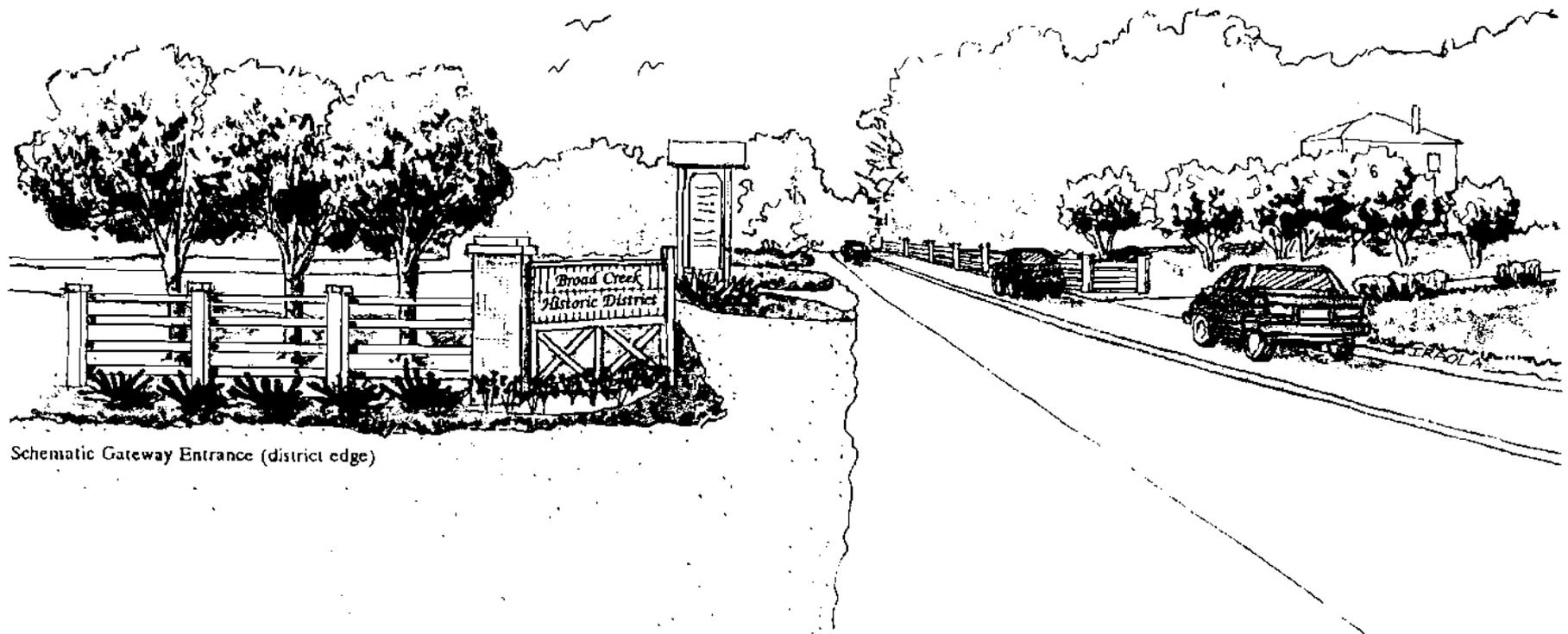


Broad Creek Historic District

\$7.50

Livingston Road Streetscape Guidelines and Alternatives



Schematic Gateway Entrance (district edge)



THE MARYLAND - NATIONAL CAPITAL PARK AND PLANNING COMMISSION

October 1995

ABSTRACT

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

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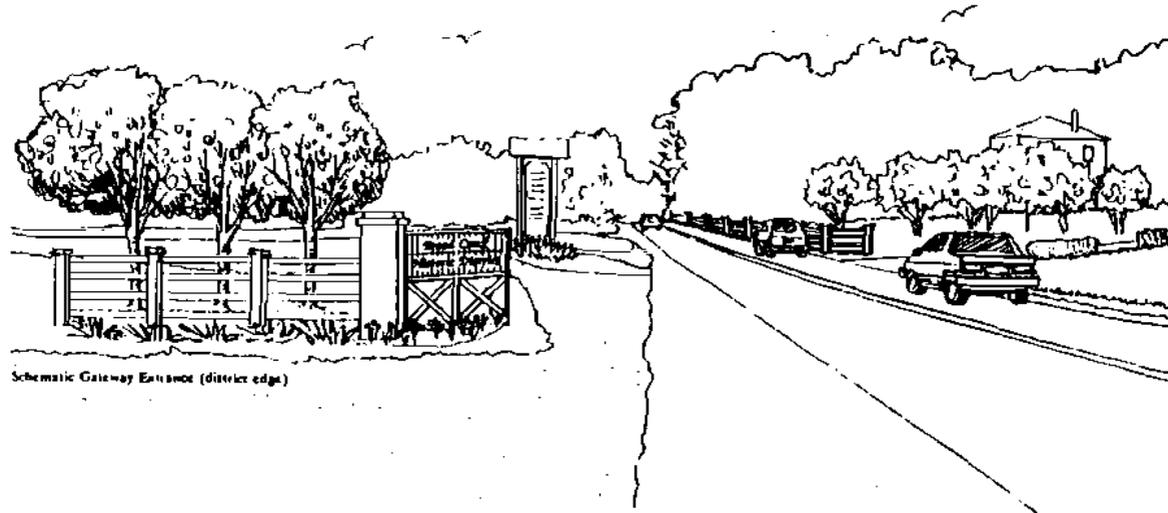
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ABSTRACT: This report summarizes the visioning process and results of a four-month study focused on maintaining the rural character of the Broad Creek Historic District, specifically the Livingston Road corridor between Old Fort Road to the north and 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



Schematic Gateway Entrance (district edge)

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

The Maryland-National Capital Park and Planning Commission

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The Maryland-National Capital Park and Planning Commission is a bi-county agency, created by the General Assembly of Maryland in 1927. The Commission's geographic authority extends to the great majority of Montgomery and Prince George's Counties: the Maryland-Washington Regional District (M-NCPPC planning jurisdiction) comprises 1,001 square miles, while the Metropolitan District (parks) comprises 919 square miles, in the two counties.

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.
- Works under the direction of the Prince George's County Planning Board.
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- Maintains competent and professionally able staff to perform our duties and responsibilities.

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INTRODUCTION

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.

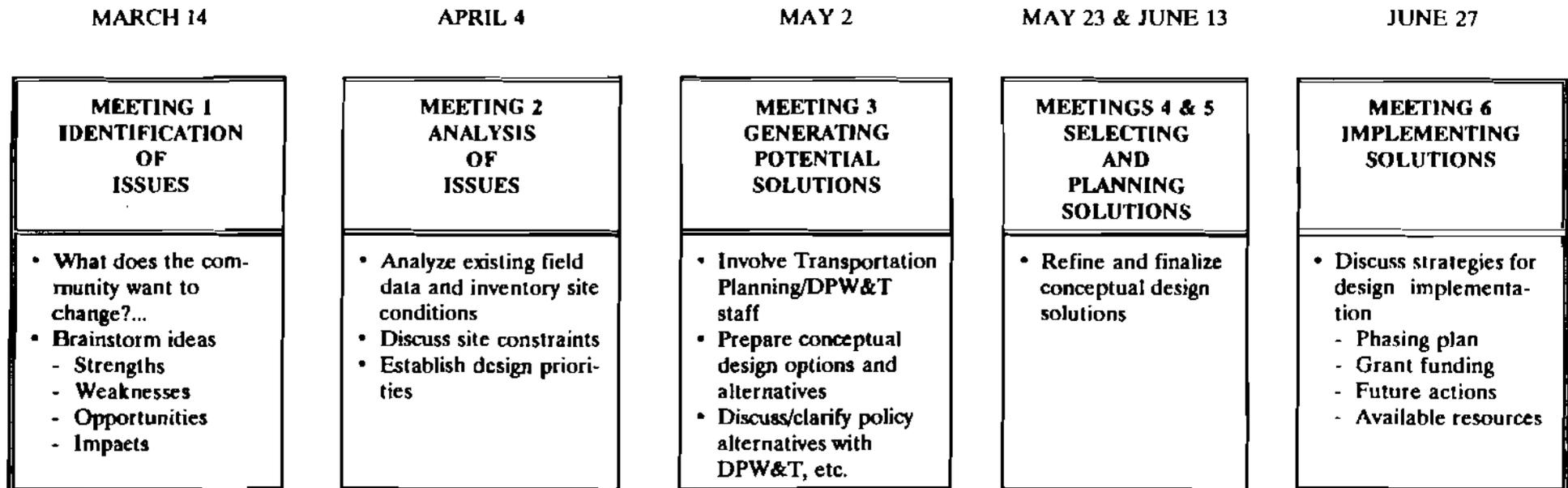
The following pages contain design concepts and alternatives for the existing streetscape conditions along Livingston Road. These ideas represent collaborative meetings held with the Broad Creek Historic District Advisory Committee and local residents. The sketches are provided as graphic representations 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

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

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

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

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

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.

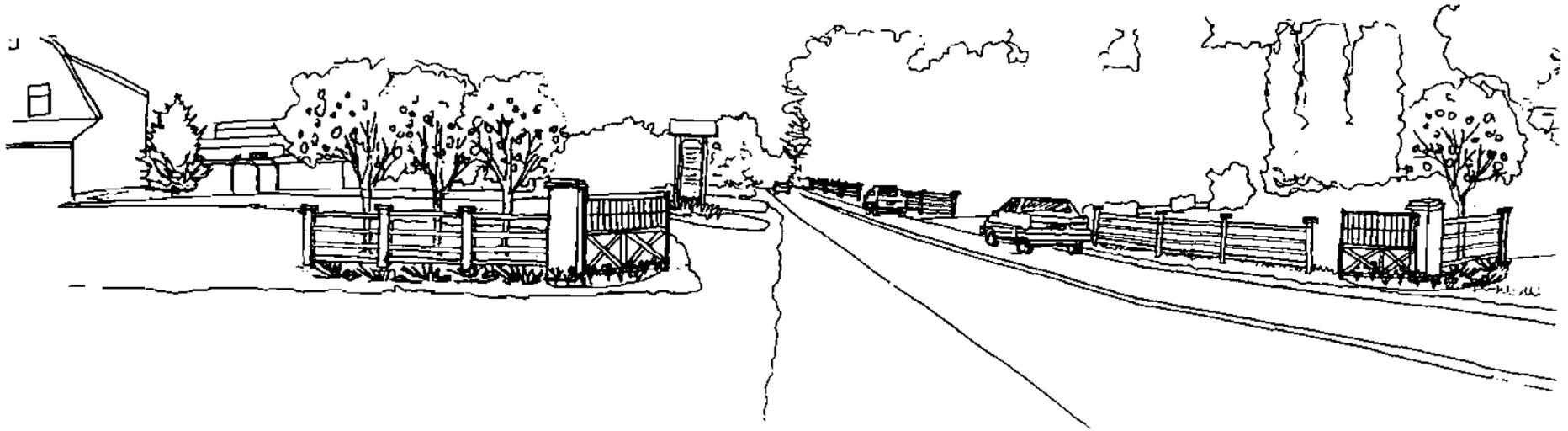
It became clear from the analysis that the Livingston Road character is rural, but lacks certain visual elements which contribute to a sense of place. It was noted that proper sign identification is needed to add a sense of place to the Historic District. The roadway is fairly nondescript and needs a 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.

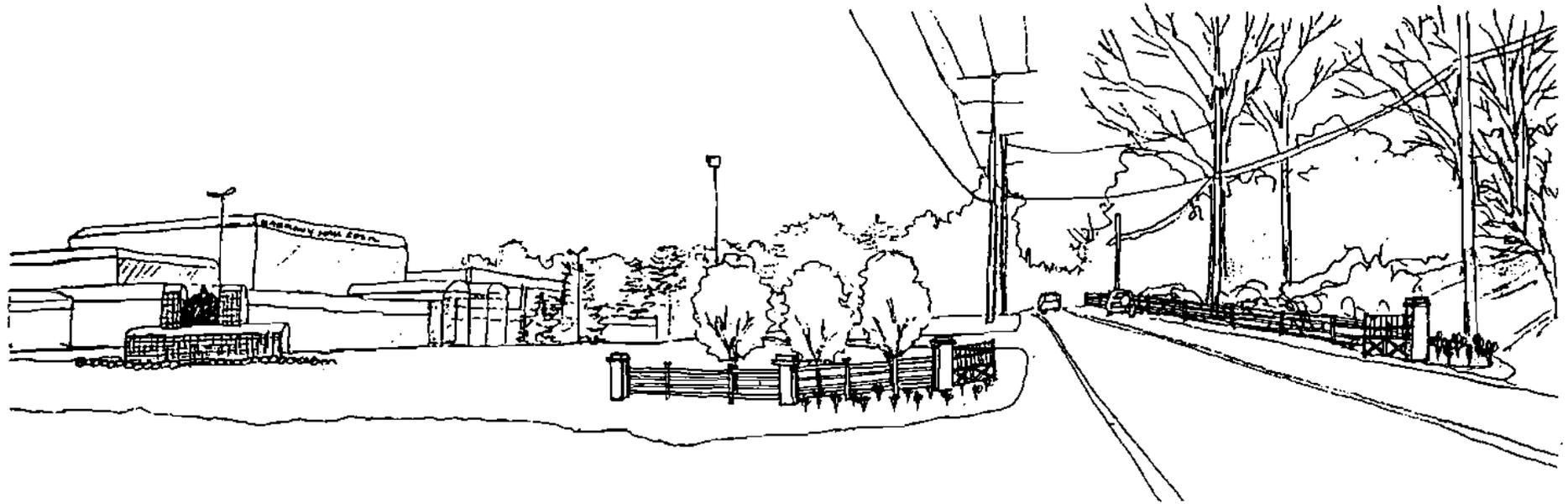
Schematic Gateway Entrance (district edge)

LIVINGSTON ROAD STREETScape ALTERNATIVES
BROAD CREEK, MARYLAND



Existing Gateway Conditions (inside district boundary)

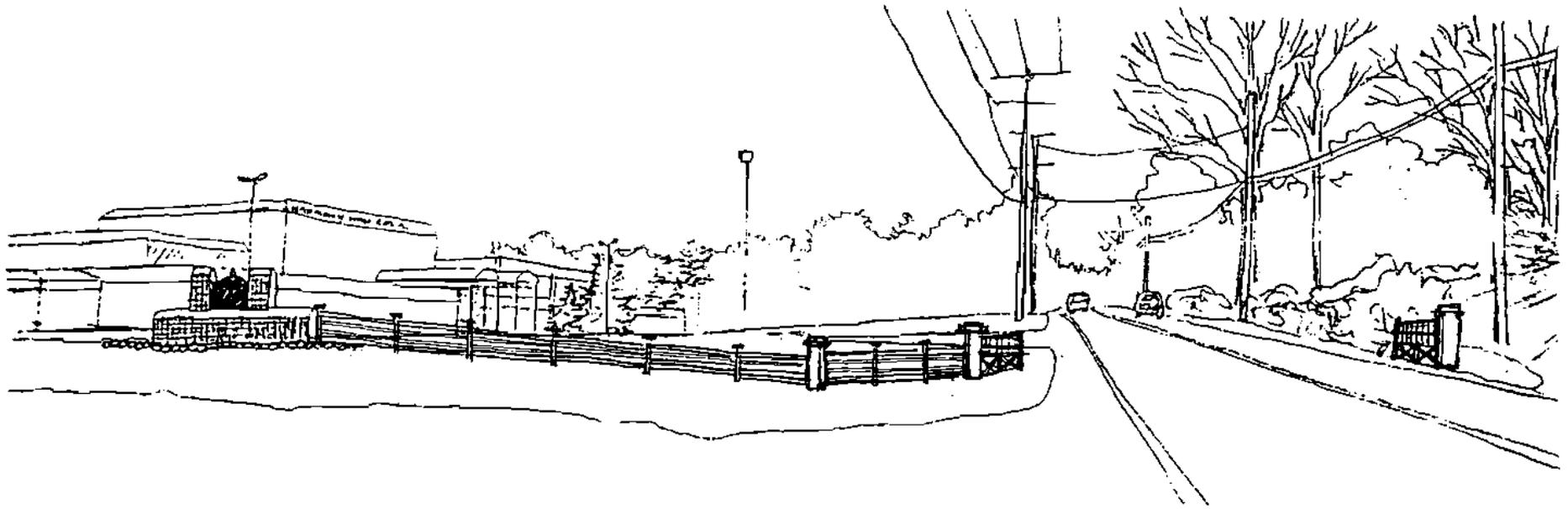
LIVINGSTON ROAD STREETSCAPE ALTERNATIVES
BROAD CREEK, MARYLAND



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.

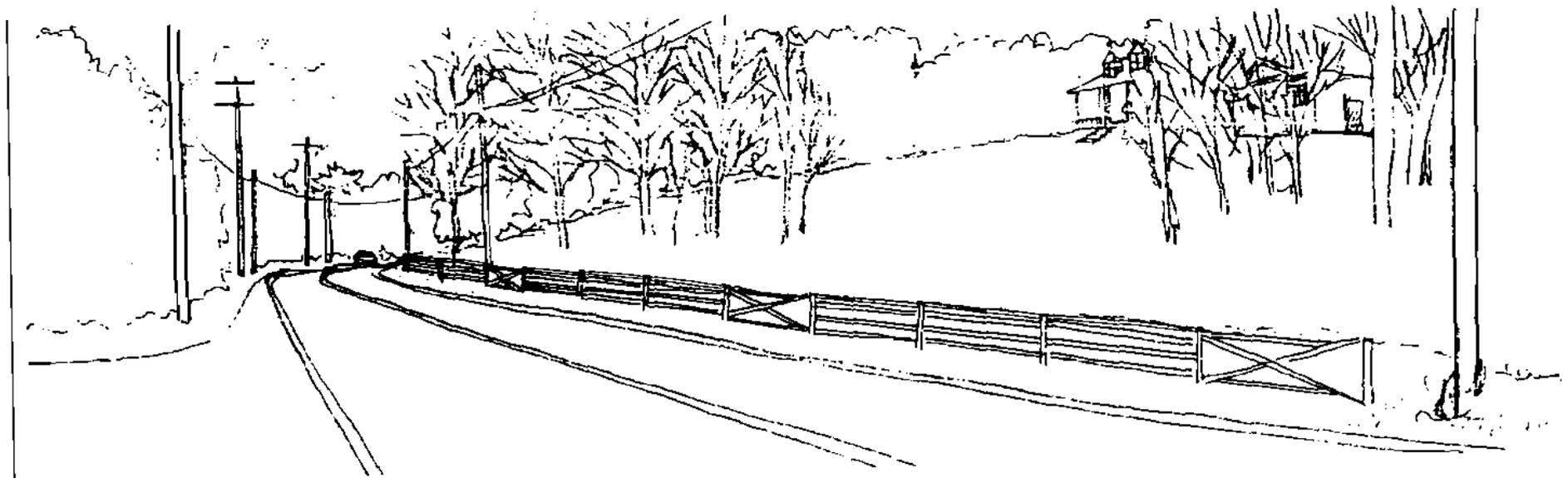
Schematic Gateway Entrance (inside district - option B)

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



Existing Roadway Conditions

LIVINGSTON ROAD STREETSCAPE ALTERNATIVES
BROAD CREEK, MARYLAND

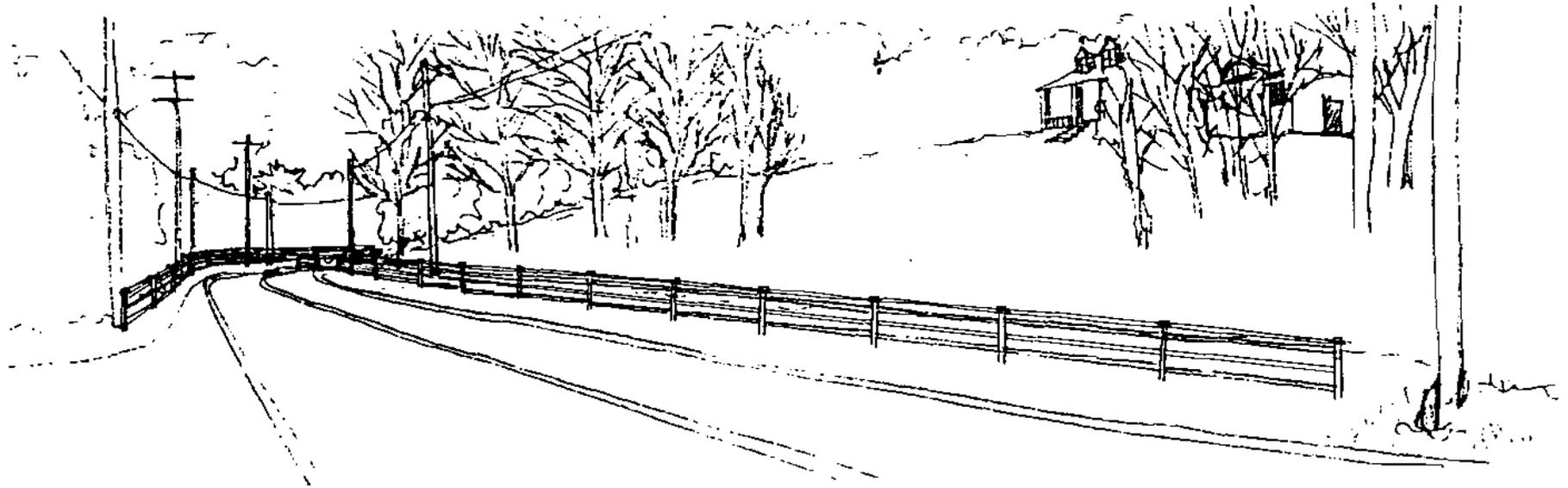


Opportunity: Helps provide unity and visual interest while driving down roadway. Lower construction costs because fence is only on one side of road. Can create simple fence design that is pleasing to the eye while keeping rural character.

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.

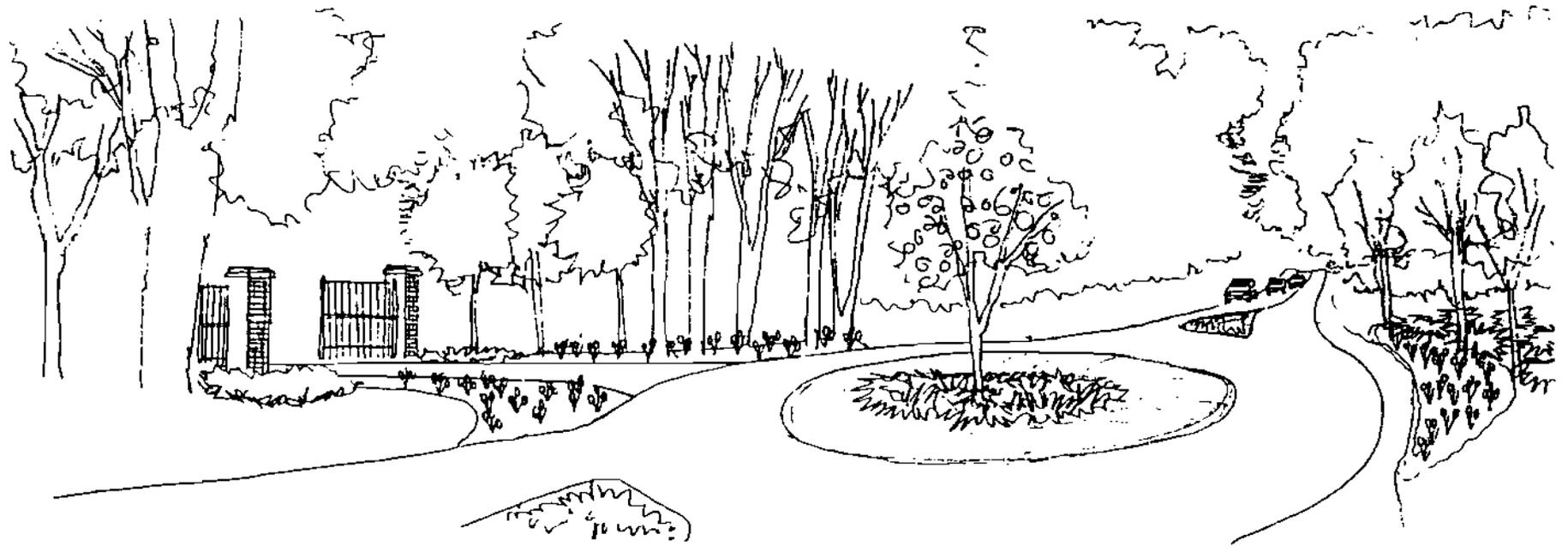
Schematic Fencing (both sides of roadway - option B)

LIVINGSTON ROAD STREETScape ALTERNATIVES
BROAD CREEK, MARYLAND



Existing Roadway Conditions at WSSC Driveway

LIVINGSTON ROAD STREETSCAPE ALTERNATIVES
BROAD CREEK, MARYLAND

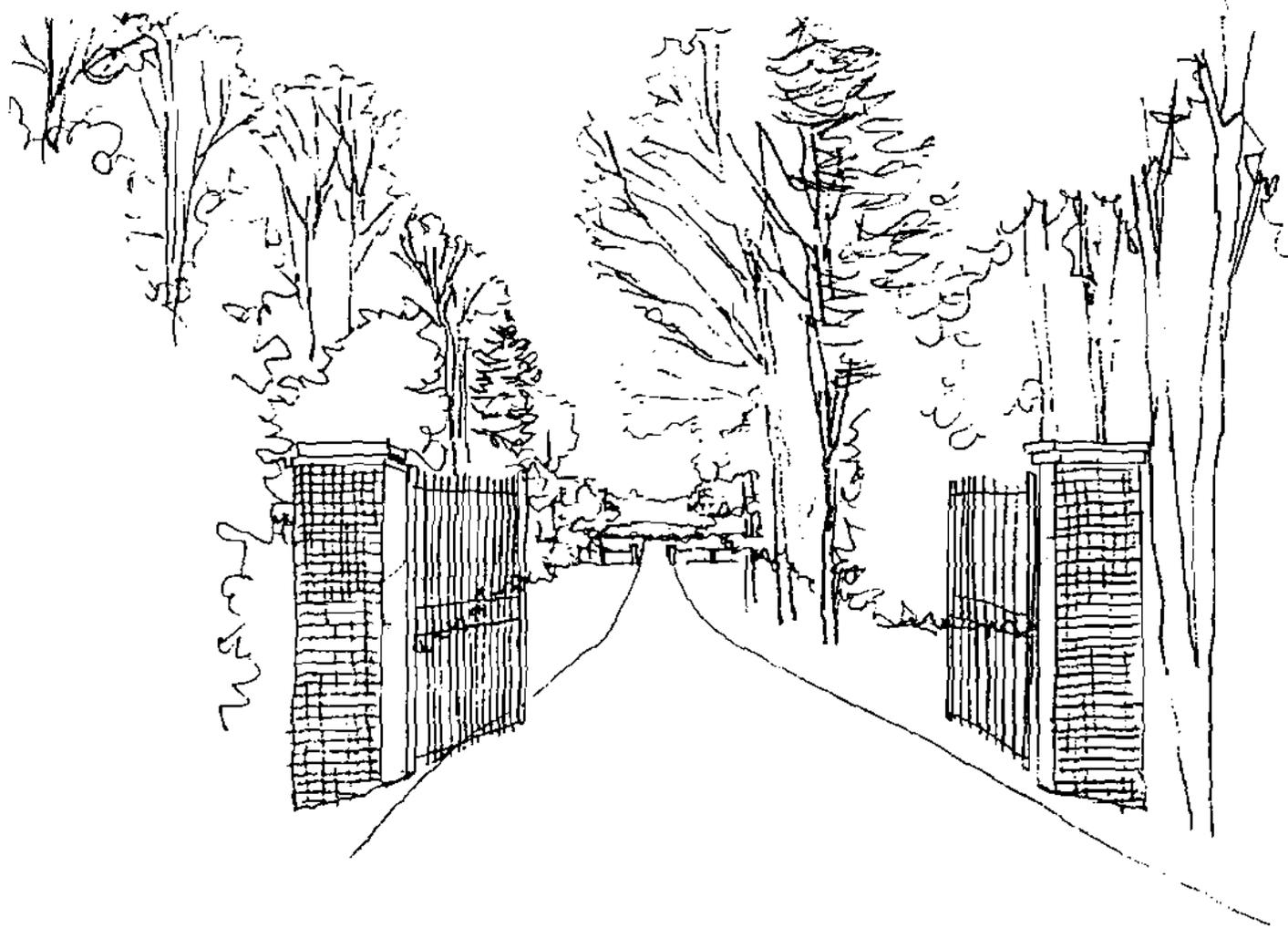


Opportunity: Will help to slow traffic speed through district. Can be used as a pleasing landscape feature or historic sign marker location.

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.

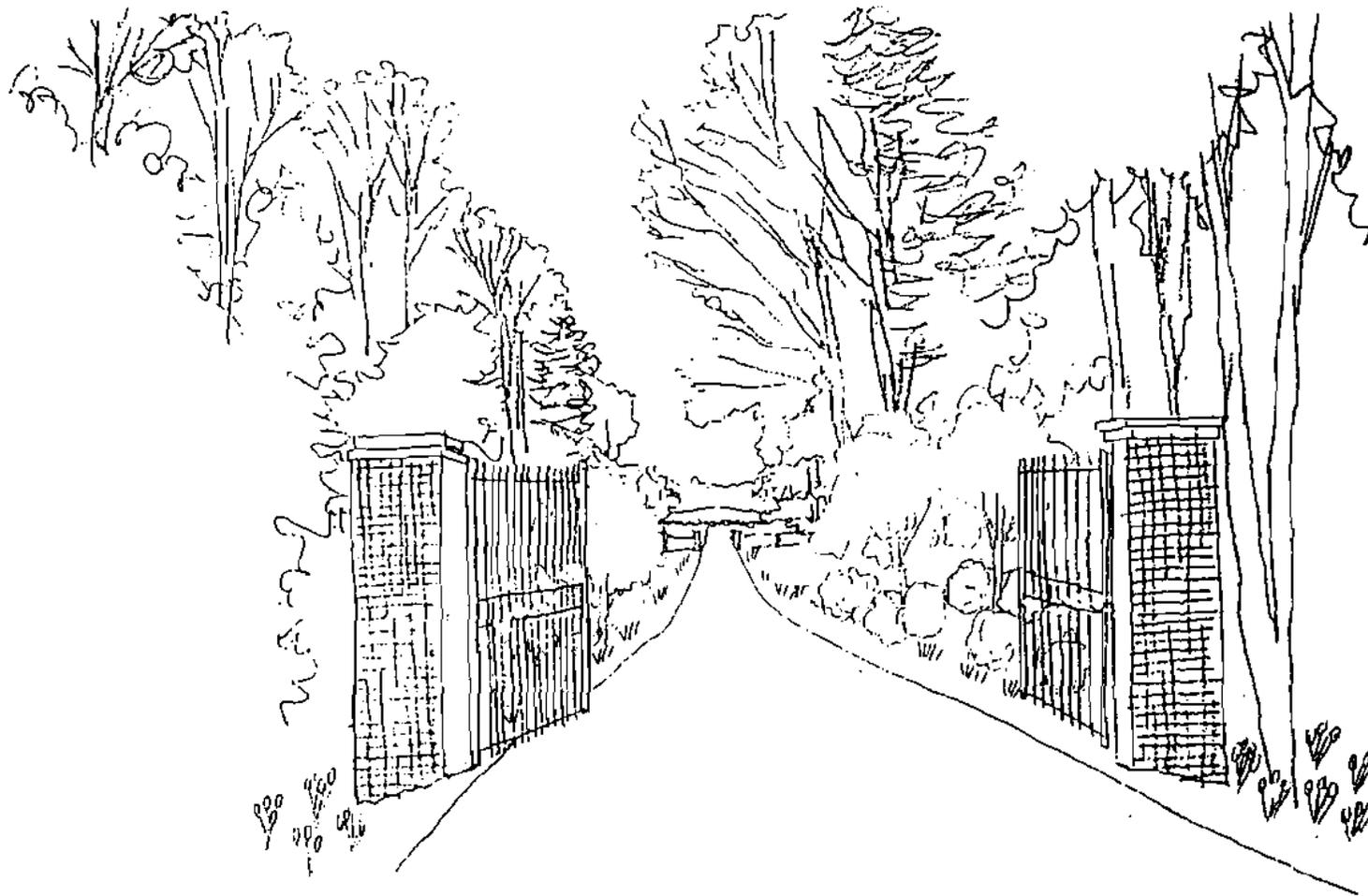
Schematic Traffic Circle at WSSC Driveway

LIVINGSTON ROAD STREETScape ALTERNATIVES
BROAD CREEK, MARYLAND



Existing Viewshed Conditions — WSSC Driveway

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

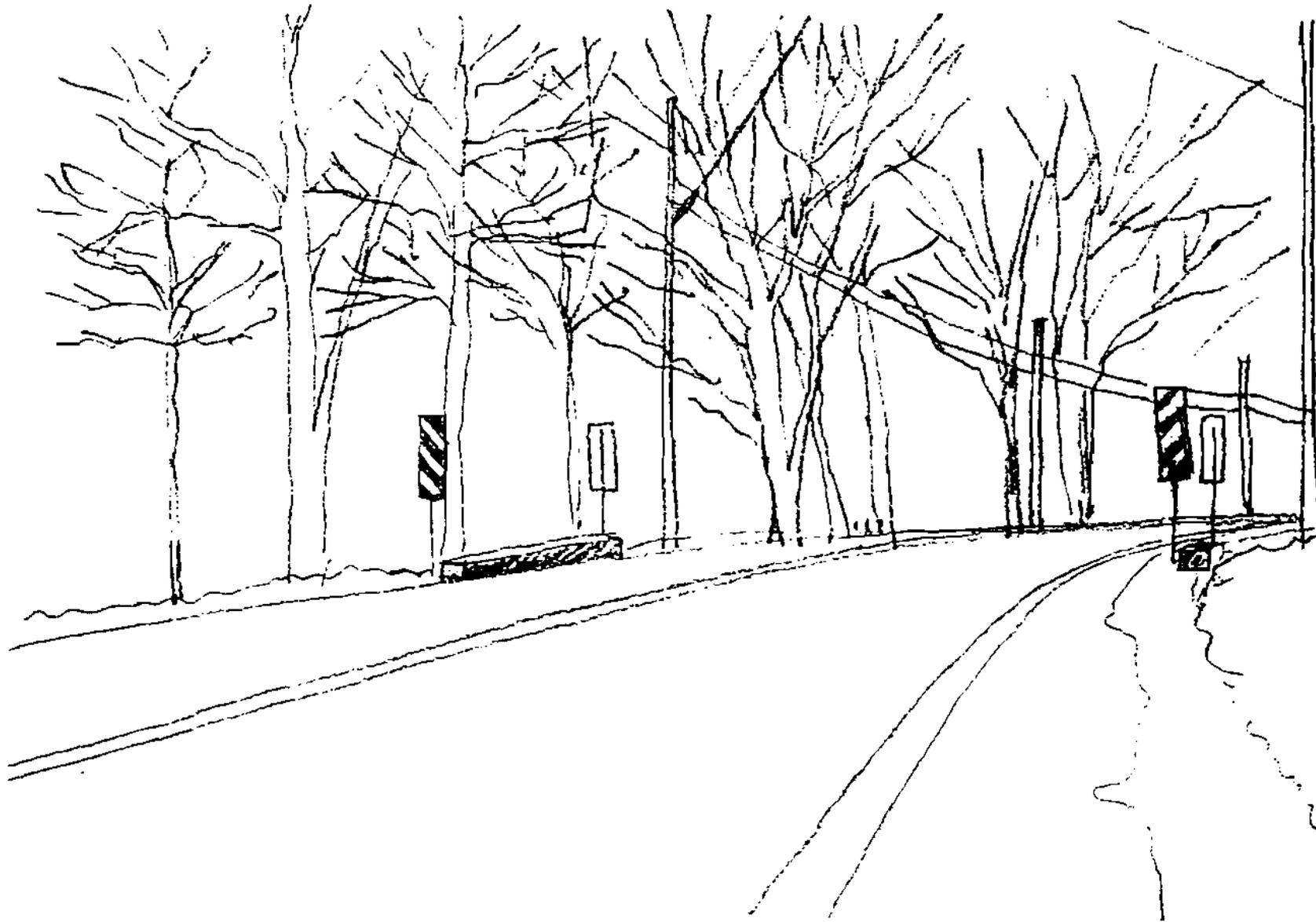


Opportunity: Additional plantings will help to frame the view to the Broad Creek, creating a focal vista to the water.

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

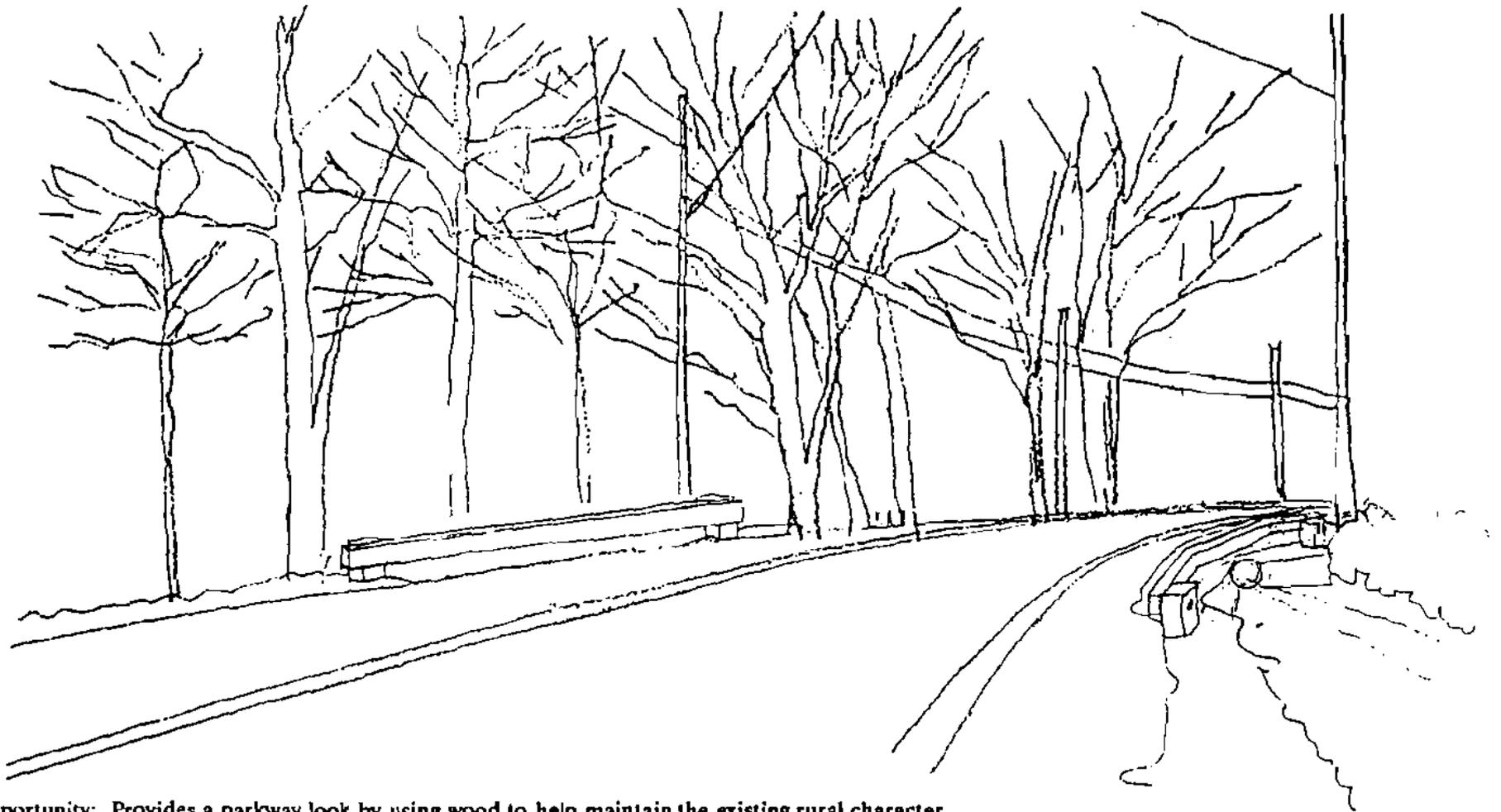
Schematic Viewshed Plantings – WSSC Driveway

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 number¹ 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

¹ 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*², 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.

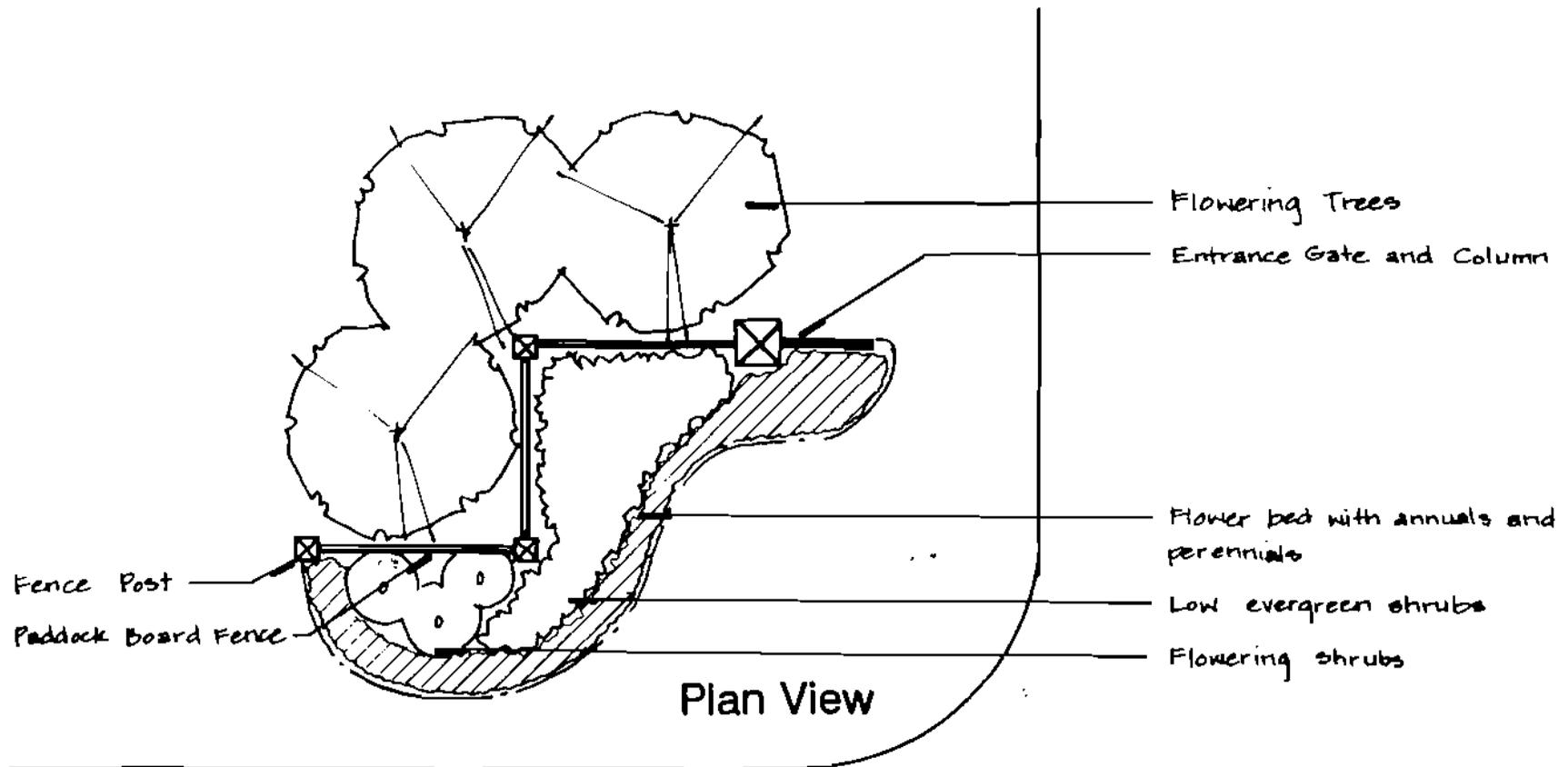
Currently, the driveway to the Rectory is located off of Livingston Road. Future church plans tentatively propose relocating the existing driveway to the rear of the building, off of Broad Creek Church Road, to allow for the addition of the low brick wall along

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.

² *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

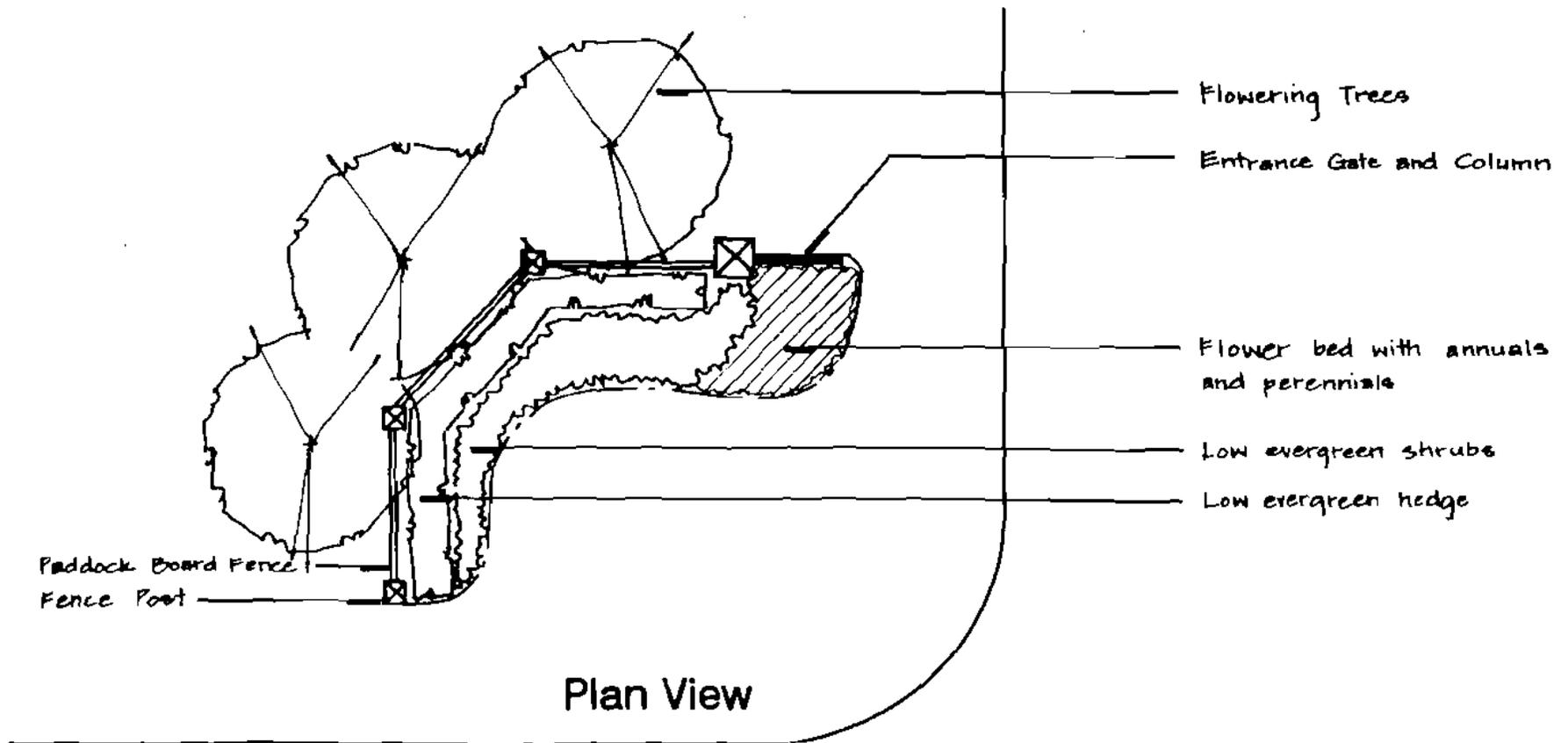


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LIVINGSTON ROAD STREETSCAPE ALTERNATIVES
BROAD CREEK, MARYLAND

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| SCALE: None |
| DATE: 6-95 |
| PROJ. NO: P-513 |
| DRAWN BY: BJI |
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Gateway Entrance Layout B

Single Gate and Column with Paddock Board Fence

Site Plan Detail No. 6

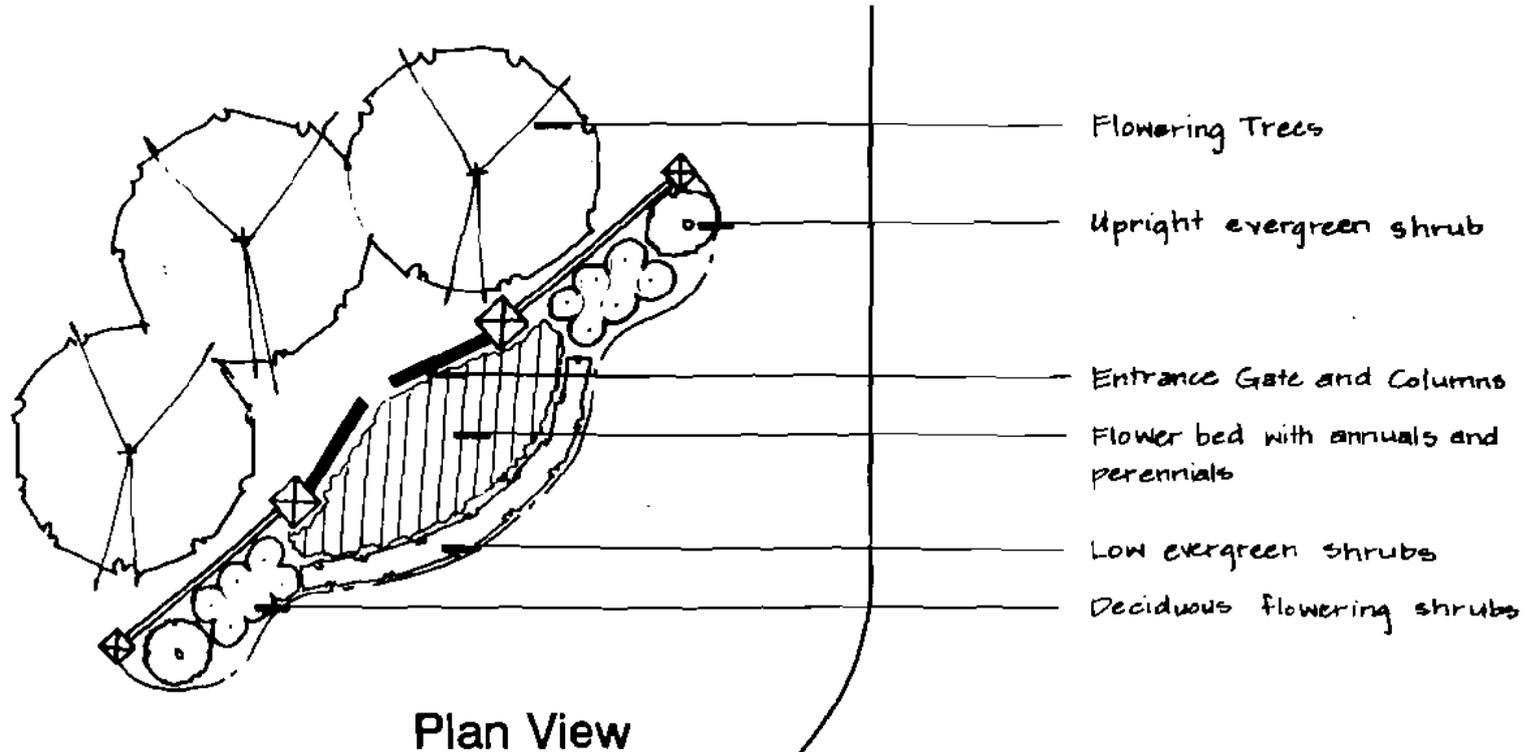


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LIVINGSTON ROAD STREETScape ALTERNATIVES
BROAD CREEK, MARYLAND

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

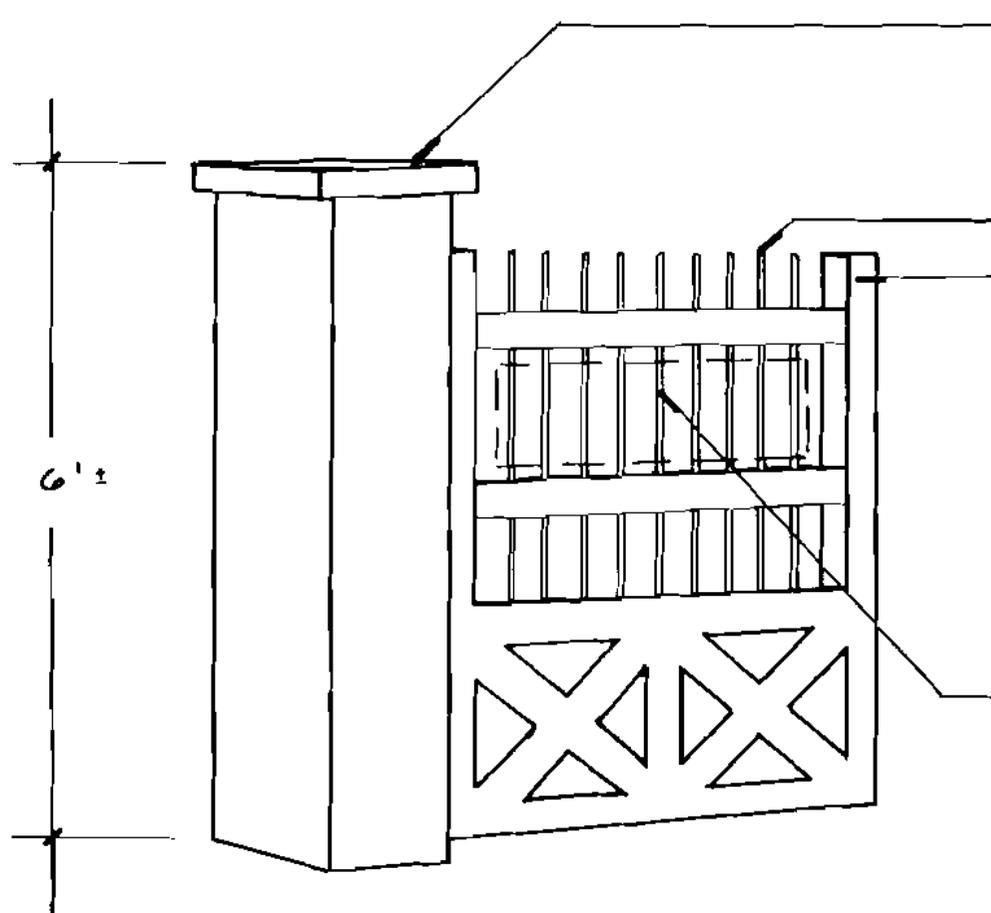


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LIVINGSTON ROAD STREETSCAPE ALTERNATIVES
BROAD CREEK, MARYLAND

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Column is approximately 16" x 16" x 6'. Column can be constructed of brick and left natural or painted dark brown or gray to match proposed fence.

Black iron rods

Wood gate may be left natural or stained, or painted dark brown or gray to match fence. Wood gate is 5'h x 4'w.

Note: Fence design was taken from the existing back gate to the Historic Harmony Hall property. The large column was modified in scale for the entrance concept for the Broad Creek Historic District.

The District can be identified with entrance signage for Broad Creek using black iron letters pinned to the iron rods. Letters should be a minimum of 5"-6" high for readability from vehicular traffic. Style of signage can be:

LeGriffe: *B*

Victorian: **B**

Zopf Chancery: **B**

Gateway Entrance Detail A

Site Plan Detail No. 8

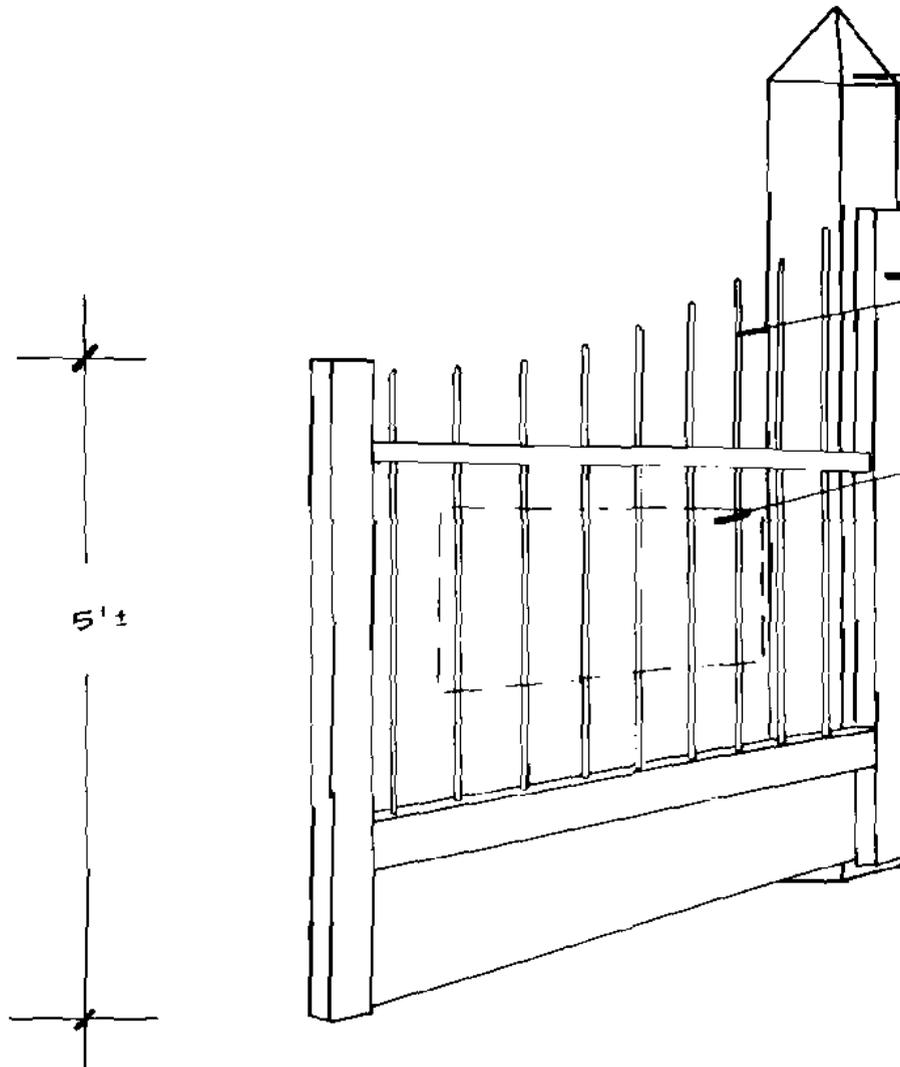


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BROAD CREEK, MARYLAND

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Pencil post is made of wood and is approximately 6" x 6" x 8'. Wood post can be pressure treated or Oak. Wood can be natural, stained or painted dark brown.

Gate is constructed of wood with black iron rods with curving height.

Note: District entrance signage can be pinned to the iron bars for visual identity. Letters should be a minimum of 5" x 6" in height for readability from vehicular traffic.

This fence design was taken from the gates at "His Lordships Kindness" in Clinton, Md. The pencil post was modified in scale for the entrance concept for the Broad Creek Historic District.

Style of signage can be:

LeGriffe: 

Victorian: 

Zapf Chancery: 

Gateway Entrance Detail B

Site Plan Detail No. 10

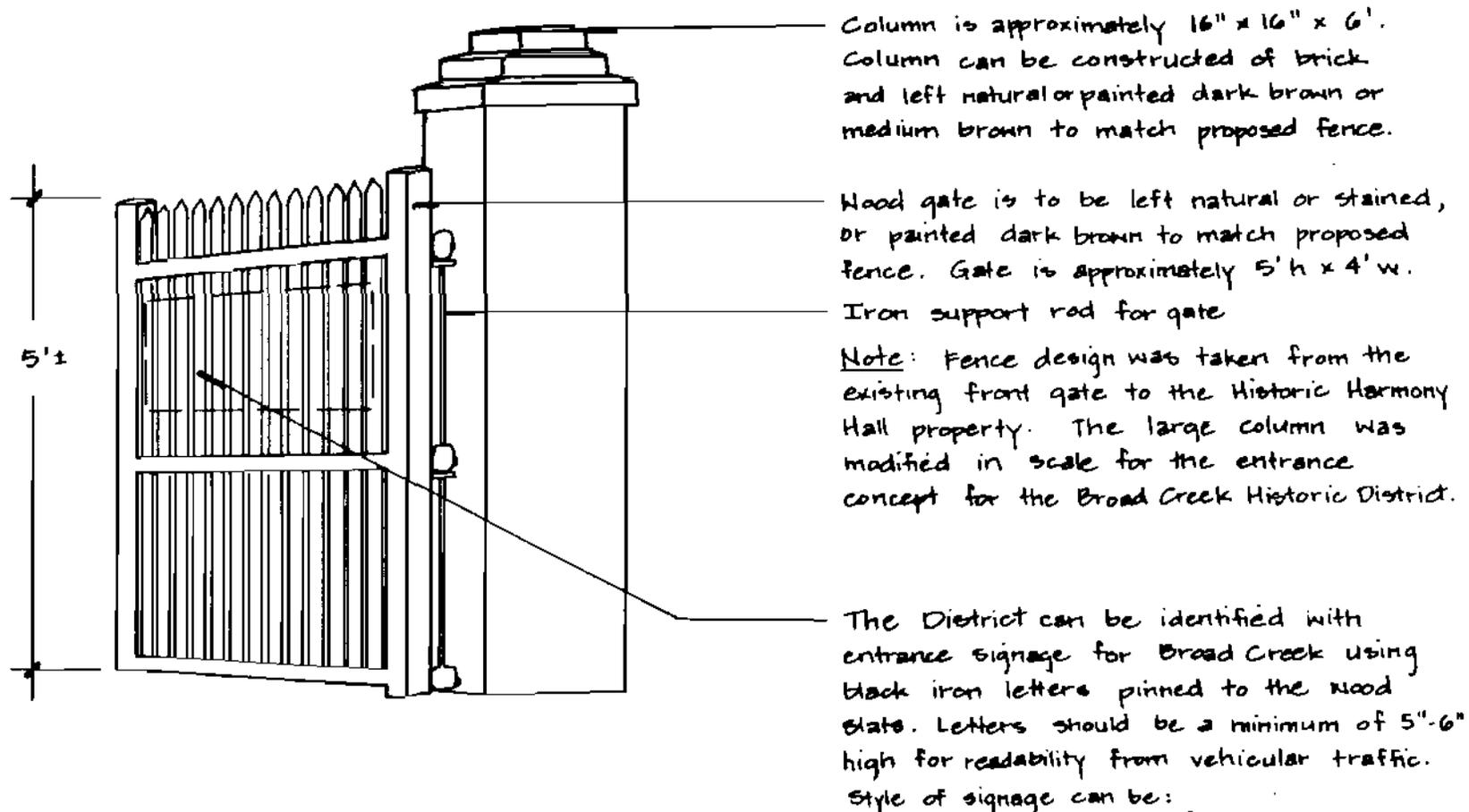


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LIVINGSTON ROAD STREETSCAPE ALTERNATIVES
BROAD CREEK, MARYLAND

SCALE: None
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LeGriffe: 

Victorian: 

Zopf Chancery: 

Gateway Entrance Detail C

Site Plan Detail No. 9



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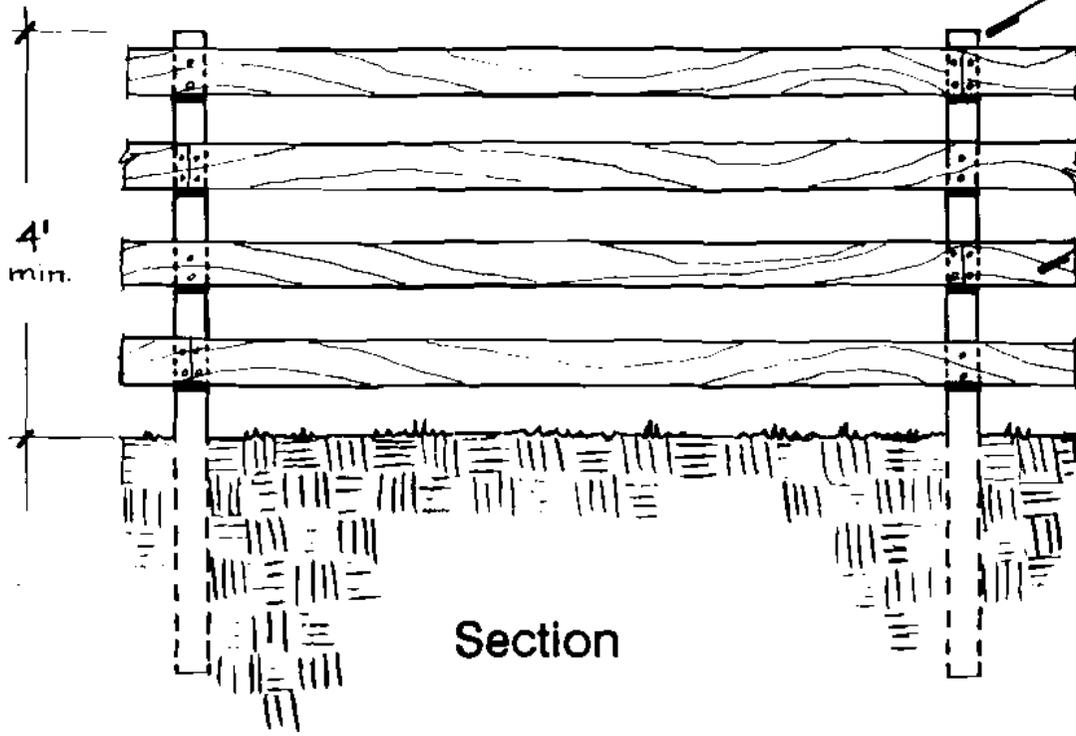
LIVINGSTON ROAD STREETScape ALTERNATIVES
BROAD CREEK, MARYLAND

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| SCALE: None |
| ONE: 6-75 |
| PROJ. NO: P-513 |
| DRAWN BY: BJI |
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Plan View



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

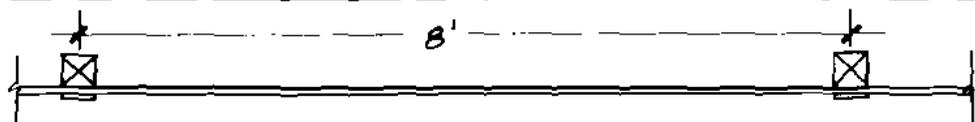


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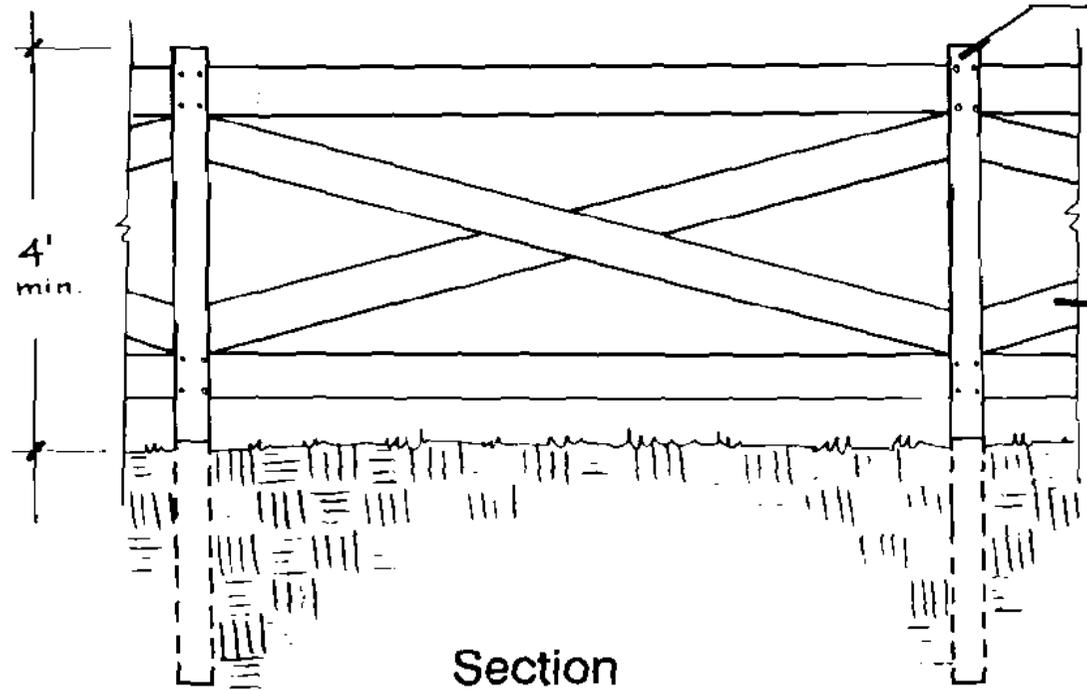
LIVINGSTON ROAD STREETSCAPE ALTERNATIVES
BROAD CREEK, MARYLAND

SCALE: None
DATE: 5-95
PROJ. NO: P-518
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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

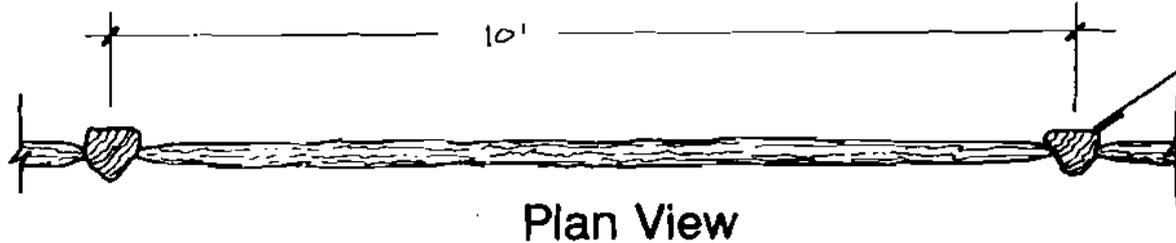


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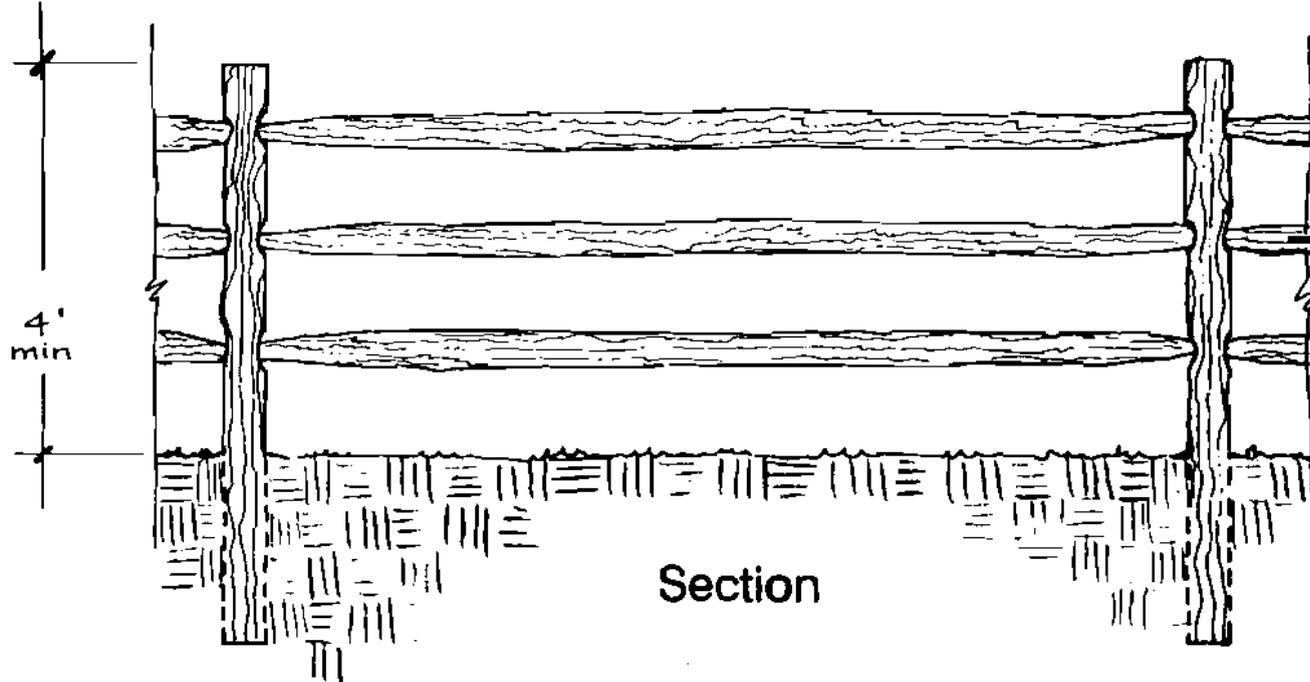
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BROAD CREEK, MARYLAND

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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.



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

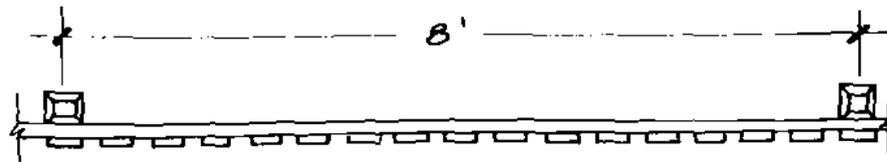
Style of rails can be 3 or 4 rails high.*

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

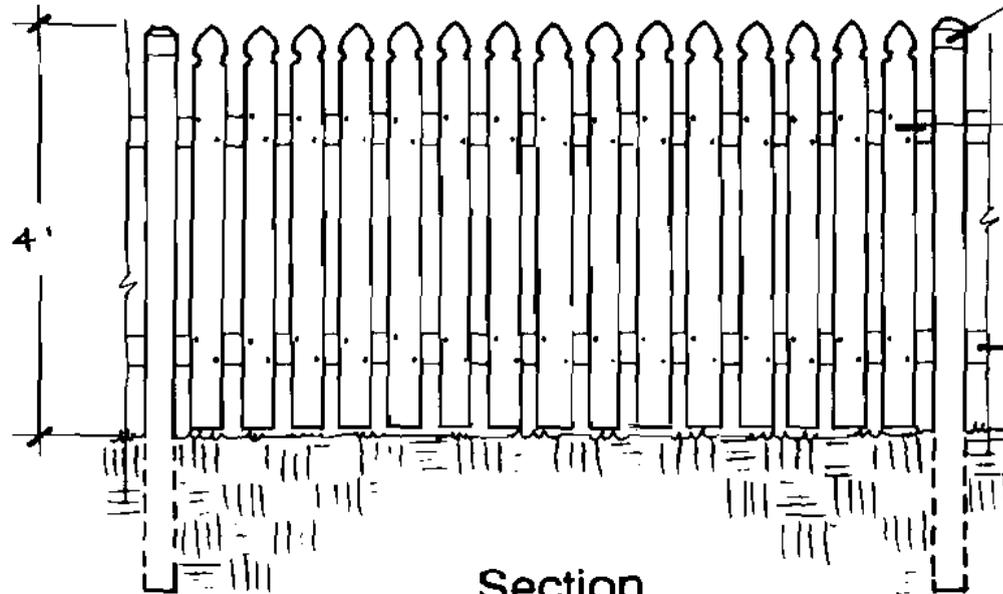
* Height of fence varies depending on # of boards used in selected style.

Split Rail Fence Detail

Site Plan Detail No. 3



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 (M).

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

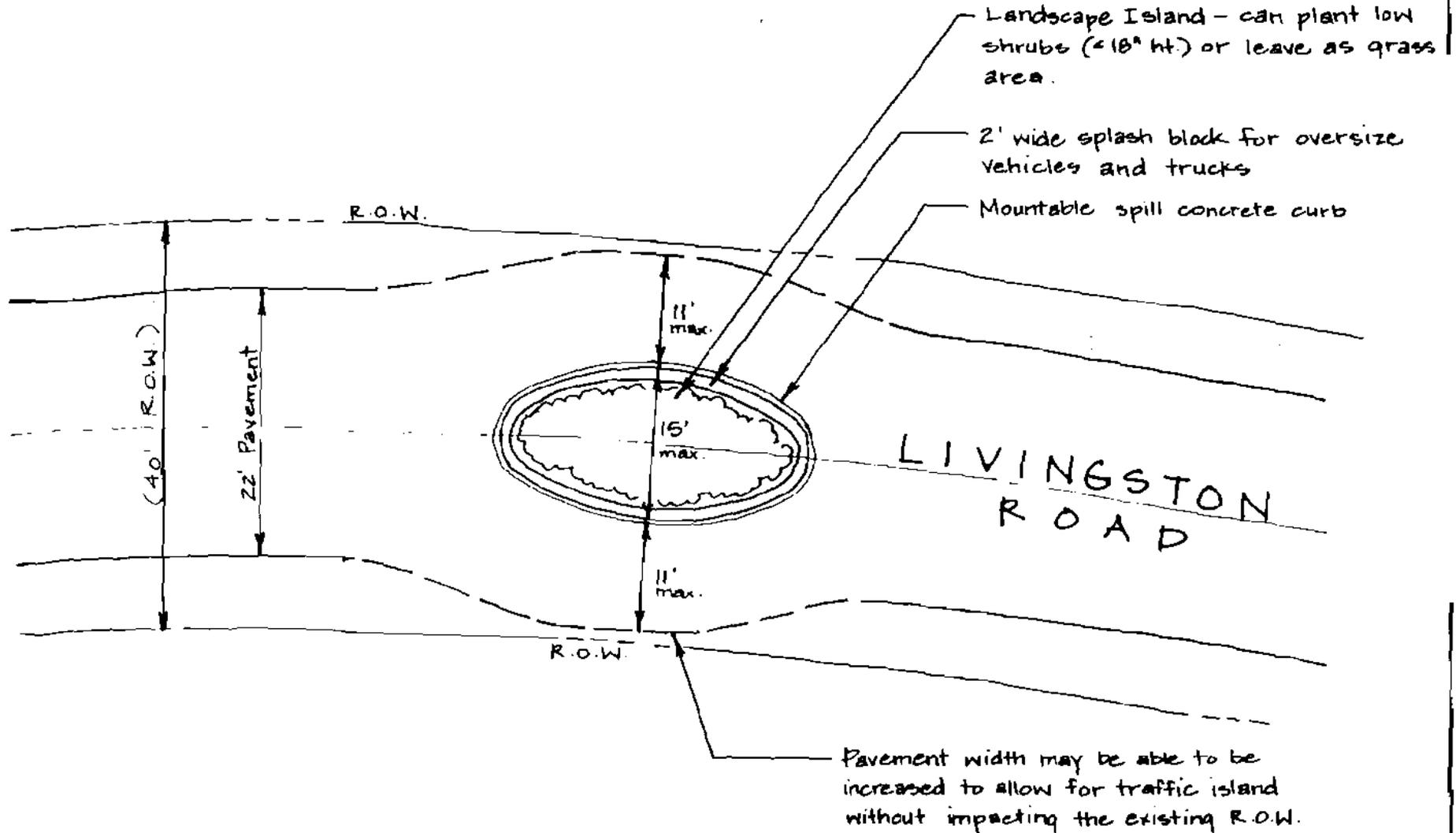


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BROAD CREEK, MARYLAND

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Traffic Circle Concept A

Site Plan Detail No. 11

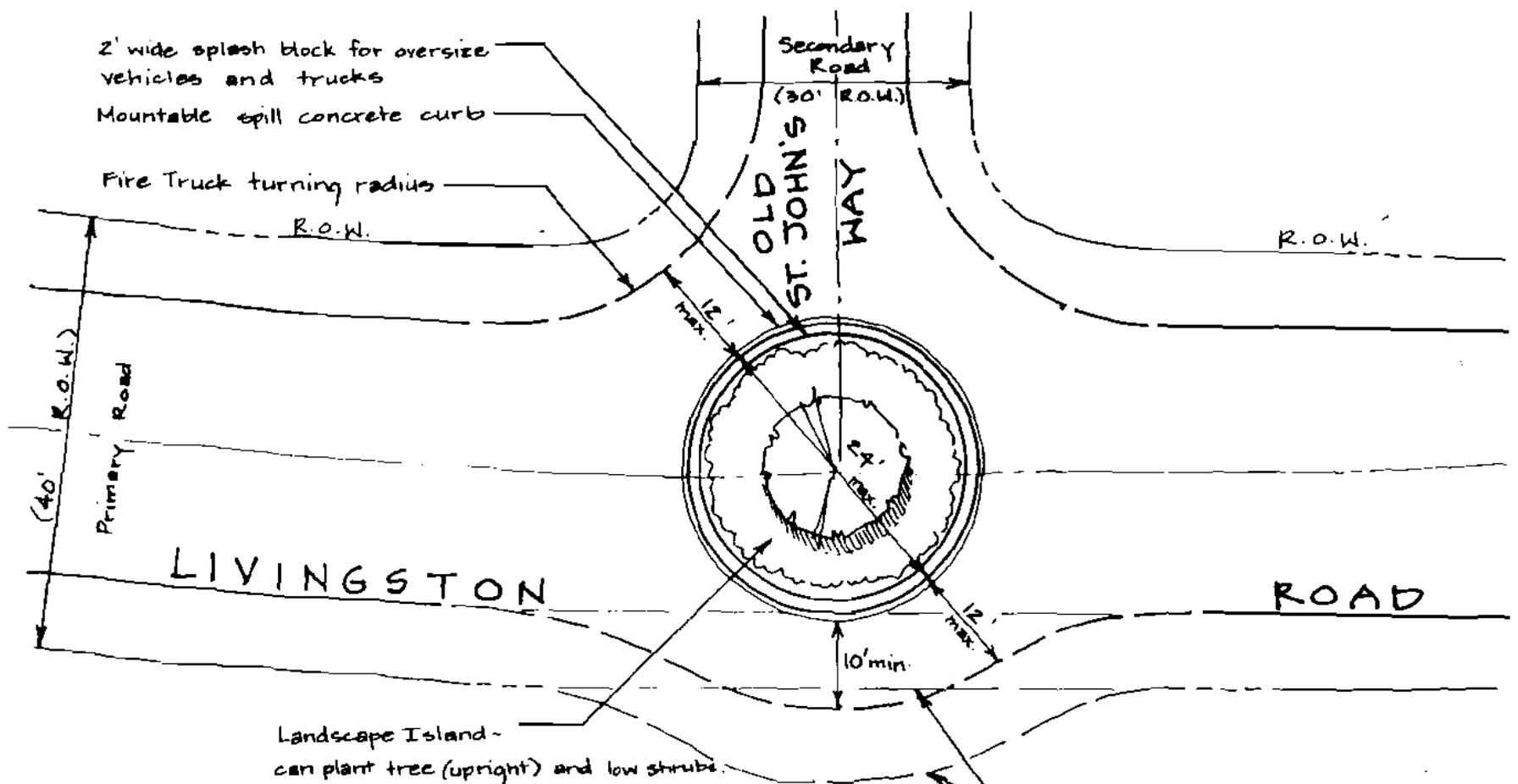


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Additional right-of-way area needed for traffic circle design.

Note: Signs may have to be placed along Livingston Road to indicate "Reduced Speed Ahead" and a "Stop" sign may have to be placed at Old St. John's Way.

Traffic Circle Concept B

Site Plan Detail No. 12

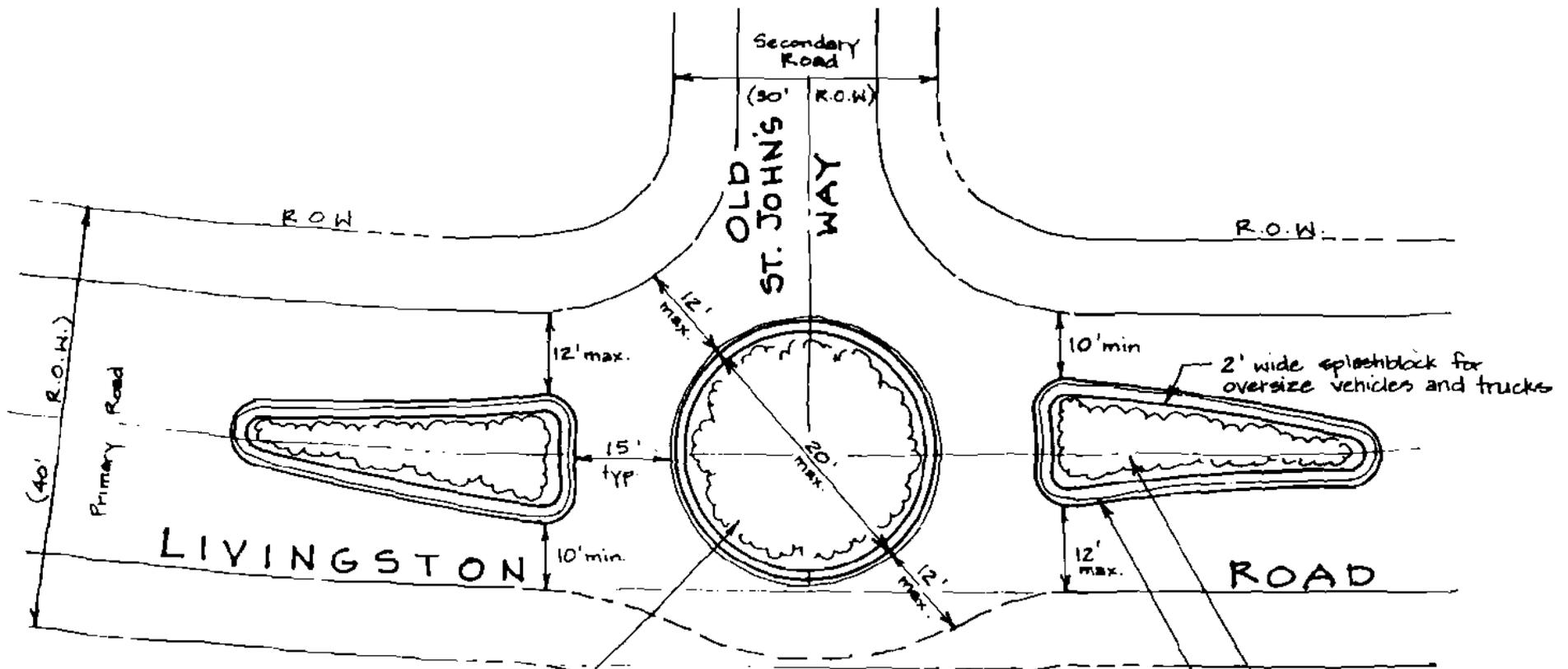


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Landscape Island -
can plant tree and/or shrubs

Note: Signs may have to be placed
along Livingston Road to indicate
"Reduced Speed Ahead" and a
"Stop" sign may have to be placed
at each intersection.

Landscape Island -
can plant low (<18")
shrubs or leave
as grass area.

Mountable spill
concrete curb

Additional R.O.W. area
needed for traffic
circle design.

Traffic Circle Concept C

Site Plan Detail No. 13



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BROAD CREEK, MARYLAND

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