the community visioning process from the beginning of brainstorming ideas to the final design proposals and recommended courses of action. A supplemental appendix section provides plant suggestions for the Livingston Road streetscape.

# Broad Creek Historic District

## Livingston Road Streetscape Guidelines and Alternatives



The Maryland-National Capital Park and Planning Commission  
Prince George's County Planning Department  
14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772



October 1995

Prepared under the Community Preservation and Design Workshop Program

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The Commission has three major functions:

- the preparation, adoption, and from time to time amendment or extension of the General Plan for the physical development of the Maryland-Washington Regional District;
- the acquisition, development, operation, and maintenance of a public park system; and
- in Prince George's County only, the operation of the entire County public recreation program.

The Commission operates in each county through a Planning Board, appointed by and responsible to the county government. All local plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks are responsibilities of the Planning Boards.

The Prince George's County Department of Planning (M-NCPPC):

- Performs technical analyses and offers advice and recommendations regarding most matters related to existing and future...  
...use of land including the enhancement of the physical environment, and  
...provision of public facilities and services.
- Works on a set of specific projects and tasks annually set forth in a work program and budget adopted by the Prince George's County Council and performs such other tasks in response to emerging issues as resources permit.
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## INTRODUCTION

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The Streetscape Guidelines were prepared by The Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department, for the Broad Creek Historic District through the FY 1995 Community Preservation and Design Workshops Work Program. The Livingston Road Streetscape Guidelines provided in this document were derived from using a community visioning process which included participation from the Broad Creek Historic District Advisory Committee and community residents during a four-month period from March to June 1995. A series of meetings were scheduled to discuss design issues that were relevant to maintaining and enhancing the rural historic character of the Livingston Road Streetscape. The visioning process was based on EDGE (Employees Delivering Governmental Excellence) and TQM (Total Quality Management) techniques. This process included various steps: Meeting 1 - Identification of Issues; Meeting 2 - Analysis of Issues; Meeting 3 - Generating Potential Solutions; Meetings 4 & 5 - Selecting and Planning Solutions; and Meeting 6 - Implementing Solutions. The results of this process are displayed within this document.

Streetscape issues were formulated at the beginning of this visioning process using TQM brainstorming techniques. Ideas from the Broad Creek Historic District Advisory Committee and residents were recorded and grouped into specific categories. These categories were then broken down into related areas:

Strengths, Weaknesses, Opportunities and Threats/Impacts.

Next, a technical analysis of the qualities of the streetscape was conducted, focused on preserving the existing rural character of the Broad Creek Historic District. Then streetscape conceptual design alternatives were developed. A set of streetscape guidelines were suggested showing various alternatives for each design concept. The design guidelines include ideas on gateway entrances, fences, traffic circles, brick walls and guardrails. During the last phase of the process, the Advisory Committee identified implementation strategies and future actions with the overall goal of creating a sense of place for the Broad Creek Historic District.

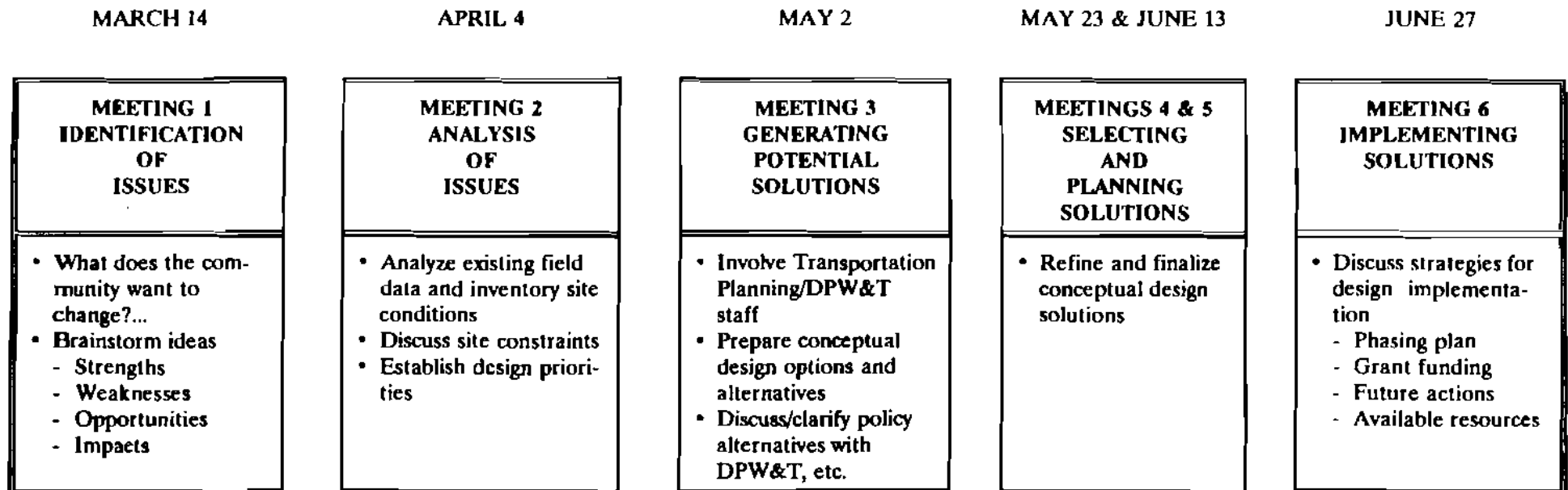
The following pages contain design concepts and alternatives for the existing streetscape conditions along Livingston Road. These ideas represent collaborative meetings held with the Broad Creek Historic District Advisory Committee and local residents. The sketches are provided as graphic representations of expressed concerns and thoughts for streetscape improvements. These ideas serve as a starting point from which to build other concepts. The drawings are schematic and are not intended to be scaled for accurate dimensions.

MARCH 14, 1995

JUNE 30, 1995



## BROAD CREEK COMMUNITY VISION PROCESS



*Revised 9/20/95*

## **1. IDENTIFICATION OF ISSUES (MEETING 1)**

---

This Section contains the results of the first phase of the community visioning process within the Broad Creek Historic District, which includes identification of problems and opportunities. The Broad Creek Historic District Advisory Committee formulated ideas using the "brainstorming" process. As ideas were randomly suggested, they were categorized into four areas: Strengths, Weaknesses, Opportunities and Threats/Impacts. The responses were then separated into relevant topics for the Broad Creek Historic District area, including: Visibility, Traffic, Environment and Recreation, Historic District, Historic Theme/Culture, Equestrian, Development, Vegetation, Commercial, Parkland, and the Historic District Status. Several topic categories lacked information, so the community residents spent the next two meetings discussing additional ideas and concerns. The "Broad Creek Brainstorming" chart is contained on the following pages.

## BROAD CREEK BRAINSTORMING

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS/IMPACTS
<b>VISIBILITY</b>			
Three historic properties, other good contributing buildings and the existing canal	<ul style="list-style-type: none"> <li>No visibility of historic homesites and buildings from road</li> <li>Not seeing Historic District and Livingston Road as same issue</li> </ul>	Connect other historic buildings, etc., to community	—
<b>TRAFFIC</b>			
Livingston Road — "Rural" — still two-lane, no curb and gutter or lights	Location: In middle of traffic crowding	<ul style="list-style-type: none"> <li>Current recession: Slow development                             <ul style="list-style-type: none"> <li>After recession, groups traveling through and using area will be commercial and industrial users</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Potential changes on Master Plan                             <ul style="list-style-type: none"> <li>Reclassify Road as collector</li> <li>Increase density at edges of district</li> </ul> </li> <li>Increasing traffic from MD 228 when it opens</li> </ul>
Alternatives to traffic movement (Indian Head Highway)	<ul style="list-style-type: none"> <li>DPW&amp;T is an obstacle and lacks support to community</li> <li>Modern signal to district entrance</li> <li>Proximity to Indian Head Highway</li> <li>Traffic backs up</li> <li>Short-cut through Livingston Road</li> <li>Speed is high on Livingston Road</li> </ul>	<ul style="list-style-type: none"> <li>Traffic circle interest by DPW&amp;T for design solutions</li> <li>Traffic circle — stop truck traffic</li> <li>Sunday afternoon reserved only for local residential traffic</li> </ul>	Widening or straightening road may: <ul style="list-style-type: none"> <li>Change character</li> <li>Remove buildings</li> <li>Reduce vegetation and disturb streams</li> <li>Increase traffic density and speed</li> <li>Cause loss of churchyard</li> </ul>

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS/IMPACTS
<b>ENVIRONMENT AND RECREATION</b>			
<p>Most important is the Potomac River, Broad Creek and tributaries.</p> <p>There is a desire to keep this environment protected and preserve the Chesapeake Bay Critical Area, as well as use the River for recreational purposes</p> <p>Wildlife — largest variety of birds, bald eagles, wetland</p>	<ul style="list-style-type: none"> <li>• Could be good recreational area for trails, bicycles and pedestrian opportunities</li> </ul>	<ul style="list-style-type: none"> <li>• Create Broad Creek Preserve and Ecosystem</li> <li>• Surrounding communities could network with preserve; interested communities from as far away as the Woodrow Wilson Bridge to Calvert County</li> <li>• Try to create scenic easement (include WSSC view of Broad Creek from road)</li> </ul>	<ul style="list-style-type: none"> <li>• Hiker/biker trail plan along river</li> <li>• Dirt bikes, illegal hunting</li> <li>• Kaydot Road Community is a threat due to future townhouse development (uncharacteristic of surrounding historic district)</li> </ul>
<b>HISTORIC DISTRICT</b>			
<ul style="list-style-type: none"> <li>• Small in terms of number of people for consensus (it's not a PortAmerica)</li> <li>• Concerned citizens and residences</li> <li>• Closest neighbors have vested interest in community "agricultural involvement"</li> </ul>	<ul style="list-style-type: none"> <li>• Smallness of community <ul style="list-style-type: none"> <li>◦ Not many voters</li> <li>◦ Not much money — economic base</li> </ul> </li> <li>• Reluctance to tackle project <ul style="list-style-type: none"> <li>◦ Fighting brush fires</li> <li>◦ Fighting against issues versus what we want to do...</li> </ul> </li> </ul>	<p>Development could relate to historic architecture, rural character and open space</p>	<p>Small community, therefore, small amount of money to do things with</p>
<b>HISTORIC THEME/CULTURE</b>			
<p>Rural history</p> <ul style="list-style-type: none"> <li>• Tobacco port</li> <li>• Truck and livestock farms</li> <li>• Vineyards</li> </ul>	<ul style="list-style-type: none"> <li>• Lack of rural zone (O-S) — agricultural use in community</li> <li>• Lacks historic style fences</li> </ul>	<ul style="list-style-type: none"> <li>• Historic identity — Williamsburg <ul style="list-style-type: none"> <li>◦ Could have an "Historical Day" with reenactments and re-creations</li> </ul> </li> <li>• Marquee connection to historic district</li> </ul>	

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS/IMPACTS
Cultural Asset in Harmony Hall Regional Center	—	<ul style="list-style-type: none"> <li>• Cultural and historic (fund-raising activities)</li> <li>• Vision on paper — displayed at local art center               <ul style="list-style-type: none"> <li>◦ Open forum for other community input</li> </ul> </li> </ul>	—
<b>EQUESTRIAN</b>			
Morgan breeding farm equestrian presence protected	—	<p>Could be desirable residential development area</p> <ul style="list-style-type: none"> <li>• Link into Equestrian Addendum to the <i>Countywide Trails Plan</i></li> </ul>	Don't have agricultural zone, therefore, may eventually lose rural character to development
<b>DEVELOPMENT</b>			
Low density development (inside and outside)	<ul style="list-style-type: none"> <li>• Danger from special exception application for fast food restaurants, etc.</li> <li>• Maryland Cable sidewalk is out of character</li> </ul>	<ul style="list-style-type: none"> <li>• Good development could create open space</li> <li>• Try to create scenic easement (include WSSC view of Broad Creek from road)</li> </ul>	<p>Develop within district</p> <ul style="list-style-type: none"> <li>• Have to move more traffic, impossible to reroute</li> <li>• Political impact of M-NCPPC selling land/property</li> <li>• Uncertainty of the Denison tract development</li> <li>• Remove sidewalk (Maryland Cable)</li> </ul>
<b>VEGETATION</b>			
Established, mature trees	Weedy growth, blocks views	<ul style="list-style-type: none"> <li>• WSSC cooperation on gates/fencing</li> <li>• Screen unwanted views — Maryland Cable and St. John's Rectory</li> <li>• Create views by clearing small pockets of vegetation to landmarks and water, e.g., south view of Harmony Hall</li> </ul>	<ul style="list-style-type: none"> <li>• Power lines</li> <li>• WSSC: Main line through the district (public easement)</li> </ul>



STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS/IMPACTS
<b>COMMERCIAL</b>			
Existing commercial businesses are in rural character keeping with community	Livingston Square proximity and commercial owned properties <ul style="list-style-type: none"> <li>• Transition is abrupt from rural Historic District to urban character</li> <li>• 1-3 properties to south (truck traffic)</li> </ul>	<ul style="list-style-type: none"> <li>• Have a compatible commercial use within district</li> <li>• Mills Lumber Co.: Possible adaptive historic re-use ("marketing"/arts and crafts lab. annex)</li> </ul>	DPW&T requirements on C-S-C property
<b>PARKLAND</b>			
Large part of area is floodplain — can't develop <ul style="list-style-type: none"> <li>• Woodlands — M-NCPPC</li> <li>• (Over 1/2 district is State, County or Federal land)</li> </ul>	—	Expand parkland by acquisition of additional land next to community park	<ul style="list-style-type: none"> <li>• Dumping: incompatible use of public lands</li> <li>• Dirt bikes, illegal hunting</li> <li>• Degradation of tributaries by Indian Head Highway and development upland</li> </ul>
<b>HISTORIC DISTRICT STATUS</b>			
Pre-existing Design Guidelines approved by Council for the Broad Creek Historic District (only District created under County)	District lacks full political support and bureaucratic support	<ul style="list-style-type: none"> <li>• Advisory Committee links to other support groups</li> <li>• Committee talent <ul style="list-style-type: none"> <li>◦ Architect, etc.</li> </ul> </li> <li>• Lobbying opportunities — lack of time to commit</li> </ul>	—

**Abbreviations:**

DPW&T = Department of Public Works and Transportation  
 M-NCPPC = Maryland-National Capital Park and Planning Division  
 WSSC = Washington Suburban Sanitary Commission

## II. ANALYSIS OF ISSUES AND DESIGN PRIORITIES (MEETING 2)

---

After the brainstorming chart was completed and concerns and opportunities were discussed, the next step was an analysis of existing conditions. Several visits were made to the area to record and photograph information and inventory potential problems. Five focus areas were noted: 1) Existing Gateway Conditions, 2) Existing Roadway Conditions, 3) Existing WSSC Right-of-Way Conditions, 4) Existing Viewshed Conditions and 5) Existing Guardrail/Wall Conditions.

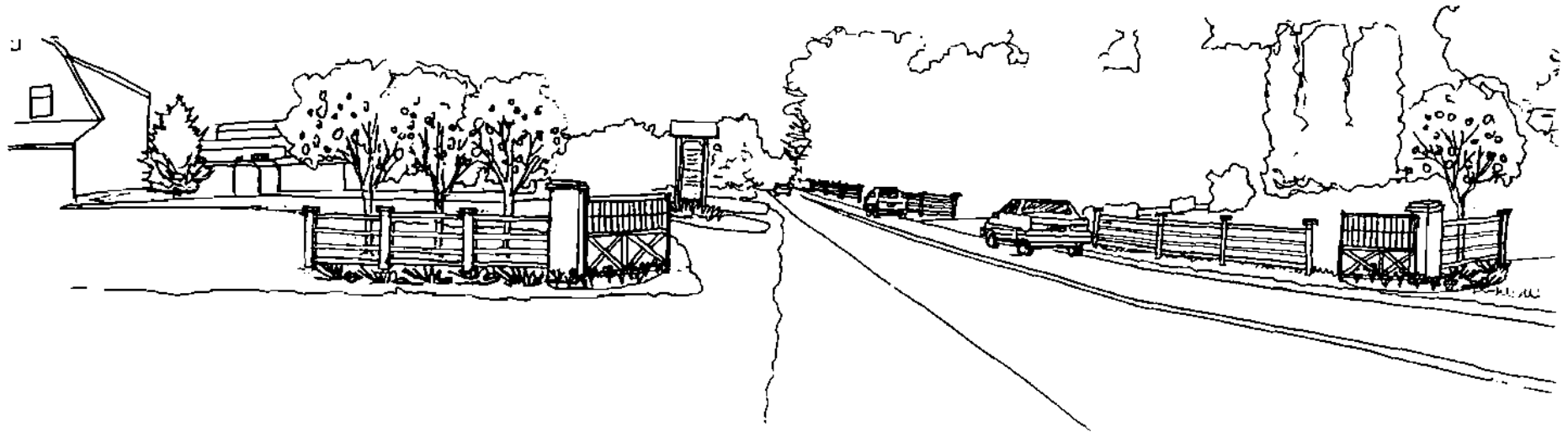
It became clear from the analysis that the Livingston Road character is rural, but lacks certain visual elements which contribute to a sense of place. It was noted that proper sign identification is needed to add a sense of place to the Historic District. The roadway is fairly nondescript and needs a unifying element to add interest. The vehicular speed along Livingston Road is relatively fast and dangerous for pedestrian safety.

Potential conceptual design solutions to these problems were then sketched to show possible future streetscape enhancements; these were presented to the Advisory Committee for an evaluation of opportunities and constraints. The graphics in the following pages are organized to show existing conditions and schematic design solutions for gateway entrances, fencing, landscaping, traffic circles and guardrails.



## Existing Gateway Conditions (beginning of historic district)

LIVINGSTON ROAD STREETSCAPE ALTERNATIVES  
BROAD CREEK, MARYLAND



**Opportunity:** Demarcates the proper beginning to the Broad Creek Historic District.

**Constraint:** Not much room for planting around proposed gateway and fence. Area on east side of road is outside of the historic district; therefore, the Advisory Committee would need permission from adjacent property owner for use of land. Existing drainage ditch would have to be graded to provide level area for east gate.

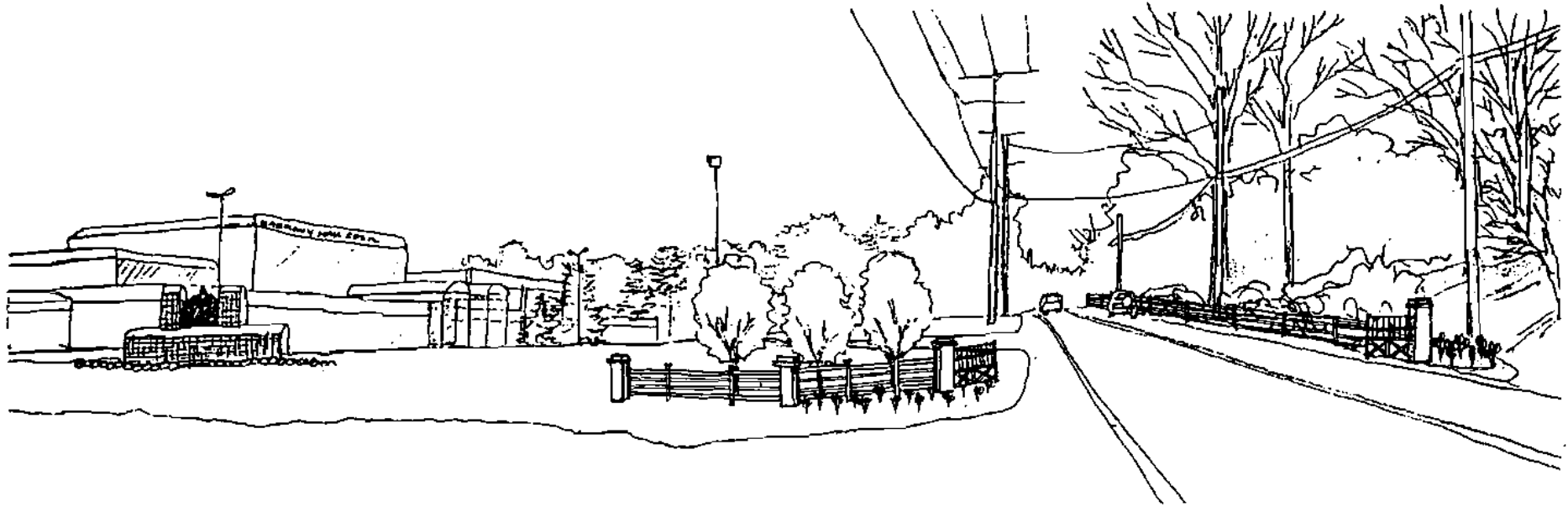
## Schematic Gateway Entrance (district edge)

LIVINGSTON ROAD STREETSCAPE ALTERNATIVES  
BROAD CREEK, MARYLAND



## Existing Gateway Conditions (inside district boundary)

LIVINGSTON ROAD STREETSCAPE ALTERNATIVES  
BROAD CREEK, MARYLAND

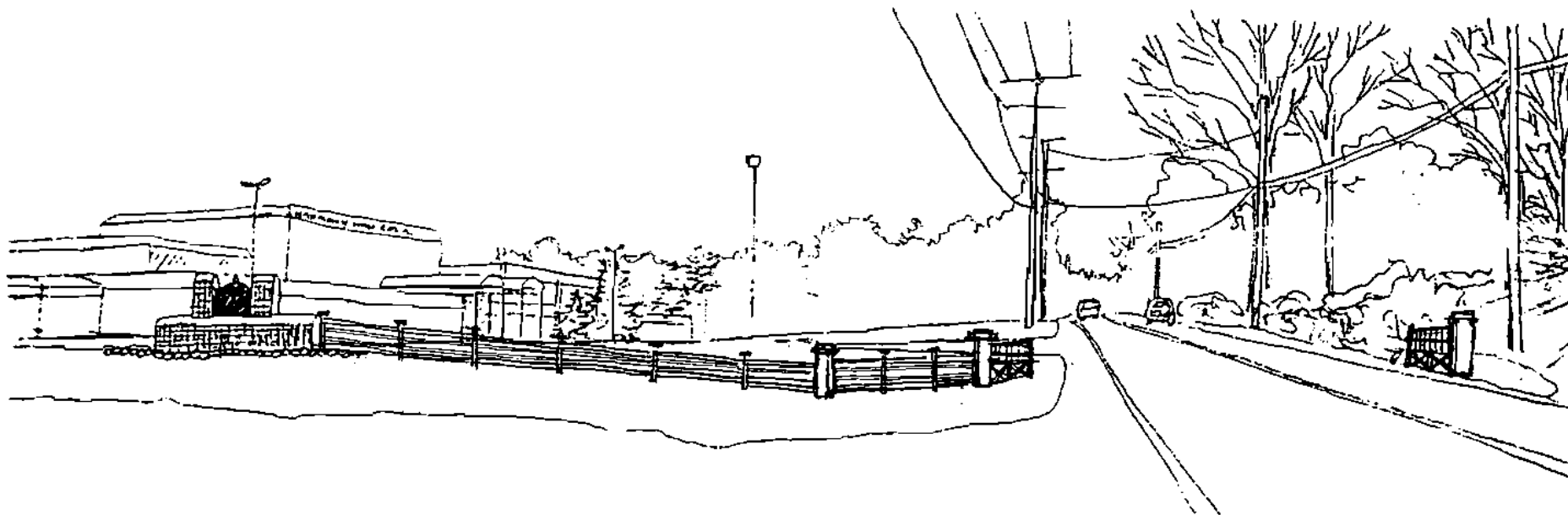


Opportunity: Large lawn area helps provide space for proposed gateway fencing. Gateway is entirely within historic district.

Constraint: Gateway entrance is physically located past the real boundary to the historic district.

## Schematic Gateway Entrance (inside district - option A)

LIVINGSTON ROAD STREETSCAPE ALTERNATIVES  
BROAD CREEK, MARYLAND



**Opportunity:** Provides visual connection to the existing historic sign which is not visible or readable from Livingston Road. Fits in with the proposed landscape plan provided by M-NCPPC Department of Parks and Recreation.

**Constraint:** The Advisory Committee would have to get approval from the adjacent property owner for use of land to install east gate.

## Schematic Gateway Entrance (inside district - option B)

LIVINGSTON ROAD STREETSCAPE ALTERNATIVES  
BROAD CREEK, MARYLAND

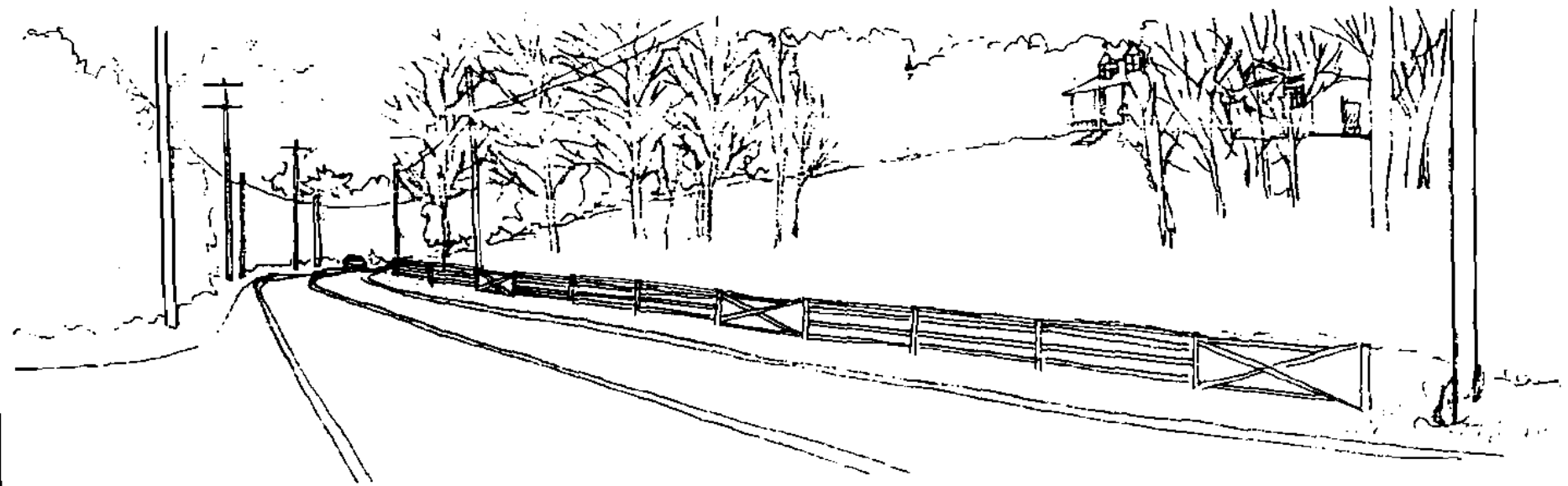


## Existing Roadway Conditions

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LIVINGSTON ROAD STREETSCAPE ALTERNATIVES  
BROAD CREEK, MARYLAND



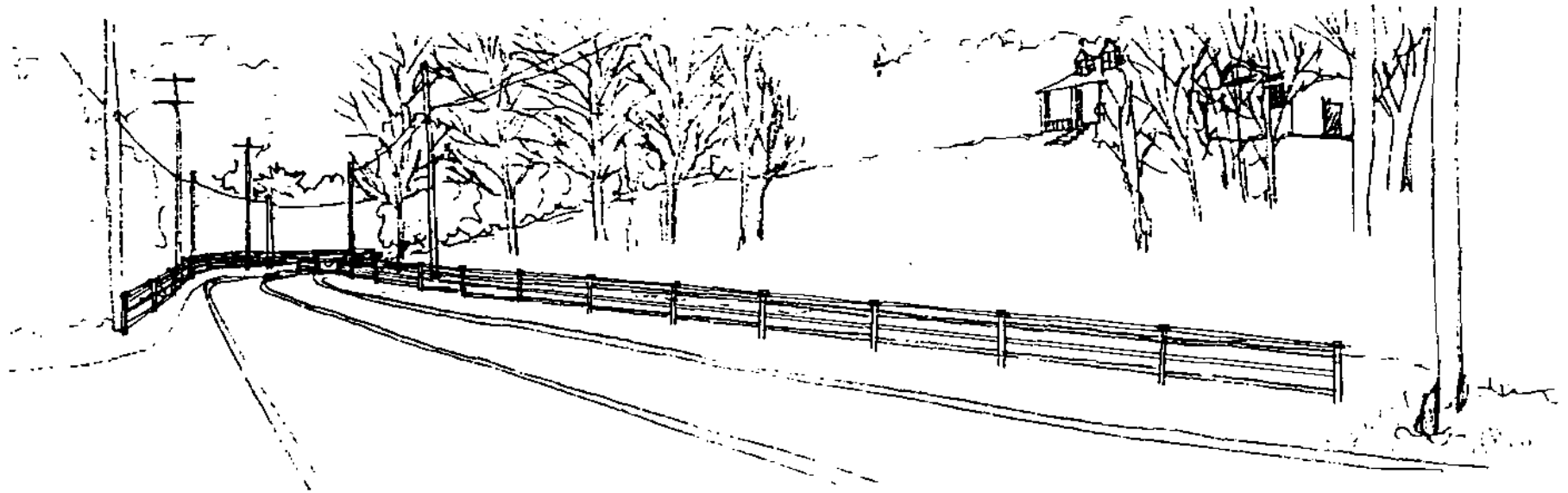


**Opportunity:** Helps provide unity and visual interest while driving down roadway. Lower construction costs because fence is only on one side of road. Can create simple fence design that is pleasing to the eye while keeping rural character.

**Constraint:** Fence must be placed outside the right-of-way and on private property; therefore, the Advisory Committee must get approval from adjacent land owner.

## Schematic Fencing (one side of roadway - option A)

LIVINGSTON ROAD STREETSCAPE ALTERNATIVES  
BROAD CREEK, MARYLAND



**Opportunity:** Helps create visual unity along open roadway edges. Simple fence design keeps the rural character of the historic district.

**Constraint:** Must be placed outside of existing right-of-way on private property; therefore, the Advisory Committee must get approval from adjacent land owner. Because the road width is narrow, the fence placement may create an illusion of closure or a tunnel appearance.

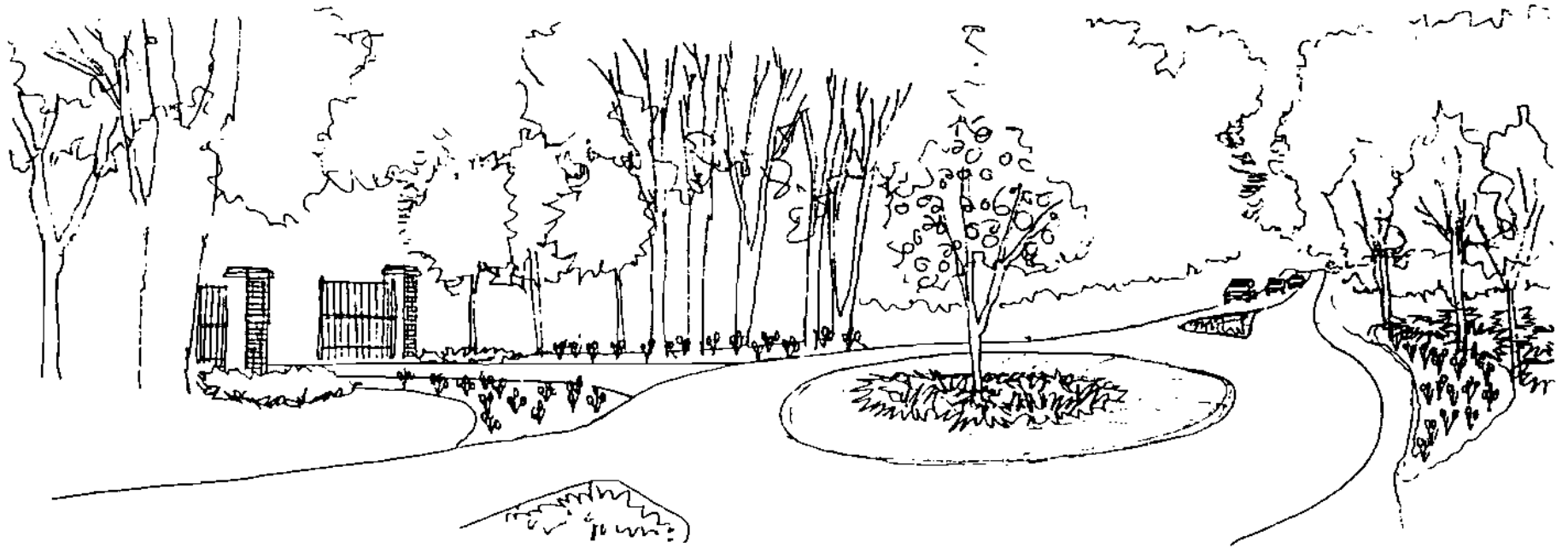
## Schematic Fencing (both sides of roadway - option B)

LIVINGSTON ROAD STREETSCAPE ALTERNATIVES  
BROAD CREEK, MARYLAND



## Existing Roadway Conditions at WSSC Driveway

LIVINGSTON ROAD STREETSCAPE ALTERNATIVES  
BROAD CREEK, MARYLAND

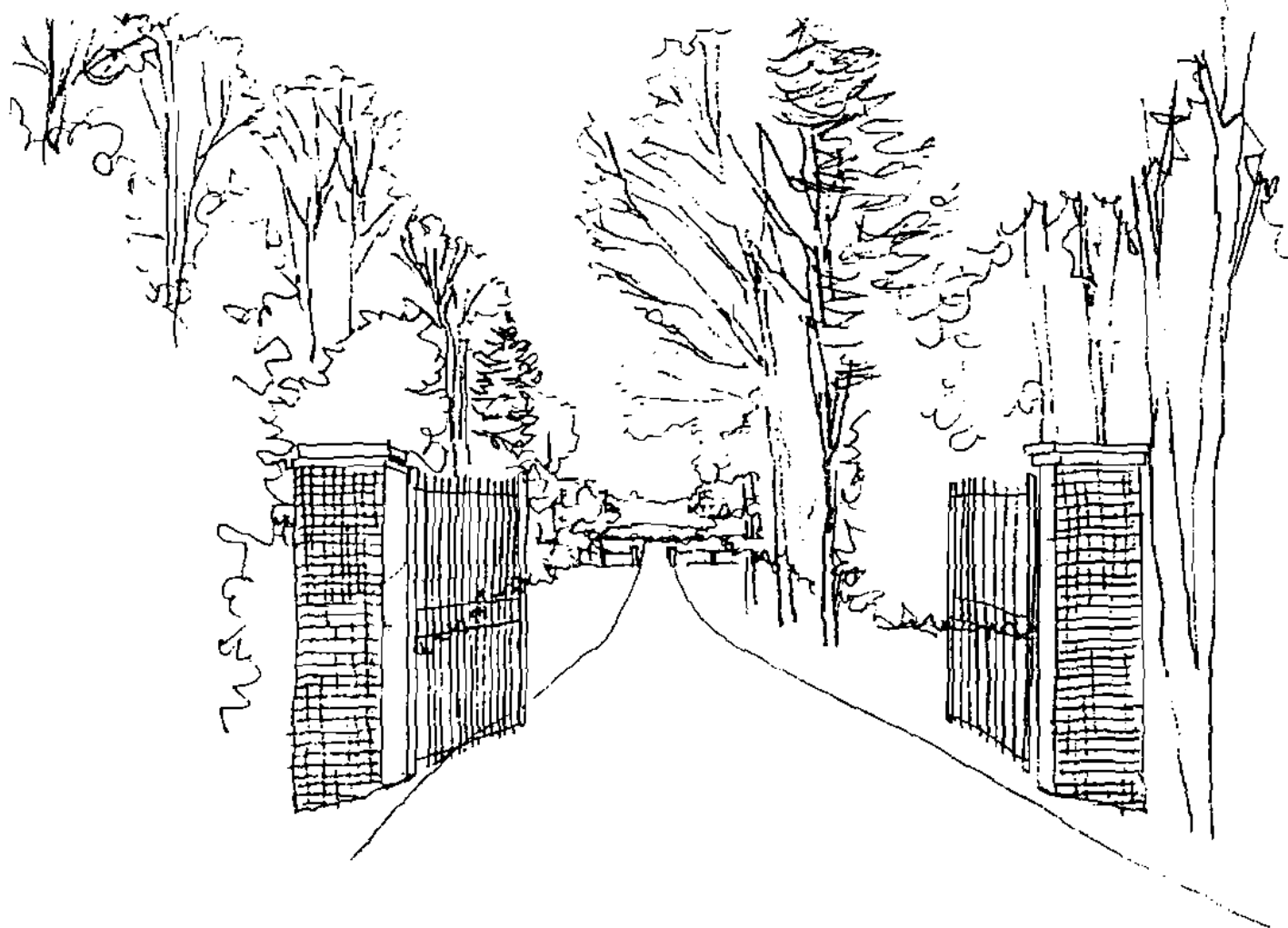


**Opportunity:** Will help to slow traffic speed through district. Can be used as a pleasing landscape feature or historic sign marker location.

**Constraint:** May be a long process to get funding and approval from DPW&T to install traffic circles. Circles must be placed where speed problem is highest; therefore, they may not be placed at desired scenic points along the road. Traffic circles can be placed approximately 600' - 800' apart for traffic management. The Livingston Road streetscape would need a total of five traffic circles, or a combination of speed bumps or speed humps to reduce vehicular speed.

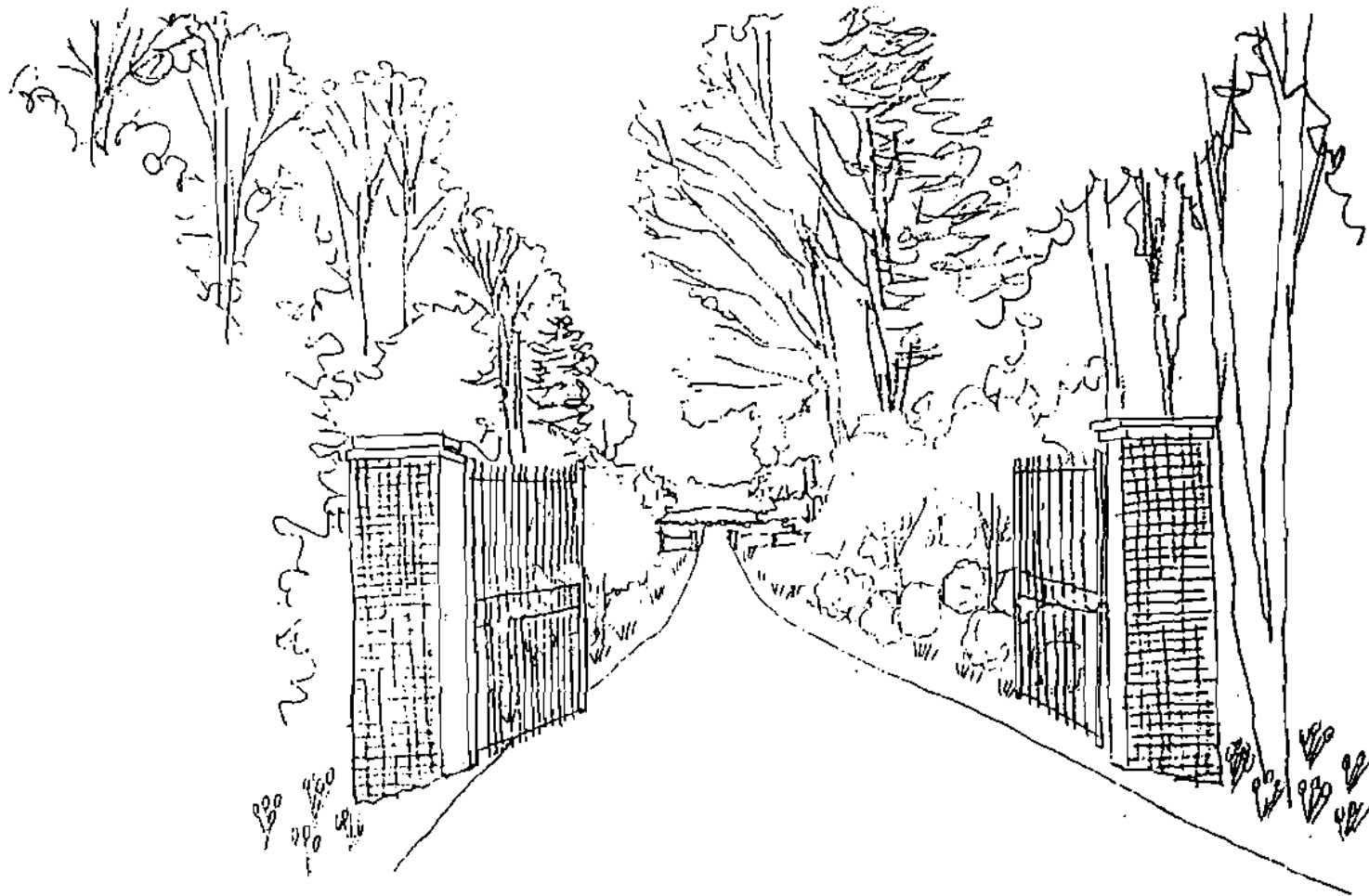
## **Schematic Traffic Circle at WSSC Driveway**

**LIVINGSTON ROAD STREETScape ALTERNATIVES  
BROAD CREEK, MARYLAND**



## Existing Viewshed Conditions — WSSC Driveway

LIVINGSTON ROAD STREETSCAPE ALTERNATIVES  
BROAD CREEK, MARYLAND



**Opportunity:** Additional plantings will help to frame the view to the Broad Creek, creating a focal vista to the water.

**Constraint:** Will have to ask permission from WSSC to add plantings to its property. WSSC would have to maintain the additional plantings.

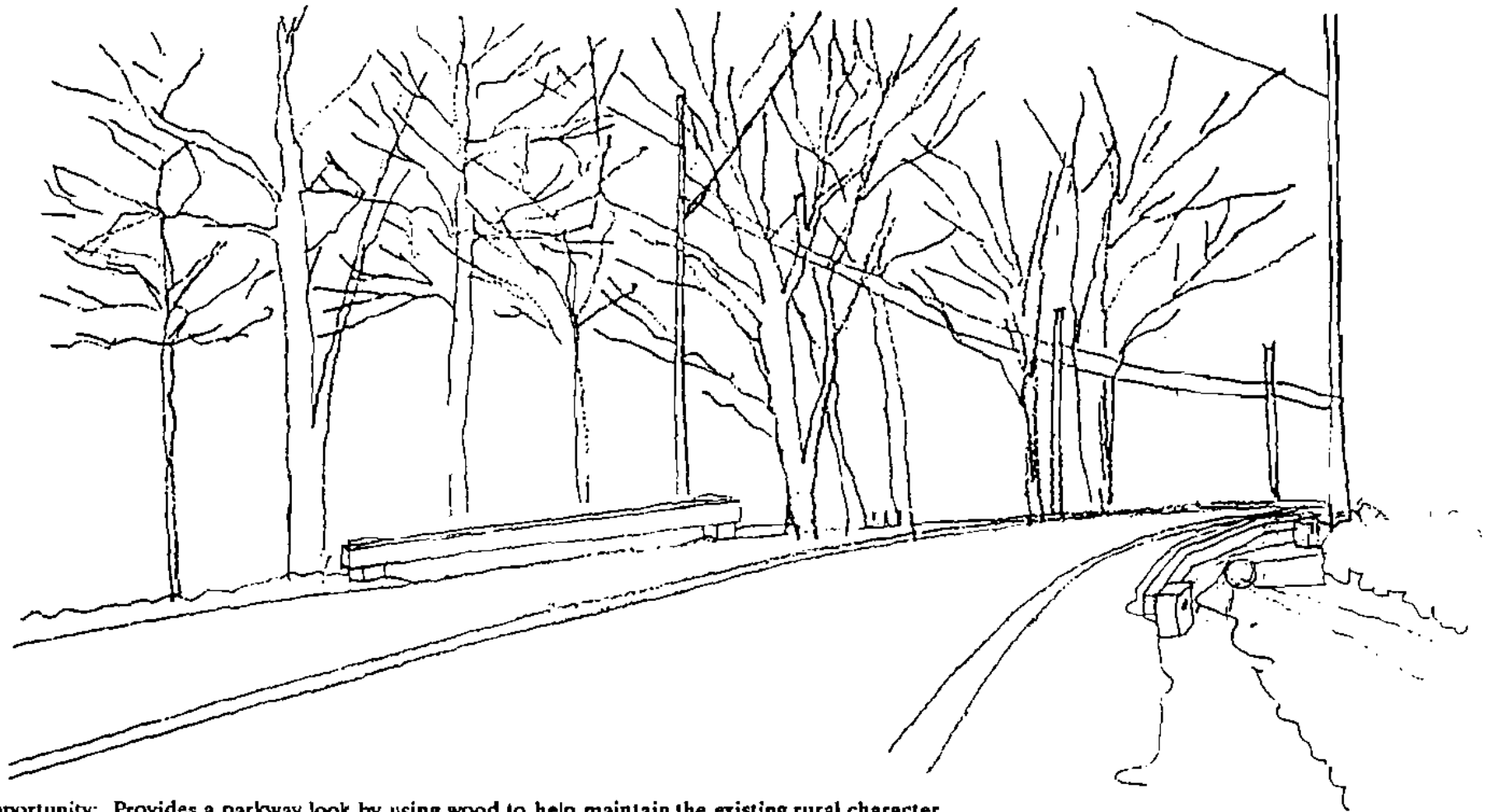
## Schematic Viewshed Plantings – WSSC Driveway

LIVINGSTON ROAD STREETScape ALTERNATIVES  
BROAD CREEK, MARYLAND



## Existing Concrete Guard Wall Conditions

LIVINGSTON ROAD STREETScape ALTERNATIVES  
BROAD CREEK, MARYLAND



**Opportunity:** Provides a parkway look by using wood to help maintain the existing rural character.

**Constraint:** Existing topography may limit the ability to install this type of railing. May be difficult to get approval for this design because it currently is not an option in the DPW&T road standards. Wood guard-rail would have to be maintained or repaired if broken. This design proposes to remove the existing hazard signage to maintain the rural character of the streetscape; however, the Advisory Committee would need the approval of DPW&T.

## Schematic Wood or Cor-ten Guardrail

LIVINGSTON ROAD STREETScape ALTERNATIVES  
BROAD CREEK, MARYLAND



### III. GENERATING POTENTIAL SOLUTIONS (MEETING 3)

---

#### *Streetscape Guidelines, Details and Specifications*

Following the Broad Creek Historic District Advisory Committee's review of the design concepts illustrated in the previous section, the next meeting reviewed illustrative details for each of the concepts: gateway entrances, fences, traffic circles, guardrails, brick walls and landscape material for streetscape enhancement.

#### Gateway Entrances

There are three entrance areas to the Broad Creek Historic District. The south entrance is located at the intersection of Livingston Road and Fort Washington Road, and the north entrance is at the intersection of Livingston Road and Old Fort Road. The third entrance is located at the intersection of Broad Creek Church Road and Oxon Hill Road. All three entrances have existing, small historic signs which are not highly visible from Livingston Road. In order to make these entrances more important, three designs were produced. Each entrance area was treated uniformly regarding gateway design elements. Each design contains similar elements, column supports and gate-style variations. Several conceptual layouts were created. They include two layouts for single-gate entrances, one layout using a double-gate

entrance, and detail specifications for the three designs.

#### Fences

The Broad Creek Historic District Advisory Committee selected three options for fencing along Livingston Road to maintain the rural character: a Paddock fence (four-board, four feet high), the Cross Buck fence and the Split Rail fence. In addition, since several residential yards are located close to the roadway, a residential picket fence design was suggested. The fencing designs listed above are shown in this section.

The fencing concept suggests that as existing fencing throughout the district becomes worn and damaged, new replacement fencing should be wooden, as shown in the Streetscape Guidelines, Details and Specifications drawings. Wooden fences can be stained or painted gray or brown, or left natural to give a rural look to the Livingston Road streetscape.

### Traffic Circles

The question of reducing traffic and vehicle speed has been a great concern of the Broad Creek Historic District residents. As a result of the visioning process, three potential solutions were discussed as design alternatives: traffic circles, speed bumps and speed humps. Of these ideas, traffic circles were most favored as a possible solution to reducing the speed of traffic on Livingston Road. This section includes three alternatives for traffic circle designs which were produced with the critique and collaborative efforts of the Department of Public Works and Transportation (DPW&T).

The Broad Creek Historic District Advisory Committee anticipates making a request to DPW&T to conduct a traffic management study to determine if traffic circles are a possible solution to the problems along Livingston Road, and then determine where they should be placed. The traffic circle sketches are not drawn to scale, but are schematic in concept, and are merely provided to suggest types, dimensions and locations for traffic management methods for

DPW&T. The district residents would like DPW&T to take their suggestions into consideration for final determination of traffic solutions along Livingston Road. It is the wish of the local residents and Advisory Committee to minimize additional pavement as well as the total number<sup>1</sup> of proposed traffic circles. The main focus within the district is to maintain the existing rural character of Livingston Road.

### Guardrails

Currently, there are several places along Livingston Road that have steel guardrails. The Broad Creek Historic District Advisory Committee would like to replace the guardrails with a wood face/wood post guardrail. However, wood is not a material currently used by DPW&T. Therefore, an alternative Cor-ten metal and wood post guardrail design was suggested as more compatible with a rural setting. The Cor-ten guardrail is used along Federal and State roads for a park-like character. The wooden posts help blend the guardrail into the surrounding landscape

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<sup>1</sup> The DPW&T recommends spacing traffic circles approximately 600-800 feet apart to control vehicular speed. Hence, Livingston Road would require approximately five traffic circles and/or a combination of speed bumps or humps. DPW&T is currently rewriting the department's standards for traffic management and will have more information at a later date.

or woodland background. In addition, the Cor-ten metal rusts as it weathers so that the metal softens to a natural brown color. According to the *Design Guidelines and Standards for Scenic and Historic Roads*<sup>2</sup>, Cor-ten is an acceptable substitute for the standard steel used in guardrails. However, this type of guardrail is not a standard used by the DPW&T. This design type must be specifically requested by the Advisory Committee and district residents before DPW&T can consider it for replacement.

#### Brick Walls

The St. John's Church property blends into the existing streetscape character of Livingston Road. In order to help give identity to the church property, a brick wall has been suggested. The design concept shows a low wall measuring 3-1/2 feet in height by 16 inches in width, with a running bond pattern on the face and a custom-made, dome-shaped brick cap. The ends of the wall would taper to a height of 2-1/2 feet.

Currently, the driveway to the Rectory is located off of Livingston Road. Future church plans tentatively propose relocating the existing driveway to the rear of the building, off of Broad Creek Church Road, to allow for the addition of the low brick wall along

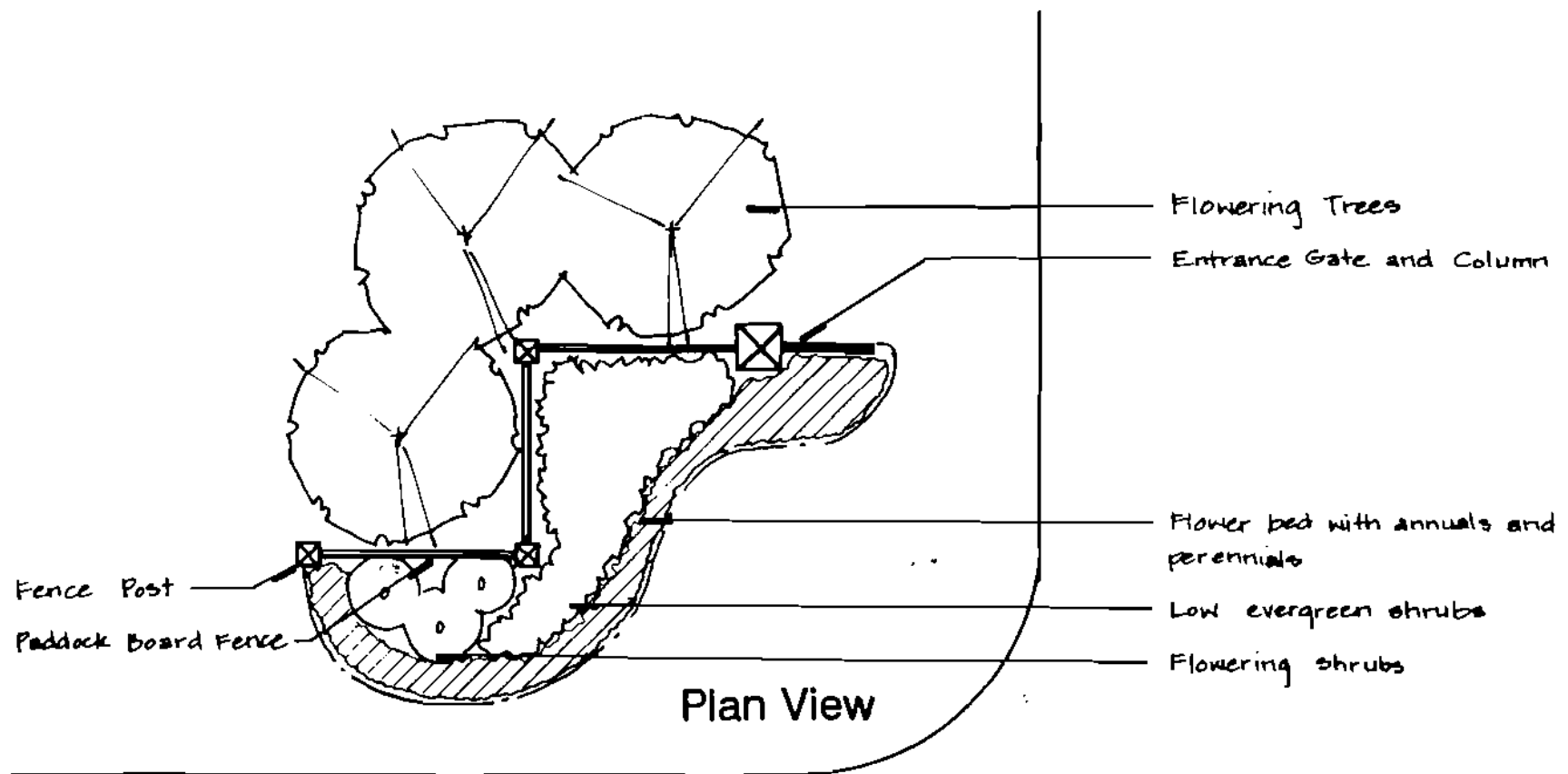
Livingston Road. In addition to providing a dignified and aesthetically pleasing property demarkation for the church, the wall would contribute to the Livingston Road Streetscape. It could eventually include new signage for St. John's Church.

#### Landscape Material

The streetscape character and viewsheds along Livingston Road can be enhanced by adding native plant material. A number of native plants and wildflowers such as dogwoods, azaleas, rhododendrons, mountain laurel, black-eyed susan and daylily are widely available and can naturalize easily within the Broad Creek Historic District streetscape. A detailed description of suggested plant material native to Maryland is included in the Appendix entitled Plant Suggestions. This Appendix provides a selected list of plants for flowering trees, evergreen shrubs, flowering shrubs and perennial flowers. In addition, several nursery sources are listed as well as a brief discussion on wetland plantings.

---

<sup>2</sup> *Design Guidelines and Standards for Scenic and Historic Roads*, Prince George's County Department of Public Works and Transportation, June 1994.



## Gateway Entrance Layout A

Single Gate and Column with Paddock Board Fence

Site Plan Detail No. 5

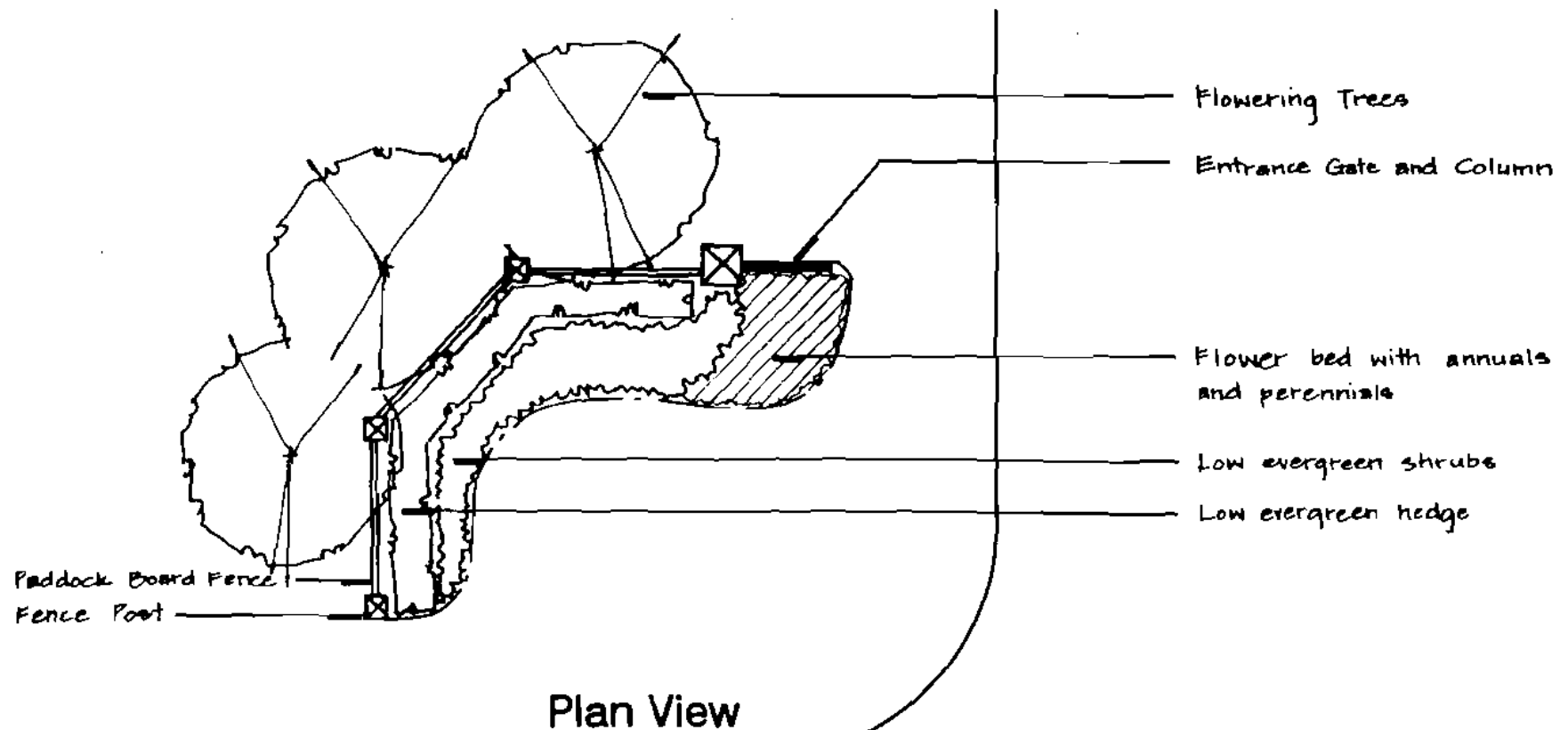


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**LIVINGSTON ROAD STREETSCAPE ALTERNATIVES**  
**BROAD CREEK, MARYLAND**

SCALE: None  
DATE: 6-95  
PROJ. NO: P-513  
DRAWN BY: BJI  
RELEASED:

SHEET NO.:



## Gateway Entrance Layout B

Single Gate and Column with Paddock Board Fence

Site Plan Detail No. 6

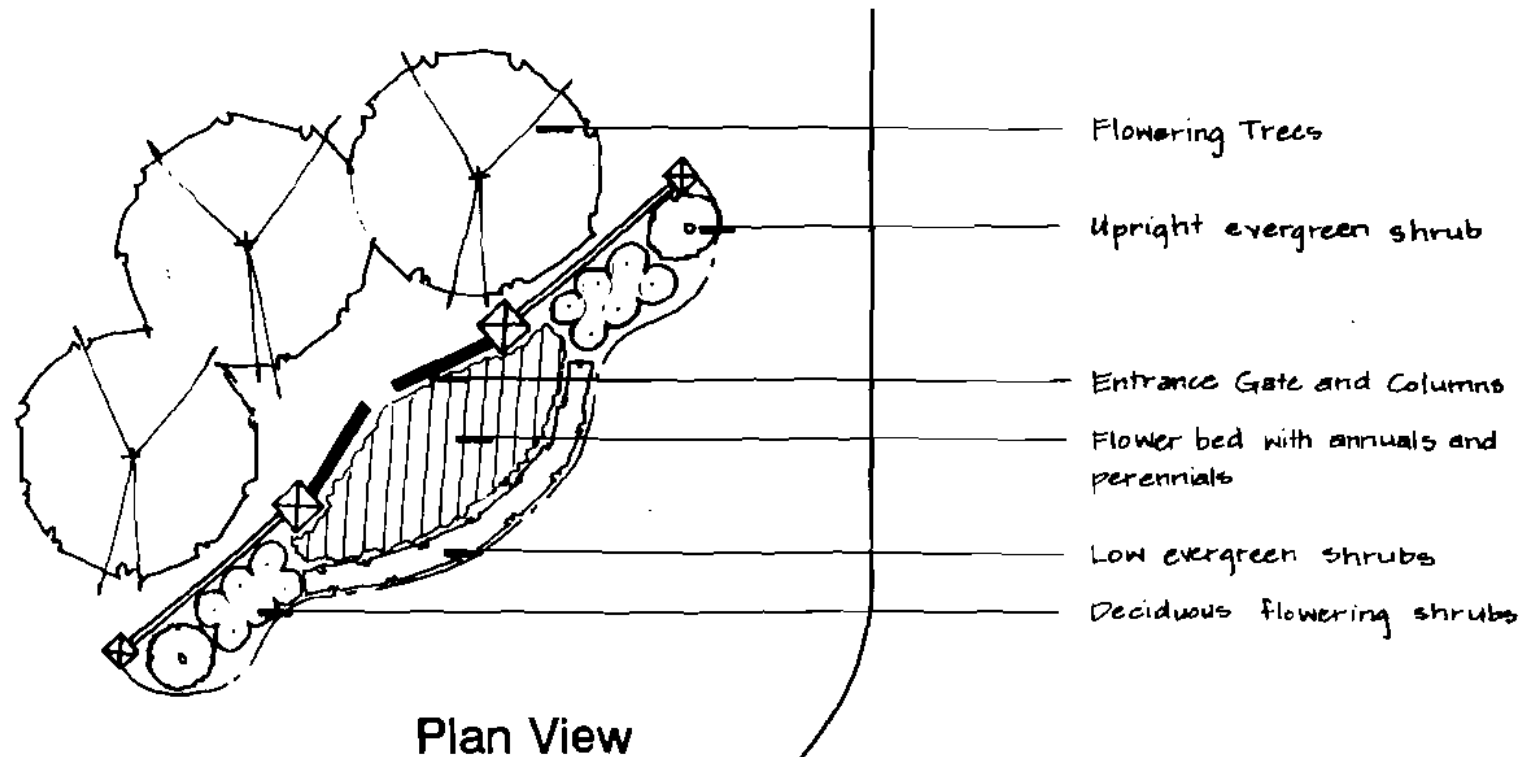


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**LIVINGSTON ROAD STREETSCAPE ALTERNATIVES**  
**BROAD CREEK, MARYLAND**

SCALE: None  
DATE: 6-95  
PROJ. NO: P-518  
DRAWN BY: BJI  
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## Gateway Entrance Layout C

Double Gate and Columns with Paddock Board Fence

Site Plan Detail No. 7

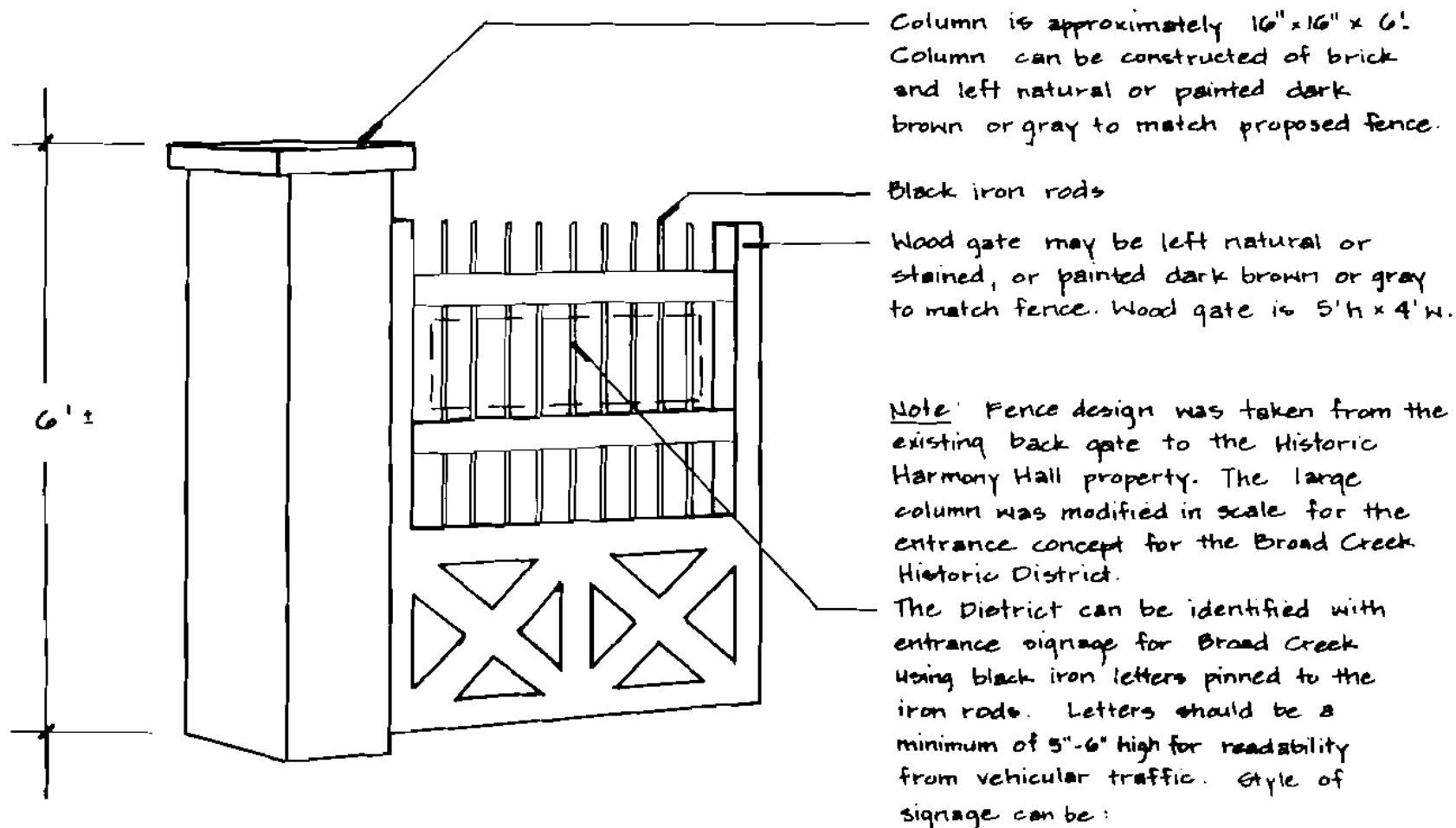



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**LIVINGSTON ROAD STREETSCAPE ALTERNATIVES**  
**BROAD CREEK, MARYLAND**

SCALE: None  
DATE: 6-95  
PROJ. NO: P-513  
DRAWN BY: BJI  
RELEASED:

SHEET NO.:



LeGriffe: 

Victorian: 

Zopf Chancery: 

## Gateway Entrance Detail A

Site Plan Detail No. 8

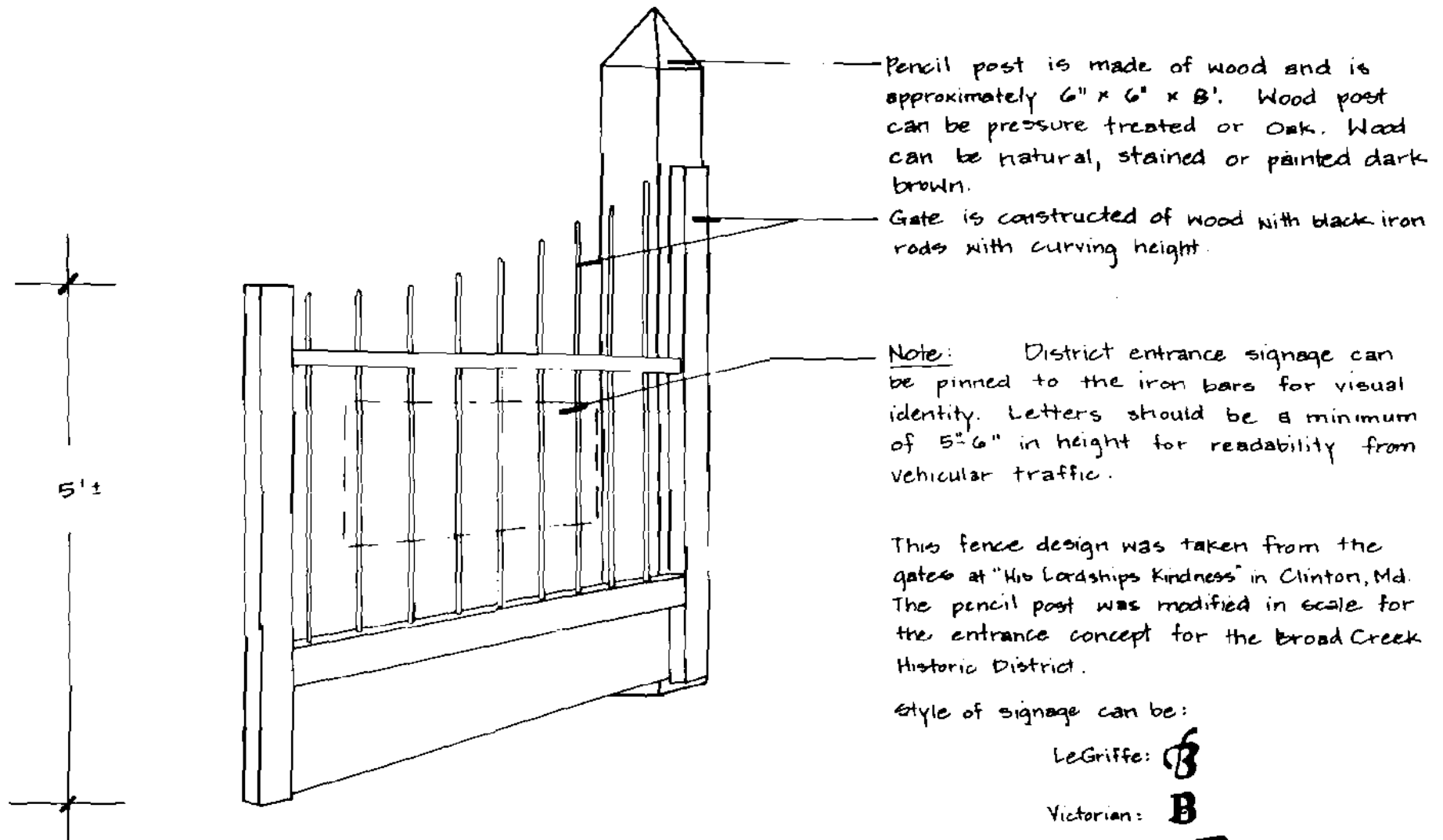


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**LIVINGSTON ROAD STREETSCAPE ALTERNATIVES**  
BROAD CREEK, MARYLAND

SCALE: None
DATE: 6-95
PROJ. NO: P-513
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RELEASED:

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## Gateway Entrance Detail B

Site Plan Detail No. 10



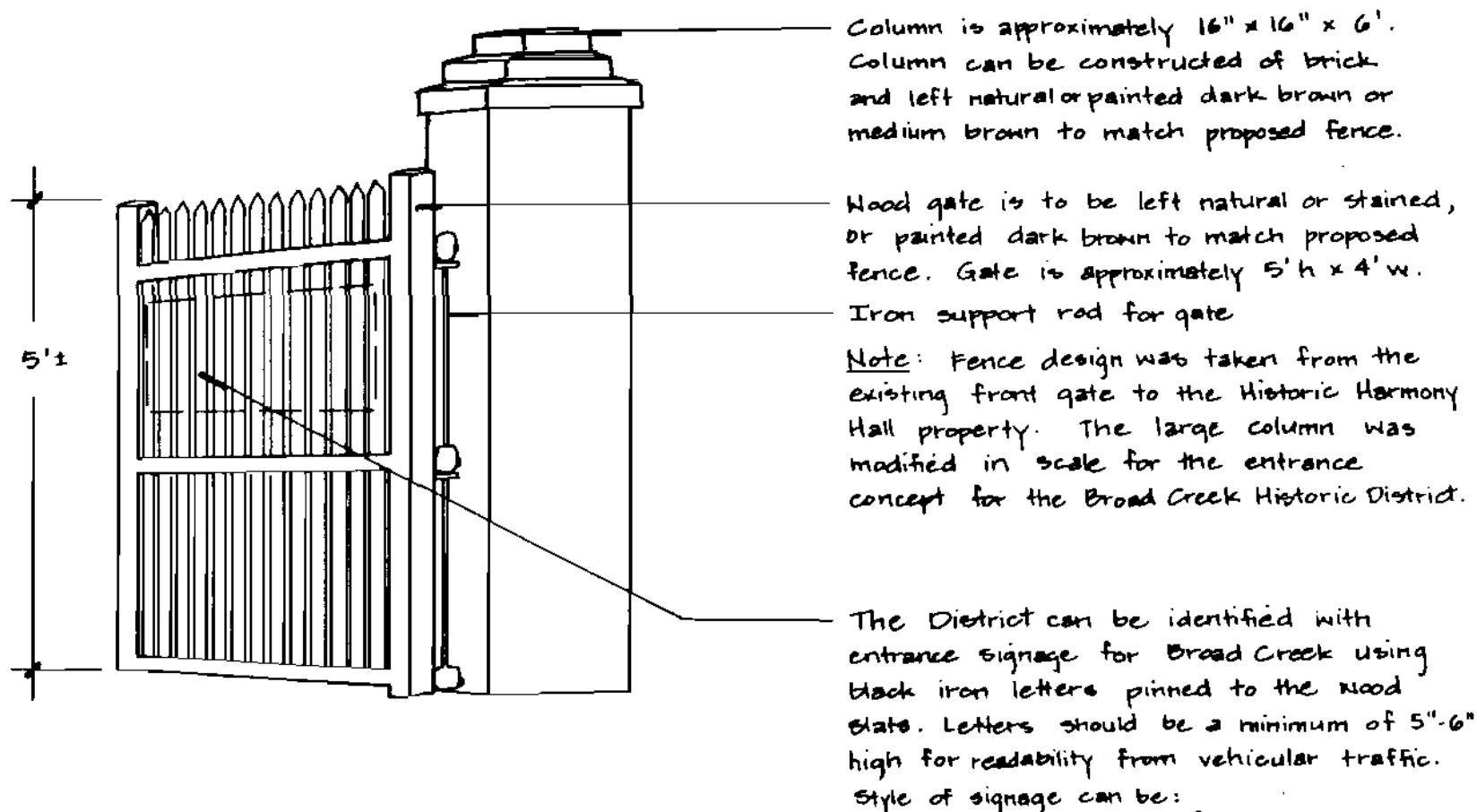
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**LIVINGSTON ROAD STREETSCAPE ALTERNATIVES**  
**BROAD CREEK, MARYLAND**

SCALE: None  
DATE: 8-6-99  
PROJ. NO: P-518  
DRAWN BY: BJT  
RELEASED:

SHEET NO.:





LeGriffe:

Victorian:

Zopf Chancery:

## Gateway Entrance Detail C

Site Plan Detail No. 9

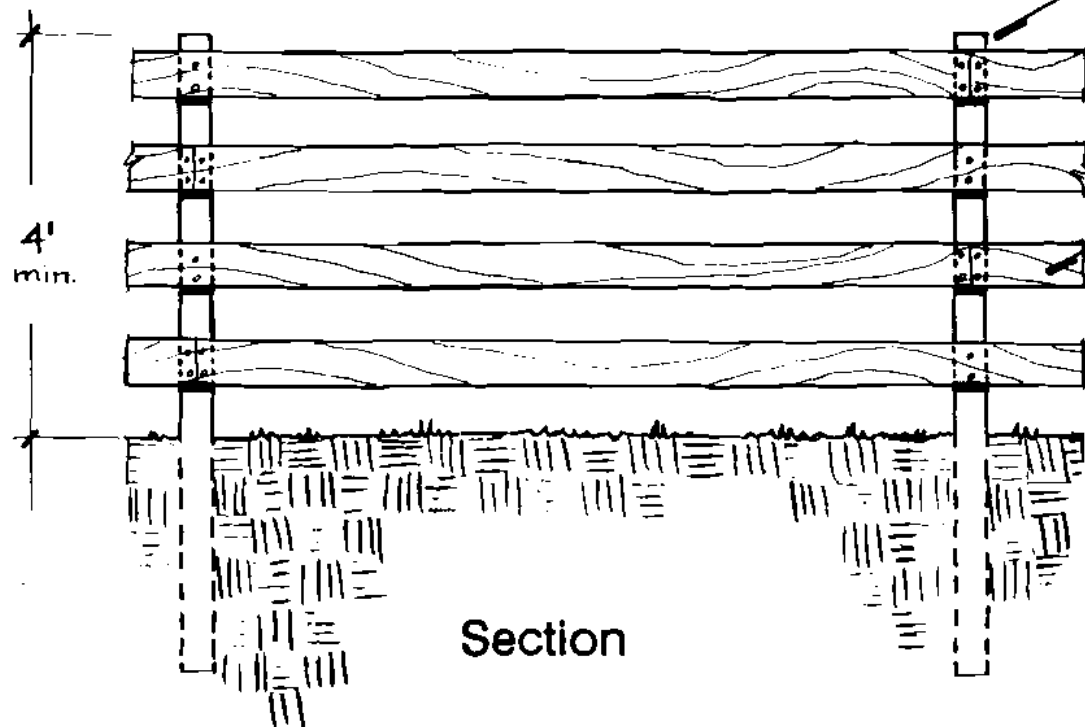
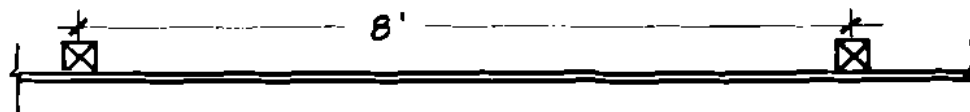


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**LIVINGSTON ROAD STREETSCAPE ALTERNATIVES**  
**BROAD CREEK, MARYLAND**

SCALE: None  
DATE: 6-75  
PROJ. NO: P-513  
DRAWN BY: BJI  
RELEASED:

SHEET NO.:



Posts are made of hardwood and are 3" x 6" x 7'. Posts are set approximately 33" into the ground and should be pressure treated to protect from rotting.

Boards are made of hardwood or treated wood and are 1" x 6" x 16'.

Color of boards can be natural, painted dark brown for a rural character or stained gray.

## Paddock Board Fence Detail

Site Plan Detail No. 1

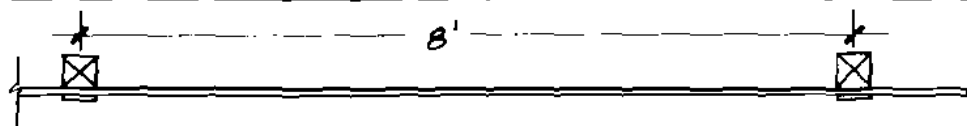


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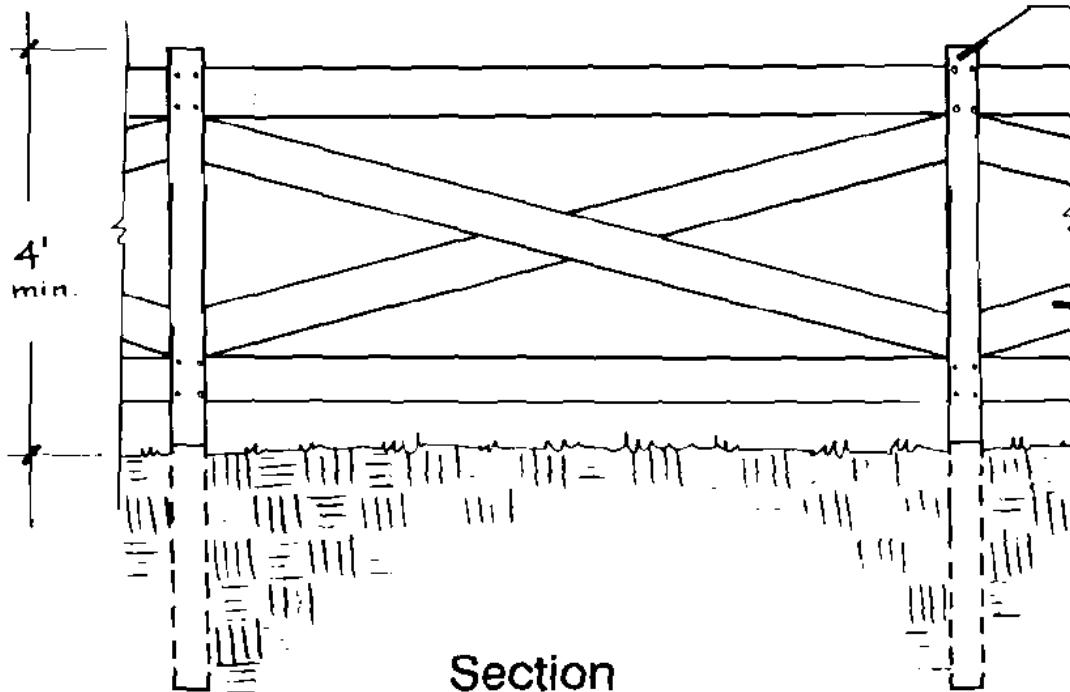
**LIVINGSTON ROAD STREETScape ALTERNATIVES**  
BROAD CREEK, MARYLAND

SCALE: None  
DATE: 5-95  
PROJ. NO: P-518  
DRAWN BY: B-11  
RELEASED:

SHEET NO.:



Plan View



Section

Posts are made of hardwood and are 3" x 6" x 7'. Posts are set approximately 33" into the ground. Posts are to be faced with hardwood or pressure treated wood to match fence boards. Posts should be pressure treated to protect from rotting.

Boards are made of Oak or pressure treated wood and are 1" x 6" x 8'.

Style of boards can be 1, 2 or 3 boards below crossbuck design, but to allow for an open look, only one is suggested.\*

Color of boards can be natural, painted dark brown for a rural character or stained gray.

\* Height of fence varies depending on # of boards used in selected style.

## Crossbuck Fence Detail

Site Plan Detail No. 2

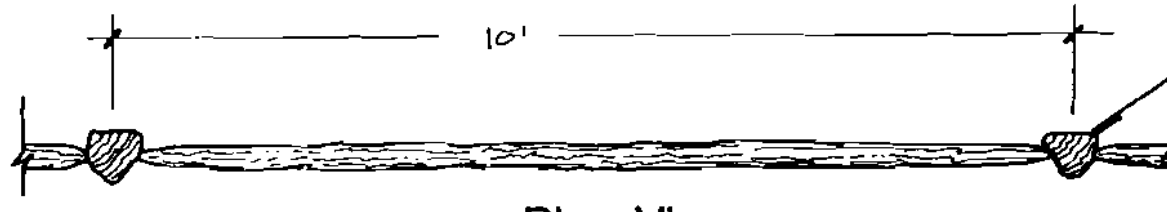


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**LIVINGSTON ROAD STREETSCAPE ALTERNATIVES**  
**BROAD CREEK, MARYLAND**

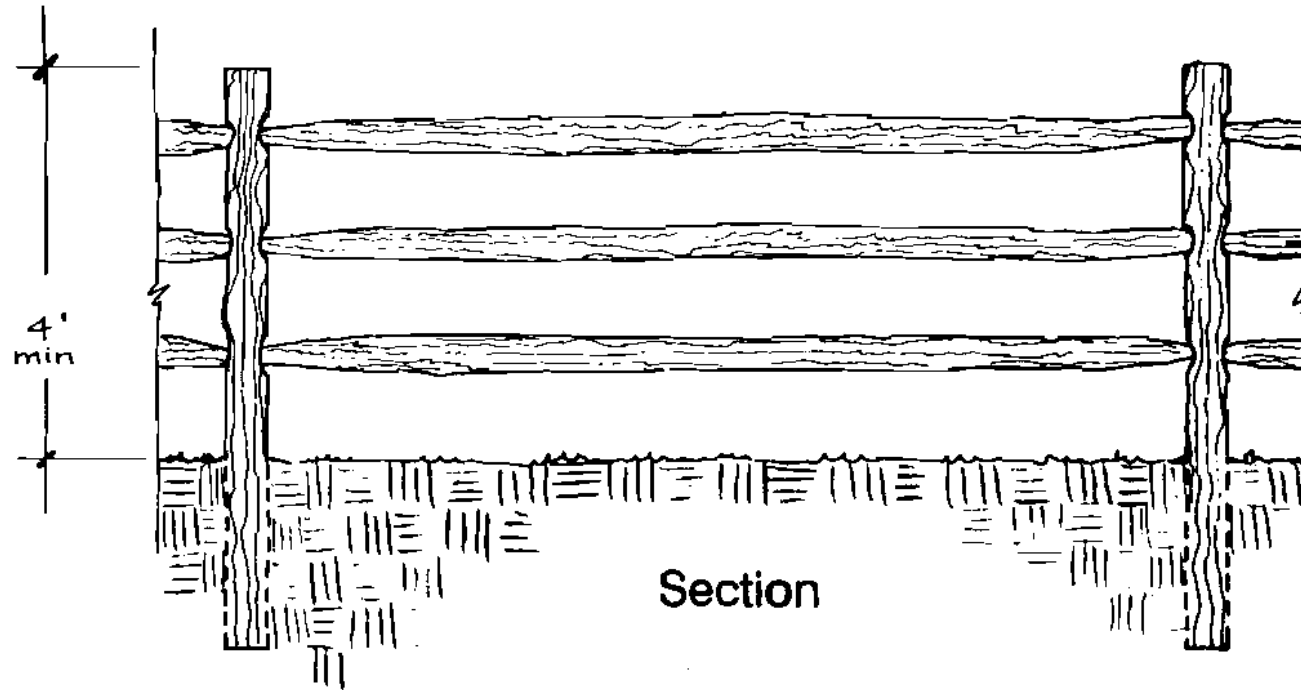
SCALE: None
DWE: 5-95
PROJ. NO: P-513
DRAWN BY: BJI
RELEASED

SHEET NO. 1



Plan View

Posts are made of hardwood and are 3" x 6" x 7'. Posts are set into ground 30" - 33" deep and should be pressure treated to protect from rotting.



Section

Rails are made of Hemlock and are 11' in length to allow for 6" overlap inside post.

Style of rails can be 3 or 4 rails high.\*

Color of rails should be left natural so they can weather for a rustic look.

\* Height of fence varies depending on # of boards used in selected style.

## Split Rail Fence Detail

Site Plan Detail No. 3

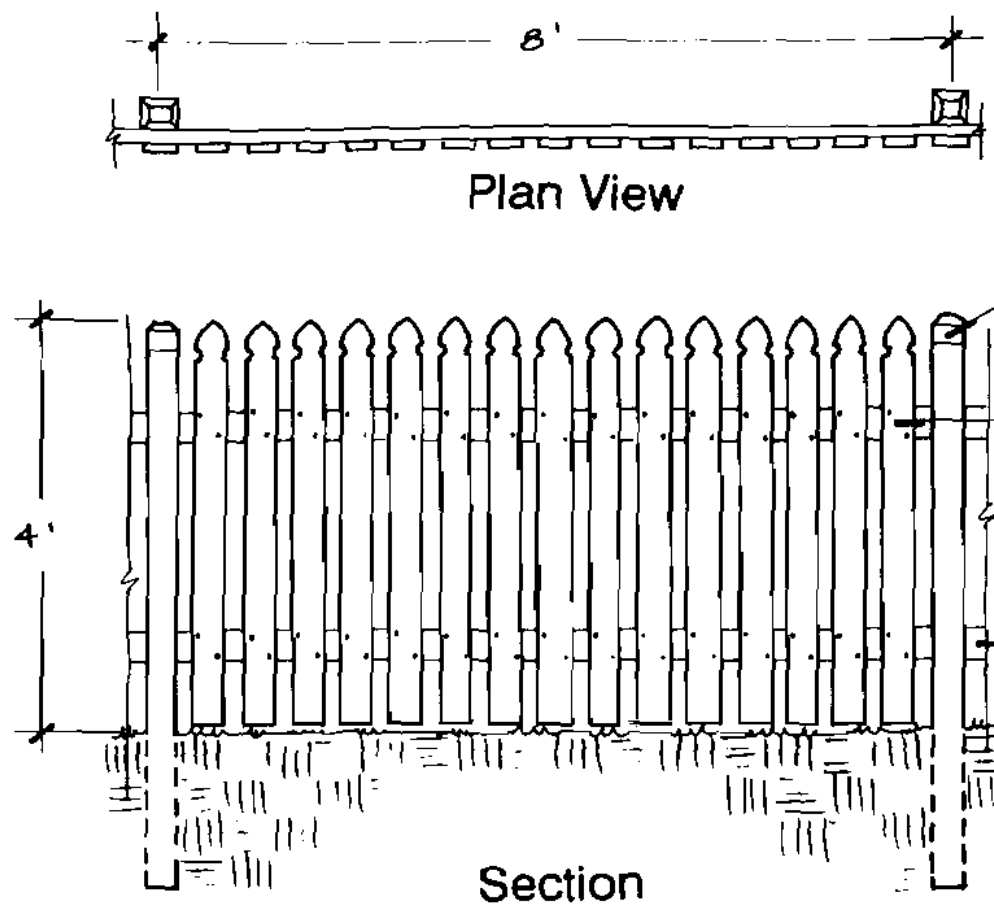


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**LIVINGSTON ROAD STREETSCAPE ALTERNATIVES**  
BROAD CREEK, MARYLAND

SCALE: None  
DATE: 5-95  
PROJ. NO.: P-513  
DRAWN BY: BJI  
RELEASED:

SHEET NO.:



Plan View

Section

Posts are made of Oak or pressure treated wood and are 4" x 4" x 7'. Posts are set approximately 33" into the ground.

Pickets are made of Oak or pressure treated wood and are 1" x 2" x 4', and are nailed into horizontal boards for support.

Boards are made of Oak or pressure treated wood and are 2" x 4" x 8'.

Style of boards can be: rounded on top, gothic (M), or dogeared (W).

Color of fence is to be natural or can be painted dark brown. If fence is located away from Livingston Road and behind or alongside of residential homes, fence can be white with approval of district committee.

Note: This fence can be used to replace the existing chain link fence along residential properties.

## Colonial Gothic Picket Fence Detail

Site Plan Detail No. 4

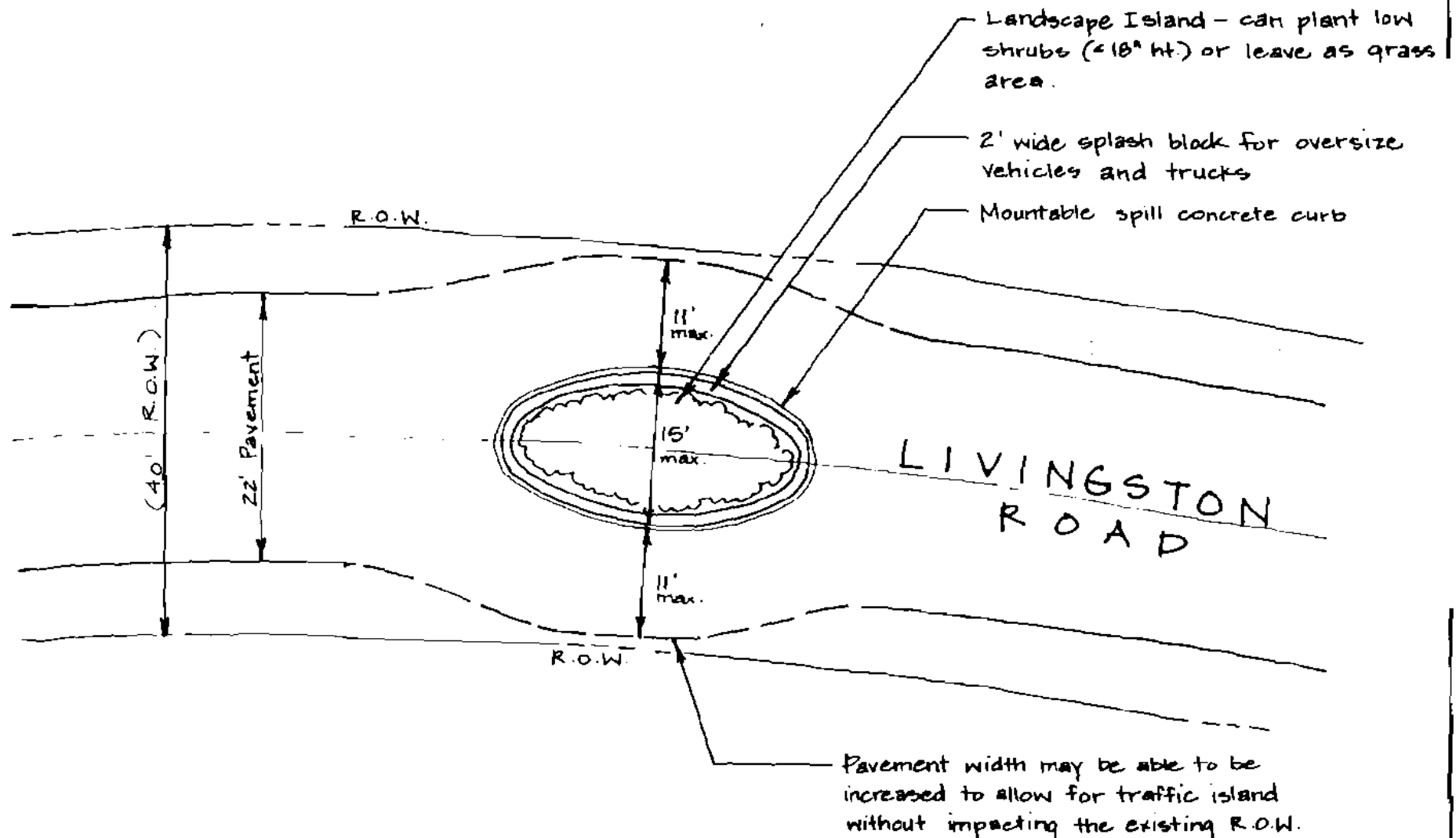


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BROAD CREEK, MARYLAND

SCALE: None  
DATE: 5-95  
PROJ. NO: P-513  
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## Traffic Circle Concept A

Site Plan Detail No. 11

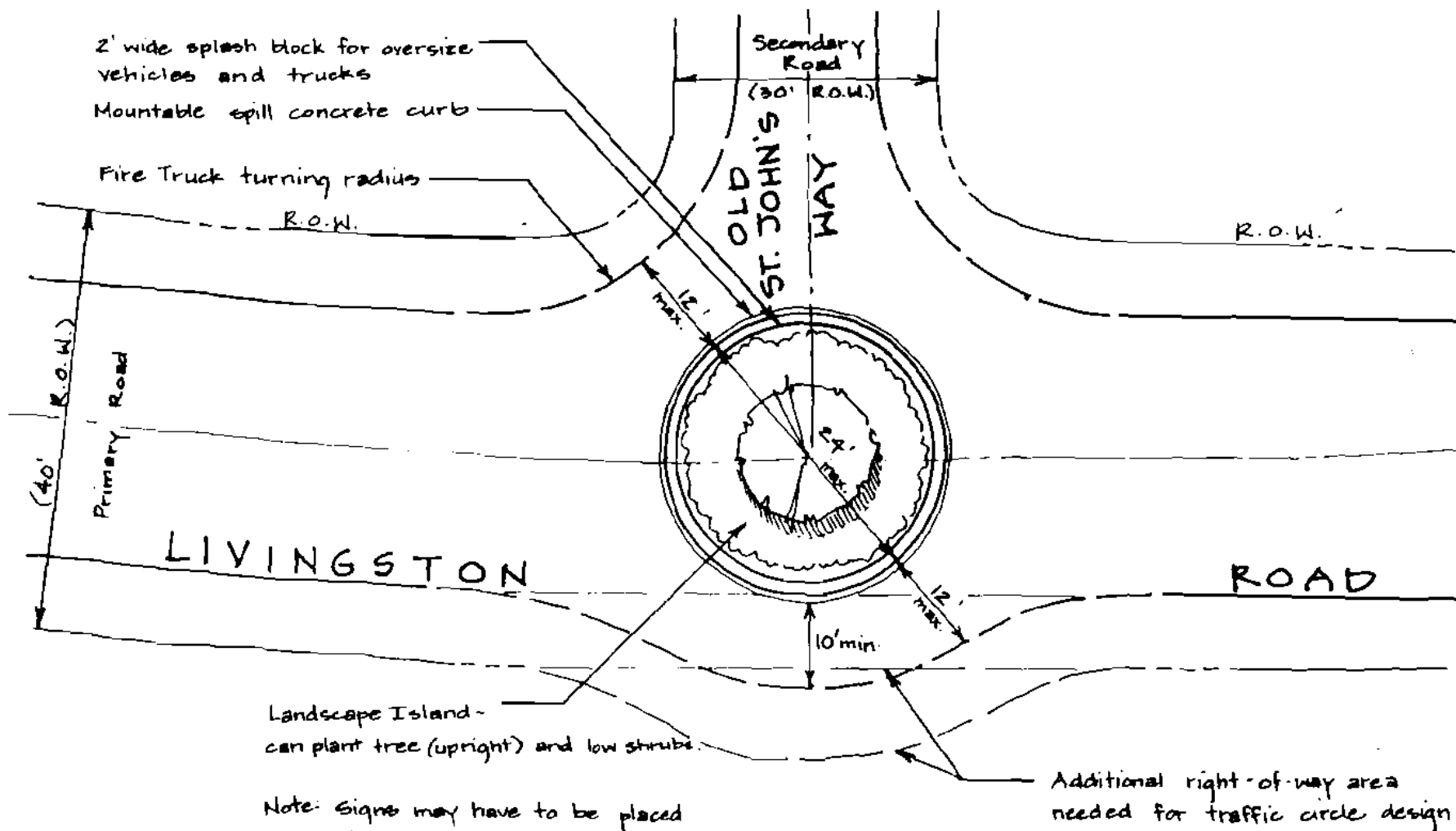


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**LIVINGSTON ROAD STREETSCAPE ALTERNATIVES**  
BROAD CREEK, MARYLAND

SCALE: None  
DATE: 5-75  
PROJ. NO: P-513  
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## Traffic Circle Concept B

Site Plan Detail No. 12

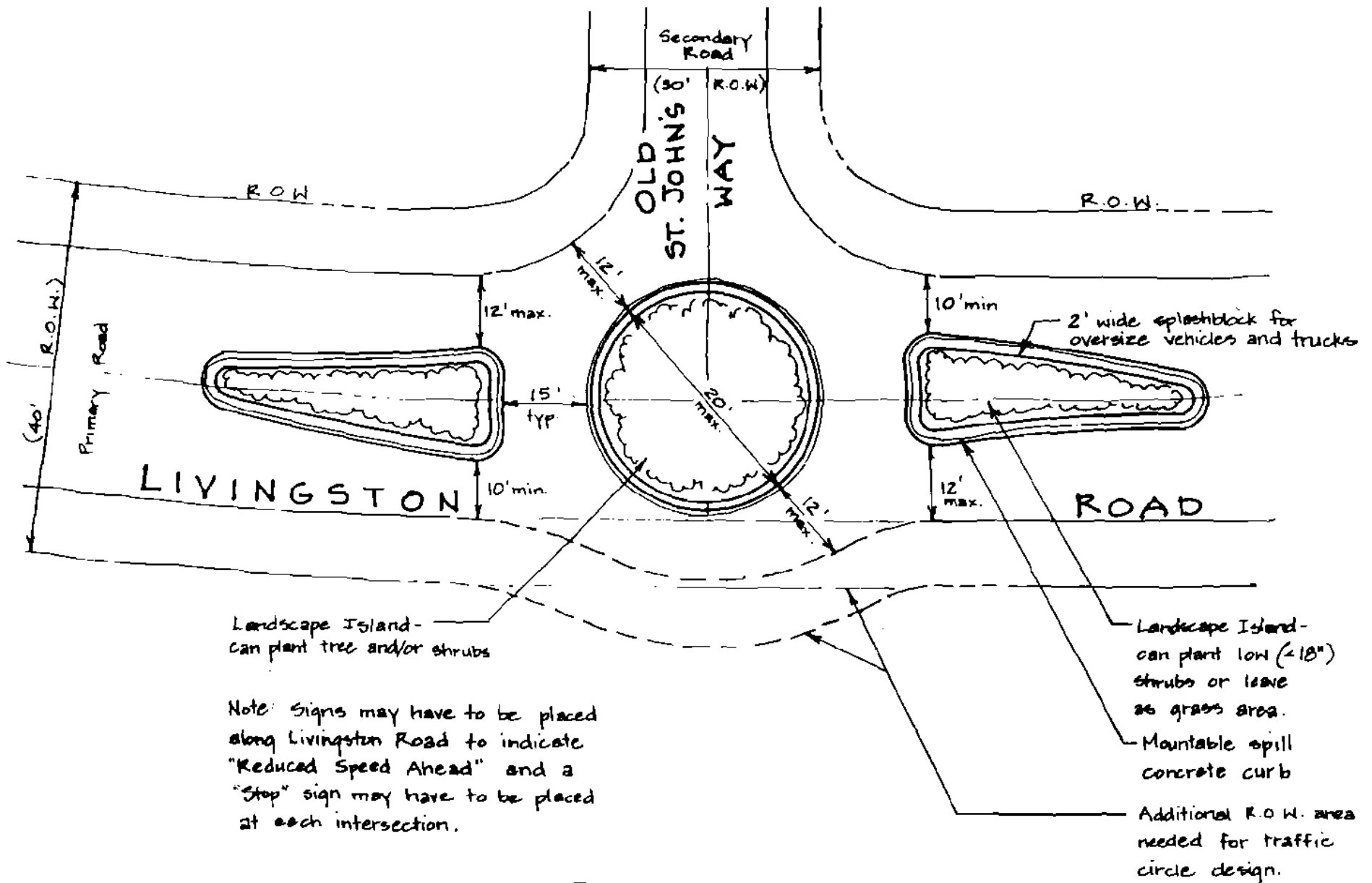


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LIVINGSTON ROAD STREETScape ALTERNATIVES  
BROAD CREEK, MARYLAND

SCALE: None  
DATE: 5-95  
PROJ. NO: P-515  
DRAWN BY: BJI  
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## Traffic Circle Concept C

Site Plan Detail No. 13



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**LIVINGSTON ROAD STREETScape ALTERNATIVES**  
BROAD CREEK, MARYLAND

SCALE: None  
DATE: 3-75  
PROJ. NO: P-515  
DRAWN BY: BJI  
RELEASED:

SHEET NO.:



#### IV. SELECTING AND PLANNING SOLUTIONS (MEETINGS 4 & 5)

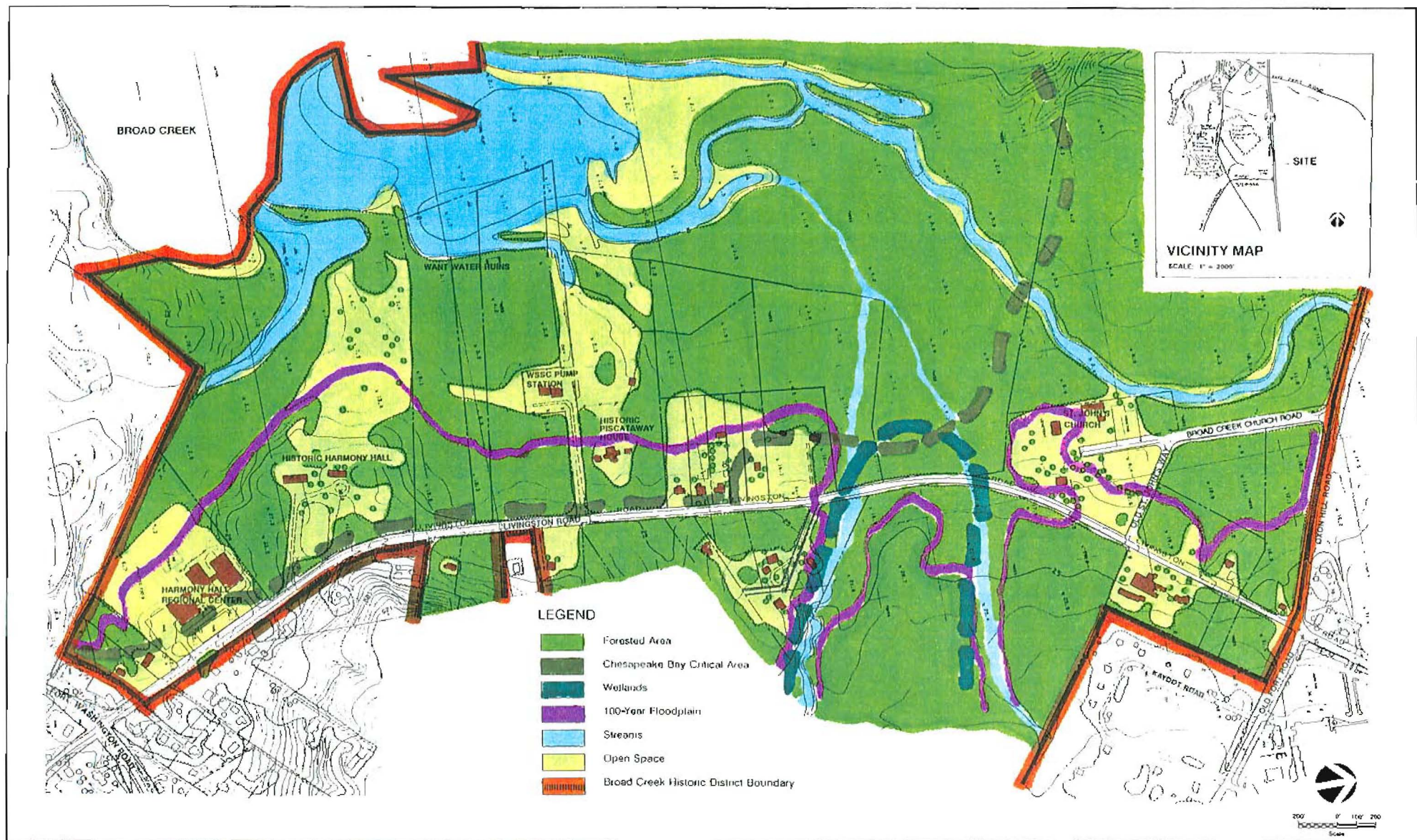
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The final design phase of the Livingston Road Streetscape project was to prepare a Concept Plan to include all the elements that were discussed early in the visioning process, particularly addressing brainstorming ideas and analysis of existing site conditions. A further study of the area was needed to clarify the surrounding environmental conditions and current land uses; therefore, an Environmental Map and a Land Use Map were produced. The Environmental Map was developed to show the following information: Forested Area, the Chesapeake Bay Critical Area, Wetlands, 100-Year Floodplain, Streams and Open Space. During the mapping of this data, it was discovered that a 700-foot stretch of Livingston Road occurred within the 100-year floodplain and existing wetland area. Streetscape planning for this area should be sensitive to these environmental conditions and limit or avoid construction where possible. The Concept Plan reflects this constraint; proposed traffic circles were avoided within this 700-foot length of Livingston Road.

The Land Use Map was developed to show the following property information: M-NCPPC, Federal - Historic Lease, Public Utility, Religious, Historic Sites, Residential and Commercial. The mapped data revealed that a major portion of land to the west of Livingston Road was federally owned. Therefore, committee members anticipated that it would be difficult to get approval for construction or streetscape improvements adjoining that land. The

alternative was to propose streetscape elements along the east side of Livingston Road, across from Harmony Hall, which is federally owned land.

The overall Concept Plan and enlarged schematic Site Plan show the locations of design elements, including gateway entrances, fences, traffic circles and wood guardrails. These plans can serve as visual aids for future community meetings for presentation purposes and can be used as a tool when applying for agency funding and assistance.



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## LIVINGSTON ROAD STREETSCAPE ALTERNATIVES

### ENVIRONMENTAL MAP

BROAD CREEK, MARYLAND

REVISIONS:

SCALE: 1" = 200'

SHEET NO.:

DATE: MAY 1995

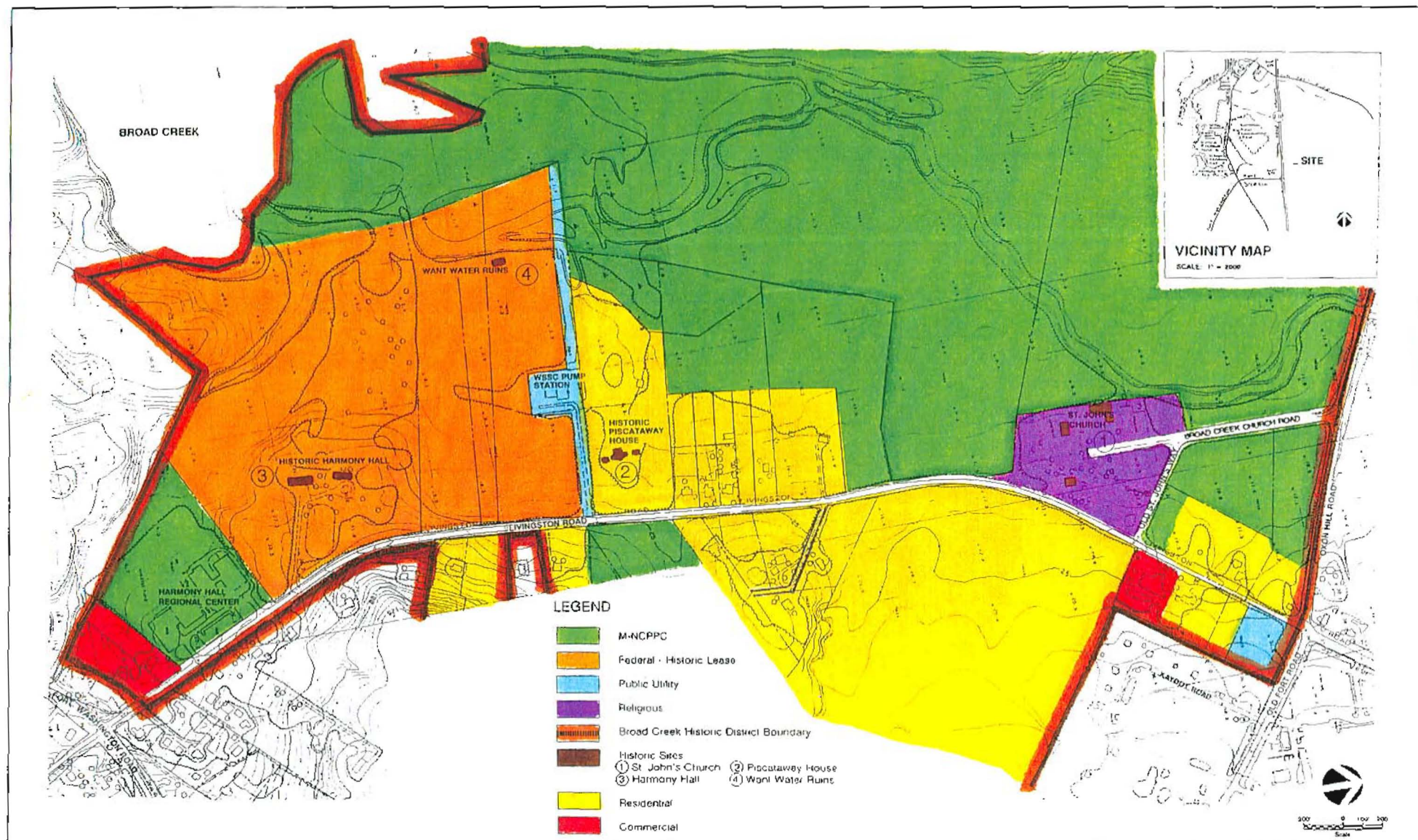
PROJ. NO: P-513

DRAWN BY: HAKKA

RELEASED:

Note: All existing base map information (site features, building locations, and property boundaries) is approximate.  
This drawing is conceptual and should not be scaled for accurate dimensions.





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## LIVINGSTON ROAD STREETSCAPE ALTERNATIVES

### LAND USE MAP

BROAD CREEK, MARYLAND

#### REVISIONS

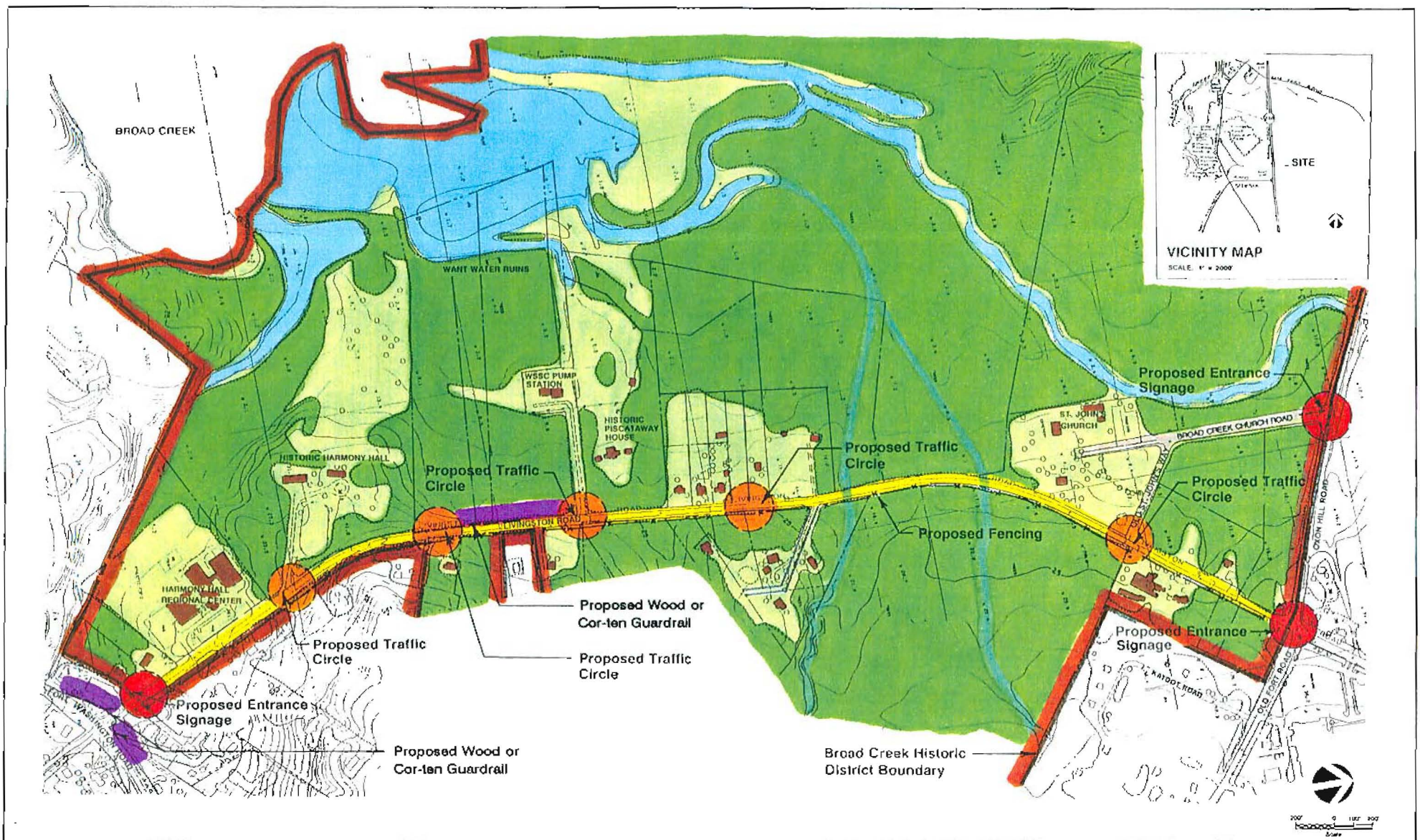

SCALE 1" = 200'

DATE	MAY 1995
PROJ. NO.	P-513
DRAWN BY:	TRACIA S.
RELEASED	

SHEET NO.

Note: All existing base map information (site features, building locations, and property boundaries) is approximate.  
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## LIVINGSTON ROAD STREETSCAPE ALTERNATIVES

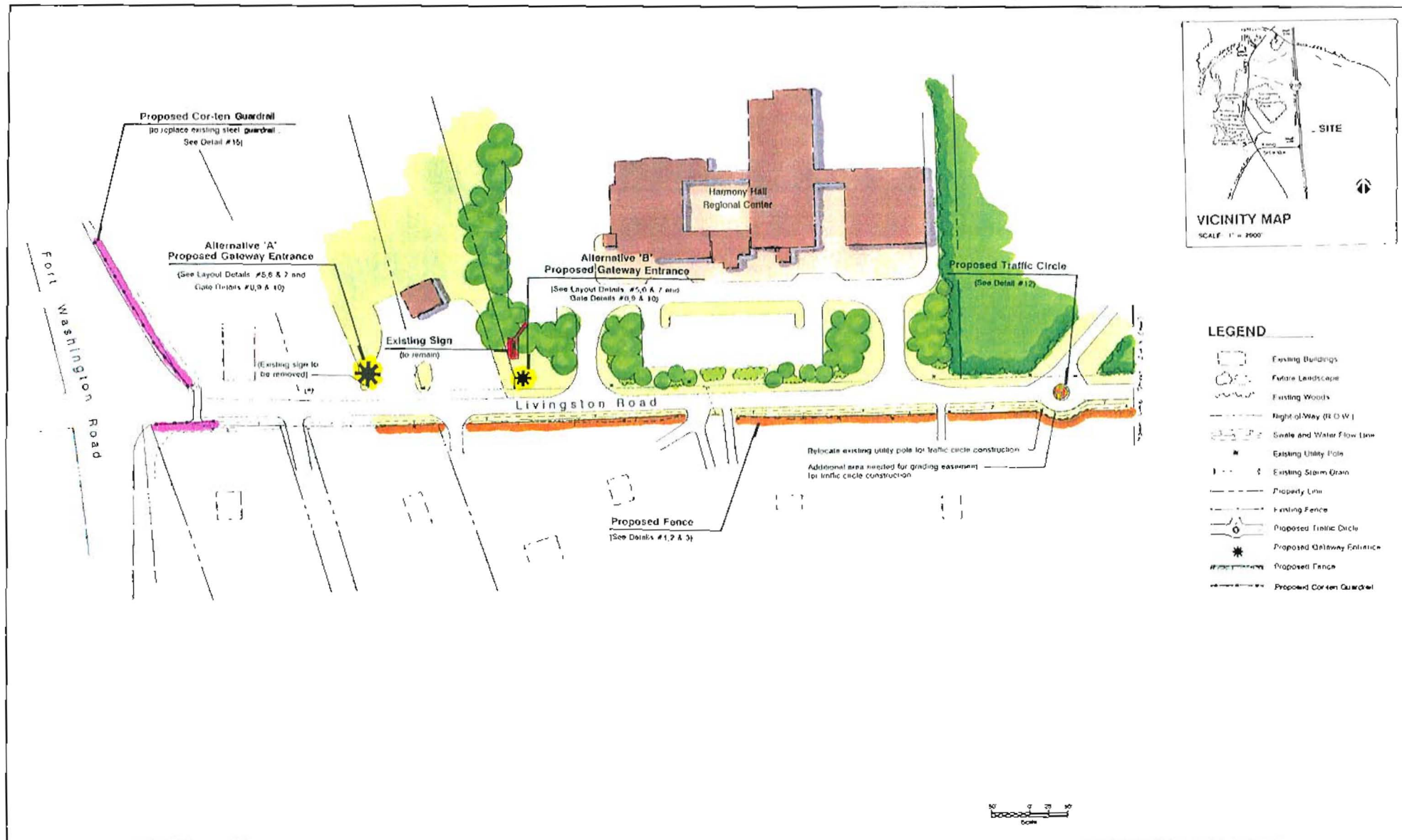
### CONCEPT PLAN

BROAD CREEK, MARYLAND

REVISIONS:	SCALE: 1" = 200'	SHEET NO.:
	DATE: MAY 1995	
	PROJ. NO: P-515	
	DRAWN BY: IRAOLA	
	RELEASED:	

Note: All existing base map information (site features, building locations, and property boundaries) is approximate.  
This drawing is conceptual and should not be scaled for accurate dimensions.





REVISIONS:

SCALE: 1" = 50'
DATE: June 1995
PROJ. NO. P-513
DRAWN BY: WAC/CLA
RELEASED

SHEET NO.
1
of 3



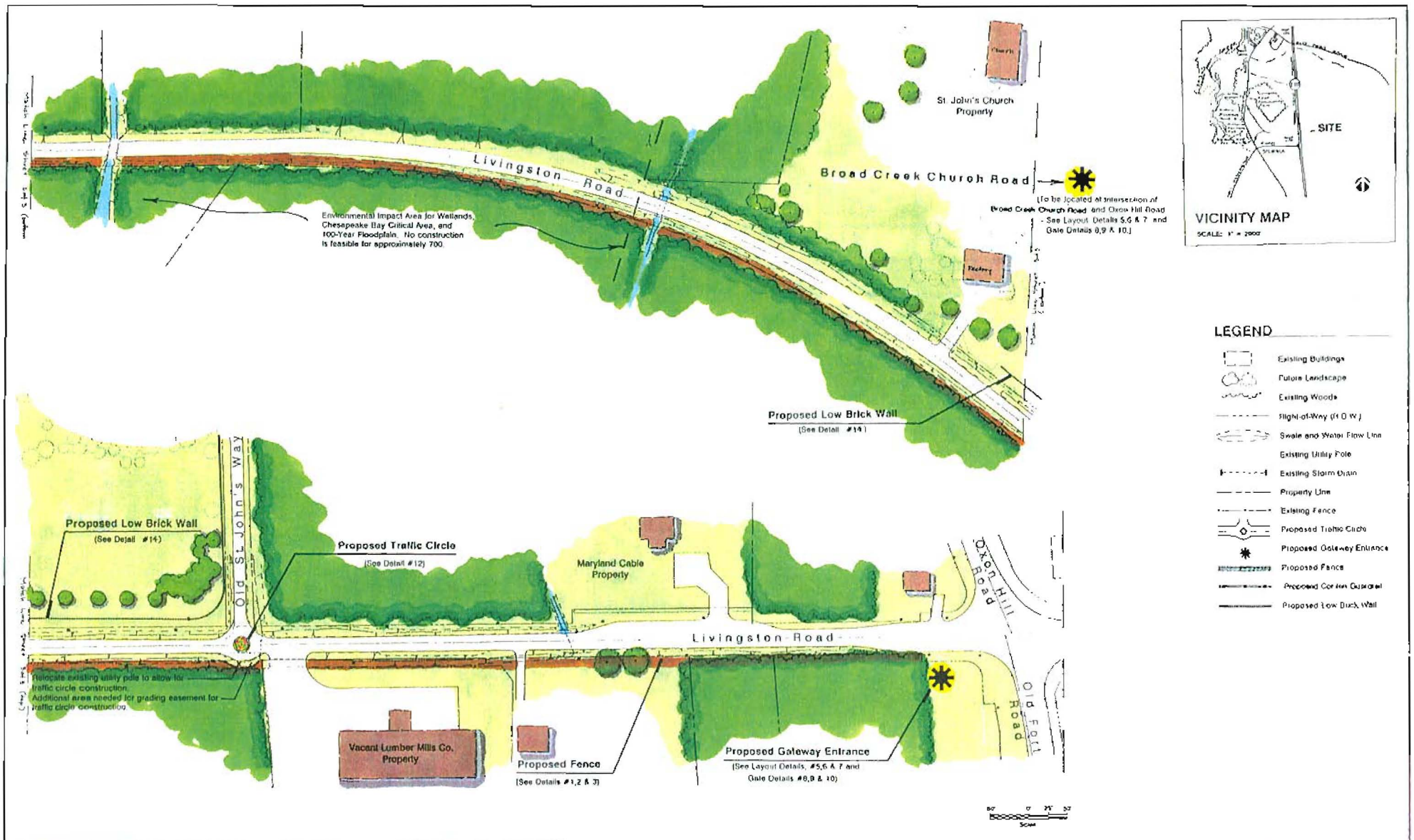
REVISIONS:

SCALE: 1" = 50'
DATE: June 1995
PROJ. NO.: P-513
DRAWN BY: HUCKLE
RELEASED:

SHEET NO.:
2
of 3

Note: All existing base map information (site features, building locations, and property boundaries) is approximate.  
This drawing is conceptual and should not be scaled for accurate dimensions.





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This project is part of the Planning Assistance to Municipalities and Communities Program.

## LIVINGSTON ROAD STREETSCAPE ALTERNATIVES

### SITE PLAN

BROAD CREEK, MARYLAND



REVISIONS:	

SCALE: 1" = 50'
DATE: June 1998
PROJ. NO.: P-513
DRAWN BY: INACLA
RELEASED

SHEET NO.  
**3**  
 of 3

Note: All existing base map information (site features, building locations, and property boundaries) is approximate.  
 This drawing is conceptual and should not be used for accurate dimensions.

## V. IMPLEMENTING SOLUTIONS (MEETING 6)

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The last step in the Broad Creek Historic District visioning process was to brainstorm implementation strategies, future actions and funding sources. Each strategy was categorized by subject topic: 1) Visibility, 2) Traffic, 3) Environment, 4) Historic District, 5) Historic Theme/Culture, 6) Equestrian, 7) Development and 8) Legislative Initiatives. Each topic contains information on specific recommendations, appropriate actions, who can assist in the implementation, and when the proposed action could be implemented (short-term or long-term). This chart will be helpful in coordinating and focusing community efforts on achieving the goal of an improved historic district streetscape.

This section includes grant funding sources for issues of: Streetscape/Landscape, Environmental, Land Acquisition and Preservation. Each source contains information specifying the contact person, agency, address, phone number and a general description of grant criteria.

The Advisory Committee's next steps are to develop this visioning process further into an action plan in order to create a sense of place and preserve the existing rural character of the Broad Creek Historic District.



## BROAD CREEK HISTORIC DISTRICT

IMPLEMENTATION STRATEGIES AND FUTURE ACTIONS			
Recommendation	Action	Who	When
<b>1. VISIBILITY</b>			
Unify the streetscape of Livingston Road	<ul style="list-style-type: none"> <li>• Install proposed fencing along Livingston Road</li> <li>• Inventory existing fences</li> </ul>	BCHDAC and residents	Short-term
Increase awareness and unify the Historic District's rural character	<ul style="list-style-type: none"> <li>• Construct gateways at three entrances to the Broad Creek Historic District</li> <li>• Seek funding from: <ul style="list-style-type: none"> <li>◦ Local businesses, tobacco companies, PEPCO, M-NCPPC Capital Improvement Program</li> </ul> </li> </ul>	BCHDAC and residents	Long-term
Open vistas to existing historic properties within Broad Creek Historic District	Selectively clear woodland vegetation to provide visibility to historic homes along Livingston Road	BCHDAC and residents, with help from DER	Mid-term
Enhance visual character along Livingston Road	Plant native flowers, shrubs, etc. (plant outside right-of-way, residents will have to maintain)	Community, DER and local businesses	Short-term
<b>2. TRAFFIC</b>			
Reduce speed along Livingston Road	Install traffic circles and/or humps acceptable to DPW&T and BCHDAC	DPW&T, at request of community	Long-term

IMPLEMENTATION STRATEGIES AND FUTURE ACTIONS			
Recommendation	Action	Who	When
Reduce traffic volume along Livingston Road	<ul style="list-style-type: none"> <li>Pursue alternate routes for traffic</li> <li>Seek reclassification for Livingston Road as a scenic/historic road</li> <li>Support intersection upgrade at Indian Head Highway</li> </ul>	DPW&T, at request of community	Long-term
Encourage strict speed enforcement	<ul style="list-style-type: none"> <li>Maintain liaison with Prince George's County Police</li> <li>Publicize speed enforcement</li> </ul>	Prince George's County Police, DPW&T, BCHDAC and community	Long-term
<b>3. ENVIRONMENT</b>			
Discourage illegal dumping in the Broad Creek Historic District	Establish a landscape committee to report illegal dumping on a regular basis	BCHDAC and residents, with help from DPW&T/DER	Short-term
Enhance waterway views of Broad Creek crossings at Oxon Hill Road	Plant native trees and shrubs along Oxon Hill Road sediment control project and stabilize bank with wildflowers instead of grass seed	WSSC, DPW&T, SCD, DER and community volunteers	Short-term
Enhance waterway views of Broad Creek along WSSC Pump Station driveway and river drainage path	Add native trees, shrubs and perennials along driveway and at entrance gate to property	WSSC and community	Short-term
Identify native wetland areas and enhance with plantings	<ul style="list-style-type: none"> <li>Prepare survey of surrounding wetlands, Chesapeake Bay Critical Area and 100-year floodplain data</li> <li>Undertake plantings where appropriate</li> </ul>	Natural Resources Division (M-NCPPC) and DER with community volunteers, at request of BCHDAC	Short-term to long-term

IMPLEMENTATION STRATEGIES AND FUTURE ACTIONS			
Recommendation	Action	Who	When
Institute Potomac River/Broad Creek Conservancy as a land preservation and ecology center	<ul style="list-style-type: none"> <li>• Coordinate with local businesses, residents and surrounding communities to establish Broad Creek Preserve parameters</li> <li>• Connect with Potomac River Heritage Area</li> </ul>	DER, WSSC, County Council and Accokeek Foundation at request of BCHDAC	Long-term
<b>4. HISTORIC DISTRICT</b>			
Establish consensus on streetscape guidelines with residential community and local businesses	Survey local residential owners and community with ideas on proposed Historic District guidelines	BCHDAC	Short-term
Organize local outreach to neighboring areas about Historic District issues	Draft column/articles for neighborhood newsletters about upcoming Broad Creek issues. Potential newsletters include: <ul style="list-style-type: none"> <li>• Tantallon</li> <li>• Potomac Valley</li> <li>• Broad Creek</li> <li>• St. John's Way</li> </ul>	BCHDAC in cooperation with newsletter editors	Short-term
Expand Historic District	Approach property owners	BCHDAC	Short term
Protect District as a neighborhood of special rural/historic significance	Develop overall master plan for Historic District	M-NCPPC, community at request of BCHDAC	Long term

IMPLEMENTATION STRATEGIES AND FUTURE ACTIONS			
Recommendation	Action	Who	When
<b>5. HISTORIC THEME/CULTURE</b>			
Provide cultural activities for local residents and neighboring Prince George's County communities	Use Harmony Hall Regional Center to hold "Cultural Day" activities, such as: fishing, nature tours, etc.	Harmony Hall Regional Center (M-NCPPC), community, DER and local businesses, at initiative of BCHDAC	Short-term
Participate in County Tricentennial activities	Provide exhibit and walking tour	BCHDAC and HHRC staff	Short-term
Fund college interns to conduct historic research and archeology; research history of tobacco farming; conduct archeology of sites of St. John's Church and of town of Aire	<ul style="list-style-type: none"> <li>• Conduct fundraising to create grants for scholars</li> <li>• Cooperate with the National Park Service and University of Maryland Archives</li> </ul>	BCHDAC and other historic groups	Long-term
<b>6. EQUESTRIAN</b>			
Emphasize the existing equestrian presence of the Broad Creek Historic District	Use paddock or crossbuck fence theme along Livingston Road	Private property owners	Short-term
<b>7. DEVELOPMENT</b>			
Steer existing commercial and residential development to comply with the Broad Creek Historic District Design Guidelines and Streetscape Guidelines Encourage "village" architecture	<ul style="list-style-type: none"> <li>• Provide and distribute BCHDAC Design Guidelines and draft Livingston Road Streetscape Guidelines to residents</li> <li>• Brochure</li> <li>• Newspaper articles</li> </ul>	BCHDAC, M-NCPPC	Short-term
Reduce parts of Livingston Road rights-of-way to the approved 40-foot width	Remove Maryland Cable curbing and sidewalk	Maryland Cable permission, at request of community, and DPW&T	Long-term
Purchase Fennell tract	Apply for ISTEA funding	BCHDAC	Long-term

IMPLEMENTATION STRATEGIES AND FUTURE ACTIONS			
Recommendation	Action	Who	When
<b>8. LEGISLATIVE INITIATIVES</b>			
Adopt draft Livingston Road Streetscape Guidelines	Submit guidelines to County Council for review and adoption	BCHDAC	Long-term
Establish annual legislative program	Establish Legislative Liaison Committee <ul style="list-style-type: none"> <li>• Increase fine for littering in Historic District</li> <li>• Seek amendments to new master plan ( e.g., downzoning Fennell and Mills property)</li> <li>• Seek law to designate Livingston Road as State scenic road</li> <li>• Ban illegal hunting in Broad Creek</li> </ul>	BCHDAC, community, State and County, and other historic organizations	Annual and Long-term
Seek funding for Broad Creek Historic District	Apply for funding from: <ul style="list-style-type: none"> <li>• Chesapeake Bay Trust, National Trust for Historic Preservation, U.S. Fish and Wildlife Service, National Wildlife Federation, M-NCPPC Capital Improvement Program, MDNR/POS, NPS, PGH, MHT, PEPCO and DOT (ISTEA Funds)</li> </ul>	Newly established annual legislation committee, determined by BCHDAC	Short-term

**Abbreviations:**

BCHDAC = Broad Creek Historic District Advisory Committee  
 DER = Department of Environmental Resources  
 DOT = Department of Transportation  
 DPW&T = Department of Public Works and Transportation  
 ISTEA = Intermodal Surface Transportation Efficiency Act  
 HERC = Harmony Hall Regional Center  
 MDNR/POS = Maryland Department of Natural Resources/Program Open Space  
 MHT = Maryland Historical Trust

M-NCPPC = Maryland-National Capital Park & Planning Commission  
 NPS = National Park Service  
 PEPCO = Potomac Electric Power Company  
 PGH = Prince George's Heritage  
 SCD = Soil Conservation District  
 WSSC = Washington Suburban Sanitary Commission

## *Grant Funding and Information Sources*

A list of sources for landscape material, environmental conservation grants, land acquisition grants, historic preservation grants, and information sources for further grant funding research is provided below.

### **A. Streetscape/Landscape Material Sources**

- 1) Small donations from nearby businesses
- 2) Tree-Mendous Maryland  
Tawes State Office Building, E-1  
580 Taylor Avenue  
Annapolis, MD 21401  
(410) 974-3776
  - Community or neighborhood associations can order Tree-mendous container or balled and burlapped trees for planting on community open space. These trees are \$15.00 each and are available in the spring and fall of each year. Trees are approximately 5-7 feet in height (good for reforestation and planting along roadside).

### **B. Environmental Conservation Grant Sources**

- 1) Chesapeake Bay Trust  
60 West Street  
Suite 200-A  
Annapolis, MD 21401  
(410) 974-2941  
Contact: Laurissa Brantley
  - Tree plantings within 1,000 feet of tributary of Chesapeake Bay, or lakes or stream restoration projects
  - Will provide up to \$1,000 (increments) for planting native species of trees and shrubs by volunteers. Need to have planting design and species list.
- 2) Habitat Conservation (U.S. Fish and Wildlife Service)  
Chesapeake Bay Field Office  
177 Admiral Cochrane Drive  
Annapolis, MD 21401  
(410) 573-4500  
Contact: Laura Mitchell
  - Partners for Wildlife will pay up to 50 percent of costs of stream restoration, wetland planting, etc.



**C. Land Acquisition Grant Sources**

- 1) ISTEA  
State Highway Administration  
707 N. Calvert Street  
Baltimore, MD 21203  
(410) 333-1145  
c/o Mary Keller
- 2) County Capital Improvement Program  
process
- 3) M-NCPPC Capital Improvement Program  
Letter of request testimony at the fall Budget Forum
- 4) State Department of Natural Resources,  
Program Open Space  
(410) 974-3581  
Virginia Walsh

**D. Historic Preservation Grant Sources**

- 1) National Trust for Historic Preservation  
1785 Massachusetts Avenue, N.W.  
Washington, D.C. 20036  
(202) 673-4000

Critical Issues Fund

- Provides matching grants to state, local, and national organizations seeking support for research or model projects that pursue broadly applicable solutions to pressing local preservation and community development problems. Grants range from \$5000 to \$25,000

- 2) Prince George's Heritage  
Magruder House  
4703 Annapolis Road  
Bladensburg, MD 20710  
(301) 927-7150

Prince George's Heritage Grants

- Available to assist individuals, groups, organizations or associations
- For restoration, repair or maintenance of historic resources
  - For research, for promotion
  - Grants of up to \$1,000
  - Available throughout the year

**E. Information Sources**

- 1) The Foundation Center (a research repository of information on foundations)  
1001 Connecticut Avenue, N.W.  
Washington, D.C. 20036  
(202) 331-1400
- 2) *A Guide for Maryland Citizens & Communities* (copies are free)  
Department of Housing and Community Development  
100 Community Place  
Crownsville, MD 21032  
(410) 514-7616
- 3) Community Tree Program and Stream Restoration  
Metropolitan Council of Governments  
777 North Capital Street, N.E.  
Washington, D.C. 20002  
(202) 962-3393  
Contact: Brian LeCouteur
- 4) *The 1995 Conservation Directory* (copies are \$20.00)  
The National Wildlife Federation  
8925 Leesburg Pike  
Vienna, VA 22180  
(202) 797-6800, (800) 822-9919  
(includes resource funding information)



## APPENDIX

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### *Plant Suggestions*

This section contains information on native Maryland plants that would be appropriate in the Broad Creek Historic District. In general, the Livingston Road streetscape contains weedy underbrush and lacks significant specimen deciduous or evergreen trees or shrubs. In addition, several wetland areas exist due to the surrounding Chesapeake Bay Critical Area and 100-year floodplain. In order to enhance the roadside character, a list of plants was developed to give landscape guidance to the residents. Plants were selected to add color and naturalize into the existing landscape setting and to enhance the rural character of Livingston Road. The Department of Public Works and Transportation does not permit planting within the street right-of-way because of maintenance reasons; therefore, residents will have to maintain the proposed landscape along Livingston Road since it will be planted outside of the right-of-way.

The following pages contain suggested plants that are native to Maryland and are available at local nurseries. Special attention was given to types of plants that would be low maintenance and economical. The list contains a wide range of plants, from flowering shrubs to evergreen shrubs. It also includes a separate list for wildflower and perennial plants. A variety of plant choices is provided for availability, as well as a list of several local nurseries that stock these plants. Additional information is provided for

planting within wetland areas, as provided by discussions with the M-NCPPC Natural Resources Division.

## Native Plants of Maryland

Several types of plantings can be used for beautification of the existing roadside character of Livingston Road. These plants can also be used to enhance proposed vistas and viewsheds of St. John's Church property, the WSSC entrance drive and allee to the water, and the vista to historic Harmony Hall. Additional areas may be planted along the proposed fence line as district members see fit. All plantings in this list are native plants of Maryland.

\* Note: Native plant list was compiled from several resources:

1. "Native Plants of Prince George's County, Maryland", Stacy Miller, July 1995, M-NCPPC
2. *Preserving Mount Vernon's Historic View: A New Strategy for Development*, The Trust for Public Land and Land Ethics, Inc., 1995.

### Flowering Trees (over 15 feet in height)

*Amelanchier canadensis* - Serviceberry  
*Cercis canadensis* - Redbud  
*Chionanthus virginicus* - Fringetree  
*Cornus florida* - Flowering Dogwood  
*Hamamelis virginiana* - Witchhazel  
*Viburnum prunifolium* - Blackhaw Viburnum

### Evergreen Shrubs (5-10 feet in height)

*Kalmia latifolia* - Mountain Laurel  
*Ilex glabra* - Inkberry  
*Myrica pensylvanica* - Northern Bayberry  
*Rhododendron maximum* - Rosebay Rhododendron  
*Ilex opaca* - American Holly

### Flowering Shrubs (under 6 feet in height)

*Clethra alnifolia* - Summersweet Clethra

*Ilex verticillata* - Winterberry  
*Rhododendron periclymenoides* - Wild Azalea  
*Rhododendron viscosum* - Swamp Azalea  
*Sambucus canadensis* - American Elder  
*Viburnum acerifolium* - Mapleleaf Viburnum  
*Viburnum dentatum* - Arrowwood Viburnum

## Other Suggested Plants

### Perennial Flowers (12-24 inches in height)

*Achillea* species - Yarrow  
*Aster* species - Hardy Aster  
*Coreopsis lanceolata* - Coreopsis  
*Echinacea purpurea* - Purple Coneflower  
*Hemerocallis* species - Daylily  
*Iris* species - Bearded Iris  
*Lythrum salicaria* - Purple Loosestrife  
*Narcissus* species - Daffodil  
*Rudbeckia fulgida* 'Goldsturm' - Black Eyed Susan  
*Solidago* species - Goldenrod  
*Stokesia laevis* - Daisy (Stokes Aster)  
*Veronica* species - Speedwell

### Flowering Shrubs

*Rhododendron* sp. 'P.J.M.' - PJM Rhododendron  
*Rhododendron* sp. 'Roseum Elegans', 'Nova Zembla', 'Anna Kruscke', 'Sappho'  
*Rhododendron* sp. (Azalea - Glen Dale varieties)  
- 'Delaware Valley White'  
- 'Tradition Pink'  
- 'Purple Splendor'  
*Viburnum plicatum tomentosum* 'Mariesi' - Mariesi Viburnum  
*Syringa vulgaris* - Common Lilac  
*Rosa rugosa* - Rugosa Rose  
*Rosa* sp. - Climber Rose  
*Rosa* sp. - Floribunda Rose  
*Magnolia virginiana* - Sweet Bay Magnolia

### Several Plant Nursery Sources

1. Marshy Point Nursery  
P. O. Box U  
Marshy Point Road  
Chase, MD 21027  
(410) 335-4070
2. Eastern Shore Nursery of Virginia  
P. O. Box 69  
Keller, VA 23401  
(800) 323-3008 or (804) 787-4732
3. Shemin Nurseries  
4100 Sandy Spring Road  
P. O. Box 355  
Burtonsville, MD 20866  
(301) 421-1220
4. Merrifield Garden Center  
8132 Lee Highway  
Merrifield, VA 22116  
(703) 560-6222

### Wetland Plantings

Several areas along Livingston Road within the Broad Creek Historic District contain possible wetlands according to the United States Geological Survey (USGS) maps. The district residents asked M-NCPPC if they could plant in the wetlands to enhance their appearance, such as cattails, etc. However, the M-NCPPC Natural Resources Division stated that the wetland areas cannot be planted until a thorough check of the site is conducted by either a staff member of the Department of Environmental Resources Wetland Unit or the M-NCPPC Natural Resources Division. It is necessary for the specific wetland area to be evaluated for hydrology, because it is a major factor in the success rate of wetland plants. Factors need to be determined for upland, forested and nonforested requirements. Planting inappropriate wetland species may cause the existing quality of the wetland to change; thereby manipulating the plant ecosystem. DER and/or M-NCPPC can help determine if the existing conditions of the wetland are persistently wet all year, or just seasonally wet. These factors will help define the requirements for correct plant habitat balance.

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