



# LIVINGSTON ROAD CORRIDOR DESIGN CHARRETTE

POST-CHARRETTE PUBLIC MEETING  
PRESENTATION OF  
RECOMMENDATIONS

JUNE 10, 2026

HARMONY HALL REGIONAL CENTER  
10701 LIVINGSTON RD  
FORT WASHINGTON, MD 20744

Images shown for illustrative purposes only.  
Credit: Design Collective Inc.



# AGENDA

1. PROJECT TEAM
2. PROJECT SCOPE, GOALS & SCHEDULE
3. OTHER PLANNING EFFORTS
4. SUMMARY OF FINDINGS
5. CHARRETTE OVERVIEW
6. DRAFT RECOMMENDATIONS
7. Q & A

Images shown for illustrative purposes only.  
Credit: Design Collective Inc.

# MEET THE M-NCPPC TEAM

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NEIGHBORHOOD REVITALIZATION SECTION  
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# MEET THE DESIGN COLLECTIVE TEAM



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PRINCIPAL PLANNER /  
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**MAYTE ORTEGA-  
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PLANNER



**KHUSHALEE INAMDAR**  
PLANNER

# PROJECT SCOPE, GOALS & SCHEDULE



*Credit: Design Collective Inc.*

# PROJECT SCOPE & GOALS

## PROJECT PARTNERS

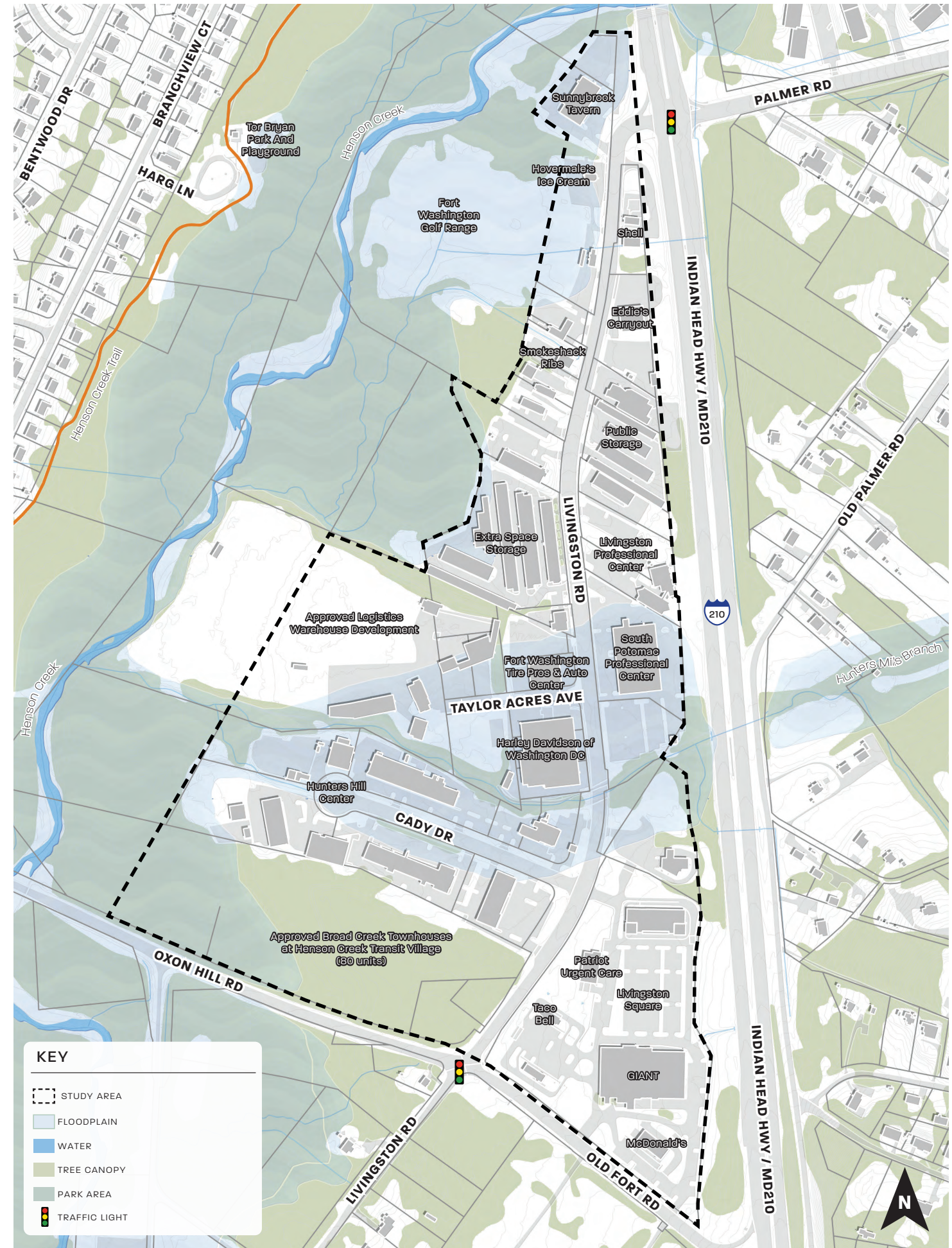
- » The Conservancy of Broad Creek and M-NCPPC Prince George's County Planning Department

## STUDY AREA

- » The commercial area along the Livingston Road Corridor, from the MD 210 / Palmer Rd intersection (near Sunnybrook Tavern) to the Oxon Hill/Old Fort Roads intersection (near the Livingston Square Shopping Center)

## INITIAL WORK

- » Began work in Fall 2025
- » Visited the site and surrounding areas
- » Reviewed past and on-going planning studies
- » Conducted Stakeholder Interviews with agencies and area representatives, including Councilmember Burroughs, Maryland State Highway Administration (SHA), Prince George's County Department of Public Works and Transportation (DPW&T), and Adventist Hospital
- » Attended an Early Workshop, sponsored by the Conservancy, on 1/10/2026 with Fort Washington area HOAs, civic associations, and non-profit groups

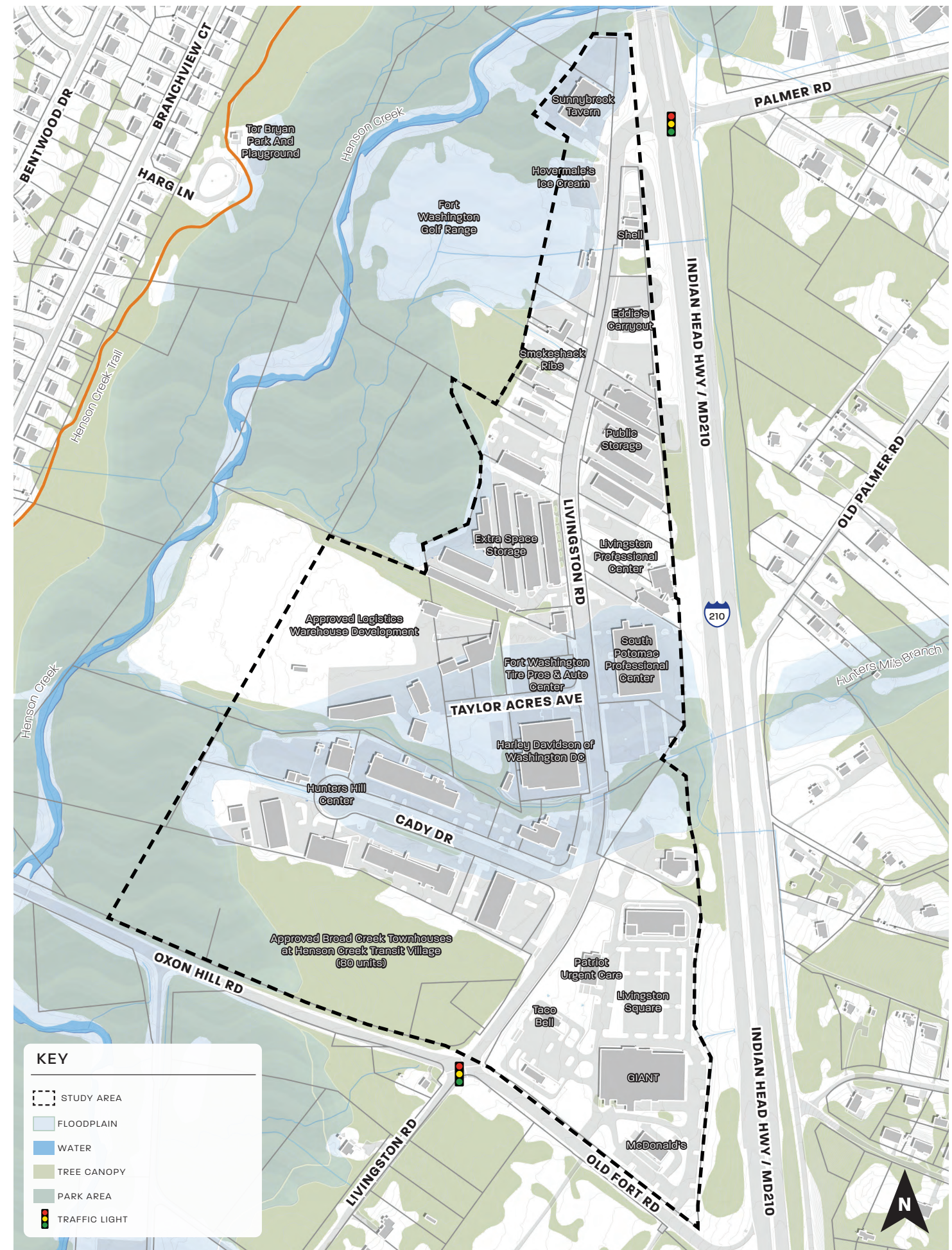


Map Credit: Design Collective Inc. - June 2026

# PROJECT SCOPE & GOALS

## PROJECT GOALS

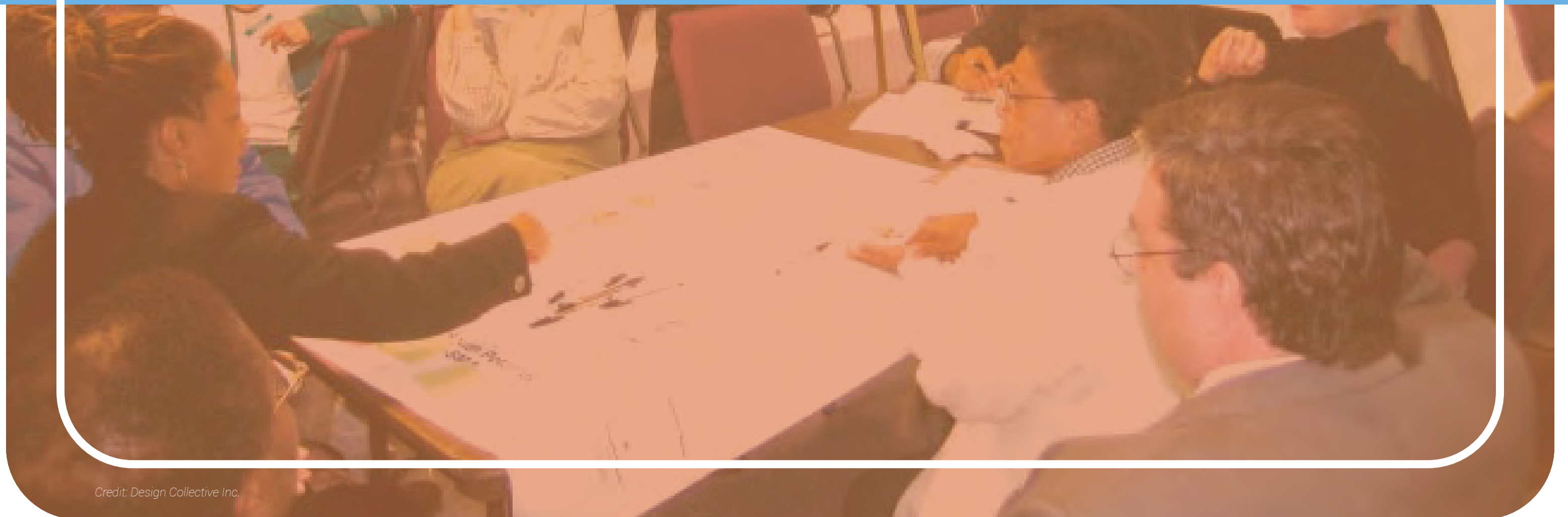
- » Engage a consultant team to facilitate a Design Charrette for the corridor
- » Prepare conceptual designs and visual materials to both define and convey a vision for a more cohesive, attractive, and vibrant corridor
- » Build on the 2006 Approved Henson Creek-South Potomac Master Plan and the 2021 Approved Environmental, Economic, and Market Report
- » These plans/reports envision the village as a “main street” corridor with improved pedestrian accessibility, roadway reallocation, townhouses, apartments, mixed-use buildings, additional retail, and an architectural character that reflects the corridor’s role as a gateway to the Broad Creek Historic District.
- » Update the corridor vision with input from stakeholders and the community
- » Coordinate design recommendations and planning efforts ahead of Maryland SHA construction and anticipated commercial development to ensure that future roadway improvements and site design are aligned with agency plans.



Map Credit: Design Collective Inc. - June 2026



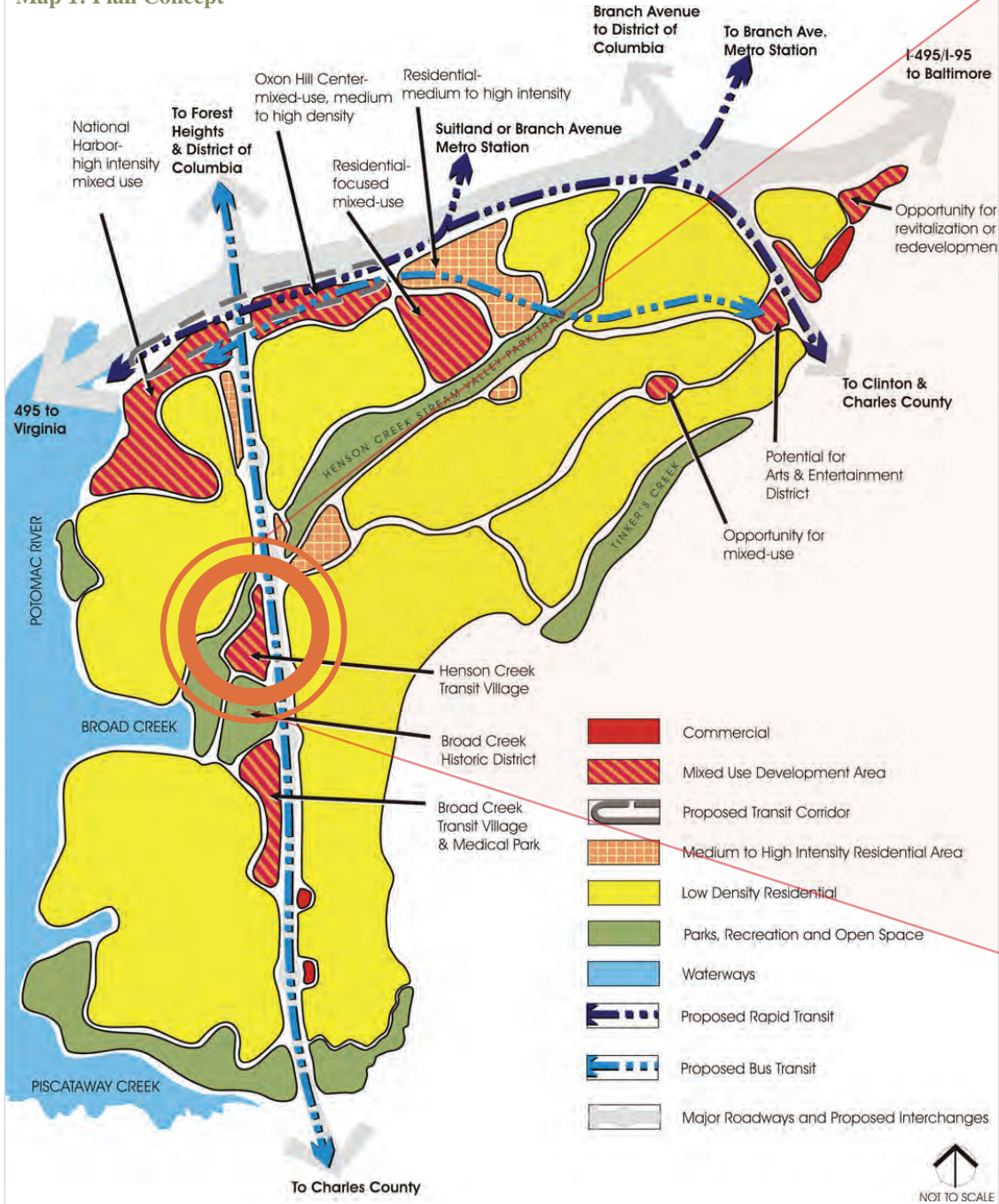
# OTHER PLANNING EFFORTS



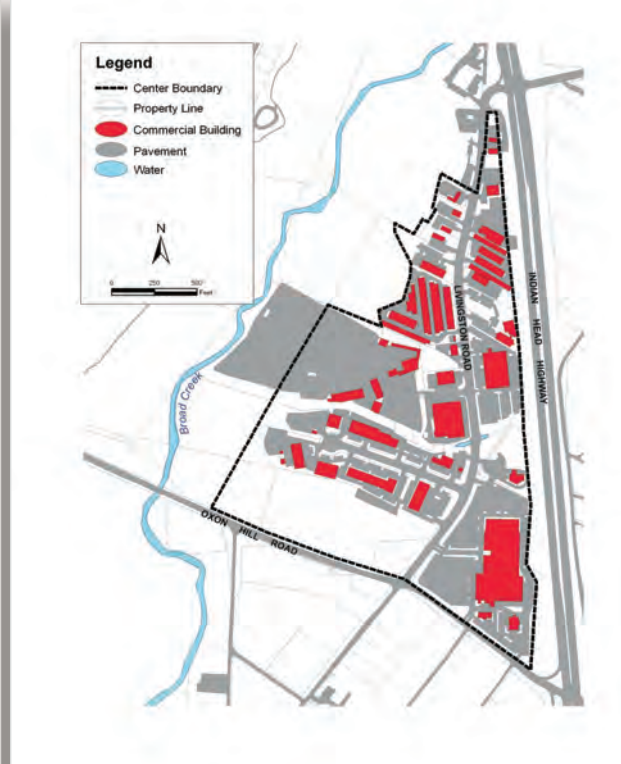
# OTHER PLANNING EFFORTS - MASTER PLAN

## 2006 APPROVED MASTER PLAN AND SMA FOR HENSON CREEK-SOUTH POTOMAC

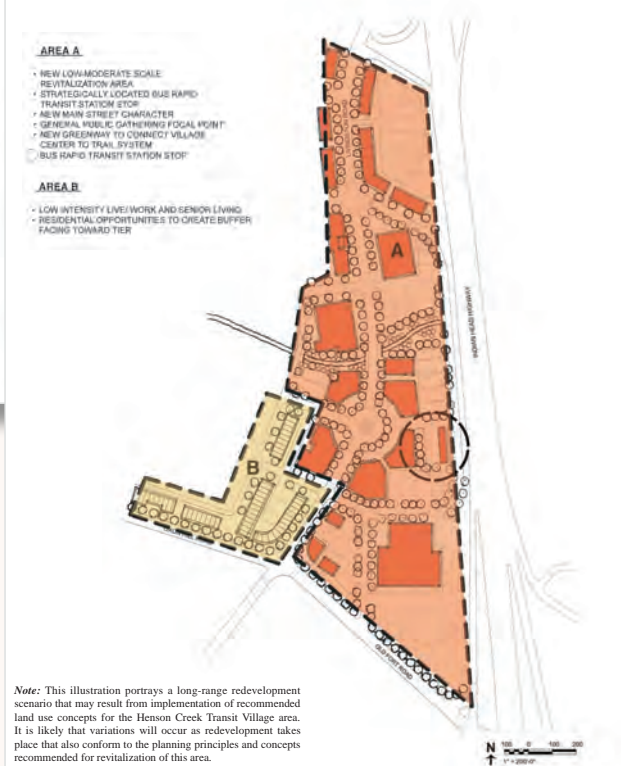
Map 1: Plan Concept



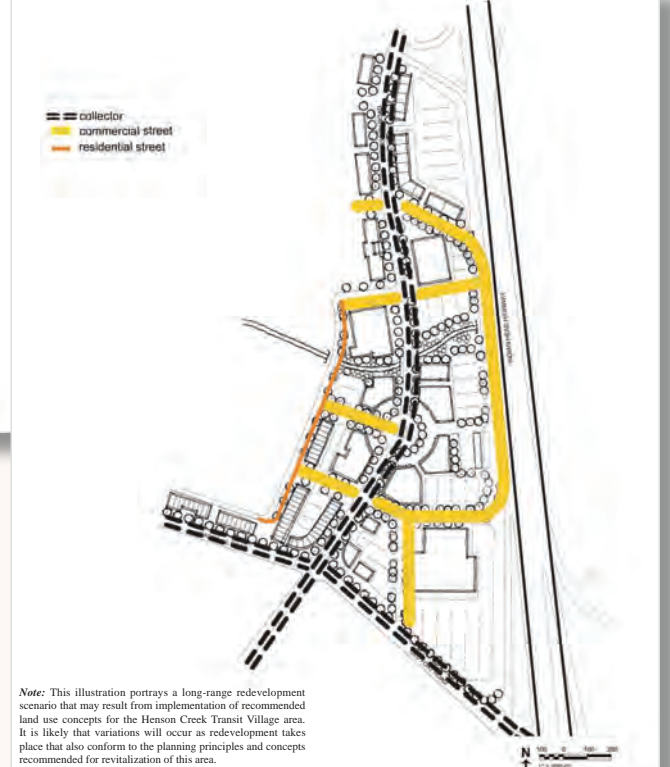
Map 7: Henson Creek Existing Land Use



Map 8: Henson Creek Transit Village Proposed Land Use



Map 9: Henson Creek Street Pattern



## 2006 APPROVED MASTER PLAN AND SMA FOR HENSON CREEK-SOUTH POTOMAC

- » C-710, Livingston Road between MD 210 and Oxon Hill Road/Old Fort Road North is classified as a **Collector**.
- » **Collector:** A multilane or two-lane roadway designed to carry medium-speed traffic between arterial and internal local streets, to provide access to major traffic generators, and to connect residential neighborhoods to major highway systems. Access to abutting properties is usually permitted.
- » This portion of Livingston Road is recommended to be widened to a four-lane undivided facility with a proposed Right-of-Way of 80 feet (see chart below) and continuous sidewalks.
- » Trail connections from adjoining communities to the Henson Creek Stream Valley Trail.
- » Interchanges indicated at the MD 210/Palmer Road and MD 210/Old Fort Road Intersections.

# OTHER PLANNING EFFORTS - ADDITIONAL STUDIES

## 2021 HENSON CREEK VILLAGE AREA STUDY- ENVIRONMENTAL, ECONOMIC, AND MARKET REPORT

### Redevelopment Scenarios

#### SUBAREA 1: CENTRAL LIVINGSTON RD. CORRIDOR

Subarea 1 is defined as the Livingston Rd core. Mixed-use development of this area has the highest likelihood of success and could advance the feasibility of redevelopment in adjacent subareas.

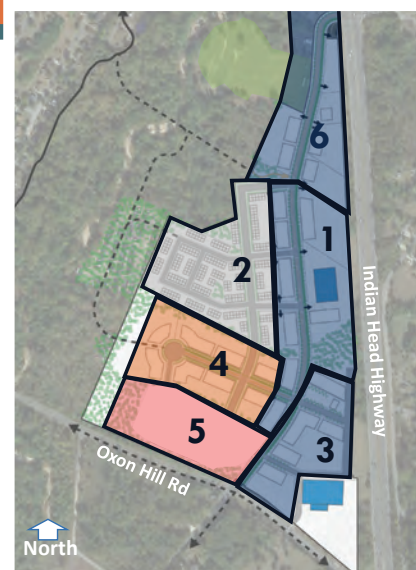
#### SUBAREA 2: RESIDENTIAL DISTRICT

The redevelopment of parcels further from the Livingston Road corridor is an opportunity to bring denser residential and related uses within walking distance of Livingston Road's commercial uses, providing customers in proximity to new and future retail and restaurant uses and providing convenient retail amenities to new residents. Residential development west of Livingston Road can draw on the strong demand for rental and owner-occupied housing in adjacent neighborhoods. Subarea 2 is underbuilt and has consolidated site ownership, positioning it for less complicated residential redevelopment should the property owner be interested in pursuing redevelopment.

#### SUBAREAS 3 AND 6: GATEWAY DISTRICTS

Subareas 3 and 6 could extend the length of active, mixed-use development outward from the core of the Livingston Road corridor in subarea 1. Redevelopment in these two subareas would be constrained by challenges including the existence of an already-approved site plan in subarea 3 that would allow for suburban, auto-oriented uses as well as the division of subarea 6 into smaller parcels with various owners who would need to coordinate to enable mixed-use redevelopment. In addition, there may be plans at some point for an interchange at Indian Head Highway's northern entrance, which would further constrain redevelopment on certain northern parcels.

If development constraints are overcome, subareas 3 and 6 have the potential to support significant amounts of multifamily and retail development compared to the subareas' current build-out.



#### SUBAREA 4: ANCILLARY COMMERCIAL DISTRICT

Cady Dr represents a long-term opportunity to attract denser commercial and potentially medical office uses that could capitalize on the proximity to the Fort Washington Medical Center and offer additional services to local residents.

#### SUBAREA 5: RESIDENTIAL/ OPEN SPACE DISTRICT

Subarea 5 is currently entitled for residential development and could be developed absent County intervention. Should the County seek to limit the creation of additional impervious surface in proximity to Henson Creek considering ongoing flooding challenges, it could consider acquisition of some or all of this site as additional green space. If desired, the County could also seek to work with the site's landowner to ensure that any new development complies with current stormwater regulations and does not exacerbate Henson Creek's flooding challenges.



Figure 8. Example of reallocating road space from four lanes to three, creating space for a center turn lane. SOURCE: TOOLE



Figure 9. Livingston Road with Center Turn Lane and Painted Bike Lanes SOURCE: TOOLE

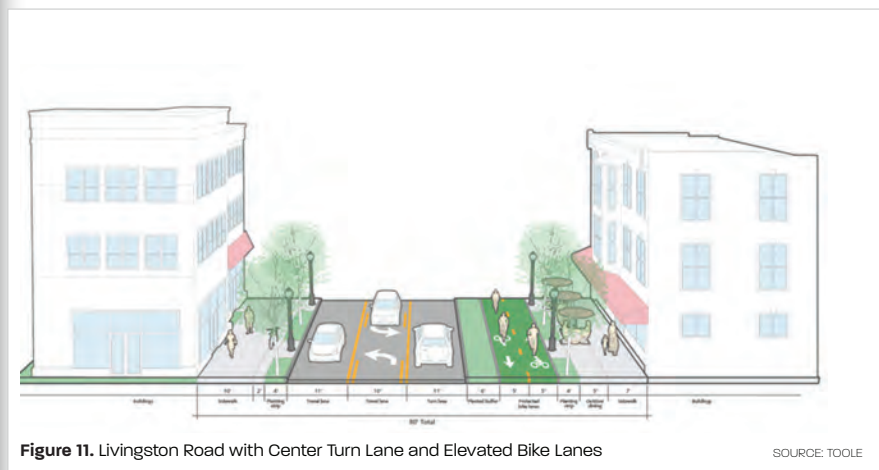


Figure 11. Livingston Road with Center Turn Lane and Elevated Bike Lanes SOURCE: TOOLE

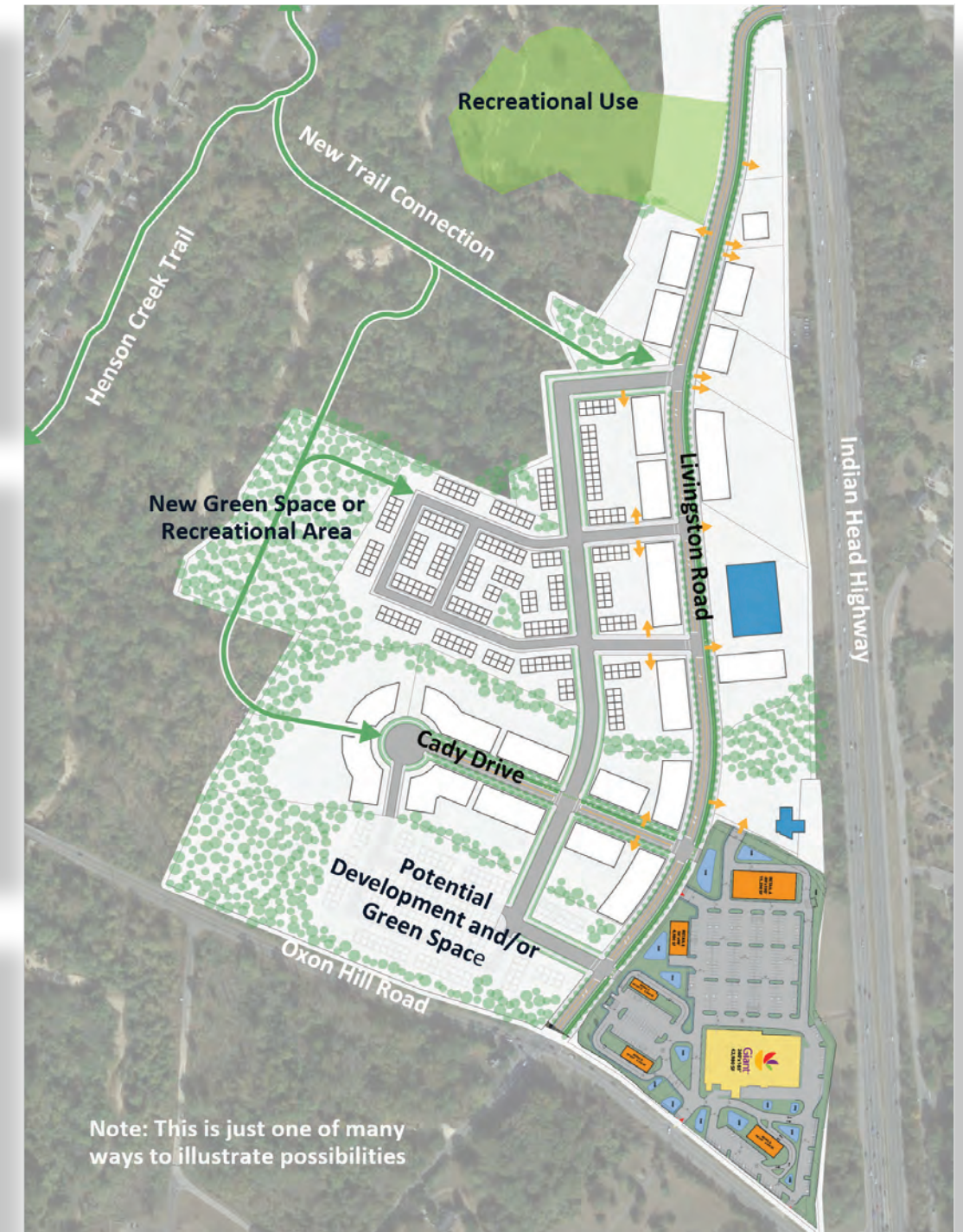


Figure 7. Buildout Redevelopment Concept

Note: This is just one of many ways to illustrate possibilities

# OTHER PLANNING EFFORTS - CAPITAL IMPROVEMENT PROJECTS

## MD 210 AT PALMER ROAD/LIVINGSTON ROAD AND OLD FORT ROAD PROJECT

- » MDOT State Highway Administration (SHA) has initiated the MD 210 at Palmer Road/Livingston Road and Old Fort Road Project.
- » The project is currently in the Design Phase.
- » This phase is followed by the Right-of-Way Acquisition and Construction phases; each phase is funded separately.
- » This effort includes an updated traffic analysis, evaluation of interchange configurations, and environmental resource impacts

- » Update February 2026: Design efforts are ongoing and continue to incorporate feedback from Prince George's County, with the project team progressing toward the Preliminary Investigation milestone (30% design completion) anticipated in Summer 2026.

- » Source: <https://mdot-sha-md210-at-palmer-livingston-rd-pga28m21-maryland.hub.arcgis.com/>



Source: <https://mdot-sha-md210-at-palmer-livingston-rd-pga28m21-maryland.hub.arcgis.com/>

# SUMMARY OF PRELIMINARY FINDINGS



# SITE OBSERVATIONS

From the initial study area tours and interviews, the team learned some of the concerns and challenges as well as the strengths of the Livingston Road Corridor.

## CONCERNS & CHALLENGES INCLUDE:

- » Lack of a downtown area (no central place for the community);
- » Lack of a visual entrance to the historic district and the business corridor;
- » Pedestrian safety (no crosswalks, intermittent sidewalks, etc.);
- » Lack of streetscape design (inconsistent or missing lane markings, street trees, signage, etc.);
- » Lack of connections to trail, river, and parks;
- » Impact of trucks (and anticipated increase from approved distribution center) and motorcycles;
- » Impact of chain drive-thru restaurants and facades not facing the street; and
- » A possible highway fly-over on MD 210 at Old Fort Road and closure of or a fly-over at the Palmer Rd intersection.

## STRENGTHS INCLUDE:

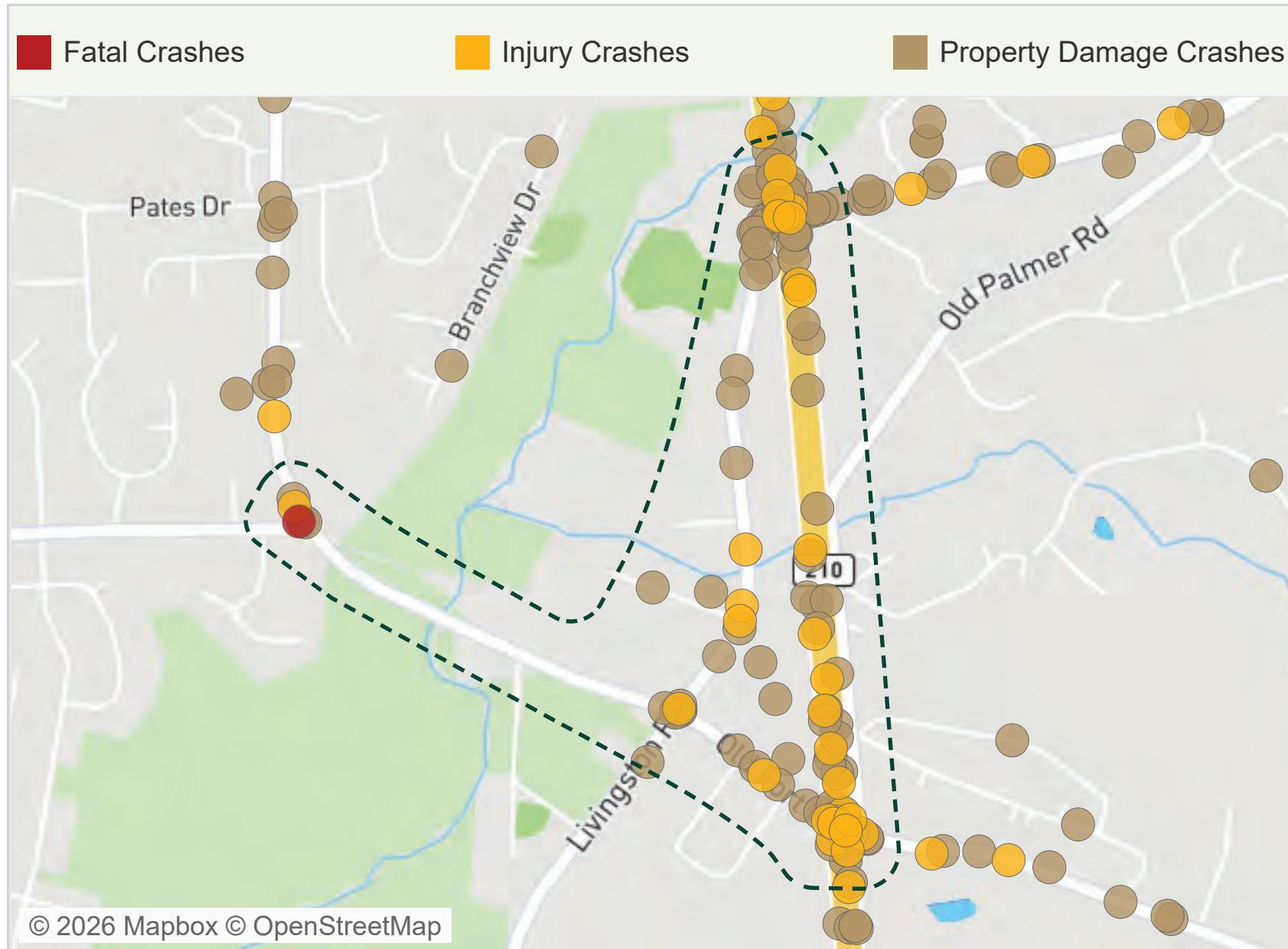
- » Presence of many local businesses and eateries.



EXISTING CONDITIONS - SITE OBSERVATIONS

# DATA ANALYSIS

## MARYLAND DEPT. OF STATE POLICE - CRASH DATA



Source: Maryland Department of State Police - Crash Data  
<https://mdsp.maryland.gov/Pages/Dashboards/CrashDataDashboard.aspx>

### Crash Data Analysis:

- » 1 Fatal Crash occurred on Oxon Hill in the past 5 years.
- » 24 Injury Crashes with the majority occurring on Indian Head Hwy (MD 210).
- » 66 Property Damage Crashes with 29 incidents on MD 210 and 19 incidents on Livingston Rd.

Prince George's County - Vision Zero Action Plan is a roadmap for achieving zero fatalities and serious injuries on our roadways by 2040, in coordination with Maryland SHA.

This study will investigate improvements on Livingston Road that will improve pedestrian, bicycle, and vehicular safety; improve connectivity for all users; and reduce conflicts and crashes.

# STAKEHOLDER INPUT



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## SUMMARY OF INPUT - FORT WASHINGTON AREA COMMUNITY GROUPS

- » January 10, 2026 Early Workshop, hosted by the Conservancy at St. John's Episcopal Church- 20 attendees participated in the event

### Summary of Comments:

- » MD 210 functions as a social, economic, and physical divider, with concerns about speeding, higher fines, and potential interchanges.
- » Livingston Road has potential to serve as a community connector but currently does not meet neighborhood needs.
- » The corridor lacks gateways, entrances, and signage to destinations like the Historic District and Henson Creek Trail.
- » Existing conditions are unattractive and disjointed, with vacant-looking offices, excessive liquor stores, confusing roadway markings, and discontinuous sidewalks.
- » The Adventist HealthCare hospital could act as a catalyst for development and create a hub at the corridor's south end.
- » The community envisions a more attractive, walkable corridor with trees, sidewalks, crosswalks, lane striping, appropriate parking, and businesses that meet local needs.
- » Greater support for local businesses is needed, including better awareness of grants and stronger community backing for neighborhood-serving retail and dining.



# CHARRETTE OVERVIEW



Credit: Design Collective Inc.



# CHARRETTE - WHAT WE HEARD

## STREETSCAPE

- » Safety, for both pedestrians and drivers, is a priority
- » Street Trees that beautify and unify; correct size/species for conditions
- » Street Lights: pedestrian-scaled; traditional character; light sidewalks consistently for safety
- » Signage: identify Fort Washington at 210 gateways; identify Broad Creek Historic District at Old Fort/Oxon Hill & Livingston Rd intersection
- » Crosswalks at signalized (traffic light or HAWK), safe locations
- » Bike Facilities: Shared-Use Paths (off-street) and protected Bike Lanes (on-street); connect to trails in the area
- » Parking: no on-street parking on Liv. Rd
- » Street Striping: prioritize and complete in the short-term

Preferred

Neutral/Not Selected



# CHARRETTE - WHAT WE HEARD

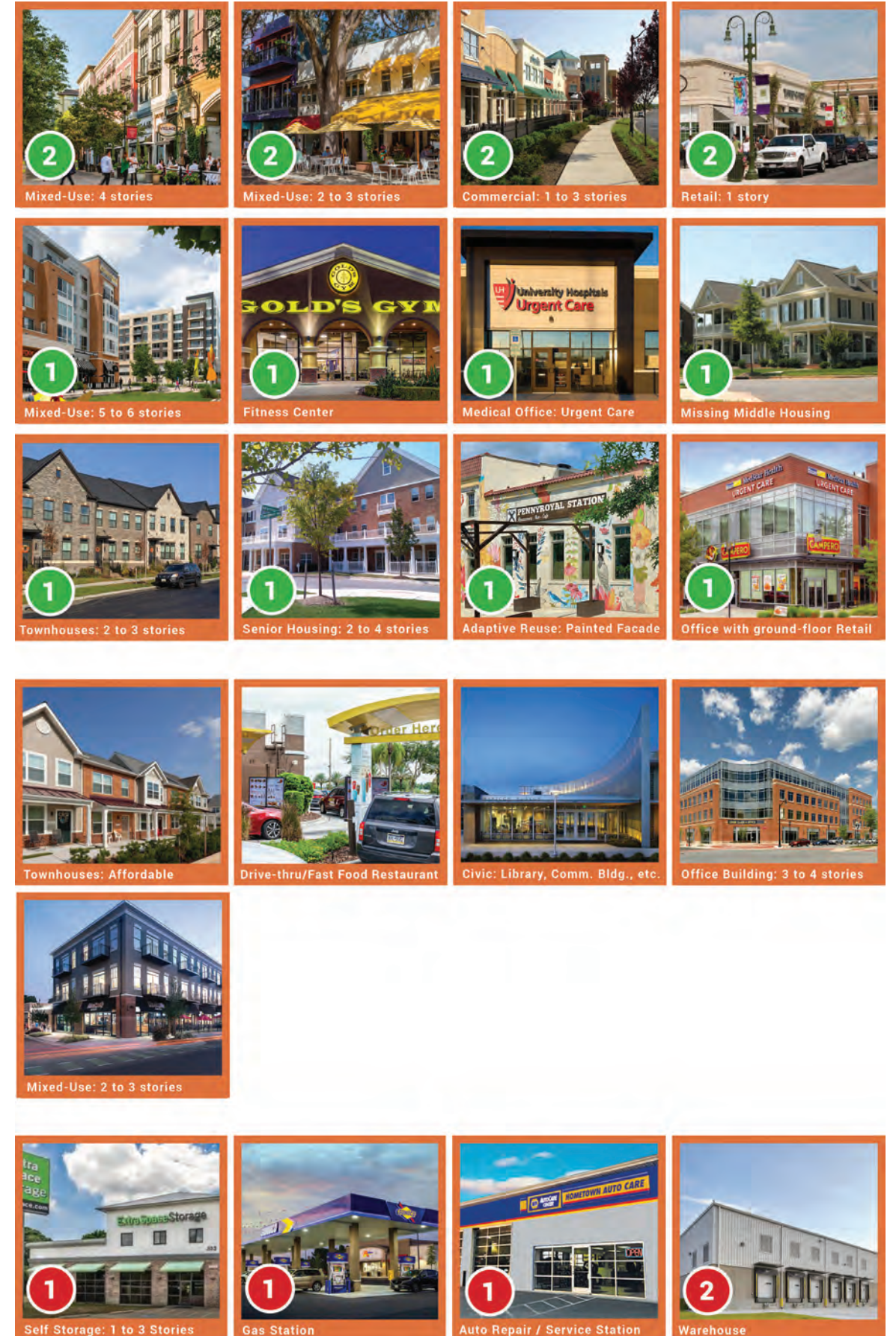
## CHARACTER

- » Building Heights: most preferred 1-4 stories, not taller (not 5-6 stories)
- » Diversity of Housing Choice: variety of types, including for seniors at all levels: 55+, independent, assisted, memory care
- » More Mixed-Use: vibrant, activated
- » Sit-down Restaurants / Dining Choice
- » Medical: support for proposed Adventist Hospital (to south) and spin-off uses: medical training and offices
- » Representative of the character and quality of surrounding neighborhoods
- » Front Livingston Road with buildings and entrances

Preferred

Neutral/Not Selected

Not Preferred



# CHARRETTE - WHAT WE HEARD

## PLACEMAKING

- » Need a place to gather, a focal point for Fort Washington
- » Short-term: Cady Drive currently closes down for annual Fort Washington Forward festival; could host other, periodic festivals
- » Long-term: potentially at golf-range (in the floodplain; unlikely to redevelop); family-centered; children's play area, nature play and/or plaza with office buildings' redevelopment
- » Trail connections over Henson Creek
- » Healthy Seniors: need more safe and well-lit sidewalks, crossings, and trails for walkability

Preferred

Neutral/Not Selected



# CHARRETTE VISIONING & SKETCHES



Credit - Design Collective Inc.

Map and Photos Credit: Design Collective Inc. - March 2026

# DRAFT RECOMMENDATIONS



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## FRAMEWORK DIAGRAM - CONNECTIVITY & PLACEMAKING

- » Create a connected Pedestrian Network, by linking existing sidewalks, to new off-street Shared-Use Paths, to the Henson Creek Trail
- » Create a connected Bicycle Network, by linking new protected Bike Lanes, to new off-street Shared-Use Paths, to the Henson Creek Trail
- » Provide safe, lit, and well-marked crosswalks at signalized (traffic/HAWK) crossings, minimally at the transitions from sidewalks and bike lanes to the Shared-Use Paths and preferably at Cady Drive
- » Other crossing locations should be added over time and with new development (e.g., at Taylor Acres)
- » Encourage existing businesses and new development to provide secure bike racks and parking, to encourage and support bicycle use
- » Provide trailhead parking to encourage trail access and use

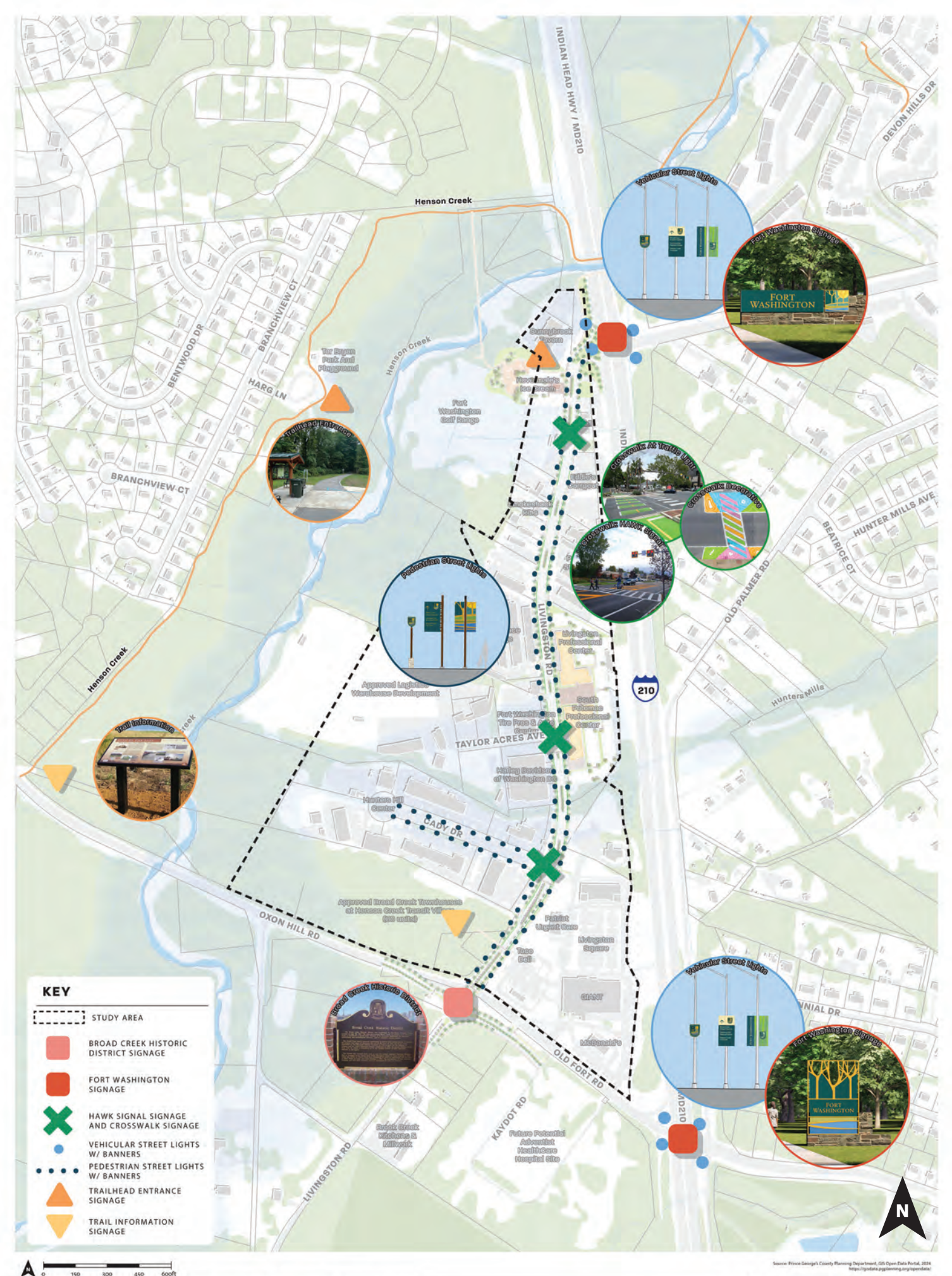


## FRAMEWORK DIAGRAM - IDENTITY & WAYFINDING

- » Add vehicular-scaled Fort Washington branded signage at the MD 210 North and South gateway intersections, as banners to existing/new light poles and as new monument signs
- » Add pedestrian-scaled Fort Washington branded signage along Livingston Road within the study area, as banners to existing/new light poles
- » Add Broad Creek Historic District signage at the Livingston Road/Oxon Hill/Old Fort Roads intersection
- » Add trailhead and informational signage at the Henson Creek entry points
- » Study decorative (painted or stamped) crosswalk patterns to alert drivers to the presence of pedestrians and cyclists and to highlight the identity of Fort Washington

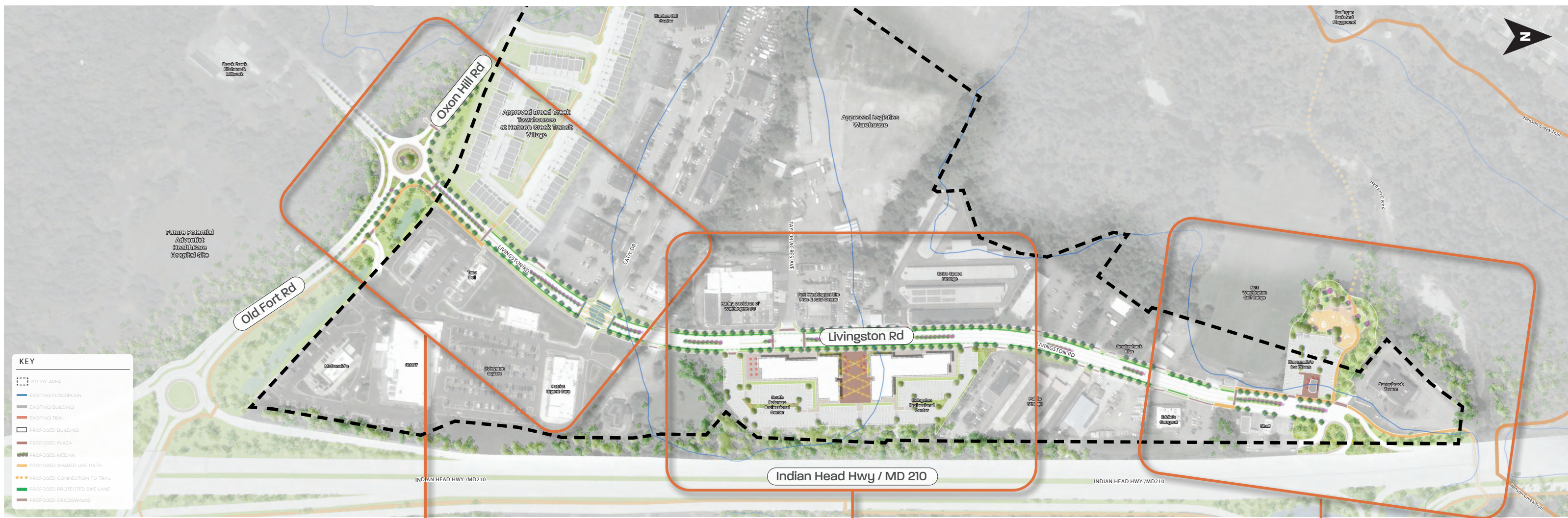


Signage Design Credit: Stantec



Livingston Rd Corridor | Identity & Wayfinding (DRAFT)  
June 2026

# DRAFT RECOMMENDATIONS



## Livingston Road - South

- » Gateway to Commercial District
- » Gateway to Broad Creek Historic District
- » Transition between Shared-Use Path (off-street) and Bike Lanes (on-street)

## Livingston Road - Center

- » Core of Commercial District
- » Opportunity for Office area to be redeveloped
- » Add crossings (crosswalks and signals) with new development (e.g., at Taylor Acres)

## Livingston Road - North

- » Gateway to Commercial District
- » Transition between Shared-Use Path (off-street) and Bike Lanes (on-street)
- » Opportunity for family gathering area with playground and trailhead parking

# DRAFT RECOMMENDATIONS

## ROUNDBABOUT PROS & CONS

### PROS:

- **Improved Safety:** Fewer serious crashes; lower speeds; no "light to beat"; fewer T-bone and head-on collisions; more survivable crashes involving pedestrians and cyclists
- **Operational Efficiency:** Generally, reduced delays, less queuing, and higher capacity; works during power outage (no signals)
- **Environmental Benefit:** Lower emissions; less noise
- **Lower Maintenance Cost:** No traffic signals or additional turn lanes to maintain

### CONS:

- **More Land Needed / Right-of-Way Acquisition:** More impact to properties south of Oxon Hill/Old Fort Roads
- **Reduced/Reconfigured Access to Adjacent Properties:** Affects access to Livingston Square; potentially affects access to proposed Hospital and emergency vehicles\*
- **No Signals and Crosswalks:** Vehicles do not stop at signals, allowing peds and cyclists to cross at the intersection

\* Traffic study required to determine.

Sidewalks will be built along Livingston and Oxon Hill Roads, as well as within the site, as part of the planned TH Development. Provide safe ped/bike crossings to Livingston Sq. Shopping Ctr.

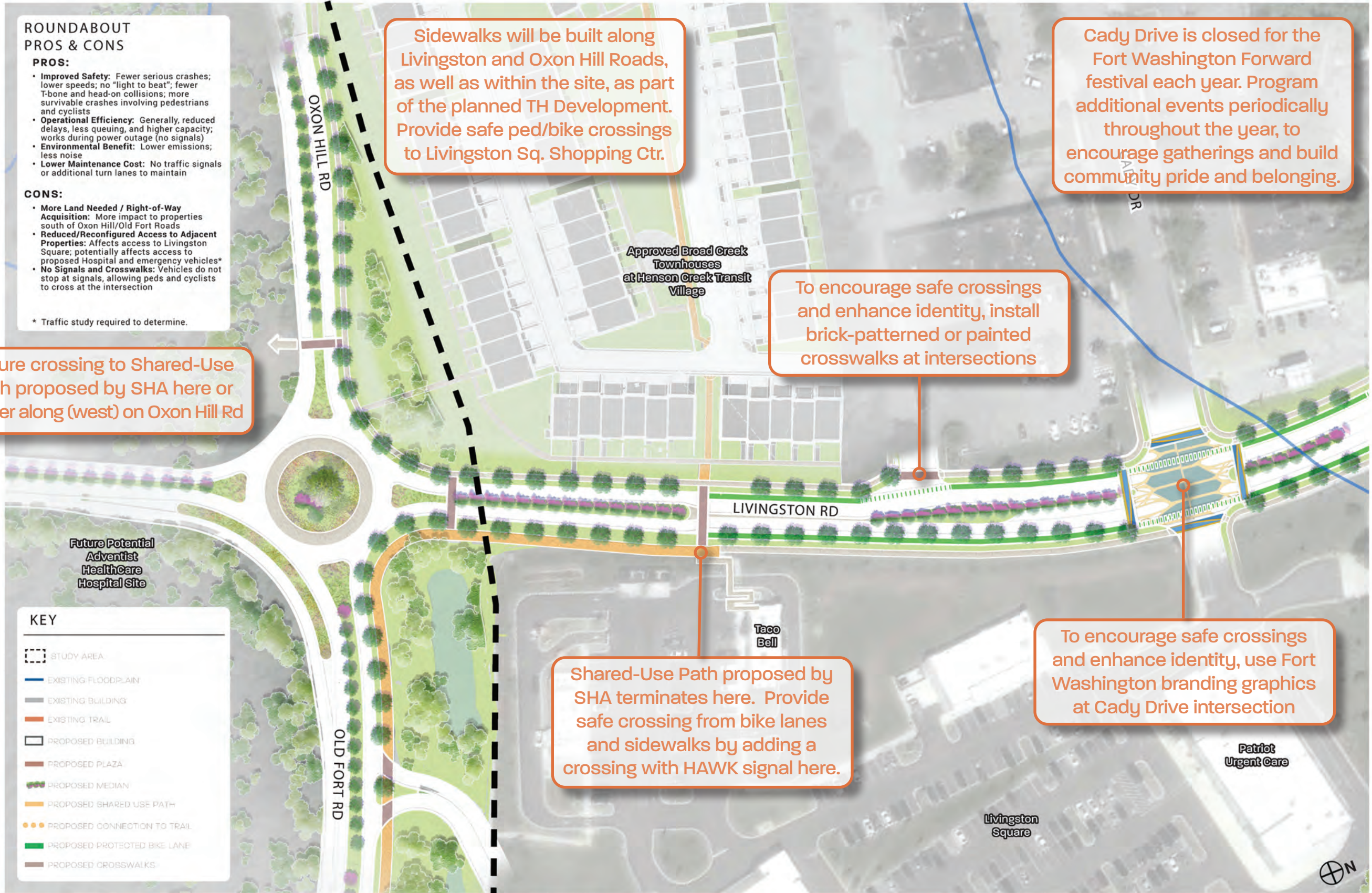
Cady Drive is closed for the Fort Washington Forward festival each year. Program additional events periodically throughout the year, to encourage gatherings and build community pride and belonging.

Future crossing to Shared-Use Path proposed by SHA here or farther along (west) on Oxon Hill Rd

To encourage safe crossings and enhance identity, install brick-patterned or painted crosswalks at intersections

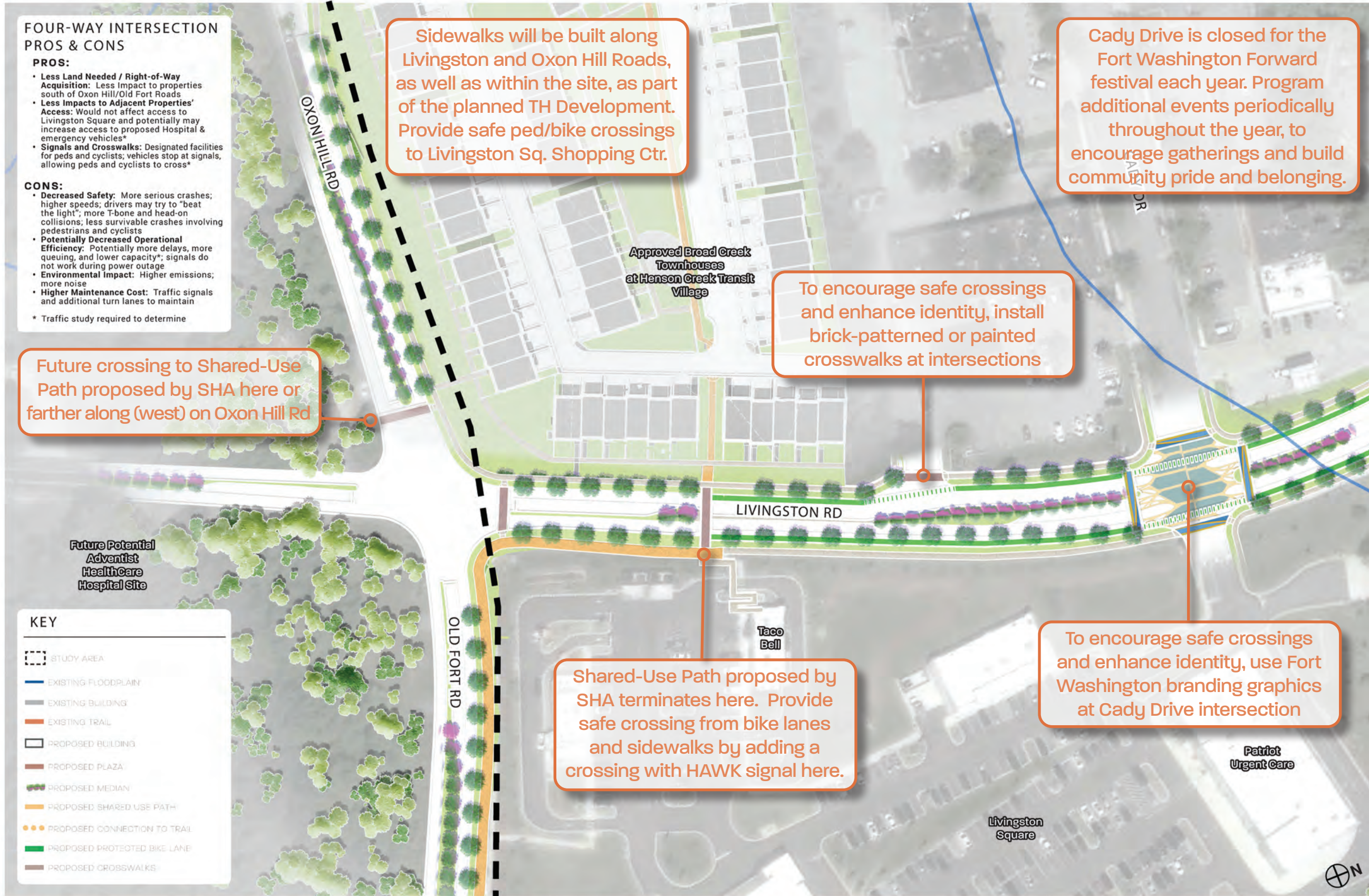
Shared-Use Path proposed by SHA terminates here. Provide safe crossing from bike lanes and sidewalks by adding a crossing with HAWK signal here.

To encourage safe crossings and enhance identity, use Fort Washington branding graphics at Cady Drive intersection



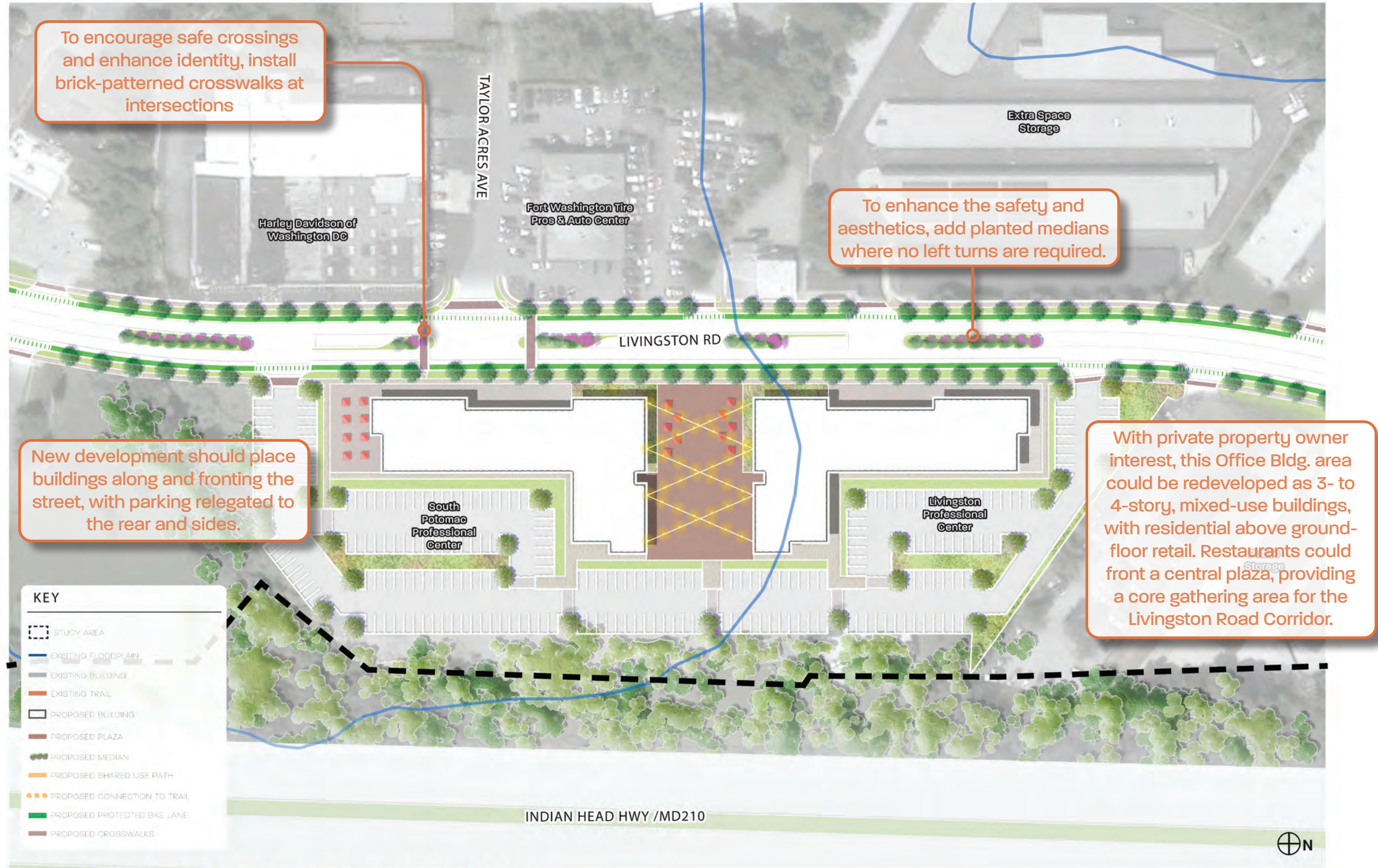
Proposed Conditions - Livingston Road South: Roundabout Option (DRAFT)

# DRAFT RECOMMENDATIONS



Proposed Conditions - Livingston Road South: Four-Way Intersection Option (DRAFT)

# DRAFT RECOMMENDATIONS



**Proposed Conditions - Livingston Road Center (DRAFT)**

Livingston Road Corridor  
 JUNE 2026 - Graphics are for illustrative purposes only

# DRAFT RECOMMENDATIONS



## Proposed Conditions - Livingston Road North (DRAFT)

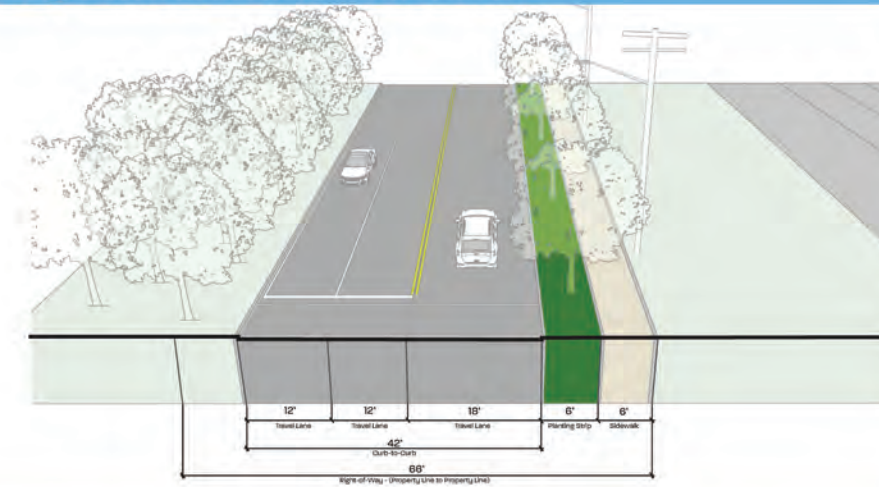
Livingston Road Corridor  
 JUNE 2026 - Graphics are for illustrative purposes only

# DRAFT RECOMMENDATIONS

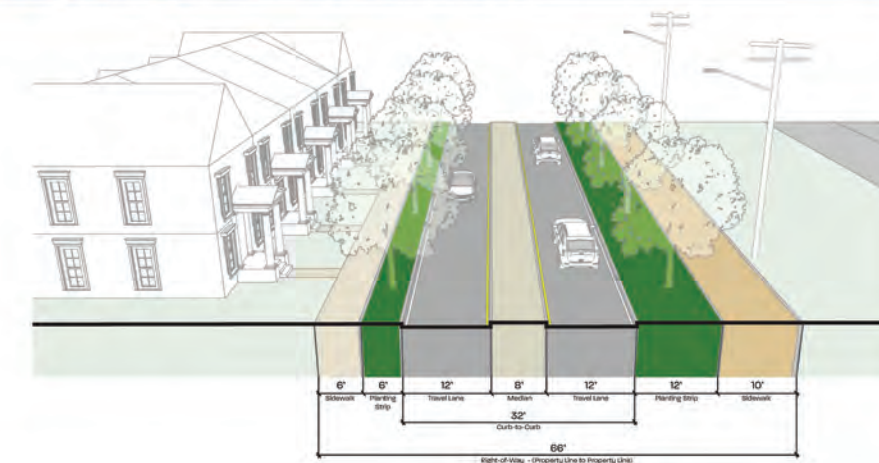
## STREET SECTIONS: LIV. RD AT OXON HILL/OLD FORT

- » As it exists, Livingston Rd near Oxon Hill/Old Fort Roads has two 12' southbound lanes and one very wide, 18' northbound lane. Small street trees are planted in a planting strip and a sidewalk is located on the east (right) side; the west side is undeveloped.
- » SHA-proposed Conditions indicate single south and northbound 12' travel lanes and a median transitioning from a new roundabout to the south. The approved Broad Creek Townhouses are shown (conceptually) to the west (left).
- » Recommended Proposed Conditions include a planted median and a new crossing with HAWK signal linking the townhouses to the shopping center and to the proposed Shared-Use Path.

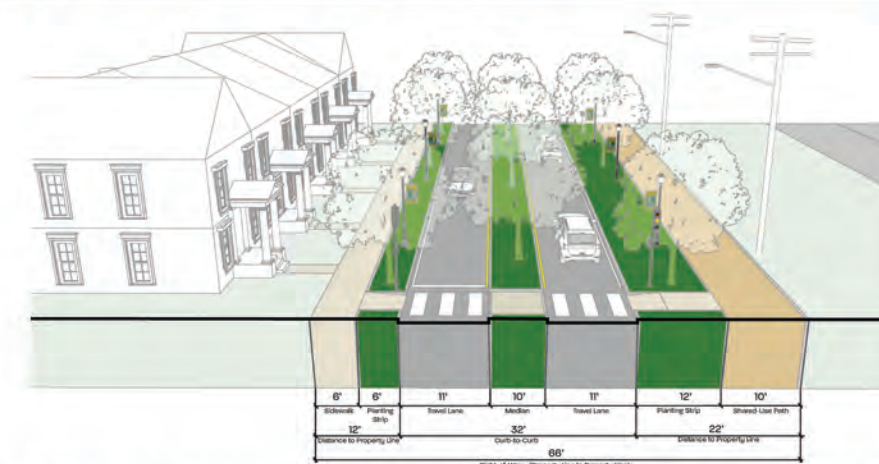
Existing Conditions -  
Livingston Rd at Oxon Hill Rd/Old Fort Rd



Proposed Conditions - SHA Preliminary Design (20% Completion) -  
Livingston Rd at Oxon Hill Rd/Old Fort Rd



Proposed Conditions - Design Collective -  
Livingston Rd at Oxon Hill Rd/Old Fort Rd



SECTION A-A



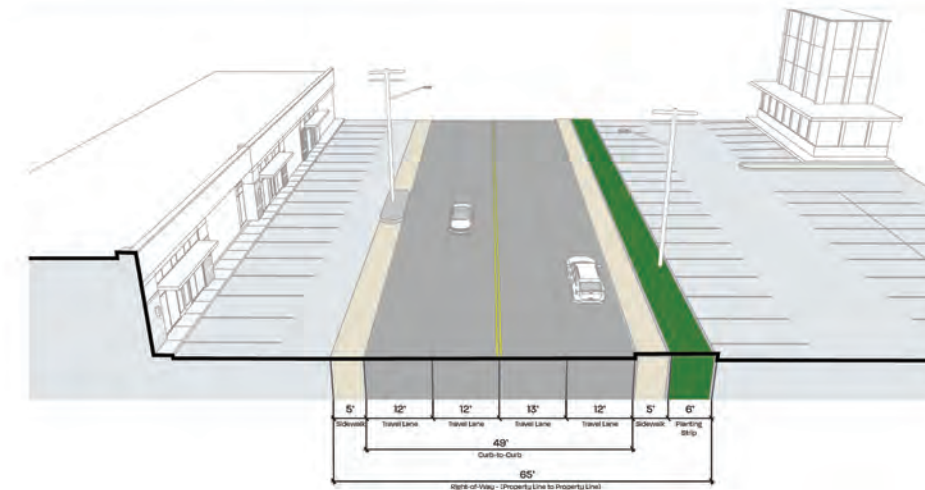
Livingston Rd at Oxon Hill Rd/Old Fort Rd - Street Section A-A (DRAFT)

# DRAFT RECOMMENDATIONS

## STREET SECTIONS: LIV. RD NEAR TAYLOR ACRES

- » The Existing Conditions of Livingston Rd near the Harley-Davidson store include four ~12' lanes. On the west (left side), the store's parking overlaps the sidewalk. On the east (right) a sidewalk is adjacent to the curb, with a narrow planting strip between the sidewalk and Office parking lot. No street trees are present.
- » SHA-proposed conditions show unprotected bike lanes, single south and northbound 12' travel lanes and a center 13' left turn lane. No pedestrian improvements are shown in this section.

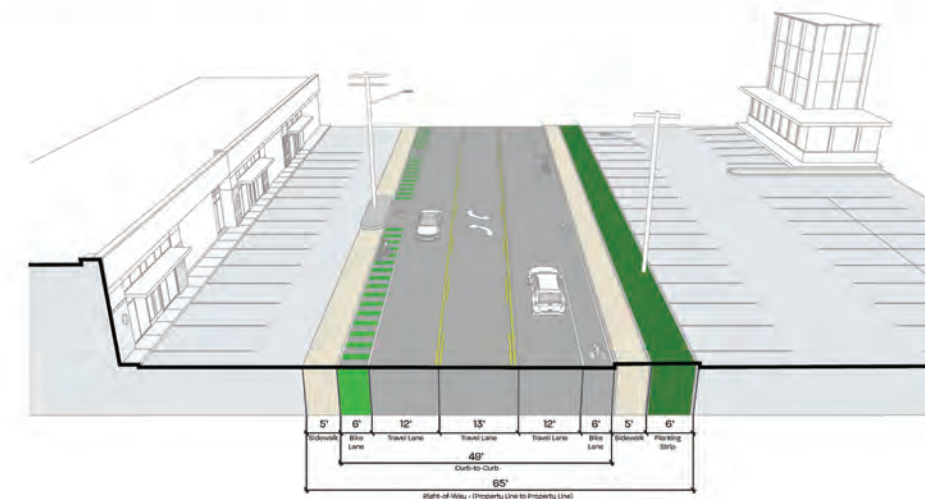
Existing Conditions -  
Livingston Rd at Taylor Acres Ave



SECTION B-B



Proposed Conditions - SHA Preliminary Design (20% Completion) -  
Livingston Rd at Taylor Acres Ave



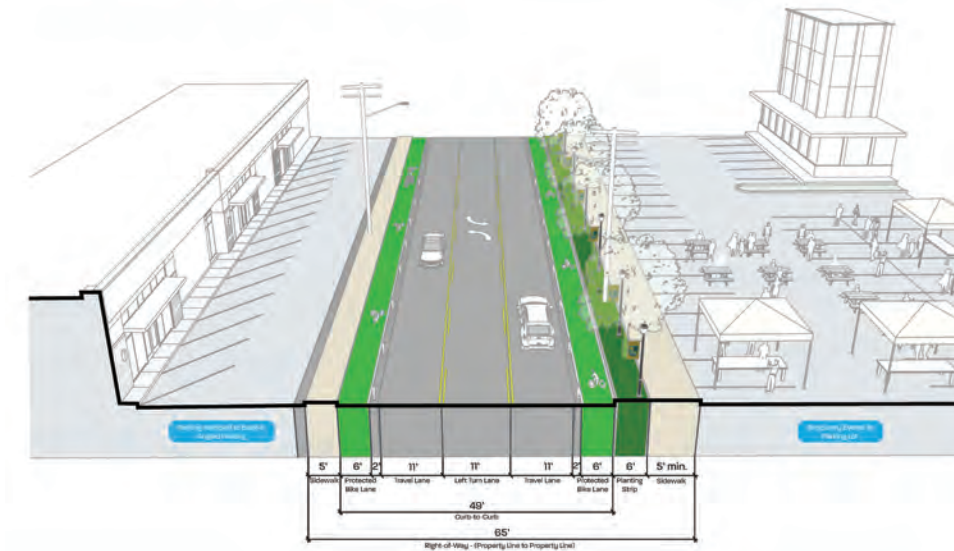
Livingston Rd at Taylor Acres Ave - Street Section B-B (DRAFT)

# DRAFT RECOMMENDATIONS

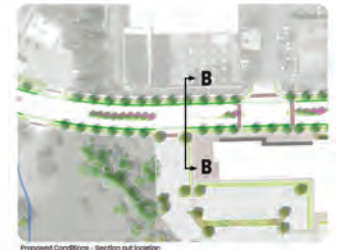
## STREET SECTIONS: LIV. RD NEAR TAYLOR ACRES

- » Recommended Short-Term Proposed Conditions include restriping the Harley-Davidson parking as back-in angled spaces to reduce conflicts with pedestrians. Bike lanes are protected with a buffer, by reducing the vehicular lanes to 11' and 12' widths. The Office parking lot could host occasional events to support community gatherings.
- » In the Long-Term, with private redevelopment of the Office parcel(s), a new streetscape could take shape with a SWM planting strip between the curb and sidewalk, new pedestrian-scaled street lights with banners, street trees, and buildings with active ground-floor shops and restaurants facing the street.

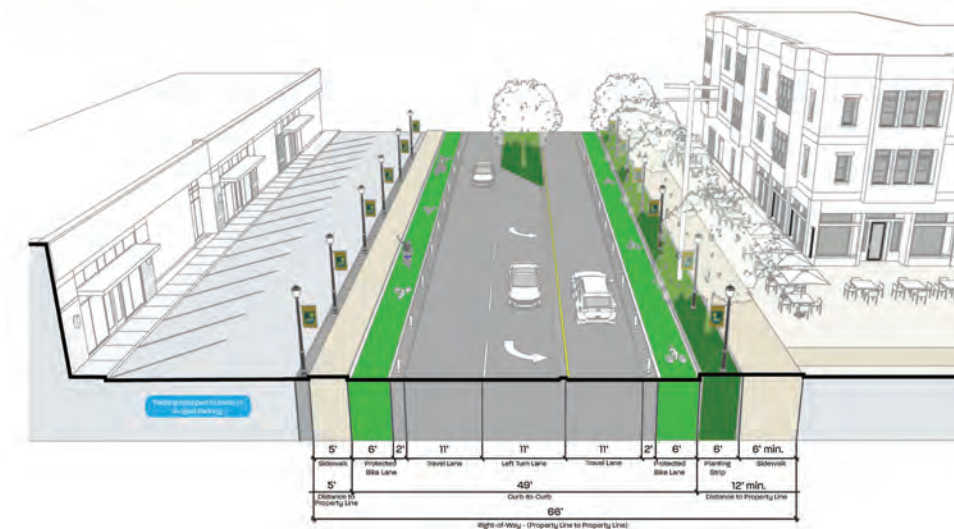
Proposed Conditions - Design Collective: Short-Term  
Livingston Rd at Taylor Acres Ave



SECTION B-B



Proposed Conditions - Design Collective: Long-Term  
Livingston Rd at Taylor Acres Ave



# DRAFT RECOMMENDATIONS

## STREET SECTIONS: LIV. RD NEAR HOVERMALE'S

- » Recommended Proposed Conditions near Hovermale's Ice Cream Shop include a protected bike lane and Shared-Use Paths, a planted median, and a new crossing with HAWK signal to connect the proposed ped/bike facilities.

Proposed Conditions - Design Collective - Livingston Rd near Hovermale's Ice Cream Shop



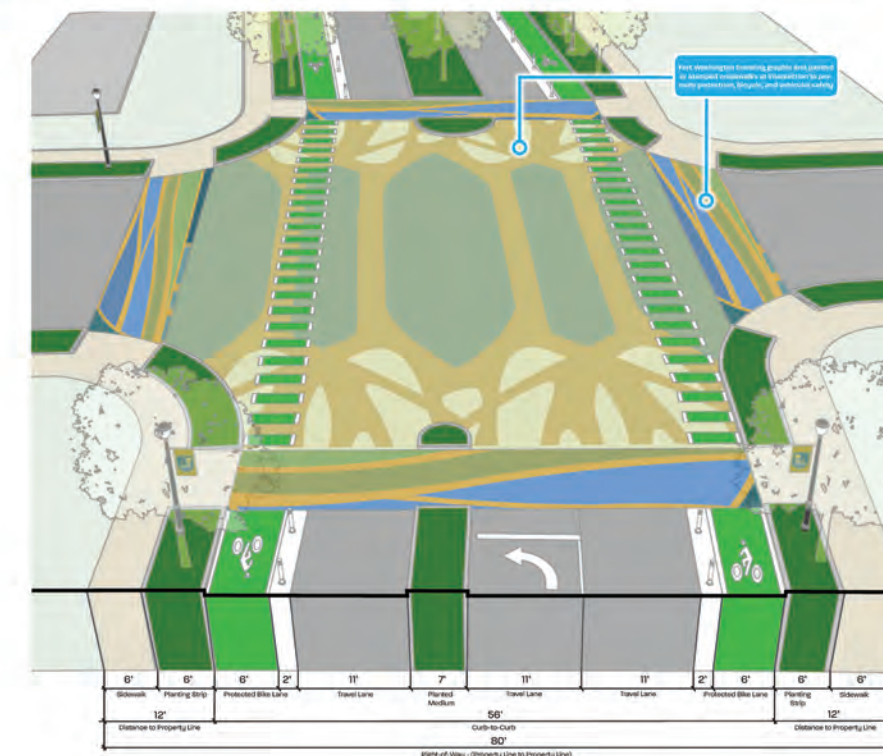
SECTION C-C



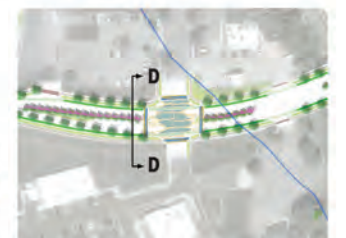
## STREET SECTIONS: LIV. RD AT CADY DRIVE

- » In the Short-Term, basic lane striping is a priority. In the Long-Term, Recommended Proposed Conditions include painted or stamped crosswalks at all four legs of the intersection, with a traffic signal, as well as a potential large-scale graphic from the Fort Washington branding, to improve community identity and safety.

Proposed Conditions - Design Collective - Livingston Rd at Cady Drive



SECTION D-D



Livingston Rd near Hovermale's & at Cady Drive - Street Sections C-C AND D-D (DRAFT)



# THANK YOU! STAY IN TOUCH:

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