

**Star-Spangled Banner National Historic Trail and Scenic Byway**  
 Draft Comprehensive Management Plan and Corridor Management Plan  
 and Environmental Assessment

**Appendix M**  
**Improving Visitor Experience along the Roadway Corridor**

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## 1. Introduction

The Maryland Bicentennial Commission, the National Park Service (NPS), and the many partners that are involved in the planning, development, and management of the trail are interested in pursuing designation of the auto-travel portion of the route of the Star-Spangled Banner National Historic Trail as a National Scenic Byway or All-American Road. More than just a successful nomination, the Commission, the NPS, and their partners are interested in finding innovative ways to address specific management challenges facing a heritage-based travel route in a major metropolitan area.

Nomination of the route as a National Scenic Byway or All-American Road requires that the sponsoring organizations and partners develop more detailed measures designed to preserve, maintain, and enhance the qualities of the travel route (described in chapter 2 and appendix K of the CMP) and to position and market the route as a distinctive destination among a national and, for an All-American Road, an international audience (described in chapter 3 of the CMP).

The route's designation by Congress as a National Historic Trail provides the first step in increasing the awareness of its significance and attracting more visitors to its sites and attractions. Designation as a National Scenic Byway or All-American Road would further enhance its identity as part of the Americas Byways® brand of the best travel routes in America.

In order for the trail to be successful as a high-quality educational, recreational, and heritage travel experience, the route needs to be considered in its entirety as a trail corridor, not as a set of disconnected historic and recreational sites. The experience of getting from place to place along the travel route must be just as interesting and exciting as being in those places. In addition, in order to be considered for designation as an All-American Road, the communities along the corridor need to demonstrate their commitment to conserving those qualities over time.

This appendix M to the CMP describes the existing and available programs for conserving and preserving the

significant qualities found throughout the corridor. However, for those portions of the trail corridor that are not identified as conservation or preservation priorities, strategies are needed to demonstrate how new development and roadway projects and practices will be guided to maintain the character of the trail. The purpose of this appendix, in part, is to document the types of changes that are likely to occur within the corridor as guided by local comprehensive plans and other factors.

The success of the Star-Spangled Banner experience, then, is dependent upon how well local, state, and federal agencies responsible for its stewardship can manage those changes while respecting the rights and responsibilities of the individuals, businesses, corporations, and institutions that own or manage the lands associated with the significant resources.

## 2. Planned Growth and Development along the Trail

The trail corridor includes five components:

- the land route and associated public rights-of-way (CMP figure 1.4)
- four principal water routes (CMP figures 1.4 and 1.5)
- War of 1812 historic and archeological resources (CMP chapter 2)
- cultural landscapes visible from the trail (CMP figures 2.2a to 2.2d)
- recreation lands and public access sites along the trail route (CMP table 3.1 and figures 3.1a through 3.1d)
- recreation opportunities (including water trails, land trails, and bicycle routes) that connect War of 1812 historic and archeological resources (CMP figures 1.5, 1.6, 1.7, and 3.1a through 3.1d)

The character of the travel route itself (the roadway) is a function of many variables: width; shoulder type; drainage type; bridge type; management of access from adjoining land;

overhead and underground utilities; lighting; pedestrian and bicycle facilities; and adjoining landscape design. The array of variables results from decisions made about the overall purpose of the road, the desired operating speeds, and the relationship of the roadway to adjoining features and uses.

The form and appearance of adjoining lands and waters that comprise “the corridor” are a function of how a community plans for those uses, how individual property owners actually use and manage their properties, and such external factors as regional patterns of growth and development, market attractiveness, and resource economics. With that in mind, the communities that make up the corridor must decide which of those factors they can influence and shape in order to achieve the desired future character of the travel experience.

## 2.1 Maryland Smart Growth Models

The Maryland Department of Planning (MDP) has already done much of the work necessary to understand how growth will shape the corridor experience through three existing Geographic Information System (GIS) databases developed by MDP and the Department of Natural Resources (MD DNR): GreenPrint, AgPrint, and GrowthPrint.

GreenPrint shows the relative ecological importance of every parcel of land in Maryland; AgPrint targets areas for agricultural land preservation and sets priorities among them, using criteria based on careful analysis of existing development, vulnerability to more development, and potential for long-term preservation. State agencies use data from these programs to establish conservation priorities for future funding decisions through the state’s open space and conservation programs (figures M.1a, M.1b, M.1c, and M.1d).

Similarly, local governments have been in the process of identifying Priority Preservation Areas (PPAs). The Agricultural Stewardship Act of 2006 (HB 2) requires counties to include a PPA element in their comprehensive plans in order to be eligible for certification of their agricultural land preservation programs. HB 2 prohibits certification of such programs unless the MDP and the Maryland Agricultural

Land Preservation Foundation concur that the criteria have been met for certification.

Criteria for PPA designation start with AgPrint and GreenPrint resources, but counties can exceed criteria used for either database. In some cases, Prince George’s County for example, the PPA under consideration includes areas that were not considered as part of AgPrint. Maryland’s conservation priorities included with GreenPrint also do not consider the scenic lands associated with Maryland or Nationally-designated scenic byways and scenic rivers, but counties may include such lands.

The result is that certain areas within the trail corridor need to be identified as conservation priorities. That information should be transmitted to the state of Maryland requesting that those areas be considered in GreenPrint as high priorities for future conservation action. In addition, the locations of significant historic, cultural, archeological, recreational, natural, and scenic resources associated with the trail corridor need to be shared with the State of Maryland and local governments within the corridor as a means of raising awareness of the trail, so that such information can be considered in future deliberations on land use, transportation, siting of utilities, and other potential visual intrusions on the Star-Spangled Banner experience.



*This view from St. Thomas Church at Croom Road is not a state conservation priority but is a conservation priority for the trail*

## 2.2 Projecting Future Land Use Changes

Nomination of a travel route for national scenic byway recognition requires a strategy describing how existing development might be enhanced and new development might be accommodated while still preserving the intrinsic qualities of the corridor. For Maryland, this is accomplished through statewide planning by the MDP and through comprehensive plans for localities that are required to meet certain statewide requirements.

Maryland municipalities are now required to identify areas for future growth consistent with a long-range vision for its future as an element in their comprehensive plans. According to the 2006 legislation that established this requirement, the growth element must consider a comprehensive list of factors. These include population projections, an assessment of land capacity and needs, and an assessment of infrastructure and sensitive areas. Completion of the element will guide future annexation proposals and plans after October 2009. Consultation with the county in which a municipality is located is required, and a joint planning agreement between the two is encouraged.

The Maryland Department of Planning (MDP) has aggregated these policies as a GIS data layer called GrowthPrint to show “a geographic representation of where the efforts are currently underway to target community infill, revitalization and redevelopment efforts, and where there are opportunities for future targeting” (MDP 2011).

According to MDP’s “Smart, Green and Growing Planning Guide” (updated in 2010), the basis for planning in Maryland comes from three primary sources of legislation:

*The 1992 Economic Growth, Resource Protection, and Planning Act articulates Maryland’s growth policy through seven visions; the General Assembly added an eighth vision in 2000 and updated the visions in 2009. Growth policy is centered on concentrating development in suitable areas, protecting sensitive areas, and establishing funding mechanisms to achieve the visions. The act also requires local jurisdictions to address these same visions in their comprehensive plans.*

*The 1997 Priority Funding Areas Act directs state funding for growth-related infrastructure to Priority Funding Areas (PFAs).*

*In 2006, the Maryland Assembly approved two house bills that affected comprehensive plans, annexations and land preservation programs. HB 1141 requires that all county and municipal governments include a **Water Resources Plan Element (WRE)** and that all municipalities include a **Municipal Growth Element (MGE)**. The **Agricultural Stewardship Act of 2006, HB 2**, adds a **Priority Preservation Element (PPE)** to the list of additional plan elements that a county may include in its comprehensive plan. For counties with certified agricultural land preservation programs, the element became mandatory as of July 1, 2008.*

GrowthPrint provides a GIS-based analytical tool to project future development. This tool is used to identify the best places for development, rather than simply relying on the local comprehensive plan. This tool is an excellent resource for demonstrating the analysis that local communities and the state are using to guide growth and development.

Table M.1 indicates the assumptions about various planned land use categories from each jurisdiction used to create the map. (Existing Urban Areas, Transitional Areas, and Rural Areas) with the planned land use classifications from the most up-to-date comprehensive plans of Calvert, Charles, Prince George’s, Anne Arundel, and Baltimore counties and Baltimore City:

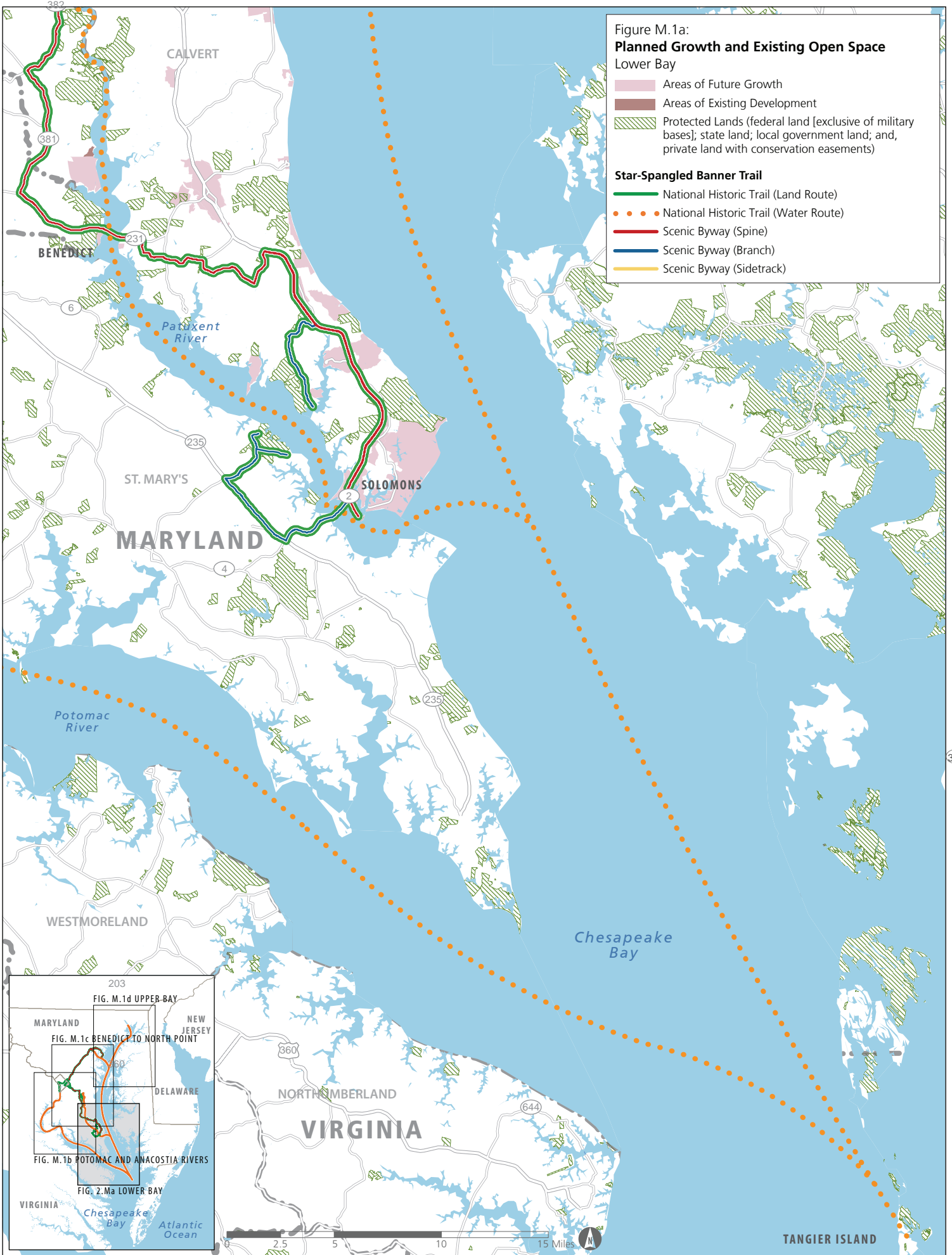
- **Existing Urban** – Consists of medium- to high-density residential homes including townhomes and apartments with a defined street network. Urban/town centers often include a main street with community retail as well as areas of high-intensity commercial and office buildings.
- **Transition** – Consists of suburban and developing areas that are experiencing the greatest amount of growth. Transition areas are typically former agricultural lands and have developed into medium-density residential communities interspersed with lower density and commercial areas (usually vehicular oriented or strip mall developments) and office parks. In general, transitional zones are more oriented to vehicle use and lack a defined town center.

Figure M. 1a:  
**Planned Growth and Existing Open Space**  
 Lower Bay

- Areas of Future Growth
- Areas of Existing Development
- Protected Lands (federal land [exclusive of military bases]; state land; local government land; and, private land with conservation easements)

**Star-Spangled Banner Trail**

- National Historic Trail (Land Route)
- National Historic Trail (Water Route)
- Scenic Byway (Spine)
- Scenic Byway (Branch)
- Scenic Byway (Sidetrack)



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TANGIER ISLAND



Figure M.1b:  
**Planned Growth and Existing Open Space**  
 Potomac and Anacostia Rivers

- Areas of Future Growth
  - Areas of Existing Development
  - Protected Lands (federal land [exclusive of military bases]; state land; local government land; and, private land with conservation easements)
- Star-Spangled Banner Trail**
- National Historic Trail (Land Route)
  - National Historic Trail (Water Route)
  - Scenic Byway (Spine)
  - Scenic Byway (Branch)
  - Scenic Byway (Sidetrack)

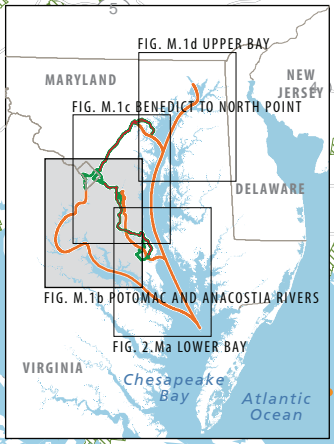
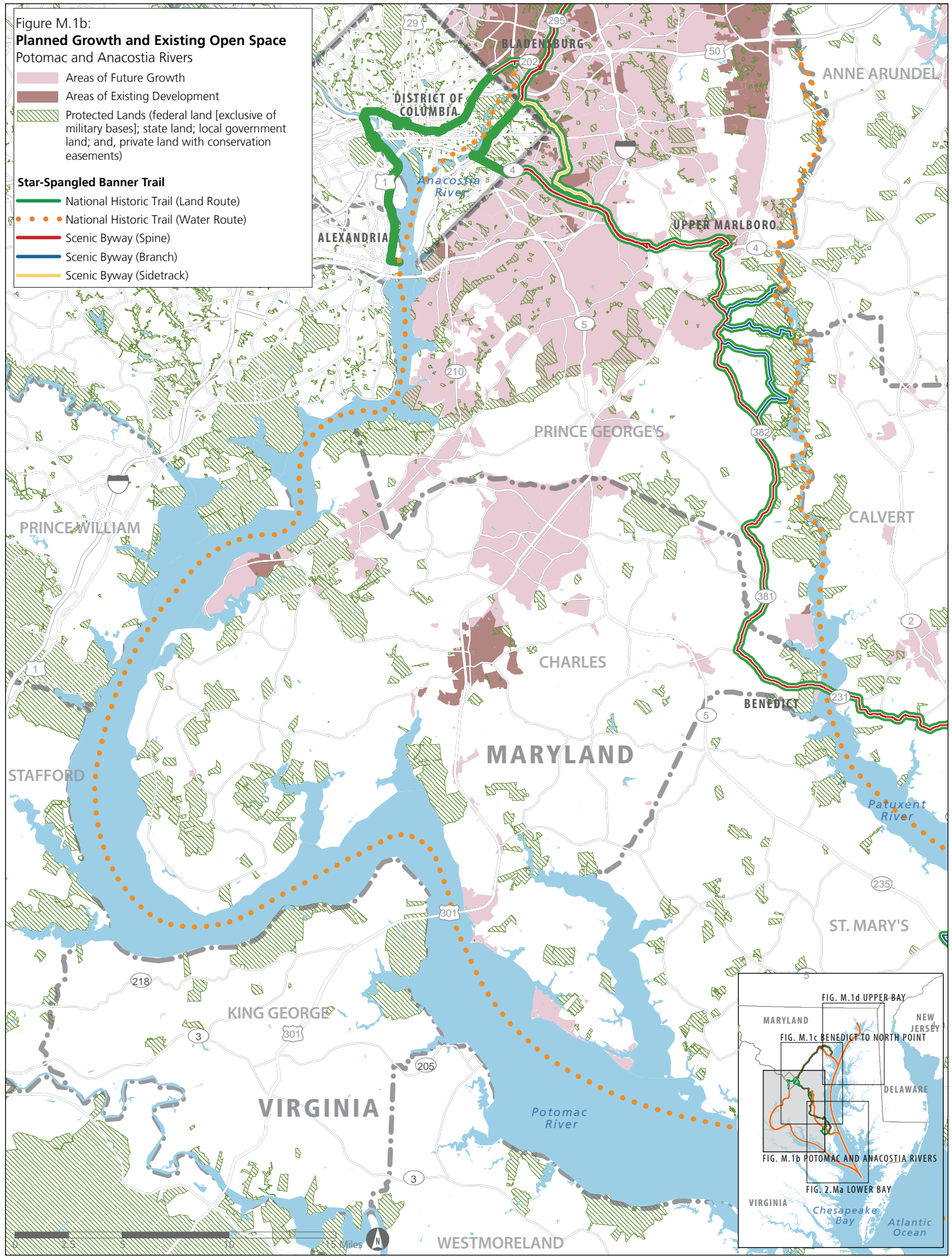


Figure M.1c:  
**Planned Growth and Existing Open Space**  
 Benedict to North Point

- Areas of Future Growth
- Areas of Existing Development
- Protected Lands (federal land [exclusive of military bases]; state land; local government land; and, private land with conservation easements)

**Star-Spangled Banner Trail**

- National Historic Trail (Land Route)
- National Historic Trail (Water Route)
- Scenic Byway (Spine)
- Scenic Byway (Branch)
- Scenic Byway (Sidetrack)

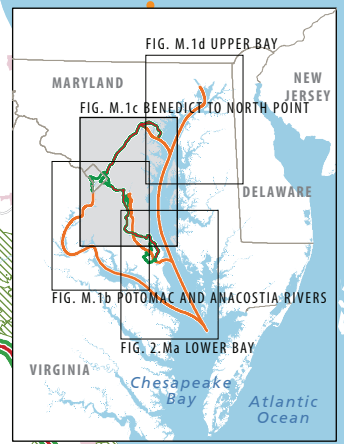
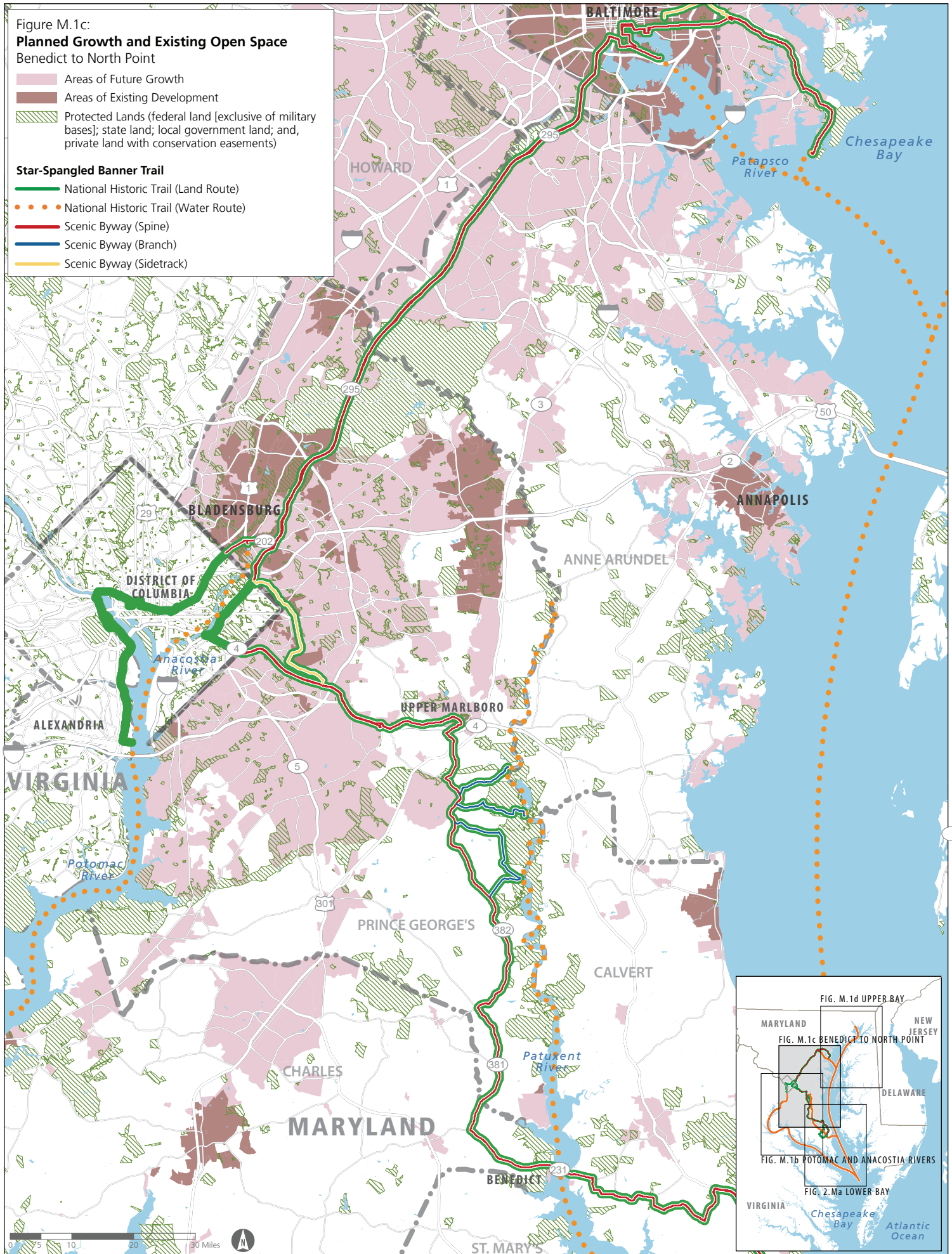


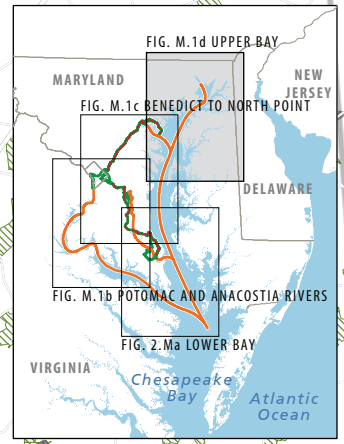
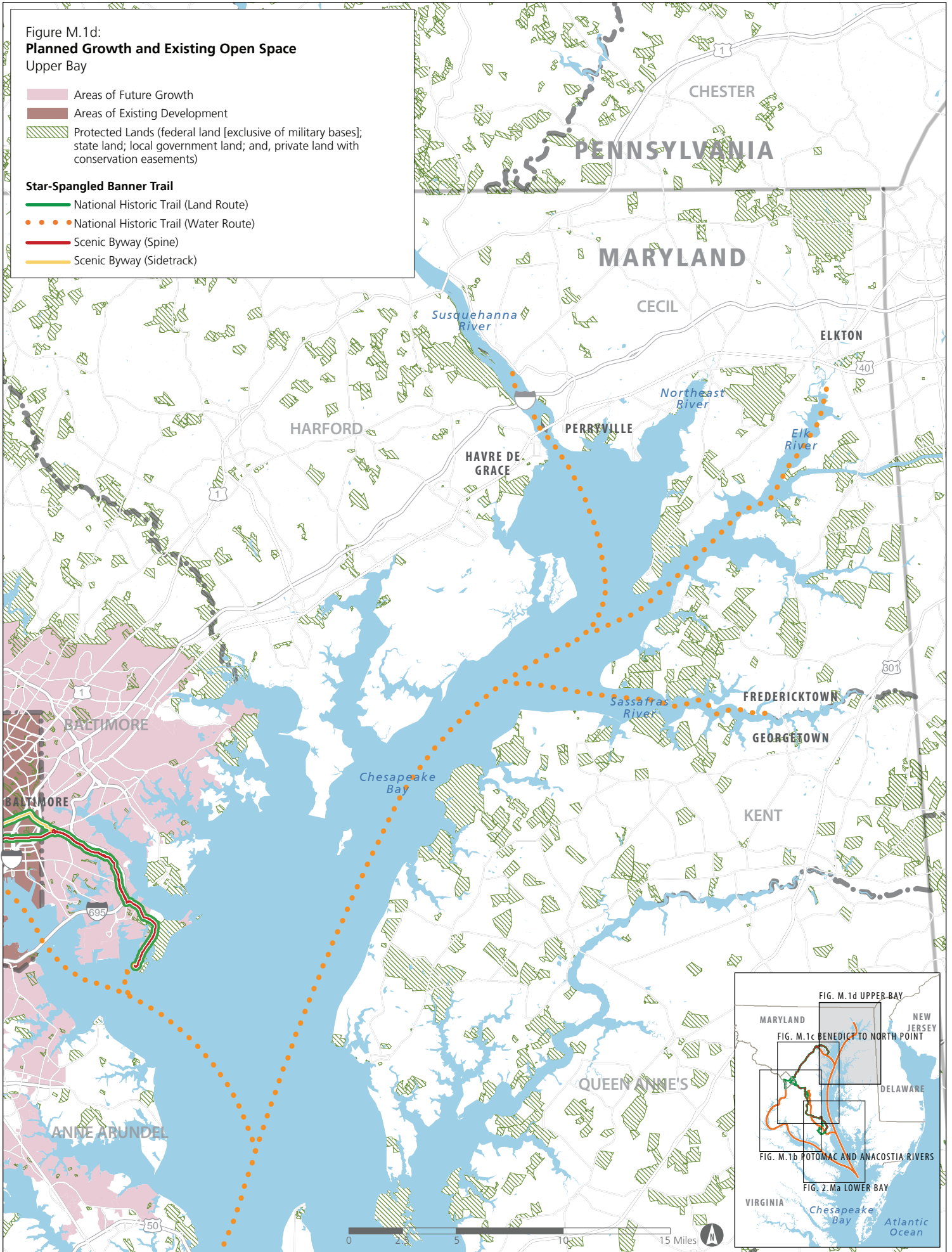


Figure M.1d:  
**Planned Growth and Existing Open Space**  
 Upper Bay

- Areas of Future Growth
- Areas of Existing Development
- Protected Lands (federal land [exclusive of military bases]; state land; local government land; and, private land with conservation easements)

**Star-Spangled Banner Trail**

- National Historic Trail (Land Route)
- National Historic Trail (Water Route)
- Scenic Byway (Spine)
- Scenic Byway (Sidetrack)



- **Rural/Agricultural/Natural** – Consists of agricultural uses, woodlands, streams, wildlife habitat, large parks, preserves, and lower density homes (typically rural residential homes on larger lot sizes.) There are existing roadways and structures (which are sometimes historic) and scenic views of the countryside dominate throughout.
- redevelopment plans for Fort Howard may have secondary growth impacts on the North Point Peninsula, although it could be limited given the amount of public land surrounding Fort Howard

Figures M.1a, M.1b, M.1c, and M.1d indicate the location of these targeted growth areas as well as the locations of PFAs. MDP’s GIS data layers for PFAs and municipal boundaries were compared with the counties’ comprehensive plans to verify consistencies in planned growth. For the purpose of this planning effort, the PFAs and the comprehensive plans are consistent and the PFA boundaries can be assumed to be the limits of planned and future growth.

### **2.2.1 ADDITIONAL INFLUENCES ON REGIONAL GROWTH PATTERNS**

Given the location of the trail within the greater Baltimore-Washington Metropolitan Area there are a multitude of factors that may shape future growth and development along the corridor. For the most part, however, the areas included within PFAs along the corridor are likely to become urbanized through the life of the plan, while the areas beyond PFA boundaries are likely to remain rural or semi-rural depending upon the amount of effort that is made toward achieving the rural preservation goals outlined in the comprehensive plans for each community.

The following factors may influence the rate of that growth:

- BRAC is likely to have secondary growth impacts near Andrews Air Force Base and Fort Meade, as well as Lexington Park in St. Mary’s County
- growth and development in and around Arundel Mills, especially casino gambling if implemented, is likely to have secondary growth impacts along the Baltimore-Washington Parkway corridor

Table M.1 Assumptions Regarding Planned Land Use Categories

Regional Historic, Natural, and Recreational Resources that Cross the Star-Spangled Trail	
<b>Rural</b>	
■ Calvert County - Calvert County Priority Funding Areas and Priority Preservation Areas 2009 Figure I-A	■ Rural Village, Rural Community District, Priority Preservation Area
■ Charles County - Land Use Concept Plan 2005 Figure 3-2	■ Village Center, Rural Conservation District, Public Open Space (outside urban districts)
■ Prince George’s County - The Prince George's County General Plan (MAP 1)	■ Rural Tier, Federal, State or M-NCPPC Park, Environmental Overlay
■ Anne Arundel County - Land Use Plan, 2009 (Figure 7-1)	■ Rural, Natural Features, Low Density residential,
■ Baltimore County Proposed Land Use - Baltimore Smart Codes Map 5	■ Natural, Rural, Rural Residential, Rural Village
■ Baltimore City (2008 Generalized Existing Land Uses)	■ Parks and Recreation, Natural Areas, Cemetery
<b>Transition</b>	
■ Calvert County - Calvert County Priority Funding Areas and Priority Preservation Areas 2009 Figure I-A	■ NA
■ Charles County - Land Use Concept Plan 2005 Figure 3-2	■ Development District Residential Districts, Deferred Development District, Military or Federally Owned (non-park)
■ Prince George’s County - The Prince George's County General Plan (MAP 1)	■ Corridor, Corridor with Limited Access Highway, Government Installation, Designated Interchange, Community Center
■ Anne Arundel County - Land Use Plan, 2009 (Figure 7-1)	■ Residential Medium to High Density, Commercial, Industrial, Mixed Use Residential, Mixed Use Commercial, Mixed Use Employment, Mixed Use Transit, Government /Institutional, Maritime, Transportation/Utility
■ Baltimore County Proposed Land Use - Baltimore Smart Codes Map 5	■ Suburban, Manufacturing Zone, Institutional Zone
■ Baltimore City (2008 Generalized Existing Land Uses)	■ NA
<b>Urban</b>	
■ Calvert County - Calvert County Priority Funding Areas and Priority Preservation Areas 2009 Figure I-A	■ Municipality, Enterprise Zone, Designated Neighborhood/Town Center
■ Charles County - Land Use Concept Plan 2005 Figure 3-2	■ Development District, Commercial and Business Districts, Highway Corridor District, Incorporated Towns, Urban Core, Existing Developed Land (as of 2002)
■ Prince George’s County - The Prince George's County General Plan (MAP 1)	■ Developed Tier, Metropolitan Center, Regional Center
■ Anne Arundel County - Land Use Plan, 2009 (Figure 7-1)	■ Town Center, Small Business, City of Annapolis
■ Baltimore County Proposed Land Use - Baltimore Smart Codes Map 5	■ General Urban, Urban Center, Urban Core
■ Baltimore City (2008 Generalized Existing Land Uses)	■ Public Institutional Facilities / City, Public Institutional Facilities / Non-City, Private Institutional Facilities, Shopping Center, Low Intensity Commercial, Medium Intensity Commercial, High Intensity Commercial, Business Industrial Park, Industrial, Maritime Industrial, High Density Residential / Medium Intensity Commercial, Medium Density Residential / Medium Intensity Commercial, Medium Density Residential / Low Intensity Commercial, High Intensity Commercial / High Density Residential, High Intensity Commercial / Medium Density Residential. Industrial / Private Institutional, Street, Water, Downtown Parking Lot, Railroad, Transportation Right of Way, Undeveloped

### 2.2.2 URBAN TO RURAL TRANSECT

An important first step in defining strategies for “accommodating commerce while maintaining a safe and efficient level of highway service,” as required by the National Scenic Byway Program, is to utilize the trail to define a land use transect, or continuum from rural to urban, that associates adjoining land use with the management of the roadway. Typical road sections should reinforce the desired land uses while reflecting and accommodating the functional requirements of actual traffic conditions. Future land uses should be planned to match the capacity of the transportation system. As the trail route transitions between rural and urban (or villages), so too should the typical road section.

The land use transect from rural to urban associates the adjoining land use and physical characteristics with typical road section and roadway design elements so that they mutually reinforce each other and provide a clear sense of traveler expectation. For the purposes of the CMP, urban areas have been defined as those areas identified as urban on the GrowthPrint map (figures M.1a, M.1b, M.1c and M.1d) while transition areas are defined as undeveloped areas planned for future growth within the limits of the PFAs boundary.

## 2.3 Desired Character

The following documents the desired character of each rural, transition and urban areas along the trail.

**Rural Agricultural Areas** – the character of rural roadways can be maintained by making sure that the natural and cultural landscape (broad expansive stretches of farmland framed by wooded stream corridors or forested lands) continues to be the dominant character element. “Maintenance” in this sense is more a matter of a positive decision to encourage owners more or less not to make changes. Structural elements such as the roadway and its related appurtenances, bridges and roadside elements should be less dominant in scale. The alignment of the roadway should closely match the topography. The color and texture of man-made elements, such as bridge parapet walls, guardrails and sign structures, should be done to

minimize visual contrast with the rural landscape. Bridge parapets that provide open views to the water below should be selected.



*Agricultural lands in Charles County along MD 231*

**Rural Wooded Areas** – a special subset of the rural areas of the travel route are the places where trees closely line the roadway. These particular areas have special value and efforts should be made to preserve and maintain these sections of roadway. Again, the concept of “preserve and maintain” in the context of a natural landscape has more in common with a positive decision not to make changes than with any particular set of actions.



*Preservation of tree-lined sections of the travel route, such as this one in Calvert County, should be a priority*

**Transitional Areas** – The design and materials for man-made elements should serve as visual cues to drivers that they are entering a more settled landscape. Urban and village design elements should be introduced gradually. For example, a flush curb might transition to a curb and gutter system in these kinds of sections of the roadway. At some point in this continuum from rural to urban, a defined and distinct

gateway should be established where urban design elements and details begin. Buildings and land use within the transition areas should have more rural characteristics outside of the gateway, while inside the gateway the built environment should be distinctly urban or of village character.



*The Baltimore-Washington Parkway provides travelers with a controlled visual environment through the developing tiers of Prince George's and Anne Arundel Counties*

**Urban or Village Areas** – The design and materials of the urban and village areas should be compact and walkable with a distinct architectural character and materials that reflect the rural landscapes surrounding them. For example, in Southern Maryland, brick is more readily available than stone, and it should be utilized as the primary material. As the trail head north, more stone is found in building materials; for example, it is used extensively along the Baltimore-Washington Parkway. Local materials can and should be used extensively for such urban details as walls, foundations, gateway features, drainage details, bridges, and the like. Using local building materials saves energy and minimizes the carbon footprint of the urban area. Each town can also take on its own architectural character.



*Brick and banners utilized on Bladensburg Road to enhance the character of the community*

## 2.4 Conservation and Preservation Priorities

The Star-Spangled Banner experience will be directly shaped by the level to which its historic sites, their settings, and the trail corridor between them are conserved or preserved over time. Fortunately, there is a broad range of existing programs available to help preserve and maintain the significant resources associated with the trail corridor. In Maryland, there are also state and local conservation priorities, noted above, that have been established for funding programs that will help shape future conservation efforts.

Figures M.1a, M.1b, M.1c, and M.1d show the inventory of lands that are currently protected by various forms of land conservation activity, including public lands managed by state or federal land management agencies with conservation purposes, public lands managed by local government for conservation purposes, and lands protected by conservation easement.

### 2.4.1 CRITERIA FOR ESTABLISHING PRIORITIES

The CMP recommends that conservation priorities be established to focus the limited amounts of public and private funding on those lands that best contribute to or have high potential for “telling the story” and communicating the themes associated with the Star-Spangled National Historic Trail. Chapter 2 of the CMP identifies important sites and segments and establishes some sense of priority for resources that contribute to the understanding of the War of 1812 themes and resources.



*Calvert County Rural Character*



*View of Billingsley*



*The North Point Peninsula is a rural oasis within East Baltimore County*

#### **2.4.2 LAND CONSERVATION AND RURAL SETTINGS**

Many of the rural regions in the corridor are particularly attractive for heritage- and nature-based tourism as a direct

result of centuries of private land stewardship. Earning a living from the lands and waters of the Chesapeake Bay's western shore has become more difficult with the changing nature of agriculture and the need to protect the quality of the waters that sustain the fisheries. As the average age of a farmer increases, and the amount of off-farm income needed to survive increases, the threat also rises that the farmer's land will change from farm uses to more intense (and less scenic) uses. More help is needed to sustain agricultural (as well as maritime-based) economies that support land stewardship.

In the rural areas of the corridor, the tools available to help steward the natural resources of farm, forest, and estuary are similar to those needed to protect scenic and historic resources of the National Historic Trail. This is especially true in the use of conservation easements and other, generally related techniques used by land trusts in concert with landowners to preserve privately owned properties.

The land protection strategies discussed in appendix N would—if applied to lands within the trail corridor—serve to maintain the character the trail.

#### **2.4.3 HISTORIC SITE PRESERVATION AND URBAN SETTINGS**

In the more urban and transitional areas of the corridor, conservation or preservation issues become more focused on a few key parcels that provide access or provide additional protection for War of 1812 resources that are no longer associated with their original settings. In these cases the primary needs are for historic preservation or for addressing specific preservation needs in relation to adjoining land uses. Examples include Battle Acre Park in Baltimore County or multiple sites in Bladensburg.

Preservation of historic sites and districts related to the trail can be accomplished by using existing programs at the county, state, and federal levels, as described in appendix N.



*The setting of North Point State Battlefield in Baltimore County will benefit from additional preservation planning*

### 3. Maintaining Character along the Trail corridor

For those areas that do not rise to the level of conservation or preservation priority, the CMP recommends that each locality work cooperatively with private landowners to ensure that future changes in land use contribute in a positive manner to the overall experience of traveling along the Star-Spangled Banner Trail.

More effort is needed to guide development in rural and transition areas, especially where such guidance does not exist, and for infill development as a means of rehabilitating existing suburban areas into urban villages or mid-town neighborhoods. A toolbox of techniques for trail management should be developed for use by localities.

Design guidelines are one community-based tool that can be utilized to help manage change over time as it relates to preserving or maintaining the character-defining features for the trail. Many of the communities along the trail have already developed and adopted guidance for the design of development that, taken together in some jurisdictions, could be considered “design guidelines.” Model design recommendations for managing rural and community character would be of some benefit to the remaining counties that have not yet adopted such guidelines. Several communities already have outstanding examples that can serve as a model for other communities:

- Calvert County Historic District Design Guidelines
- Calvert County Rural Protection Overlay Zone
- Charles County Highway Corridor Overlay Zone
- Charles County Stream and Buffer Protection Overlay Zone
- Prince George’s County Landscape Manual
- Prince George’s County Historic Sites and Districts Plan
- Prince George’s County Guidelines for the Design of Scenic and Historic Roadways
- Anne Arundel County Scenic and Historic Roads Regulations
- Baltimore County Comprehensive Manual of Development Policies (including Divisions on Scenic Views and Commercial Corridors)
- Baltimore City Historic Preservation Procedures and Design Guidelines

#### 3.1 Framework for Managing Community Character in Developed Portions of the Trail Corridor

The following general elements of design guidance should be considered by communities and property owners living along the trail and incorporated into local policy as a means of maintaining the unique character and quality of their communities.

- First, define geographically the locations of rural sections, transition areas, and urban/village sections of the trail in relation to development patterns.
- For the urban and transition areas, encourage the adoption of complete streets policy to accommodate the widest range of uses and users – pedestrians, bicycles, automobiles, trucks, and buses.
- Prior to adding more capacity to the trail route, consider the overall network connectivity as a way to accommodate more travel demands without destroying the historic fabric of community.
- Encourage the placement of new buildings to front the street as a means of reinforcing the village or urban character of the street (using “build to” lines rather than “set back” lines).

**Table M.2 Local Government Plans and Policies Offering Opportunities to Protect Trail Resources and Enhance Visitor Experience**

Subject	Relevant Local Government Plans and Policies
<b>Calvert County (Comprehensive Plan 2010; Zoning Ordinance effective May 1, 2006 and amended through October 13, 2010)</b>	
<b>Historic Preservation (General Policy and Tools)</b>	(p 4) Preserve the Rural Character of the County, its Prime Farmland, Contiguous Forests, Historic Resources, and Environmentally Sensitive Areas through the creation of Priority Preservation Areas: Historic District Commission; countywide inventory; local historic districts; cultural landscapes; heritage resources
<b>Local / Historic District with Design Guidelines</b>	Calvert County Code Chapter 57, Historic Districts Comprehensive Plan, Cultural Heritage chapter: The Historic District Commission took the charge of an earlier Comprehensive Plan, and in 1995, authorized an historic context study, which has enabled the County to target threatened resources for proactive preservation. To date, 86 properties are designated Calvert County Historic Districts. Design guidelines for Historic Districts were adopted in 2000 and amended in 2004.
<b>List Implementation Tools for Historic Preservation (including tax incentives, grants and loans, etc.)</b>	<ul style="list-style-type: none"> <li>▪ Historic District Commission review</li> <li>▪ Historic preservation property tax credit</li> <li>▪ Solomons is a state Priority Funding Area, and a Target Investment Zone in the Southern Maryland Heritage Area</li> </ul>
<b>Forest Land Conservation</b>	<p>Calvert County CMP - Ch 1 pg 1 Land use and growth management objectives: Preserve the rural character of the County, its prime farmland, contiguous forests, historic resources, and environmentally sensitive areas.</p> <p>(p 4) - Preserve the Rural Character of the County, its Prime Farmland, Contiguous Forests, Historic Resources, and Environmentally Sensitive Areas through the creation of Priority Preservation Areas. Forest Conservation , Calvert County Zoning Ordinance, Section 8-3</p>
<b>Agricultural Land Preservation</b>	(p 4) Preserve the Rural Character of the County, its Prime Farmland, Contiguous Forests, Historic Resources, and Environmentally Sensitive Areas through the creation of Priority Preservation Areas
<b>Scenic Byway / Corridor Preservation</b>	Action I-7 Protect the scenic quality of existing rural landscapes and vistas.
<b>Historic/Cultural Landscape Preservation</b>	(p 86) Cultural Landscapes A sustainable commitment to a vision of Calvert County’s past would recognize that the environment and the people are inseparable. Every County landscape is a cultural landscape.
<b>Riparian Area Protection</b>	Calvert County CMP - Ch 1 pg 46 lists actions for sensitive areas, streams and buffers, wetlands, floodplains, steep slopes and highly erodible soils with actions listed.
<b>Chesapeake Bay Preservation Ordinances</b>	<p>In 1987, the second Chesapeake Bay Agreement was signed, which established a 40% nutrient reduction goal. In 2000, a new Chesapeake Bay Agreement established new goals for restoring the bay by 2010. While there have been nutrient reductions, the goals for restoring the bay were not met by 2010. HB 1141 delegates the responsibility to address many of the targeted goals to the jurisdictions. To meet its responsibilities, the Board of County Commissioners commissioned its staff to study all available environmental reports on the state of the waterways and to collect and map all available information that would lead to responsible decisions. That report, A Sustainable Strategy for Calvert’s Watersheds, is available on the web at: <a href="http://www.co.cal.md.us/residents/building/planning/documents/compplan/WaterResourcesElement.asp">http://www.co.cal.md.us/residents/building/planning/documents/compplan/WaterResourcesElement.asp</a>. It serves as a guidance document for this section of the Plan.</p>
<b>Greenways and Green Infrastructure</b>	<p>(p 77) A major objective of the Action Plan is to establish a series of recreation and public open space sites, primarily along the Chesapeake Bay and Patuxent River, each designed to highlight a distinctive feature of Calvert County's history, culture, and geography. These primary sites are to be linked to town centers and to each other by a series of greenways.</p> <p>Types of greenways will vary widely. Some will be designated scenic roadways, with or without adjacent bikeways. Others will be off-road trails for horseback riding, bicycling, hiking, or a combination of two or more. Still others will be waterway corridors, providing opportunities for boating from one destination to another. Finally, there will be wildlife and scenic corridors.</p>
<b>Growth Area Defined</b>	<p>(p 2) 3. Growth areas: growth is concentrated in existing population and business centers, growth areas adjacent to these centers, or strategically selected new centers;</p> <p>(p 7) Town centers are the County’s primary designated growth areas and Priority Funding Areas, as per state regulations.</p> <p>(p 116) Growth Management The Comprehensive Plan’s land use actions direct growth to areas where it can be most efficiently and economically served with existing public services and facilities. Town centers will accommodate growth that would otherwise occur as scattered suburban development in the rural areas. The ongoing implementation of</p>



**Table M.2 Local Government Plans and Policies Offering Opportunities to Protect Trail Resources and Enhance Visitor Experience (cont.)**

Subject	Relevant Local Government Plans and Policies
	<p>growth and non-growth areas will require much more than a regulatory process on the part of the County. Implementation will require a high degree of coordination and cooperation among all officials in County, State, federal, and special purpose agencies.</p>
<b>Entrance Corridor with Design Guidelines</b>	
<b>Cell Tower / Advertisement Billboard Restrictions</b>	<p>Section 3-3 Wind Energy Systems and Communications Tower and Antenna Regulations: 3-3.01_D. Encourage users of communications towers and antennas to configure them in a way that minimizes the adverse visual impact and provides protection of historic, natural, and cultural features through careful design, siting, screening, and innovative camouflaging techniques. Section 3-3.03_B-3 also lists additional regulations.</p> <p>Section 6-8.06 Non-Residential Development Requirements: Signs Requiring Zoning Permits Section B-6 states: Billboards - No new billboards shall be permitted after adoption of this amendment (February 27, 1992). Existing billboards may not be expanded as of the date of this amendment.</p>
<b>Solomons (Calvert County) (Solomons Town Center Zoning Ordinance adopted September 22, 2009)</b>	
<b>Historic Preservation (General Policy and Tools)</b>	<p>E. Encourage commercial development that is compatible with the environmental, cultural, historical, and aesthetic character of Solomons          ./.2.)8-02.B.3.(et seq.) Encourage retention of historic buildings          ./.4.1.01-Archeological and historic site protection</p>
<b>List Implementation Tools for Historic Preservation (including tax incentives)</b>	<ul style="list-style-type: none"> <li>▪ County regulations for Historic Preservation Tax Credits apply to Historic Districts in all Calvert County Town Centers</li> <li>▪ Solomons is a state Priority Funding Area, and a Target Investment Zone in the Southern Maryland Heritage Area</li> </ul>
<b>St. Leonard (Calvert County) (St. Leonard Draft Plan 2010; Draft Town Center Zoning Ordinance July 19, 2010)</b>	
<b>Historic Preservation (General Policy and Tools)</b>	<p>E. Encourage commercial development that is compatible with the environmental, cultural, historical, and aesthetic character of Solomons          ./.2.)8-02.B.3.(et seq.) Encourage retention of historic buildings          ./.4.1.01-Archeological and historic site protection</p>
<b>Cell Tower / Advertisement Billboard Restrictions</b>	<p>Section 6-8.03_C Freestanding Signs: The height of freestanding signs shall not exceed eight feet. The area of freestanding signs shall not exceed 20 square feet. Extensive additional sign regulations are noted throughout the Ordinance.</p>
<b>Charles County (Charles County Comprehensive Plan 2008, Charles County Code updated through September 17, 2009)</b>	
<b>Historic Preservation (General Policy and Tools)</b>	<p>2006 Comprehensive Plan Chapter 10 - Implementation strategies: 1. Historic preservation ordinance. Formally adopt a historic preservation ordinance as a key strategy to protect significant historic districts and landmarks. Specifically target Port Tobacco and Bryantown for local historic district designation. Encourage individual property-owners of historically significant sites to seek historic landmark designation. Charles County adopted historic preservation legislation in 2010 and established a Commission in 2011.</p>
<b>Local / Historic District with Design Guidelines</b>	<p>2006 Comprehensive Plan Chapter 10 Historic Preservation: Local Historic Preservation ordinance section - In a locally designated historic district or landmark a Historic Preservation Commission reviews proposed changes that would affect historic resources. Charles County adopted legislation in 2010 and established a Commission in 2011. The Town of La Plata also has historic preservation legislation. The purposes of a local historic district and landmark designation are defined in Section 8.01 of Article 66B in the Annotated Code of Maryland.</p>
<b>List Implementation Tools for Historic Preservation (including tax incentives, grants and loans, etc.)</b>	<p>2006 Comprehensive Plan Chapter 10 - Implementation strategies: Protection of historic resources. Evaluate programs to acquire development rights, scenic and conservation easements, and fee simple lands for protection of critical historic viewsheds and vistas in Charles County, including the Maryland Scenic Byways Program. Evaluate implementation of density bonuses for developers that choose to rehabilitate and integrate a documented historic resource into a planned subdivision. Historic/Cultural Preservation 10-6 Charles County Comprehensive Plan Promote the State and Federal income tax credit programs and develop local tax incentives. The Maryland Rehabilitation Tax Credit offers an income tax credit of 20 percent of certified rehabilitation work. The Federal Rehabilitation Tax Credit offers an income tax credit for the certified Rehabilitation of income-producing properties. In accordance with State enabling legislation, create a local property tax credit where 10 percent of approved renovations will be reduced from a total property tax liability and/or create a 10 year property tax freeze on historic properties that are being rehabilitated. In 2010 Charles County established a local tax credit program for historic rehabilitation projects, subject to funding availability.</p>

**Table M.2 Local Government Plans and Policies Offering Opportunities to Protect Trail Resources and Enhance Visitor Experience (cont.)**

Subject	Relevant Local Government Plans and Policies
	Comprehensive Plan Chapter 10 - Implementation strategies: 6. Certified Local Government. Pursue Certified Local Government status through the Maryland Historical Trust that will allow Charles County access to federal funding to meet preservation objectives.
<b>Forest Land Conservation</b>	Forest Conservation Ordinance amended through July 13, 2004
<b>Agricultural Land Preservation</b>	<p>Article XVII, Zoning Ordinance – Transferable Development Rights (TDRs) in Designated Agricultural Land Preservation Districts: It is the declared policy of Charles County to preserve, protect and encourage the cultivation of its agricultural land for the production of food and other agricultural products. It is the purpose of this section to reduce the loss of county agricultural resources by limiting the circumstances under which agricultural and forestry operations may be deemed to constitute a nuisance, trespass or other interference with the reasonable use and enjoyment of adjacent land, including but not limited to smoke, odors, dust, noise, chemicals or vibration, provided that nothing in this chapter shall in any way restrict or impede the authority of the state and of the county to protect public health, safety and welfare.</p> <p>2006 Comprehensive Plan Chapter 9 - Agricultural and Rural Preservation</p>
<b>Scenic Byway / Corridor Preservation</b>	Scenic and Historic Roads Legislation 2010. Amendments to the Zoning Ordinance and Subdivision Codes to designate roads with significant historic and or scenic qualities and to apply context sensitive design solutions to proposed development along designated roads.
<b>Historic/Cultural Landscape Preservation</b>	Forest Conservation Ordinance, Section 298-13 Retention: For properties and projects subject to Forest Conservation requirements, the following trees, shrubs, plants, and specific areas shall be considered priority for retention and protection and shall be left in an undisturbed condition unless the applicant has demonstrated, to the satisfaction of the Department, that all reasonable efforts have been made to protect them and the plan cannot be reasonably altered: D. Trees that:(1) Are part of a historic site;(2) Are associated with a historic structure
<b>Riparian Area Protection</b>	Article XI of the Zoning Ordinance, § 297:167-182 Resource Protection Zone (RPZ overlay) The purpose of this zone is to protect stream valley habitat and stream water quality. Nine specific purposes are defined as: preserve floodplains, associated wetlands, and associated significant habitats; prevent soil erosion; protect persons and property from environmental hazards; filter pollutants from stormwater; protect scenic values; provide recreational opportunities; and minimize public investment in floodplain stormwater management.
<b>Chesapeake Bay Preservation Ordinances</b>	Article IX, Critical Area Overlay Zone, Zoning Ordinance and Charles County Critical Area Program, revision under review by County Commissioners. The Program was last revised 2001. The purpose of the Critical Area Zone is to establish special regulatory protection for the land and water resources located within the Chesapeake Bay Critical Area in Charles County.
<b>Greenways and Green Infrastructure</b>	The 2006 Charles County Comprehensive Plan, Chapter 8 - Natural Resource Protection, Implementation Strategies: Develop a Green Infrastructure Strategy for Charles County and Maintain and Enhance Counties Urban Forests by considering adoption of an urban forest canopy coverage goal and investigating strategies under the County's forest conservation ordinance to retain as much of the forest and tree cover possible within urban areas.
<b>Growth Area Defined</b>	The 2006 Charles County Comprehensive Plan Land Use Concept identifies the Charles County's Development District and targets 75% of all growth to be located within the boundary. The Development District consists of the northern portion of the Charles County within the Mattawoman drainage area and consists of the greater Waldorf and Bryans Road communities.
<b>Entrance Corridor with Design Guidelines</b>	Benedict Waterfront Village Revitalization Plan. (Planning Commission recommended. August 2011) includes a concept for an improved entrance to the village of Benedict at the intersection on Benedict Avenue and MD 231. Design guidelines for the village are also proposed.
<b>Cell Tower / Advertisement Billboard Restrictions</b>	<p>ARTICLE XIX Signs [Adopted 7-23-2010 by Bill No. 2010-12] § 297-319. General provisions. G. Outdoor advertising signs, excluding those signs enumerated in §297-325.</p> <p>(1) The erection or construction of new outdoor advertising signs and billboards of any size are prohibited.</p>
<b>Prince George's County (Prince George's County Approved General Plan 2002; Prince George's County Code 2007 Edition; Historic Sites and Districts Plan)</b>	
<b>Historic Preservation (General Policy and Tools)</b>	<p>Prince George's County Approved General Plan - Part 1 V Historic Preservation Section: POLICY 2: Protect historic resources through appropriate regulation and enforcement measures.</p> <p>Strategies</p> <p>I. Consider amending the county's land regulations to require new construction in a county-designated historic district to be consistent with the district's character regarding design, height, scale, bulk, and setbacks.</p>

**Table M.2 Local Government Plans and Policies Offering Opportunities to Protect Trail Resources and Enhance Visitor Experience (cont.)**

Subject	Relevant Local Government Plans and Policies
	<p>Historic buildings, structures, and sites can provide the architectural and cultural context for new development and for the preservation of a sense of place.</p> <ol style="list-style-type: none"> <li>II. Develop regulations and policies in the development review process to provide appropriate environmental settings to retain the character of a historic site.</li> <li>III. Evaluate historic site density transfers in the Zoning Ordinance and subdivision regulations as an incentive to preserve settings around historic sites.</li> <li>IV. Consider creative ways to address the use and maintenance of historic structures.</li> <li>V. Study the potential for creating transition overlay zones surrounding historic districts to ensure compatible development.</li> </ol> <p>Prince George's County Historic Sites and Districts Plan (developed based on the ideals in the Prince George's General Plan) includes a lot of additional information and guidance.</p>
<b>Local / Historic District with Design Guidelines</b>	Two of three county-designated historic districts within the project area: St. Thomas Episcopal Parish Historic District and Old Town College Park Historic District (both pending as NR districts as well). Old Town College Park has adopted Design Guidelines based on HPC policies and SOI Standards and Guidelines and local conditions; St. Thomas Episcopal Parish follows HPC policies and SOI Standards and Guidelines without district-specific guidelines.
<b>List Implementation Tools for Historic Preservation (including tax incentives, grants and loans, etc.)</b>	<p>Prince George's County Approved General Plan - Part 1 V Historic Preservation Section: POLICY 3:</p> <ul style="list-style-type: none"> <li>▪ Encourage stewardship and adaptive use of historic sites and districts.</li> </ul> <p>Strategies:</p> <ol style="list-style-type: none"> <li>I. Expand the ability of a property owner to adaptively use a historic site.</li> <li>II. Form partnerships with not-for-profit and commercial entities to encourage the adaptive use of historic buildings.</li> <li>III. Establish a Historic Preservation Fund to be used to assist in stabilizing and restoring historic properties.</li> <li>IV. Evaluate legislation to freeze assessments following a restoration project for a certain period of time.</li> <li>V. Evaluate legislation to provide property tax relief for preserving environmental settings.</li> <li>VI. Promote historic resource stewardship to ensure that Prince George's heritage as the oldest of the Washington area's communities is evident to all residents in the county.</li> </ol> <p>Prince George's County Historic Property Grant Program for current budget year (FY12) includes \$250K for rehabilitation, restoration, and/or acquisition of county-designated historic sites, properties that agree to be designated as historic sites and/or contributing properties county-designated or National Register-listed historic districts.</p>
<b>Forest Land Conservation</b>	See Agricultural Land Preservation below.
<b>Agricultural Land Preservation</b>	Functional Priority Preservation Area Plan contains updates on agricultural land preservation policies. This includes the protection of forest lands. Available at: <a href="http://www.pgplanning.org/page27773.aspx">http://www.pgplanning.org/page27773.aspx</a>
<b>Trail Corridor Preservation</b>	Local historic and scenic roads ordinance
<b>Historic/Cultural Landscape Preservation</b>	Historic Sites and Districts Plan Chapter 9: Cultural Landscape Preservation—includes a discussion of the characteristics of cultural landscapes, why they need protection, and strategies for their protection.
<b>Riparian Area Protection</b>	
<b>Chesapeake Bay Preservation Ordinances</b>	
<b>Greenways and Green Infrastructure</b>	
<b>Growth Area Defined</b>	Part 11: Development Pattern identifies rural, developing and developed tiers; rural tier includes most of Croom Road section of trail southward
<b>Entrance Corridor with Design Guidelines</b>	Department hopes to develop policies for this via the Prince George's County Star-Spangled Banner Scenic Byway Corridor Management Plan
<b>Cell Tower / Advertisement Billboard Restrictions</b>	County Code Part 12 - Signs Division 1, Sec. 27-593 Prohibited signs (a) (13) Outdoor advertising signs (billboards).

**Table M.2 Local Government Plans and Policies Offering Opportunities to Protect Trail Resources and Enhance Visitor Experience (cont.)**

Subject	Relevant Local Government Plans and Policies
<b>Anne Arundel County (Anne Arundel County General Development Plan 2009; Anne Arundel County Code 2005)</b>	
<b>Historic Preservation (General Policy and Tools)</b>	(GDP p 55) Goal: Protect and preserve the historic and archeological heritage of the County.
<b>Local / Historic District with Design Guidelines</b>	
<b>List Implementation Tools for Historic Preservation (including tax incentives, grants and loans, etc.)</b>	
<b>Forest Land Conservation</b>	<p>(GDP p 75) Goal: Preserve, protect and enhance the designated Greenways network as well as forest cover countywide.</p> <p>Policy 1: Establish an interconnected network of protected corridors of woodlands and open space in accordance with the goals of the Greenways Master Plan.</p> <p>Policy 2: Ensure maximum protection of the County’s green infrastructure, non-tidal wetlands, designated wildlife refuges and other natural resource areas, even in areas designated as mixed use, in town centers or in areas designated for growth.</p> <p>Inventory on page 77</p> <p>Adopted Priority Preservation Areas</p>
<b>Agricultural Land Preservation</b>	Adopted Priority Preservation Areas
<b>Scenic Byway / Corridor Preservation</b>	<p>p55 of GDP</p> <p>In addition, the Subdivision Regulations include provisions for development along scenic and historic roads. Such developments are required to incorporate site designs that minimize impacts on views from the road, minimize tree and vegetation removal and grading, and include other design criteria such as buffers and natural screenings that will help retain the scenic character of the road. The Subdivision code was revised in 2006 to prohibit certain uses allowed in the RA (Rural Agricultural) zoning district from locating on a scenic or historic road. The inventory of scenic and historic roads was also expanded at that time to include additional roads.</p>
<b>Historic/Cultural Landscape Preservation</b>	
<b>Riparian Area Protection</b>	
<b>Chesapeake Bay Preservation Ordinances</b>	Chapter 10 of GDP is Water Resources Element
<b>Greenways and Green Infrastructure</b>	See forest conservation above
<b>Growth Area Defined</b>	(p 123) identifies targeted growth areas, managed growth areas and rural areas - targeted growth and managed growth areas are within the PFA , rural areas are outside the PFA
<b>Entrance Corridor with Design Guidelines</b>	
<b>Cell Tower / Advertisement Billboard Restrictions</b>	<p>Article 18-Zoning_Title3, Subtitle 3 Signage:</p> <p>(c) Location. A sign shall be located within the lot lines of the use to which it refers, except that a directional sign may be located within a County right-of-way to the extent permitted by § 18-3-305 and § 18-3-306.</p> <p>Article 18-10-109. Commercial telecommunication Facilities</p> <p>(5) A tower, antenna, or monopole shall be painted gray or a similar color that will minimize its visibility. An accessory structure shall be screened and buffered in accordance with the Landscape Manual so that it is not visible from abutting residential properties. A facility to be constructed within sight of a property listed on the National Register of Historic Places shall mitigate any adverse visual impact of the facility in the manner determined by the Office of Planning and Zoning. Advertising on a facility is prohibited. ADDITIONAL RESTRICTIONS ARE LISTED IN THIS ARTICLE/SECTION</p>

**Table M.2 Local Government Plans and Policies Offering Opportunities to Protect Trail Resources and Enhance Visitor Experience (cont.)**

Subject	Relevant Local Government Plans and Policies
<b>Baltimore County (Baltimore County Comprehensive Plan 2010; Baltimore County Code)</b>	
<b>Historic Preservation (General Policy and Tools)</b>	<p>(p 208) Urban Historic Resources POLICY</p> <ul style="list-style-type: none"> <li>▪ Improve programs and procedures to preserve and maintain historic districts, structures, and their immediate surroundings</li> <li>▪ Inventory identified as needing completion</li> </ul> <p>(p 248) Rural Historic Resources POLICY</p> <ul style="list-style-type: none"> <li>▪ Conserve visually-integrated rural historic landscapes so that viewers can appreciate the enticing qualities of continuing rural uses, or of a bygone agricultural era, while still allowing reasonable use of privately-owned land.</li> </ul>
<b>Local / Historic District with Design Guidelines</b>	<p>(p 209) Historic properties significant to Baltimore County may also be protected by the use of the Baltimore County Districts or Landmarks Listings. The County Council, upon recommendation of the Baltimore County Landmarks Preservation Commission, enacts these county designations. Established as a part of the county government in 1976, the Commission must review and grant approval regarding exterior changes to, or the demolition of, properties on the Baltimore County Preliminary or Final Landmarks Lists. It makes advisory comments on properties that are on the National Register and Maryland Historical Trust inventory. The preliminary list is an interim stage before the final enactment by the County Council; there are 169 structures currently on the final list.</p>
<b>List Implementation Tools for Historic Preservation (including tax incentives, grants and loans, etc.)</b>	
<b>Forest Land Conservation</b>	<p>(p 124) POLICIES</p> <ul style="list-style-type: none"> <li>▪ Protect the remaining natural resources and promote conservation of biological diversity.</li> <li>▪ Restore lost or degraded ecosystem functions, particularly those related to watersheds and reservoirs.</li> <li>▪ Foster environmental stewardship among residents, and within the region.</li> </ul>
<b>Agricultural Land Preservation</b>	<p>(p 236) POLICY</p> <ul style="list-style-type: none"> <li>- Permanently preserve lands for agriculture and avoid conflicts within compatible uses.</li> </ul>
<b>Scenic Byway / Corridor Preservation</b>	<p>(p 249) POLICY</p> <ul style="list-style-type: none"> <li>- Preserve and enhance the county's significant scenic resources as designated on the scenic resources map, including scenic corridors, scenic views and gateways, as an essential component contributing to the county's quality of life.</li> </ul>
<b>Historic/Cultural Landscape Preservation</b>	<p>(p 241) POLICY</p> <ul style="list-style-type: none"> <li>- Preserve the county's valuable cultural, historic, recreational, and environmental resources by limiting residential development and acquiring available land for public benefit [includes NORTH POINT]</li> </ul>
<b>Riparian Area Protection</b>	
<b>Chesapeake Bay Preservation Ordinances</b>	<p>(p 241) POLICY</p> <ul style="list-style-type: none"> <li>- Preserve the county's valuable cultural, historic, recreational, and environmental resources by limiting residential development and acquiring available land for public benefit.</li> </ul>
<b>Greenways and Green Infrastructure</b>	<p>(p 113) Issue: Greenways The Baltimore County Master Plan 1989-2000 identified "Stream Valley Greenways" as a parks and open space issue, introducing an "Open Space Network" map that identified a proposed stream valley park/greenway network</p> <p>MAP 18 greenways inventory - environmental or recreational greenways</p>
<b>Growth Area Defined</b>	Chapter 3 - Regional Framework
<b>Entrance Corridor with Design Guidelines</b>	

**Table M.2 Local Government Plans and Policies Offering Opportunities to Protect Trail Resources and Enhance Visitor Experience (cont.)**

Subject	Relevant Local Government Plans and Policies
<b>Cell Tower / Advertisement Billboard Restrictions</b>	<p>C. Outdoor advertising signs. In addition to the limitations of Section 450.4, outdoor advertising signs are subject to the following:</p> <ol style="list-style-type: none"> <li>1. An outdoor advertising sign may not be erected in the following locations:               <ol style="list-style-type: none"> <li>a. Outside the urban-rural demarcation line.</li> <li>b. In a place where it can be seen from a scenic route designated in the Master Plan, as determined by the Director of the Office of Planning.</li> <li>c. Less than 200 feet from a residential zone, measured along the adjoining road, or more than 50 feet from the right-of-way line of the highway along which the sign is erected, notwithstanding contrary provisions of these regulations regarding front yard setbacks.</li> <li>d. Less than 1,000 feet from another outdoor advertising sign on the same side of a highway.</li> <li>e. Less than 100 feet, measured along the adjoining road, from the right-of-way of any intersecting highway.</li> <li>f. Less than 250 feet from the right-of-way of any controlled-access-type highway or less than 100 feet from the right-of-way of any other dual highway.</li> <li>g. Within a town center or revitalization area, except at sites designated as appropriate for outdoor advertising signs in an officially adopted plan for that area.</li> </ol> </li> </ol> <p>Article 24 Title 3 County Agricultural Land Preservation Easements 24-3-108 Use of Land Part (v) Signs, billboards or outdoor advertising structures may not be displayed on the property, except that one sign, not exceeding applicable county zoning regulations, may be displayed to: 1. State the name of the property and the name and address of the occupant; 2. Advertise an activity allowed in this paragraph; and 3. Advertise the property for sale or rental.</p>
<b>Baltimore City (Baltimore City Comprehensive Plan 2006; Baltimore City Zoning Ordinance)</b>	
<b>Historic Preservation (General Policy and Tools)</b>	(p 73) Objective 4: Protect and Enhance the Preservation of Baltimore’s Historic Buildings and Neighborhoods
<b>Local / Historic District with Design Guidelines</b>	(p 84) Strategy to upgrade existing guidelines – The guidelines for new construction and rehabilitation in local historic districts will assist developers in the design and maintenance of buildings located in the city’s local historic districts. The guidelines will be tailored to reflect the diverse architectural character and historical significance of all districts in the city. The updated guidelines will be user-friendly and provide predictability for developers and property owners at all levels of experience in preservation.
<b>List Implementation Tools for Historic Preservation (including tax incentives, grants and loans, etc.)</b>	Plans subject to CHAP/Preservation Commission review within 32 local historic districts. (11,000 properties). Historic Preservation credits Available to Baltimore City property owners in designated historic districts (local and National), or owners of individually designated Baltimore City or National Register Landmark structures, who significantly improve, or restore, or rehabilitate their historic property. Work performed must be compatible with the Commission for Historical and Architectural Preservation’s (CHAP) standards, must have been approved prior to work beginning, and certified at the time of completion by CHAP. The life of the credit (annual deduction) is ten years; tax credit value is determined by the State Department of Assessments and Taxation.
<b>Forest Land Conservation</b>	(pp 9 and 72) Recommendation for an Urban Forest Management Plan
<b>Agricultural Land Preservation</b>	Not applicable
<b>Scenic Byway / Corridor Preservation</b>	Charles Street National Scenic Byway: A corridor management plan was completed in 2007. A grant has been submitted for the FY11 Scenic Byways grant round to fund the development of guidelines for the corridor (Awarded). The best tools available for implementation are the staff of the Baltimore National Heritage Area who currently manage the byway.
<b>Historic/Cultural Landscape Preservation</b>	Subject to CHAP/Preservation Commission review within 32 local historic districts (11,000 properties)
<b>Riparian Area Protection</b>	(p 130) (see Chesapeake Bay Preservation Ordinances below)
<b>Chesapeake Bay Preservation Ordinances</b>	<p>(p 130)</p> <p>Goal 3: Increase the Health of Baltimore’s Natural Resources and Open Spaces for Recreation and to Improve Water Quality and to Improve Neighborhood Social, Economic, and Environmental Well-Being</p> <ul style="list-style-type: none"> <li>- Meet the goals and requirements of the Chesapeake Bay Program, the City’s National Pollution Discharge Elimination Permit (NPDES) and Tributary</li> </ul> <p>Strategies: A Healthy Harbor Plan was prepared by Waterfront Partnership of Baltimore Inc. to guide activities that if implemented, would result in a swimmable fishable Harbor by 2020. The Plan identifies key problem</p>

**Table M.2 Local Government Plans and Policies Offering Opportunities to Protect Trail Resources and Enhance Visitor Experience (cont.)**

Subject	Relevant Local Government Plans and Policies
	<p>areas keeping the harbor from being safe today to swim in or to eat any fish caught from the harbor and includes recommendations for ways to eliminate trash, bacteria, nutrients and sediment in the streams and tributaries leading to the Harbor and in the harbor itself. Recommendations include larger capital improvements including reconstruction of storm water and sewer pipes to stream restoration and smaller steps individuals and property owners can take such as installing rain gardens, rain barrels and even removing pet waste from the ground. A major public education effort is also included to help educate the public about the importance of clean water in our treasured Chesapeake Bay and Inner Harbor.</p>
<p><b>Greenways and Green Infrastructure</b></p>	<p>Objective 1: Maintain a Well-managed System of Parks and Open Spaces Objective 2: Protect and Enhance Baltimore’s Natural Habitat and Environmental Resources</p>
<p><b>Growth Area Defined</b></p>	<p>City of Baltimore within PFA.</p>
<p><b>Entrance Corridor with Design Guidelines</b></p>	
<p><b>Cell Tower / Advertisement Billboard Restrictions</b></p>	<p>Subject to CHAP/Preservation Commission review within 32 local historic districts. (11,000 properties). CHAP staff review also for Section 106 and local Zoning board review of cell installations.</p> <p>Title 11- Sign Regulations: § 11-206. General advertising signs. Except as otherwise specifically authorized in this article: (1) the erection, placement, or construction of new general advertising signs is prohibited; and (2) the City may not issue permits for these signs. (City Code, 1976/83, art. 30, §10.0-1b, §13.0-2-36.) (Ord. 99-547; Ord. 00-001; Ord. 01-230; Ord. 03-514.)</p> <p>According to permitted use charts, Radio, TV antennas and Towers, freestanding up to 25' above buildings are allowed in business and industrial districts and up to 12' above buildings in residential districts. NO DIRECT MENTION OF CELL TOWERS/MONOPOLES</p>

- Encourage the use of building masses for new and infill construction that are proportional to adjoining or nearby historic buildings and townscape including the proportion of building height to street width, the use of consistent floor plates from building to building, and the use of roof lines and roof pitches that are consistent across the entire block.
- Reinforce the desired operating speeds by utilizing the proportions of building mass to street width to visually enclose the urban street as the route moves from rural to transitional to urban.
- Where building facades are discontinuous, utilize street trees, walls and lighting to gain the appropriate enclosure of the street as the route transitions from rural to urban.

### 3.2 Framework for Managing Rural Character

In rural areas along the trail, development should be placed in such a way so as to retain the overall form and character of natural landscape features associated with farm, forest, and stream corridor. While Calvert, Charles, and the rural tier of Prince George’s County have utilized or have available such tools as transfer and purchase of development rights to preserve farms and open spaces, there continues to be a need for design guidance for the siting of homes, driveways, fence lines, roadway buffering, and entrance features. The following criteria outline the basic elements of such guidance.

- Encourage placement of new homes in locations where they are less visible from the road avoiding, where feasible, ridge lines and the middle of open fields.
- Encourage placement of homes and driveways that follow the contours of the land.



A well sited rural home adjacent to cropland in Prince George's County

- Encourage the use of cluster or open space design patterns to retain the character of open fields and adjacent woodlands while accommodating the same amount of development (or more when considering the use of bonus density).
- Encourage the use of narrow access drives to minimize the amount of tree clearing required for new residential construction.
- Work with developers and community associations to ensure that gatehouses, fences, and other security measures are appropriately scaled, screened where necessary, and otherwise made to fit within the scale and context of its landscape setting.

### 3.3 Billboards and Off-Premise Signage

Title 23m, United States Code, Section 131(s) prohibits the erection of new signs that do not conform to Section 131(c) in areas adjacent to Interstate and federal-aid primary highways, and subsequently for National Highway System routes that are designated under a state scenic byway program.

The fact that federal law bars any new advertising billboards on designated scenic byways does not provide the state with enforcement authority. Enforcement authority comes from state law. Parts IV, V and VI of Title 8, Subtitle 7 of the Transportation Article, Annotated Code of Maryland (sections 8-725 through 8-749) were enacted pursuant to the

federal Highway Beautification Act of 1965 (23 USC section 131) to give Maryland the enforcement authority necessary to implement that act in this state in order to accept federal funding.

For non-National Highway System routes, local governments are responsible for enforcing billboard prohibitions along designated scenic byways. Table M.2 lists existing local government plans and policies that regulate or restrict billboards along the Star-Spangled Banner Trail.

Under Maryland law, local governments may remove existing billboards from non-National Highway System segments of the trail through a process known as amortization. Amortization cannot be used to remove billboards on National Highway System segments. An amortization process allows for nonconforming signs to remain in place for a sufficient period of time so as to amortize their cost before requiring their removal.

In a May 1991 letter addressed to the late Senator John Chaffee of Rhode Island, the Office of the Comptroller General of the United States advised that it had reviewed the constitutionality of the use of amortization in the removal of billboards and concluded that the majority of cases hold that billboard amortization does not violate the US Constitution. According to the book *Street Graphics and the Law*, the overwhelming majority of courts hold that amortization is a constitutional technique that does not violate the taking-of-property clause in the US Constitution. More details about amortization in Maryland are found in the *Catoctin Mountain Scenic Byway Corridor Management Plan*.

The advertisement of local businesses along the trail is sometimes accommodated through the use of a rural "tourist-oriented destination sign" program or TODS. However, Maryland recently discontinued the TODS program in favor of its Tourism Area and Corridor signing program (TAC). Business directories and mobile applications provide excellent tools for attracting visitors to local tourism-oriented businesses.





*No new billboards may be constructed along state designated scenic byways. Existing billboards can remain but no improvements can be made*

### 3.4 Federal Aid Primary and National Highway System Routes

Appendix L, table L.1 indicates which portions of the route are located on the National Highway System and on Federal Aid Primary highways.

### 3.5 Utility Transmission Lines

There are three major power plants in the vicinity of the trail: Calvert Cliffs, Chalk Point, and Sparrows Point. The utility transmission lines that transmit power from these plants include:

- a high-voltage transmission line corridor that parallels Route 4 northward from Calvert Cliffs
- a high-voltage transmission line that crosses MD 231 heading southwestward from Chalk Point
- a high-voltage transmission line that crosses MD 381, Aquasco Road, heading west from Chalk Point to a point just north of the Prince George’s County line

A third high-voltage transmission line corridor heads northward from Chalk Point paralleling Aquasco Road and then crosses Croom Road approximately ¼ mile from its intersection with Aquasco Road. This same transmission line corridor then re-crosses Croom Road north of Croom Station Road, then US 301, MD 4 and Upper Marlboro Pike (the trail). The transmission line corridor that heads north from Calvert

Cliffs, parallel to MD 4, eventually crosses the trail along the Baltimore-Washington Parkway near MD 198.

The Mid-Atlantic Power Pathway (MAPP) is a major high-voltage transmission line corridor project expanding the existing corridor from Chalk Point heading west to Aquasco Road (noted above) that may cross the trail. Efforts should be made to ensure that the structures used for this major transmission line are carefully sited to avoid focal views from the trail (views where the structures are prominently sited and impossible to miss), and that roadside plantings are included in any mitigation should the line be constructed.



*Chalk Point Power Plant is visible from the Patuxent River*

Each of the existing transmission line corridors is also prone to future expansion and should be monitored to avoid widening the corridor width or increasing the height of the towers.

### 3.6 Communication Towers

A major issue from the trail point of view is the scale relationship of communication facilities with the surrounding context. While there have been serious efforts made to try to construct “stealth” facilities, unless they can be constructed lower, smaller, and in proportion with the architecture found in the area, it is nearly impossible to hide them. Communication facilities include not only towers but also support buildings, access roads, and landscaping, all of which can be affected by design decisions by the builder, conscious or not, or the community’s development regulations.

Facilities need to be programmed, designed, and sited in order to create the smallest visual impact possible.

Unfortunately, telecommunication towers require an ability to send signals in an unobstructed straight line.

Consequently, the preferred sites are usually located on ridgelines or other high points, such as church steeples. The companies desiring to construct these towers wish to do so at the lowest economic cost, resulting in the construction of a few taller towers rather than more frequently spaced shorter towers located at a tree line, for example.



*Examples of disguising cell towers: Cemetery, flagpole, and church steeple*

When siting future utility structures, whether they are communication towers, or for high-voltage electric

transmission lines, a simple process can be used to ensure that visual impacts are minimized:

- Require developers seeking permits to identify alternative locations, alternative heights, and/or alternative transmission routes. Require service providers to consider shared facilities (saving installation costs, time, and potential legal fees) and to demonstrate why new construction is needed.
- For each alternative, describe the visual characteristics of the project (e.g., the height of the tower and clearance required for vegetation).
- Determine, for each alternative, the extent of the geographic area from which the proposed facility can be seen using digital elevation models and viewshed analysis software.
- Use balloon tests to demonstrate the location of towers. Balloons should be flown at the height of the proposed tower and photographs taken from the most visually sensitive locations (as demonstrated in step 3).
- For areas where there is a high degree of concern for the potential visual impacts, such as a panoramic view, use digital editing to superimpose a photograph of a similar type of tower onto the photograph of the balloon taken from the scenic viewpoint, using the balloon for a scale reference.

This approach will provide clear and factual information about both the geographic extent and significance of the visual impacts. By comparing viewshed maps and simulations, the site with the least visual impact can be recommended. If the location or height of the structure cannot be mitigated, a request should be made to use the tower configuration with the least visual contrast possible. The problem with the pine tree camouflage approach that has been used in certain locations is that the silhouette of the “tree” is often out of scale with the surrounding vegetation. Camouflage can work if the height of the tower can be lowered to the point where the tower is in scale with its surrounding tree line.

## 4. Recommended Conservation and Preservation Actions to Achieve Desired Character

The following conservation and preservation actions are recommended:

- 1.1 Adopt the trail management plan as an amendment to each locality's comprehensive plan, and if appropriate, to existing historic preservation and open space plans.
- 1.2 Develop a list of conservation and preservation priorities based on criteria that are consistent with potential partner organizations.
- 1.3 Develop a data-sharing system to maintain and continually update the GIS inventory of intrinsic qualities and protected lands.
- 1.4 Share and transmit conservation priorities with partner organizations' data sets and work plans for conservation action.
- 1.5 Work with local land trusts and preservation organizations to utilize the trail to leverage conservation and preservation opportunities, and work with property owners who are willing and interested in participating on a voluntary basis.
- 1.6 Utilize the trail as leverage for existing tools for protecting character-defining resources that are available in each of the counties and at the state level to achieve similar goals, with a particular emphasis on Chesapeake Bay conservation programs, farmland preservation and sustainable agriculture programs, and historic preservation opportunities associated with maritime and agricultural heritage.
- 1.7 Ensure that all designated anchor (full service visitor attractions with interpretation, facilities, group tour accommodations, and on-site hosts) and secondary sites (primarily self-guided sites with limited or no facilities) preservation plans in place within five years.
- 1.8 Develop an appropriate organizational structure that will facilitate advocacy on behalf of the trail and speak up for the trail's interests on major regional projects that will potentially impact the character-defining features of the trail (such as utility transmission lines, federally funded transportation investments, amendments to growth and sewer service areas, etc.).
- 1.9 Provide technical and financial assistance to those who own historic properties but do not have the resources, or the knowledge, to rehabilitate those properties.
- 1.10 Work with utility and telecommunication companies to screen and/or beautify existing installations and to improve planning for future installations to minimize impact to the trail. Many of the views interrupted by intrusive landscape elements were identified at significant industrial, commercial, or suburban corridors at the edges of cities, such as Baltimore and Washington, DC. The following intersections and trail route segments are locations of such visual intrusions.
  - North Point Boulevard north of I-695
  - Intersection of North Point Boulevard and North Point Road
  - North Point Road at the intersection with Merritt Boulevard
  - Westbound approach to Baltimore City from Eastern Avenue
  - Eastbound approach to Ft. McHenry on East Fort Avenue
  - Westbound on Annapolis Road heading toward Bladensburg Waterfront Park
  - Transmission lines on Old Marlboro Pike, just east of Melwood Park Avenue
  - Transmission lines on Old Marlboro Pike, just west of Derby Manor Lane
  - Transmission lines on Croom Road, just north of the intersection with MD 381/Aquasco Road
  - Transmission lines where Brandywine Road becomes Aquasco Road in Hughesville
  - Utility tower on Prince Frederick Road between Orchard View Lane and Bucktown Road

- View to Chalk Point Power Plant from Prince Frederick Road in Benedict
- Utility tower on Solomons Island Road, just south of the intersection with Broomes Island Road
- Transmission lines cross South North Point Road where it intersects with Merritt Boulevard
- Transmission lines cross the Baltimore-Washington Pkwy just south and parallel to I-895/Harbor Tunnel Thruway
- Transmission lines cross the Baltimore-Washington Pkwy at Nursery Road just southeast of Baltimore City
- Transmission lines cross the Baltimore-Washington Pkwy between its intersections with MD 32/Patuxent Hwy and MD 198/Laurel Fort Meade Road
- Transmission lines cross the Baltimore-Washington Pkwy just west of MD 197/Laurel/Bowie Road

1.11 Work with localities, SHA, and private landowners to remove existing billboards and out-of-scale signage and enforce the prohibition on constructing new billboards.

1.12 Work with localities and communications facility managers to establish adequate regulation of communications facilities, and to redress earlier construction where screening and other measures could help to mitigate negative visual impacts.

With regard to recommendations 1.11 and 1.12, following are notes concerning the status of the regulation of billboards and communications facilities in localities along the trail.

- **Calvert County** does not allow new billboards. Cell phone towers and antennas are allowed but views to historic districts and screening are taken into consideration along with other regulations.
- **Charles County** does not allow new outdoor advertising signs. Cell phone towers are allowed and are regulated.
- **Prince George’s County** does not allow outdoor advertising signs (billboards). Cell phone towers are allowed but county zoning regulations list screening measures as well as other restrictions.
- **Anne Arundel County** allows billboards and cell phone towers; both are strictly regulated.
- **Baltimore County** zoning regulations allow for billboards and cellular phone towers, listing restrictions to their size and locations. According to Section 426.5, towers that are greater than 200 feet in height are allowed in all zones by special exception only. Towers that are less than 200 feet are allowed by right in medium-intensity commercial and high-intensity commercial zones but require a special exception in residential and transitional zones. Additional requirements are listed that take into account setbacks, and for communications towers or monopoles, combination of providers on one.
- **Baltimore City** no longer allows the erection of outdoor advertising signs (billboards). No direct mention of cellular telephone monopoles or towers is made in city zoning regulations, although radio and TV antennas and freestanding towers are allowed as an accessory or conditional use in all residential and business zones up to 12 feet above the building. Antennas are also allowed in business and industrial zones up to 25 feet above the building.

# Appendix N

## Star-Spangled Banner Trail

### Land Protection Strategy

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## 1.0 OVERVIEW

### 1.1 Introduction

Long-term protection of trail and byway resources would require cooperative efforts by the NPS and its partners using a variety of land protection strategies. Funding and partner capacity to execute transactions would not likely be adequate to support protection of all lands identified as of conservation interest in the land protection plans. Investment by the NPS and its partners to protect trail- and byway-related resources through fee simple acquisition or purchase of conservation easements could occur only when protection could not be accomplished using the alternative land protection strategies.

Lands of primary protection interest that would be potentially acquired – if they cannot be otherwise protected – would include, but not be limited to, high potential historic sites, landscapes that are evocative of the early 19<sup>th</sup> century along the land and water routes of the trail. Future potential direct federal acquisition (i.e., purchase by the United States) for trail purposes would however be limited under section 7(g) of the National Trails System Act to those areas designated as high potential historic sites and high potential route segments.

### 1.2 General Authorities for Land Protection

#### A. National Trail System Act

The National Trail System Act defines the federal protection components of national trails as follows:

*“National historic trails shall have as their purpose the identification and protection of the historic route and its historic remnants and artifacts for public use and enjoyment. Only those selected land and water based components of a historic trail which are on federally owned lands and which meet the national historic trail criteria established in this Act are included as Federal protection components of a national historic trail. The appropriate Secretary may certify other lands as protected segments of an historic trail upon application from State or local governmental agencies or private interests involved if such segments meet the national historic trail criteria established in this Act and such criteria supplementary thereto as the appropriate Secretary may prescribe, and are administered by such agencies or interests without expense to the United States”. [Sec. 3. 16USC1242]*

The Act authorizes for the acquisition of land or interests in lands from willing sellers, with provisions for the re-conveyance of portions of those lands to those sellers or other parties.

*“In acquiring lands or interests therein for a National Scenic or Historic Trail, the appropriate Secretary may, with consent of a landowner, acquire whole tracts notwithstanding that parts of such tracts may lie outside the area of trail acquisition. In furtherance of the purposes of this act, lands so acquired outside the area of trail acquisition may be exchanged for any non-Federal lands or interests therein within the trail right-of-way, or disposed of in accordance with such procedures or regulations as the appropriate Secretary shall prescribe, including: (i) provisions for conveyance of such acquired lands or interests therein at not less than fair market value to the highest bidder, and (ii) provisions for allowing the last owners of record a right to purchase said acquired lands or interests therein upon payment or agreement to pay an amount equal to the highest bid price. For lands designated for exchange or disposal, the appropriate Secretary may convey these lands with any reservations or covenants deemed desirable to further the purposes of this Act. The proceeds from any disposal shall be credited to the appropriation bearing the costs of land acquisition for the affected trail.” [Administration and Development, Sec. 7 (f) (2)]*

Section 7(g) of the Act limits the extent of federal land purchases for trail purposes, as follows:

*“For national historic trails, direct federal acquisition for trail purposes shall be limited to those areas indicated by the study report or by the comprehensive plan as high potential route segments or high potential historic sites.”*

B. National Scenic Byways Program

Section 162, Title 23 of the U.S. Code establishes the National Scenic Byways Program and provides general guidance for its implementation. The Secretary of Transportation is directed to carry out the program to recognize roads having outstanding scenic, historic, cultural, natural, recreational, and archeological qualities by designating them as National Scenic Byways, All-American Roads, or America's Byways. Principal policy for the program is established by the Federal Highway Administration (FHWA) in its May 18, 1995 Interim Policy (60 FR 26759).

Among the projects that are eligible for federal assistance through the National Scenic Byways Program is:

*"Development and implementation of a corridor management plan to maintain the scenic, historical, recreational, cultural, natural, and archeological characteristics of a byway corridor while providing for accommodation of increased tourism and development of related amenities" [Sec.162(c)(2)23USC162]*

FHWA policy further states that a corridor management plan must include:

*"A strategy for maintaining and enhancing intrinsic qualities. The level of protection for different parts of a National Scenic Byway or All-American Road can vary, with the highest level of protection afforded those parts which most reflect their intrinsic values. All nationally recognized scenic byways should, however, be maintained with particularly high standards, not only for traveler's safety and comfort, but also for preserving the highest levels of visual integrity and attractiveness." [Sec.9(a)(3) 60 FR 26759]*

Land protection activities needed to maintain the character-defining features of a scenic byway would be an eligible funding category for both the National Scenic Byways Program and the Transportation Enhancement Program (as of Spring 2011). These funds could be utilized in tandem with other non-USDOT programs (such as USDA) as matching funds to help achieve increased levels of funding to implement land protection plans.

**1.3 NPS Management Policies Pertaining to Land Protection**

NPS Management Policies 2006 identifies the following methods for protecting park resources.

*"The Park Service may employ a variety of different methods, as appropriate, for protecting park resources. These methods will be considered in the land protection planning process for each unit.*

1. *Acquisition of fee-simple real property interest, possibly with arrangements for some rights to be reserved;*
2. *Acquisition of less-than-fee real property interests, such as easements or rights-of-way; and*
3. *Cooperative approaches, such as cooperative agreements, participation in regional consortiums, local planning and zoning processes, or other measures that do not involve federal acquisition of any interest in real property."*  
[3.2 Land Protection Methods, p 30]

NPS management policies address external threats to park resources and values as follows.

*"External threats may originate with proposed uses outside a park that may adversely impact park resources or values. Superintendents will therefore be aware of and monitor land use proposals and changes to adjacent lands and their potential impacts. They will also seek to encourage compatible adjacent land uses to avoid or to mitigate potential adverse effects. Superintendents will make their concerns known and, when appropriate, actively participate in the planning and regulatory processes or neighboring jurisdictions, including other federal agencies and tribal, state, and local governments." [3.4 Cooperative Conservation, p 31]*



NPS management policies provide the following guidelines for land protection planning.

*“Planning for the protection of park lands will be integrated into the planning process for park management. Land protection plans (LPPs) should be prepared to determine and publicly document what lands or interests in land need to be in public ownership and what means of protection are available to achieve the purposes for which the unit was created.*

*A land protection plan should be simple and concise and document (1) what lands or interests in land would advance park purposes through public ownership, (2) what means of protection are available to achieve park purposes as established by the Congress., (3) the protection methods and funds that will be sought or applied to protect resources and to provide for visitor use and park facility development, and (4) acquisition priorities.” [3.3 Land Protection Plans pp 30-31].*

## 2.0 ELEMENTS OF A COMPREHENSIVE LAND PROTECTION STRATEGY

Land protection strategies would generally fall into the following categories:

- promoting awareness of the protection needs for the trail and byway
- recognizing trail and byway land protection as public policy
- strategic conservation planning
- land use regulations
- technical assistance to landowners regarding conservation options and incentives
- conservation easements
- land acquisition

Many partners currently use these land protection strategies to protect trail and byway resources. Following is an overview of each type of strategy along with examples of programs in the Chesapeake Region that offer opportunities for using the strategies to protect trail and byway resources.

### 2.1 Promoting Public Awareness of the Need for Trail and Byway Protection

The NPS and its partners would promote public awareness of the trail and byway as a means for obtaining public understanding and support for land protection policies and programs that would benefit the trail and byway. Efforts to raise public awareness would maintained on a long-term basis involving a number of actions such as those used by The Chesapeake Bay Foundation, whose long-running educational programs, publications, website and annual “State of the Bay” reports have reached thousands of people over several decades.

Summarized below are examples of national, state and regional programs that promote public awareness of environmental and land protection issues but not necessarily those related to trails and byways.

#### A. Partnerships to Raise Public Awareness – “Landscape America”

<http://www.landscape.org/>

<http://www.landscape.org/virginia/partners/heritage/Natural%20Area%20Protection/>

Landscape America, an initiative of NatureServe and the National Geographic Society, in partnership with the commonwealth of Virginia, is an online program intended to inspire the public to become engaged in land protection.

*“LandScope America—a collaborative project of NatureServe and the National Geographic Society—is a new online resource for the land-protection community and the public. By bringing together maps, data, photos, and stories about America’s natural places and open spaces, our goal is to inform and inspire conservation of our lands and waters. LandScope America relies on the voluntary participation of partners from across America — from land trusts and other conservation groups to state and federal agencies, local governments, scientists,*

writers and photographers. We extend our thanks to everyone on this ever-growing list, which currently includes more than 140 organizations.”

**B. Promoting Public Understanding of Protection Needs – Maryland’s Greenprint Program**

<http://www.greenprint.maryland.gov/programs.asp>

Enhancing public awareness of statewide conservation needs is a key objective of Maryland’s Greenprint program.

*“Greenprint Maryland is a first in the nation web-enabled map showing the relative ecological importance of every parcel of land in the State. Combining color-coded maps, information layers, and aerial photography with public openness and transparency, this valuable new tool applies the best environmental science and geographic information systems to the urgent work of preserving and protecting environmentally critical lands today. Greenprint is not only informing our land conservation decisions today, but also building a broader and better informed public consensus for sustainable growth and land preservation decisions into the future.”*

**C. Public Outreach at a Regional Level – The Potomac Conservancy**

<http://www.potomac.org/site/land-protection/>

The Potomac Conservancy uses its public outreach and education programs as important tools in accomplishing its conservation mission.

*The Potomac Conservancy’s primary seeks to protect water quality through land protection and sound land use practices, as well as preserve and restore the Potomac’s scenic landscapes and enhance river-based recreational opportunities. Examples of some of its public outreach activities are:*

- 1. The Conservancy serves as a clearinghouse to inform people about opportunities for high-quality outings and low-impact practices, particularly through its recently renovated River Center at Lockhouse 8 in the C&O Canal National Historical Park.*
- 2. The Conservancy offers countless ways for people to build deeper and longer-lasting relationships with the river through projects that actively involve individuals of all ages in its work, including the nationally acclaimed Growing Native seed collection.*

**2.2 Recognizing Trail and Byway Corridor Land Protection as Public Policy**

Building upon efforts to promote public awareness of the trail and byway, the NPS and its partners would encourage the adoption of public policies that recognize the land protection needs for the trail and byway. In turn, such policies could provide the basis for a variety of trail and byway protection initiatives.

In recent years, many states have set ambitious goals for land protection. Maryland’s governor has established far reaching policies for restoring the Chesapeake Bay and expanding forested buffers and wetlands on public and private lands. Similarly, Virginia’s current governor established a goal of preserving 400,000 acres during his administration. Comparable policies have been established by a number of counties and local governments in the Bay region. The following examples do not explicitly address trail and byway protection issues but suggest a means by which such issues could be incorporated into public policies for resource protection.

**A. Historic Preservation Policies – Baltimore County’s 2010 Master Plan**

[http://resources.baltimorecountymd.gov/Documents/Planning/imported\\_documents/mphistoric.pdf](http://resources.baltimorecountymd.gov/Documents/Planning/imported_documents/mphistoric.pdf)

*“Historic structures and their settings provide continuity with the past, establish a tangible sense of place, and enhance the aesthetic environment of the county...Baltimore County has preserved and still retains significant historic resources. Preserving significant districts, structures, and potential archeological sites is a county goal,*

*because the economic and social value of the built environment relies significantly on the aesthetic contributions of historic resources. Nevertheless, part of our local heritage continues to be at risk because of continuing qualitative erosion caused by neglect, abandonment or the intrusion of poor design and incompatible uses.”*  
Baltimore County Master Plan 2010 (p 208)

**B. Resource Protection Goals – Preservation, Parks and Recreation Plan, Cecil County, Maryland (2005)**

<http://www.ccgov.org/uploads/PlanningAndZoning/General/Cecil%202005%20LPPRP.pdf>

*“Cecil County’s efforts to protect natural resources are grounded in the following Comprehensive Plan’s major goal statements for natural resources. These goals complement the State’s goals pertaining to protection of waterways; using land management techniques and regulations to protect sensitive areas; and working with others to achieve natural resource goals:*

- *Strictly control development in and adjacent to sensitive and critical resource areas,*
- *Promote the use of sound agricultural practices to reduce erosion and runoff,*
- *Cooperate with other agencies to protect shorelines, wetlands, and all water bodies,*
- *Enforce stormwater management and erosion controls”*

**2.3 Strategic Conservation Planning**

The NPS and its partners would use strategic conservation planning to identify and address high priority land protection needs, particularly those associated with high potential historic sites and high potential route segments. Such efforts would be proactive, with emphasis given to taking conservation actions to reduce the risks of threats to trail and byway resources.

Referred to by different names, strategic conservation planning is an important protection technique used effectively by land trusts and a number of public agencies. Summarized below are examples of a state agency’s role in strategic planning as well as the planning programs of several national conservation organizations. Many regional and local land trusts also have strong strategic planning capabilities.

**A. “Development by Design” – The Nature Conservancy**

<http://www.nature.org/aboutus/development/art30709.html>

*“The Nature Conservancy’s Development by Design incorporates landscape-level conservation planning to dramatically improve on traditional mitigation efforts. By blending conservation planning with the “mitigation hierarchy” — first avoid, then minimize/restore, and finally offset — Development by Design addresses these critical issues for effective mitigation:*

*The four-step framework of Development by Design is (a) transparent and transferable to industry and regulators, and (b) complementary to the environmental assessment process.*

1. *Develop a landscape conservation plan (or use an existing conservation plan);*
2. *Blend landscape conservation planning with mitigation hierarchy to evaluate conservation and development conflicts;*
3. *Determine the residual impacts associated with development and select an optimal offset portfolio;*
4. *Estimate the offset contribution to conservation goals.”*

**B. “Greenprinting” – Trust for Public Land**

[http://www.tpl.org/tier2\\_pa.cfm?folder\\_id=3130](http://www.tpl.org/tier2_pa.cfm?folder_id=3130)

*“Greenprinting helps communities make informed decisions about land conservation. It can galvanize public support and encourage partners to work toward common goals... TPL has developed GIS models that combine layers of spatial information to guide growth-management efforts”*

TPL's Greenprint activities include: (partial listing)

- *A community defines its own criteria for the lands it wants to protect. Its highest priority lands are then mapped on a greenprint.*
- *Parks gap Analysis*
- *Mapping reveals which neighborhoods are most in need of parks and where land in those neighborhoods might be available to create parks.*
- *By mapping stream buffer areas, slope profiles, soil types, and other data, greenprinting shows where land conservation can protect water quality.*
- *These models identify lands whose conservation would create contiguous natural resources such as forests, wetlands, and wildlife habitat.*
- *Greenprinting finds opportunities to link or expand existing trail systems."*

C. "Strategic Conservation" – The Conservation Fund -

[http://www.conservationfund.org/strategic\\_conservation](http://www.conservationfund.org/strategic_conservation)

*"The Conservation Fund's strategic conservation services use a green infrastructure planning approach—simultaneously focusing on the best lands to conserve and the best lands to accommodate development and human infrastructure—to help communities, state and federal agencies, and businesses balance environmental and economic goals through strategies that lead to smarter, sustainable land use.*

*Strategic conservation recognizes that limited resources are available to identify and protect the lands most suitable for conservation and that competing values, needs and opportunities must be evaluated to develop the most efficient and effective land conservation strategies.*

*Every community is unique; that's why we provide customized services. The Fund draws from its strategic conservation toolkit to help corporations, transportation agencies, military services, city and county elected officials, regional and watershed organizations, natural resource agencies and nonprofits design comprehensive and customized strategies that balance land protection and development."*

D. Natural Area Protection – Virginia Natural Heritage Program

<http://www.landscape.org/virginia/partners/heritage/Natural%20Area%20Protection/>

*"Natural area protection staff selects and implement strategies to protect the conservation sites identified through the inventory process. Natural area protection requires an understanding of the many factors that may affect the quality of a site, landowner attitudes and interests, which resource protection tools would be most appropriate and what may be accomplished with the resources available. ...*

*Natural area conservation planning begins by gathering information about the site, including natural heritage resources, geology, hydrology, landscape features, ecological processes, threats, and economic and social factors influencing the site. After information is gathered and analyses are completed, site conservation boundaries are delineated. These boundaries are not regulatory zones or acquisition areas, but they guide protection and stewardship activities for natural areas and the natural heritage resources that they support. Conservation boundaries encompass areas within which land protection or landowner contacts are recommended."*

## 2.4 Land Use Regulations

The NPS and its partners would support regulatory processes of federal, state, tribal and local jurisdictions that contribute towards protecting trail and byway resources. Of particular interest would be regulations protecting woodlands, wetlands and other features representing evocative historic landscapes and significant sites of the trail and byway.

Maryland and Virginia have regulatory programs designating "critical areas" and "preservation areas" to help protect the Bay shoreline and its tributaries. Effective local land use regulations are equally

important. Kent County's land use ordinance and Dorchester County's forest conservation regulations are representative of the kinds of regulations that exist in many local jurisdictions.

#### A. Statewide Regulatory Program – Maryland Critical Areas

<http://www.dnr.state.md.us/criticalarea/>

*The Critical Area Act, passed in 1984, created a Commission, initially charged with adopting regulations and criteria necessary to implement the Act. That effort was completed in 1985, whereupon the Commission was required to review and approve all local government plans, programs, ordinances and regulations proposed a part of a jurisdiction's Critical Area Program. The Act was significant and far-reaching, and marked the first time that the State and local governments jointly addressed the impacts of land development on habitat and aquatic resources.*

*The law identified the "Critical Area" as all land within 1,000 feet of the Mean High Water Line of tidal waters or the landward edge of tidal wetlands and all waters of and lands under the Chesapeake Bay and its tributaries. The law created a statewide Critical Area Commission to oversee the development and implementation of local land use programs directed towards the Critical Area that met the following goals:*

- *Minimize adverse impacts on water quality that result from pollutants that are discharged from structures or conveyances or that have run off from surrounding lands;*
- *Conserve fish, wildlife, and plant habitat in the Critical Area; and*
- *Establish land use policies for development in the Critical Area which accommodate growth and also address the fact that, even if pollution is controlled, the number, movement, and activities of persons in the Critical Area can create adverse environmental impacts.*

#### B. Virginia's Chesapeake Bay Preservation Area Regulations

[http://www.dcr.virginia.gov/chesapeake\\_bay\\_local\\_assistance/documents/act\\_regs/regs\\_9-4-08.pdf](http://www.dcr.virginia.gov/chesapeake_bay_local_assistance/documents/act_regs/regs_9-4-08.pdf)

*Chesapeake Bay Preservation Areas Designations*

*Providing direction for local government designation of the ecological and geographic extent of Chesapeake Bay Preservation Areas: divided into Resource Protection Areas and Resource Management Areas subject to the criteria and requirements of the act*

*Protection Areas include: tidal wetlands, non-tidal wetlands, tidal shores, buffer areas, etc. Resource management areas shall include floodplains, highly erodible soils, including steep slopes, highly permeable soils, non-tidal wetlands, and other lands.*

#### C. Resource Conservation Zoning District – Kent County , Maryland

[http://www.kentcounty.com/gov/planzone/newzone/Part1\\_A10.pdf](http://www.kentcounty.com/gov/planzone/newzone/Part1_A10.pdf)

*Statement of Intent*

- *Conserve, protect, and enhance the overall ecological values of the Critical Area, its biological productivity and its diversity;*
- *Provide adequate breeding, feeding, and wintering habitats for those wildlife populations that require the Chesapeake Bay, its tributaries, or coastal habitats to sustain populations of those species;*
- *Conserve the existing developed woodlands and forests for the water quality benefits that they provide; and*
- *Conserve the land and water resource base necessary to maintain and support such uses as agriculture, forestry, fisheries; activities and aquaculture.*

## 2.5 Landowner Assistance and Conservation Incentives

The NPS and its partners would seek opportunities to assist landowners whose lands are associated with trail and byway resources. Services offered to landowners would include: resource assessments, identifying potentially viable alternatives for land conservation, and providing information on

conservation incentive programs such as those administered by the U.S. Fish and Wildlife Service, the Soil and Water Conservation Districts, and other public agencies. Where possible, collaborative working relationships would be developed with multiple landowners within a strategic conservation area.

Several private land trusts such as the Eastern Shore Conservancy, the Calvert (County) Farmland Trust, the Conservancy for Charles County, Inc., or the Scenic Rivers Land Trust in Anne Arundel County operate in the region at a countywide or sub-regional level. Each of these organizations has developed a list of priorities or criteria for making decisions on whether or not to accept a conservation easement or otherwise use their resources for protection of a given parcel of land. While historic resources are sometimes identified as one of those criteria, some significant War of 1812 resources are not necessarily among the general historic resources so affected, and “War of 1812 resource” is not among those criteria. Land trust organizations should be asked to adopt the Star-Spangled Banner National Historic Trail and Byway’s conservation priorities as their own, so that public and private resources together can leverage conservation actions along the route – especially where there is significant overlap between the priorities of the State of Maryland or local land trusts and the conservation needs of the Star-Spangled Banner Trail and Byway.

Summarized below are landowner assistance programs offered through various public agencies and the Eastern Shore Conservancy and the Land Conservation Office of the Virginia Department of Conservation and Recreation.

A. Conservation Options for Landowners – Eastern Shore Conservancy

<http://www.eslc.org/>

*“The Eastern Shore Land Conservancy (ESLC) is a private, not-for-profit 501(c) (3) charitable corporation... founded in 1990 as a result of widespread concern that the Eastern Shore’s important wildlife habitat and prime farmland were being consumed by sprawling development. The decision was made by the founders to preserve land on Maryland’s Eastern Shore in order to keep prime farmland in agriculture, to protect unique natural areas, and to perpetually monitor those lands to ensure that preservation is permanent. ESLC’s Land Protection Program, which helps private landowners explore and implement various preservation options, has been the core function of the Conservancy through its first decade. This toolbox of preservation options includes gift conservation easements, Maryland’s farmland preservation easement program, Maryland’s Rural Legacy easement program, county transferable development rights programs, the family farm preference from federal estate taxes, and other options and combinations.*

*As a result of these efforts, ESLC has to date:*

- *Preserved over 45,000 acres of the Eastern Shore’s important natural habitat areas and prime farmland on 245 properties;*
- *Established a record of preservation that far exceeds any other local land conservancy in Maryland and is one of the most successful in the country;*
- *Received conservation easement and other property interests on which more than \$40 million worth of development rights have been extinguished;*
- *Rescued six highly threatened priority properties on 1,146 acres and worth over \$12 Million using our new Land Rescue*
- *Revolving Fund. In two cases, the properties are key links in trail systems and will allow public access and serve as permanent urban growth boundaries.”*

B. Forest Conservation Programs

Finding ways to increase the income of those dependent upon their land is one way to reduce the pressure on lands for the creation of second homes or other types of uses that may not be compatible with trail and byway conservation efforts. Farm and woodland management programs provide a range of benefits from direct payments to cost sharing. In Maryland these programs are

managed through the county offices of the Natural Resources Conservation Service. The following describes programs for:

- Forest Stewardship Plans
- Forest Land Enhancement Program (FLEP)
- Forest Legacy Program
- Landowner Incentive Program (LIP)
- Forest Stewardship Plans

#### Forest Stewardship Plans

The Forest Stewardship Plan is a working document that provides the landowner with professional and technical information needed to manage and conserve forest resources. Some tax benefits and cost-share incentive programs require a Forest Stewardship Plan to ensure the landowner's commitment to conservation practices in return for financial benefits. Maryland's Forest Stewardship Program provides land management assistance to private landowners for the preparation of a long-range plan that incorporates the landowner's objectives and the capability of the resource. It may include recommendations for wildlife habitat, forestry, recreation, and soil and water management. The plan is required in order for the landowner to be able to apply for state and federal cost-share programs and for participation in a Forest Conservation and Management Agreement (FCMA). A sliding schedule of fees applies depending upon size. In Maryland, these funds go directly into the Woodland Incentive Program.

#### Forest Land Enhancement Program

The Forest Land Enhancement Program is a financial assistance program for private forest owners. Landowners who agree to adopt and carry out an approved Forest Stewardship Plan are eligible for certain cost-sharing assistance to preserve and protect their valuable resources. The practices that are recommended in the plan and have received cost-share assistance must be maintained for a minimum of ten years. Eligible practices include reforestation and forest stand improvement, watershed restoration, improvement of habitat for fish and wildlife, and various programs to address forest health and impacts of fire. The maximum amount a landowner may receive in a year is \$10,000.

#### Maryland Forest Legacy Program

The Forest Legacy Program aims to protect and conserve environmentally important working forests that are threatened by conversion to non-forest uses, such as development. The program purchases perpetual conservation easements from willing sellers who apply to sell development rights on lands identified as Forest Legacy Areas (similar to Rural Legacy Areas).

In Maryland, the program is available only in areas identified in Maryland's Forest Legacy Assessment of Need, which include areas in Calvert, Charles, and Anne Arundel counties along the trail and byway.

#### C. Landowner Incentive Program – U.S. Fish and Wildlife Service

<http://www.dnr.state.md.us/wildlife/lip.asp>.

*The Landowner Incentive Program (LIP), funded by the U.S. Fish and Wildlife Service, is a competitive grant program that establishes partnerships between federal and state government and private landowners. In Maryland, LIP is a voluntary state program that provides landowners with incentives to help conserve habitat for species-at-risk in the state of Maryland. The ultimate goal of the program is to provide cost-share assistance to private landowners to protect, enhance, and restore habitat for rare, threatened, and endangered species. There are several sites in Calvert, Charles, and Prince George's Counties that have benefited from this program. Priority*

*areas include Maryland's Ecologically Significant Areas, which are geographic areas that incorporate buffered locations of state records of endangered, threatened, and sensitive species and ecologically diverse habitats.*

D. Rural Legacy Areas

Maryland's Rural Legacy Program redirects existing state funds into a dedicated land preservation program specifically designed to limit the adverse impacts of sprawl on agricultural lands and natural resources. The program reallocates state funds to purchase conservation easements from willing sellers for large contiguous tracts of agricultural, forest, and natural areas subject to development pressure. Purchase of fee interests from willing sellers can be employed for open space where public access and use is needed, and landowners may also donate interests in land. The program encourages local governments and land trusts to identify Rural Legacy Areas and to competitively apply for funds to complement existing land conservation efforts or create new ones. Local sponsors must apply annually to the Rural Legacy Board for participation in the program and to receive funding. Grants are administered by the Maryland Department of Natural Resources.

There are extensive rural legacy areas along both sides of the Patuxent River Corridor that will benefit conservation efforts for the Star-Spangled Banner experience, especially the Calvert Creeks and Patuxent River Rural Legacy Areas.

E. Agricultural Land Preservation Districts

As part of the Maryland Agricultural Land Preservation Foundation's program (MALPF), farm property owners meeting minimum requirements may request the formation of an Agricultural Land Preservation District. By joining a district the owner becomes eligible for the purchase of the farm's "development rights," subject to a competitive application by the owner and the availability of the combination of state and local funds administered by each county, a process explained further below. District requirements include a minimum of 50 acres unless adjoining a property already enrolled in the program and a minimum of 50 percent soils classified by the U.S. Department of Agriculture as I, II, or III for agricultural use, or a minimum of 50 percent soils included in USDA woodland-suitability groups 1 or 2. To establish or become part of an Agricultural Preservation District, a property owner must agree to the following conditions:

- the land must be kept in agricultural use for a minimum of five years
- the subdivision and development of the district property for residential, commercial or industrial purposes must be restricted for five years
- a district agreement containing these two conditions must be notarized and recorded in the land records

F. County-Based Agricultural Land Preservation Programs

Calvert and Prince George's counties both have active agricultural land preservation programs that go beyond MALPF's statewide efforts. County programs can be mutually beneficial for conserving important sites and segments in the corridor.

Calvert County's agricultural land preservation program was the first to be established in Maryland. Owners enroll in an Agricultural Preservation District and "certify" the number of development rights they have. Once a property is certified, an owner can sell the "development rights" but retain the "farm value" of land, which usually includes the ability to have a farm house, and up to three lots, depending on farm size. By selling the development rights and retaining the farm use of the land and a few house sites for family members, a farm owner can retain a certain amount of market value and continue to farm.



Calvert County's development rights can be purchased outright by the county and retired (up to 10 development rights) or they can be purchased in total on the installment plan with the county purchasing the rights over time and paying interest, tax-free to the seller, on the total value until the installment payments have been fully executed. Development rights can also transferred to properties in receiving districts in exchange for payment made by the owner of land to be developed, who is allowed under county ordinance to exceed the basic development limit per parcel in the district by virtue of the extra rights. Through these combined efforts the county has preserved 24,500 acres of the total goal of 40,000 acres in the County.

Charles County has a transfer of development rights program similar to Calvert's, with properties within agricultural land preservation district eligible for the program. Most of Charles County's agricultural land preservation efforts have been through owners' direct applications to MALPF.

In Prince George's County, agricultural preservation programs are administered by the local Soil Conservation District and not by the planning department. The district promotes and administers the activities of the MALPF program in Prince George's as well as the county's Patuxent River Rural Legacy Area. They also administer the County's purchase of development rights program, the Historic Agricultural Resource Preservation Program (HARPP).

Total preserved lands to date in Prince George's County are:

- MALPF 1,200 acres
- HARPP 1,850 acres
- Rural Legacy 135 acres

#### G. Land Conservation Office – Virginia Department of Conservation and Recreation

[http://www.dcr.virginia.gov/land\\_conservation/index.shtml](http://www.dcr.virginia.gov/land_conservation/index.shtml)

*The office helps citizens and organizations protect land by:*

- *Helping interested landowners understand all the different options available for protecting their land;*
- *Providing information regarding land conservation to the public; and*
- *Providing services to state agencies, local governments, land trusts and professionals through technical assistance, workshops and training, and serving as a clearinghouse for COMPLETE*

## 2.6 Conservation Easements

The NPS and its partners would encourage landowners to convey conservation easements on lands that include trail and byway resources. Existing easement programs would be used for such purpose, such as those managed by the Maryland Environmental Trust, the Virginia Outdoors Foundation and other qualified land trusts.

#### A. Maryland Environmental Trust

<http://www.dnr.state.md.us/met/index.asp>

The Maryland Environmental Trust has over 1,000 conservation easements totaling 122,000 acres.

*The Maryland Environmental Trust (MET) is a statewide land trust governed by a citizen Board of Trustees. It was created by the General Assembly in 1967. Our goal is the preservation of open land, such as farmland, forest land, and significant natural resources. Our primary tool for doing this is the conservation easement, a voluntary agreement between a landowner and MET.*

*A conservation easement is a legal agreement between a landowner and a land trust (like MET), which restricts the future uses of the landowner's property. It is binding on all future owners of the property. An easement often specifies such things as the amount of subdivision that is allowed on a property, or the number of houses that may be built. It does not grant public access to a property unless the landowner specifically wishes to allow it. Conservation easements are tailored to fit a landowner's individual situation, and the terms of the easement are arrived at only after detailed discussions between the landowner and the land trust. A landowner may choose to have his or her easement held jointly by two land trusts, such as MET and a nonprofit local land trust. Maryland Environmental Trust Conservation Easement Guide*

**B. Virginia Outdoors Foundation**

<http://www.virginiaoutdoorsfoundation.org/>

The Virginia Outdoors Foundation currently protects 580,000 acres across 102 cities and counties.

*The Virginia Outdoors Foundation (VOF) was created by the General Assembly in 1966. It was established in the Code of Virginia under § 10.1-1800, which states: " The Virginia Outdoors Foundation is established to promote the preservation of open-space lands and to encourage private gifts of money, securities, land or other property to preserve the natural, scenic, historic, scientific, open-space and recreational areas of the Commonwealth. The Virginia Outdoors Foundation is a body politic and shall be governed and administered by a board of trustees composed of seven trustees from the Commonwealth at large to be appointed by the Governor for four-year terms. The idea behind the creation of the Virginia Outdoors Foundation was among the recommendations of the 1964 Virginia Outdoor Recreation Study Commission, which also suggested the creation of a Historic Landmarks Commission, a system of scenic byways, and an enlarged state park system. On June 13, 1968 the first VOF easement was recorded – 102 acres in Goochland County.*

**2.7 Land Acquisitions**

The NPS and its partners could acquire lands from willing sellers to protect significant trail and byway resources in instances where such acquisitions would be preferable to other land protection alternatives. Existing federal, state, county, local and nonprofit land acquisition programs would be used for such purposes. Examples of successful state managed programs in Maryland and Virginia are summarized as follows. Also summarized is funding for land acquisition potentially available through the National Scenic Byways Program.

**A. Maryland Program Open Space**

[http://dnr.maryland.gov/land/pos/pos\\_stateside\\_targeting.asp](http://dnr.maryland.gov/land/pos/pos_stateside_targeting.asp)

*Established in 1969, Program Open Space (POS) symbolizes Maryland's long-term commitment to conserving natural resources while providing exceptional outdoor recreation opportunities. The Stateside of POS acquires parklands, forests, wildlife habitat, natural, scenic and cultural resources for public use.*

*The "POS Targeting System" begins with an ecological screen that uses an ecological baseline to select "Targeted Ecological Areas". From the collection of selected areas, a programmatic screen will use implementation criteria to identify "Annual Focus Areas". Finally, a parcel screen will be used to assess, score, and prioritize parcels within the focus areas. A smaller portion of State POS funds will still be used to acquire high priority recreational, cultural, and historic sites, providing key Chesapeake Bay access points, trails connections, and state park in-holdings.*

*Program Open Space (POS) is a nationally recognized program with two components, a local grant component often called Localside POS and a component that funds acquisitions by the State. The first component provides recreation and technical assistance to local subdivisions for the planning, acquisition, and/or development of recreation land or open space areas, including dedicated funds for Maryland's state and local parks and conservation areas. Established under the Department of Natural Resources in 1969, POS symbolizes Maryland's long term commitment to conserving our natural resources while providing exceptional outdoor recreation opportunities for our citizens.*

*Today there are more than 5,000 individual county and municipal parks and conservation areas that exist because of the program. Almost all of the land purchased by the DNR in Maryland in the last 40 years was funded at least in part through POS.*

#### B. Virginia Land Conservation Foundation

[http://www.dcr.virginia.gov/virginia\\_land\\_conservation\\_foundation/](http://www.dcr.virginia.gov/virginia_land_conservation_foundation/)

*In 1999, the General Assembly and the governor established the VLCF to help fund protection of these resources. Funds from the foundation are used to establish permanent conservation easements and to purchase open spaces and parklands, lands of historic or cultural significance, farmlands and forests, and natural areas. State agencies, local governments, public bodies and registered (tax-exempt) nonprofit groups are eligible to receive matching grants from the foundation.*

*“Since its inception in 1999, more than \$40 million has been allocated to the Virginia Land Conservation Fund, of which \$8.8 million was allocated to the Virginia Outdoors Foundation. Those funds help leverage additional conservation dollars from federal, local and private sources. For example, the 2007 grant round of \$6.2 million leveraged an additional \$18.7 million in matching grants. Through 2008, VLCF grants have helped to protect over 31,270 acres of Virginia’s most important lands, from farms on the Eastern Shore, to parklands in Chesterfield, to Civil War battlefields in the Shenandoah Valley. Many lands protected through VLCF provide public recreational use and access to significant natural resource lands.”*

*“The purpose of the foundation is to provide state funding used to conserve certain categories of special land. Those categories are open spaces and parks, natural areas, historic areas, and farmland and forest preservation. The money comes from the Virginia Land Conservation Fund, which is managed by the foundation. A portion of the fund may be used for developing properties for public use. Grants used for acquisition are generally used only for current projects; only in exceptional cases - where considerable public benefit and compelling, unusual financial need and circumstances have been shown - might grants be made for already complete purchases.*

*The foundation establishes, administers, manages - including the creation of reserves - and makes expenditures and allocations from the Virginia Land Conservation Fund, which is special, non-reverting money in the state treasury. One major function of the foundation is to make matching grants to holders and public bodies for:*

- *purchasing fee simple title to or other rights, interests or privileges in property for the protections or preservation of ecological, cultural or historical resources*
- *lands for recreational purposes*
- *lands for threatened or endangered species, fish and wildlife habitat*
- *natural areas*
- *agricultural and forested lands and open space.*

*The Virginia Department of Conservation and Recreation provides staff and administrative support. An Interagency Taskforce reviews and recommends grant applications to the Virginia Land Conservation Foundation. Grant awards are based on applications for 50 percent or less of total project costs pursuant to specific criteria defined in each category.”*

#### C. National Scenic Byway Program and the Transportation Enhancement Program

Land protection activities needed to maintain the character-defining features of a scenic byway would be an eligible funding category for both the National Scenic Byways Program and the Transportation Enhancement Program (as of Spring 2011). These funds could be utilized in tandem with other non-USDOT programs (such as USDA) as matching funds to help achieve increased levels of funding to implement land protection plans.



## Star-Spangled Banner National Historic Trail

**Potential Trail Partners**

Addison Chapel  
 Anacostia Community Park (Earth Conservation Corps)  
 Anacostia Park (National Park Service)  
 Annapolis Maritime Museum  
 Anacostia Trails Heritage Area  
 Aquila Randall Monument (Baltimore County Department of Recreation and Parks)  
 Baltimore National Heritage Area  
 Baltimore Visitor Center (Baltimore City)  
 Battle Acre Park (Baltimore County Department of Recreation and Parks)  
 Battle Creek Cypress Swamp (Calvert County Division of Natural Resources)  
 Benedict Landing (Town of Benedict)  
 Billingsley House Museum (Maryland-National Capital Park and Planning Commission)  
 Bladensburg Waterfront Park (Maryland-National Capital Park and Planning Commission)  
 Boardwalk and Main Street (City of Havre de Grace)  
 Bostwick House (Town of Bladensburg)  
 C&O Canal National Historical Park (National Park Service)  
 Caledon State Park (Virginia Department of Conservation and Resources)  
 Calvert Cliffs State Park (Maryland Department of Natural Resources)  
 Calvert Marine Museum (Calvert County Parks and Recreation)  
 Carlyle House, Gadsby's Tavern, Lyceum (Office of Historic Alexandria)  
 Caulk's Field (private landowner)  
 Chapel Point State Park (Maryland Department of Natural Resources)  
 Charlotte Hall (U.S. Department of Veterans Affairs)  
 Chesapeake Bay Maritime Museum (Chesapeake Bay Maritime Museum, Inc.)  
 City Dock (City of Annapolis)  
 Compton-Bassett Plantation (Maryland-National Capital Park and Planning Commission)  
 Concord Point Lighthouse (Friends of Concord Point Lighthouse)  
 Courthouse and Jail (Calvert County Historical Society)  
 Cultural Tourism DC  
 Darnell's Chance (Maryland-National Capital Park and Planning Commission)  
 Daughters of the War of 1812 in Maryland  
 Decatur House (National Trust for Historic Preservation)  
 Dr. Beanes' Grave (Town of Upper Marlboro)  
 Dunbarton House (Daughters of the American Revolution)  
 Dundalk-Patapsco Neck Historical Society  
 Elk Neck State Park/Turkey Point (Maryland Department of Natural Resources)  
 Elkton Main Street (Elkton Alliance, Inc.)  
 Fells Point – Front Street and Waterfront (Fells Point Historical Society)  
 Fort Armistead Park (Baltimore County Department of Recreation and Parks)  
 Fort Howard Park (Baltimore County Department of Recreation and Parks)  
 Fort Lincoln Cemetery (Stewart Enterprises, Inc.)  
 Fort McHenry National Monument and Historic Shrine (National Park Service)  
 Fort Smallwood Park (Anne Arundel County Department of Recreation and Parks)  
 Fort Washington (National Park Service)  
 Four Rivers Heritage Area  
 Francis Scott Key Park (District of Columbia Parks and Recreation)

Frederick Douglas-Isaac Myers Museum and Park (Living Classrooms Foundation)  
General Society War of 1812  
George Washington Birthplace National Monument (National Park Service)  
Greenwell State Park (Maryland Department of Natural Resources)  
Gunpowder Falls State Park (Maryland Department of Natural Resources)  
Hancock's Resolution (Friends of Hancock's Resolution)  
Havre de Grace Maritime Museum  
Historic Congressional Cemetery (Association for the Preservation of the Congressional Cemetery)  
Historic Elk Landing (Historic Elk Landing Foundation)  
Indian Queen Tavern/George Washington House (Anacostia Watershed Society)  
Jane's Island State Park (Maryland Department of Natural Resources)  
Jefferson Patterson Park and Museum (Friends of Jefferson Patterson Park)  
Jug Bay Wetlands Sanctuary (Friends of Jug Bay)  
King's Landing Park (Calvert County Parks and Recreation)  
Leesylvania State Park (Virginia Department of Conservation and Recreation)  
Leonardtown Wharf (Town of Leonardtown)  
Library of Congress  
Magruder House (Prince George's Heritage, Inc.)  
Market Master's House (Aman Memorial Trust)  
Marshy Point (Baltimore County Department of Recreation and Parks)  
Maryland Historical Society  
Mason Neck State Park (Virginia Department of Conservation and Recreation)  
Maxwell Park and House (Charles County Parks and Recreation)  
Melwood Park and Historic House (Town of Bladensburg)  
Mount Calvert Historical and Archeological Park (Maryland-National Capital Park and Planning Commission)  
Mount Vernon (Mount Vernon Ladies Association)  
Museum of the National Society of United States Daughters of 1812 (National Society of United States Daughters of 1812)  
Myrtle Point Park (St. Mary's County Parks)  
National Museum of American History (Smithsonian Institution)  
Patuxent Tidewater Land Trust  
Port Towns Community Development Corporation  
Society of the War of 1812 in Maryland  
Southern Maryland Area Heritage Consortium  
Susquehanna Heritage Greenway  
North Point Heritage Greenway Trail (Baltimore County Department of Recreation and Parks)  
North Point State Battlefield (Maryland Department of Natural Resources)  
North Point State Park (Maryland Department of Natural Resources)  
Octagon House (American Institute of Architects)  
Oxon Cove Park and Oxon Hill Farm (National Park Service)  
Patterson Park (Friends of Patterson Park)  
Patuxent Research Refuge and National Wildlife Visitor Center (U.S. Fish and Wildlife Service)  
Patuxent River Naval Museum (U.S. Naval History and Heritage Command)  
Patuxent River Park (Maryland-National Park and Planning Commission)  
Piney Point Lighthouse Museum and Park (Maryland Department of Natural Resources)  
Piscataway Park (Accokeek Foundation)  
Point Lookout State Park (Maryland Department of Natural Resources)  
Poplar Hill on His Lordship's Kindness (M. and Sara R. Walton Foundation)  
Pride of Baltimore II (Pride of Baltimore II, Inc.)  
Riversdale House Museum (Baltimore County Department of Recreation and Parks)  
Rocky Point Park (Baltimore County Department of Recreation and Parks)  
Sandy Point State Park (Maryland Department of Natural Resources)  
Serenity Farm (private landowner)

Sewall-Belmont House (National Women's Party)  
Smallwood State Park (Maryland Department of Natural Resources)  
Smith Island Center (Crisfield and Smith Island Cultural Alliance)  
Solomons Visitor Information Center (Calvert County Tourism)  
Sotterley Plantation (Sotterley Plantation)  
St. Clement's Potomac River Museum (St. Mary's Department of Recreation and Parks)  
St. Clement's State Park (Maryland Department of Natural Resources)  
St. Thomas Church (St. Thomas Church)  
Star-Spangled Banner Flag House and Museum (Star-Spangled Banner House Association)  
Stratford Hall Plantation (Stratford Hall Plantation)  
Susquehanna Museum of Havre de Grace (Susquehanna Museum of Havre de Grace)  
Susquehanna National Wildlife Refuge (U.S. Fish and Wildlife Service)  
Tangier Island History Museum (Tangier Island History Museum)  
Terrapin Nature Park (Kent Island Parks and Recreation)  
Todd's Inheritance (Friends of Todd's Inheritance)  
Town of Nottingham (Town of Nottingham)  
Town of Queenstown (Town of Queenstown)  
Town of St. Michaels (Town of St. Michaels)  
Tracy's Landing (Deale Area Historical Society)  
Trinity Church (Trinity Church)  
U.S.S. Constellation Museum (Living Classrooms Foundation)  
United States Capitol (Architect of the Capitol)  
United States Naval Academy (U.S. Department of the Navy)  
United States Navy Museum (U.S. Naval History and Heritage Command)  
Westmoreland State Park (Virginia Department of Conservation and Recreation)  
White House Visitor Center (White House Historical Association)  
Wye Island Natural Resource Management Area (Maryland Department of Natural Resources)



*Memorandum of Understanding  
Between  
[Partner Organization]  
&  
The National Park Service*

**I. Background**

WHEREAS, the National Park Service (NPS), is committed through agreements and statutory requirements to support and advance conservation, restoration, public access, education and interpretation of the Chesapeake Bay and its natural, cultural and historical resources;

WHEREAS, Public Law 110-229 amends the National Trails System Act to designate the Star-Spangled Banner National Historic Trail (hereafter also referred to as Star-Spangled Banner NHT or STSP or Trail)...consisting of water and overland routes...extending from Tangier Island, Virginia, through southern Maryland, the District of Columbia, and northern Virginia...Patuxent River, Potomac River, and north to the Patapsco River, and Baltimore, Maryland, commemorating the Chesapeake Campaign of the War of 1812;

WHEREAS, Section 5 (25) of PL 90-543, the National Trails System Act authorizes the NPS to provide technical and financial assistance to partner organizations along National Historic Trails to aid in the development of the trails;

WHEREAS, the route of the Star-Spangled Banner National Historical Trail is the same as the route of designated State Scenic Byways and other National Scenic Byways

WHEREAS, the designated Star-Spangled Banner National Historic Trail encompasses the [brief physical description of the partner site location];

WHEREAS, the [partner organization] + [brief description of partner organization’s mission and purpose as relates to the site and STSP]; and

WHEREAS, the [Partner Organization (hereafter also referred to as \_\_\_\_\_)], in cooperation with other local partnering agencies and organizations, is working to provide public access to and foster the continuing development of the [partner site], which includes STSP-related resources [such as {perhaps include a brief listing}] suitable for interpretation.

NOW, THEREFORE, the [Partner Organization] is formally recognized as a contributing partner in the Star-Spangled Banner National Historic Trail benefiting from the mutual commitments identified below.

**II. [Partner Organization] and the National Park Service jointly agree to:**

Cooperate to advance the purposes of STSP. The purposes of STSP are to: (i) protect the sites, landscapes, and routes significant to understanding the people, events, and ideals associated with the War



of 1812 in the Chesapeake region and “The Star-Spangled Banner;” (ii) provide educational and interpretive opportunities related to the War of 1812 and its relevance to modern society; and (iii) foster improved opportunities for land- and water-based recreation and heritage tourism.

### **III. [Partner Organization] agrees to:**

1. Sustain the [partner site].
2. Facilitate appropriate public access to the [partner site] and Trail-related natural, cultural, historical, and recreational resources, in accordance with sound resource management considerations and the Americans with Disabilities Act.
3. Interpret the resources and stories associated with the [partner site] through interpretive and educational initiatives, programs, exhibits and materials which relate those resources, as appropriate, to the STSP.
4. [Install and] display the standardized STSP interpretive signage, orientation signage, and site identifier (as supplied by NPS) in prominent, publically accessible location, including:
  - a. collaborating with the NPS on the determination of appropriate interpretive content related to the STSP and events or resources associated with the site, including recommending graphics and reviewing sign content;
  - b. ensuring compliance and approval with relevant local ordinances prior to sign installation, including zoning authorities, historic preservation commissions, or similar authorities;
  - c. providing routine maintenance of the STSP interpretive or orientation sign(s) including cleaning the panel, base and frame;
  - d. providing routine maintenance of the landscaping adjacent to the STSP sign, including maintenance of safe public access to the sign and views from the sign (as appropriate);
  - e. assessing and reporting annually to the NPS on the condition of the STSP sign(s), adjacent landscaping or other maintenance concerns;
  - f. reporting to the NPS if the sign requires replacement, including vandalism or fading that renders the text on the panel illegible; and
  - g. storing the back-up/replacement panel(s) in a safe and clean location, and installing the replacement panel(s) as necessary.
5. Ensure physical or programmatic linkages with other existing or potential sites and segments associated with the Trail. Promote networking opportunities with other STSP partners and sites.
6. Collaborate with local and regional travel and tourism organizations, and other STSP partners, to promote and market the Trail.
7. Assist in marketing the Trail and other sites and segments of the STSP to visitors. Assist visitors’ further explorations of Trail resources and stories. This may include, but is not limited to distributing STSP brochures, orienting visitors to the Trail; promoting awareness of the STSP web site, and opportunities to explore their interests at other sites and segments along the Trail.
8. Provide descriptive information on the [partner sites’] resources, themes and operations for inclusion within the STSP web site. Establish a link to the STSP web site from the [partner site]’s web site.
9. Include the STSP logo in brochures, maps, guides, interpretive exhibits or signage as appropriate. [Partner organization or acronym] and other Trail partners must obtain prior written NPS approval for use of the logo(s) for promotional materials such as advertisements, merchandise sales, or marketing publications.
10. Obtain prior NPS approval from the Trail Superintendent for any public information releases (including advertisements, solicitations, brochures, and press releases) that refer to the Department of the Interior, the National Park Service, the Star-Spangled Banner NHT, or any NPS employee.
11. Utilize standardized STSP design templates for interpretive or orientation signage that relates to the Trail and maintain signs and adjacent landscaping in safe and clean condition.

12. Promote and interpret conservation stewardship of Trail-related natural and cultural resources through resource management, interpretive programming, and citizen involvement. To the maximum extent practicable with available resources:
  - a. ensure low-impact use of natural, cultural, historical and recreational resources associated with the Trail;
  - b. identify and develop opportunities for involving volunteers in on-going resource restoration or conservation activities in order to broaden involvement in resource conservation.

**IV. The National Park Service agrees to:**

1. Promote and support development of STSP and the [partner site]'s participation as a contributing site/segment.
2. Provide site/segment and interpretive planning assistance and other forms of technical assistance as funds and staffing permit.
3. Assist with the identification, scoping and development of high priority Trail-related projects for the [partner site].
4. Supply [and facilitate installation of] standardized STSP interpretive signage for the [partner site], including:
  - a. collaborating with [Partner Organization] on final determination of appropriate interpretive content related to the STSP and events or resources associated with the site;
  - b. ensuring compliance with relevant federal regulation prior to sign installation, including Section 106 of the National Historic Preservation Act;
  - c. fabricating, delivering, and facilitating the installation of STSP interpretive signage;
  - d. delivering at the time of installation one replacement panel for each wayside panel installed at the site;
  - e. providing guidance for proper maintenance and annual reporting on the condition of the panel, base, frame, and adjacent landscaping;
  - f. reviewing and responding in a timely manner to the site manager following annual reporting on the condition of the signs and surrounding landscaping or other maintenance concerns; and
  - g. providing the site manager with timely follow-up on any reported need for replacement or other concerns related to the interpretive or orientation panels.
5. Facilitate linkages between [partner site] and other potential or existing STSP locations which orient and direct visitors to Trail sites. Promote networking and collaboration among STSP partners to enhance cooperation on projects, marketing and promotion, volunteer efforts, and other mutually beneficial Trail-related efforts. Include [partner organization]'s staff in meetings and other discussions, and other forums for communicating about development and promotion of the Trail.
6. Provide periodic training opportunities and associated materials for [partner organization] and other Trail partners via conferences, workshops, online sessions or other means. Provide opportunities for participation of [partner organization]'s staff in training focused on capacity building, project collaboration, networking, resource stewardship, marketing, etc.
7. Implement a variety of marketing initiatives to promote the Trail and partners. These initiatives may include media events, promotional packages, special public events, and feature articles.
8. Expand and maintain the STSP web site as a major tool for promoting the Trail and all participating STSP partners including the [partner site]. Link from the STSP web site to the [partner organization]'s web site.
9. Provide regular updates via the STSP web site, email or other means on development of the Trail, and related issues and opportunities.
10. Develop and maintain technical assistance tools to [partner organization]'s staff on the STSP web site.
11. Include the [partner site] in STSP brochures and interpretive and marketing material as they are developed.

12. Develop and widely distribute STSP brochures and other interpretive and marketing materials to promote and advance the Trail. Include the [partner site] in STSP materials.
13. Provide access to the STSP logo and related graphic materials.
14. Promote continued research related to the core interpretive themes of the Trail.
15. Develop and promote evaluation tools and techniques to measure the effectiveness of Trail-wide and site-specific initiatives.
16. Collaborate with the Department of Transportation or Scenic Byways Administration of the District of Columbia, Commonwealth of Virginia, and State of Maryland to market and promote the Trail.

## **V. Term**

This Memorandum of Understanding (MOU) shall be effective upon the date of the last signature below and shall remain in effect for five (5) years subject to automatic renewal for subsequent terms of equal length. Either party may terminate this MOU, at any time, upon 60 days written notice to the other party.

*NOTE: This Memorandum of Understanding and the commitments of the parties hereunder are subject to the availability of funding. (See General Provision B.) In addition, nothing contained herein shall be interpreted as obligating the National Park Service to provide funding, compensation or reimbursement pursuant to this Memorandum of Understanding. Neither shall the [partner organization] be bound to expend in any one fiscal year any sum in excess of their own budget allocations.*

## **VI. General Provisions**

- A. **Non-Discrimination**: During the term of this MOU, the [partner organization] will comply with applicable laws prohibiting discrimination on the grounds of race, color, national origin, disability, religion, or sex in employment and in providing for facilities and services to the public, provided that by entering into this Agreement the [partner organization] does not agree to be subject to any laws or regulations to which it is not already subject by operation of law.
- B. **NPS Appropriations**: Nothing contained in this MOU shall be construed as binding the NPS to expend in any one fiscal year any sum in excess of appropriations made by Congress, and available for the purposes of this MOU for that fiscal year, or as involving the United States in any contract or other obligation for the future expenditure of money in excess of such appropriations or allocations.
- C. **Member of Congress**: Pursuant to 41 U.S.C. § 22, no Member of Congress shall be admitted to any share or part of any contract or agreement made, entered into, or adopted by or on behalf of the United States, or to any benefit to arise thereupon.
- D. **[Partner organization]** shall not use any intellectual property of the United States of America, including NPS and park or trail specific logos, marks, images of NPS employees in uniform, and taglines, unless authorized in writing prior to use.

**VII. Authorizing Signatures**

The National Park Service and [partner organization] make this Memorandum of Understanding and the designation of the [partner organization] as a contributing partner in the Star-Spangled Banner National Historic Trail, effective upon the date of the last signature below.

*For [partner organization]:*

*For the National Park Service:*

\_\_\_\_\_  
[CEO Name] Date  
[partner organization]

\_\_\_\_\_  
John Maounis, Superintendent Date  
Chesapeake Bay Office

## Star-Spangled Banner National Historic Trail

### Carrying Capacity Strategy

Comprehensive management plans are required to include strategies for addressing trail carrying capacity. The NPS defines carrying capacity as the type and level of use that can be accommodated while sustaining the quality of trail resources and visitor opportunities consistent with the purposes of the trail. Implementing carrying capacity strategies is a process of establishing desired conditions, monitoring impacts, evaluating impacts against standards, and taking actions to ensure that trail values are protected. The premise behind this process is that with visitor use along the trail there would be a level of impact to natural or cultural resources, or visitor opportunities.

The NPS and its partners would address carrying capacity for the trail on a project-by-project basis as the trail develops. Partners would be encouraged to complete the following during project design and long-term management of interpretive and recreational sites:

- describe desired resource conditions, visitor experience opportunities, and general levels of development and management
- identify specific use-related concerns that serve as the foundation for considering indicators for monitoring and needed management strategies
- identify indicators, based on use-related concerns, which would be monitored, as needed in the future, to help identify unacceptable impacts from public use
- identify a general range of management actions that may be taken, as needed, to avoid and minimize unacceptable impacts on trail resources from public use
- set priorities for monitoring indicators and a schedule for monitoring, utilizing an index of vulnerability approach to predicting where at each site there is the highest potential for overuse and related impacts (leading to the need for higher levels of monitoring)

Where a project involves resources owned by a federal, state, or local agency, the project planning team should include resource managers from that agency so that strategies for addressing carrying capacity for the trail are consistent with and complement carrying capacity methodologies that may already be in use by that agency.



## Star-Spangled Banner National Historic Trail Connecting or Side Trail Designation

### Criteria for Designating Connecting or Side Trails

Consistent with the purposes of the Star-Spangled Banner Trail, to be eligible for recognition as a connecting or side trail on the land or on the water, the nominated route should be compatible with at least one, and preferably two, of the following interpretive themes (see table 1.3):

- military events in the Chesapeake Bay region during the War of 1812
- individuals residing in the Chesapeake Bay region who were affected by the events of the War of 1812
- natural and economic resources of the Chesapeake Bay region that created and have sustained the region as a hub for trade, industry, and government
- United States flag, national anthem, and continuum of citizen efforts over time to memorialize and preserve events, people, battlefields, buildings and other icons related to the War of 1812.

To be eligible for recognition, the nominated route must also meet the additional criteria described below. The nominated trail route must also be:

- physically connected to and compatible in use with an existing trail segment,
- designed, constructed, and maintained according to best management practices,
- in compliance with applicable land use plans and environmental laws,
- available for public use for at least 20 consecutive years after designation, and
- supported by the landowner(s) (public and private) whose property crosses the trail.

### Designation Process

Proposed connecting or side trails would submit an application package to the trail superintendent for evaluation. The application would be consistent with the application for designation of a national recreation trail with the addition of a study or report that demonstrates that the trail meets one or more of the thematic criteria. The application package would be composed of the following:

- a report or study demonstrating that the proposed connecting or side trail meets one or more of the thematic criteria
- a completed application form (see below)
- a hard-copy of the signature page ("Certification for Public Use") with original signature
- a letter of consent from each affected landowner (For land trails, letters of consent are required from all landowners, both public and private, whose property the trail crosses. For a water trail, letters of consent are required from all landowners/managers, both public and private, of access points and landings along the trail, as well as from the owner(s) of the body of water.)
- a map or maps of the trail (Often two maps may be necessary – one to show the trail's general location and another with the details of the route and associated features.)
- photos of print quality (Digital photos must be 800 kb (300 dpi) or larger.)
- a letter or e-mail of support from the appropriate State Trails Administrator/Coordinator if the trail is a state, local government, or private trail (a list of State Trails Administrators/Coordinators is available at <http://www.fhwa.dot.gov/environment/rectrails/rtpstate.htm>)

- (optional) support letters
- (optional) resolution of support by units of local government (optional)
- (if available) trail brochure
- (if available) trail shapefile or any other geospatial information for GIS/GPS

Once a package for a proposed connecting or side trail is received it would be evaluated. The trail superintendent would make a recommendation for designation to the Secretary of the Interior through the Regional Director and Director of the NPS.

**Table Q.1 Historical Association Criteria Required for Connecting or Side Trail Designation**

**To be Eligible for Inclusion as a Connecting or Side Trail, the Proposed Land Trail, Water Trail, Byway, or Route Segment should:**

- **be significantly associated with the military events in the Chesapeake region during the War of 1812**

To be included under this criterion, the proposed land trail, water trail, byway, or route segment should highlight the places, landscapes and routes associated with military events during the War of 1812 in the Chesapeake region. Proposed segments may be broadly associated with the Chesapeake theatre or highlight military events that demonstrated British and American military strategy within a particular region of the Chesapeake.

**OR**

- **be significantly associated with individuals residing in the Chesapeake region who were affected by the events of the War of 1812**

To be included under this criterion, the proposed land trail, water trail, byway, or route segment should highlight the places, landscapes and routes of individuals associated with the backdrop of political, economic, and emotional events that shaped and were shaped by the events of the War of 1812, including places significantly associated with domestic life, U.S. government and commerce, and society. Proposed segments may provide opportunities to highlight the struggles and personal choices that individuals faced in a time of war.

**OR**

- **be significantly illustrative of the natural resources of the Chesapeake region and the hubs for trade, industry, and government in the early 1800s that evolved and were sustained by those resources**

To be included under this criterion, the proposed land trail, water trail, byway, or route segment should highlight the places, landscapes and routes associated with early 19<sup>th</sup> century agriculture, trade, industry, and government, and the natural resources that served as a backdrop for and sometimes the focus of British depredations. Proposed segments may be illustrative of the natural, commercial and political environment within which the Americans operated before, during, and following the war if they provide opportunities to convey what life was like in the early 19<sup>th</sup> century in the Chesapeake region.

**OR**

- **be significantly associated with the United States flag, “The Star-Spangled Banner” anthem, and the continuum of citizen efforts over time to memorialize and preserve events, people, battlefields, buildings and other icons related to the War of 1812**

To be included under this criterion, the proposed land trail, water trail, byway, or route segment should highlight the places, landscapes and routes associated with the origins and later expressions of the United States flag and “The Star-Spangled Banner” anthem. Proposed segments may offer opportunities to reflect on the resilience of a new nation and the American character – and the multitude of expressions of inspiration, nationalism, patriotism, and antagonism that have been associated with these and other icons of the United States of America.



## Application for Designation

### Star-Spangled Banner National Historic Trail – Connecting or Side Trail

**Trail Name:**

**Trail Location:**

City(ies)/County(ies)/Township(s) crossed by the trail:

State(s):

U.S. Congressional District(s):

**Trail Managing Agency or Organization:**

Name of Trail Managing Agency or Organization:

Trail Manager's Name:

Title/Position:

Mailing Address:

City, State, Zip code:

Street Address for FedEx Delivery (if different from Mailing Address):

City, State, Zip code:

Phone number:

Fax number:

Email address:

Website address:

**Public Information Contact:**

(If different from trail managing agency/organization named above)

Name:

Title/Position:

Address:

City, State, Zip code:

Phone number:

Fax number:

Email address:

Website address:

**Name and Address to Appear on the Letter from the Secretary of the Interior if the Trail is Designated:**  
(If different from trail manager's name and address – examples: department head, mayor, president of organization, etc.)

Name:  
Title/Position:  
Address:  
City, State, Zip code:  
Phone number:

**Short Description of Trail:**

(A quick "snapshot" for news releases, 35 words is the recommended maximum.)

**Long Description of Trail:**

(500-800 words recommended. State how your trail is nationally significant, what sets your trail apart from others. Highlight the trail's main features, emphasizing such factors as connection with other trails, health and fitness benefits, youth involvement, service to diverse communities and urban populations, innovation, quality of design and construction, maintenance plan, cost-effective management strategies, partnerships and support, outstanding resources, and even relevant art installations and interpretive facilities and services. As appropriate, describe the trail's history and evolution including concept, lay-out, partnerships, historic uses, political issues, and special events. Also describe current management direction: protection, safety program, maintenance, rules and regulations, signs, and associated recreation features.)

## Trail Statistics

### Designation

Please put an "X" next to all that apply.

- None/Unknown
- Millennium Trail
- Other National Designation (Please list.)
- State or local designations (Please list.)

### Type

Please put an "X" next to all that apply.

- National Scenic Byway
- State Scenic Byway
- Other Scenic Road
- Greenway
- Rail-trail
- Backcountry
- Urban trail/bikeway
- Snow trail
- Water trail
- Nature or interpretive trail
- Equestrian trail
- Other (Please list)

## Uses and Activities

Please mark "X" for Allowed.

### Trail Uses

- \_\_\_ Motorized Vehicles-Recreational Driving
- \_\_\_ Motorized Vehicles-ATV Riding
- \_\_\_ Motorized Vehicles-Four-wheel drive
- \_\_\_ Motorized Vehicles-Motorcycling
- \_\_\_ Motorized Vehicles-OHV Driving
- \_\_\_ Motorized Vehicles-Snowmobiling
- \_\_\_ Bicycling (on pavement)
- \_\_\_ Bicycling-Mountain (off pavement)
- \_\_\_ Boating-Motorized
- \_\_\_ Boating-Non-motorized:
  - \_\_\_ Canoeing
  - \_\_\_ Kayaking
- \_\_\_ Rafting
- \_\_\_ Sailing

- \_\_\_ Camping
- \_\_\_ Camping-Backpacking
- \_\_\_ Dogs-On Leash
- \_\_\_ Dogs-Off Leash
- \_\_\_ Equestrian-Riding
- \_\_\_ Equestrian-Pack Trips
- \_\_\_ Equestrian-Other Stock
- \_\_\_ Pedestrian-Hiking/Walking/Running
- \_\_\_ Roller/Inline Skating
- \_\_\_ Skateboarding
- \_\_\_ Snow-Skiing, Cross Country
- \_\_\_ Snow-Snowshoeing
- \_\_\_ Swimming

### Other related activities

- \_\_\_ Hang Gliding
- \_\_\_ Hunting (any)
- \_\_\_ Hunting-Archery
- \_\_\_ Hunting-Big Game
- \_\_\_ Hunting-Bird
- \_\_\_ Hunting-Small Game
- \_\_\_ Ice Skating
- \_\_\_ Land Sailing
- \_\_\_ Rock Climbing

- \_\_\_ Rockhounding
- \_\_\_ Snow-Skiing, Downhill
- \_\_\_ Snow-Snow Play, General
- \_\_\_ Snow-Snowboarding
- \_\_\_ Sand Sailing
- \_\_\_ Wildlife Watch – Birds
- \_\_\_ Wildlife Watching – Animals
- \_\_\_ Other (Please list.)

**Trail Features**

Loop trail?  Yes  No  
Lowest elevation: \_\_\_\_\_ feet  
Highest elevation: \_\_\_\_\_ feet  
Average width of tread or beaten path \_\_\_\_\_ inches  
Minimum width of tread or beaten path \_\_\_\_\_ inches  
Average grade of trail \_\_\_\_\_ %  
Maximum grade of trail \_\_\_\_\_ %  
Average cross-slope \_\_\_\_\_ %  
Is user accessibility information available?  
 Yes  No  
If yes, in what format:  
 trailhead signage  brochure  web site  
 other

Additional information:

**Primary and Additional Surface Material**

Please put an "X" next to all that apply. Place the letter "P" next to the material that is the primary surface of the trail.

- |                                                  |                                               |
|--------------------------------------------------|-----------------------------------------------|
| <input type="checkbox"/> Asphalt                 | <input type="checkbox"/> Rock, Smooth         |
| <input type="checkbox"/> Boardwalk               | <input type="checkbox"/> Sand                 |
| <input type="checkbox"/> Bituminous Treatment    | <input type="checkbox"/> Snow or Ice          |
| <input type="checkbox"/> Bricks                  | <input type="checkbox"/> Soil                 |
| <input type="checkbox"/> Concrete                | <input type="checkbox"/> Soil, Compacted      |
| <input type="checkbox"/> Crushed Rock, Compacted | <input type="checkbox"/> Soil with Stabilizer |
| <input type="checkbox"/> Grass or Vegetation     | <input type="checkbox"/> Water, Moving        |
| <input type="checkbox"/> Gravel                  | <input type="checkbox"/> Water, Still         |
| <input type="checkbox"/> Paver Blocks            | <input type="checkbox"/> Wood Chips           |
| <input type="checkbox"/> Puncheon                | <input type="checkbox"/> Wood, Running Plank  |
| <input type="checkbox"/> Rock, Boulders          |                                               |

**Open Dates**

- Open all year
- Open from \_\_\_\_\_ to \_\_\_\_\_

**Seasonal Closures**

Please indicate dates and reason for closure.

**Times of Operation**

- Open 24 hours
- Open from \_\_\_\_\_ to \_\_\_\_\_

**Fees and Permits**

Admission  Yes  No amount \$ \_\_\_\_\_  
Parking fees  Yes  No amount \$ \_\_\_\_\_  
Permit required  Yes  No amount \$ \_\_\_\_\_

**Certification for Public Use**

I hereby certify that:

- (1) I am duly authorized to represent the agency, organization or individual officially responsible for permitting trail use on this trail.
- (2) The trail is in existence and will be available for public use, to the best of my knowledge, for at least 10 consecutive years after designation.
- (3) The trail has been designed, constructed, and is maintained according to best management practices in keeping with the anticipated use(s),
- (4) The trail is in compliance with applicable land use plans and environmental laws.
- (5) All affected land and water owners, public or private, have been notified and have given their written consent to this application. If this trail becomes permanently closed to public use, we will immediately notify the Department of the Interior's National Trails System Coordinator.

**Applicant Signature:**

**Agency or Organization:**

**Address:**

**Phone and E-mail:**

**Date of Signature:**

**Checklist for submission. Did you remember to:**

- sign the application form?
- include both short and long descriptions of your trail?
- include letters of permission from all affected public and private land and water owners?
- include a support letter or e-mail from the State Trails Administrator/Coordinator?
- include adequate maps so someone unfamiliar with trail can find their way to it?
- submit your application via e-mail?
- ship your supplemental package?



Local Trail Promotional Products and Activities Available Now or in Development			
Following is a list of some of the local trail promotional products and activities available now or in development by local committees in Baltimore, Baltimore County, Bladensburg/Prince George's County, the Upper Bay, Maryland's Eastern Shore, southern Maryland, and Alexandria.			
Lead	Product	Description	Status
NPS	<a href="http://www.nps.gov/stsp">www.nps.gov/stsp</a>	A trail-specific website housed in the National Park system and managed by Chesapeake Bay Office	in place
NPS	<a href="http://www.nps.gov/state/md/index.htm">www.nps.gov/state/md/index.htm</a>	Service-wide websites directing visitors to "state" pages. Each of these state-specific sites provide visitor information to the trail.	in place
NPS	<a href="http://www.nps.gov/state/va/index.htm">www.nps.gov/state/va/index.htm</a>		
NPS	<a href="http://www.nps.gov/state/dc/index.htm">www.nps.gov/state/dc/index.htm</a>		
NPS	<a href="http://www.nps.gov/fomc">www.nps.gov/fomc</a>	Fort McHenry website managed by Fort McHenry	in place
NPS	<a href="http://www.nps.gov/history/nr/travel/cultural_diversity/list_of_sites.html">http://www.nps.gov/history/nr/travel/cultural_diversity/list_of_sites.html</a>	Service-wide website: <i>Places Reflecting America's Diverse Cultures</i> from the Discover Our Shared Heritage Travel Itinerary series	in place
NPS	<a href="http://www.nps.gov/nr/travel/baltimore/learnmre.htm">www.nps.gov/nr/travel/baltimore/learnmre.htm</a>	National Register of Historic Places travel itinerary featuring Baltimore, highlights War of 1812 resources and places on the trail	in place
NPS	trail logo	an emblem identifying the trail for use in printed marketing materials, stationery, e-newsletters, and other promotional products	in place
NPS	trail insignia	a component of all signage along the trail, the insignia unifies the trail in MD, VA, and DC (see section 3.4.2)	in place
NPS	trail name	for signage purposes, the trail would be referred to and signed as "Star Spangled Banner Trail"	in place
NPS	Fort McHenry Visitor Center	The Visitor Center houses exhibits, a film, and curricula, and displays the trail name on the outside of the building	in place
NPS and Eastern National	passport stamp program	A trail stamp is available at ten locations around the trail route	in place

Lead	Product	Description	Status
NPS	roller shade exhibit panels	two versions of roller shade panels are used for event marketing	in place
NPS	Introductory trail film	Brief trail orientation film	in place
NPS and partners	Geotrail	Participants explore more than 30 forts, museums, battlefields, ships, parks and preserves, learn about the War of 1812, and earn a commemorative coin	in place
NPS and partners	Interpretive bike ride	participants combined bike riding with presentations by costumed interpreters	completed
NPS, Maryland, Baltimore NHA and partners	Traveling exhibit	a portable exhibit on the War of 1812 is available to local communities	in place
NPS Maryland	Trail signage	Trail marking, wayfinding, orientation, and interpretive signage with unifying trail insignia	in development
NPS and partners	History and Travel Guide	Illustrated volume with maps, part history text, part travel itinerary guide	in development
NPS	<a href="http://www.starspangledtrail.net">www.starspangledtrail.net</a>	A consumer-focused website with resources, trip planning, and calendar functions	in development
NPS	Mobile application	This mobile application will point visitors to the trail as well as other NPS trails and sites in the Chesapeake region	in development
NPS	Pocket Guide	An expanded brochure and visitor information piece for distribution at partner sites and welcome centers along the trail	in development
NPS	National bicentennial promotion	Several service-wide products are in development to commemorate the bicentennial and facilitate visitation to all NPS sites with affiliation to the War of 1812. Products include: a website, a handbook, an on-line exhibit, and a bicentennial unigrid brochure.	in development
NPS	Junior Ranger program	Children will download an activity book and complete assignments to redeem for a Junior Ranger badge.	in development



Lead	Product	Description	Status
NPS and partners	An e-book version of the History and Travel Guide	To enable trail visitors to access the History and Travel Guide on tablets	priority for development
NPS	Mobile application cross-promotion	Adding the trail to the NPS National Mall mobile application	priority for development
State of Maryland	KeyNotes	A monthly e-newsletter	in place
State of Maryland	Social media	Twitter (@starspangled200), Facebook page, and YouTube	in place
State of Maryland	www.starspangled200.org	A partner-focused site, providing easy access to bicentennial commemoration activities	in place
State of Maryland	Commemorative license plate	The license plate includes the trail insignia and contributes revenue to the War of 1812 Bicentennial Commission	in place
State of Maryland	<i>Pride of Baltimore II</i>	Sponsorship of <i>Pride of Baltimore II</i> in its voyages to promote Maryland's bicentennial celebrations	in place
State of Maryland	<i>Maryland Byways Map and Guide</i>	The Guide encourages travel to visitor-ready sites on the trail.	in place
Various Maryland partners	A replica of the 15-star, 15-stripe flag	To be sold and distributed by Maryland small business F.W. Haxel with the proceeds being distributed to the American Flag Foundation, Friends of Fort McHenry, and the Star Spangled Banner Flag House	in place
State of Maryland, OpSail, and US Navy	Star-Spangled Sailabration	A week-long maritime festival in the port of Baltimore with tall ships, naval vessels, and visitor activities kicking off the bicentennial period (June 13-19, 2012)	in place
Star-Spangled 200, Inc.	www.starspangled200.com	A website of the Maryland War of 1812 Bicentennial Commission's non-profit entity introducing residents and visitors to events and sites connected with bicentennial	in place
State of Maryland	Paid advertising campaign	Using television, radio, and print, this spring 2012 campaign will build awareness of the trail, focusing on the OpSail event in June, 2012	in development
State of Maryland	Mobile technology	A statewide tourism mobile application that builds on the Maryland tourism website	in development

Lead	Product	Description	Status
State of Maryland	Commemorative coins	A revenue-sharing program, both gold and silver coins will be available for purchase	in development
District of Columbia	<a href="http://www.washingtondcwarof1812bicentennialcommission.org">http://www.washingtondcwarof1812bicentennialcommission.org</a>	Links to activities and products	in place
District of Columbia	Tours	Self-guided tours, "smart-phone" tours, student tours	in place
Commonwealth of Virginia	<a href="http://va1812bicentennial.dls.virginia.gov/">http://va1812bicentennial.dls.virginia.gov/</a>	Visitor-focused website with the tagline "America's Second War of Independence"	in place
Commonwealth of Virginia	Social media	Facebook page: VA Warof1812	in place
Commonwealth of Virginia	Interactive map	Map of historical markers at War of 1812 related sites	in place
Commonwealth of Virginia	War of 1812 Heritage Trail	Trail links related sites with printed Map and Guide and markers	in place
Commonwealth of Virginia and US Navy	OpSail Virginia	A week-long maritime festival in Hampton Roads with tall ships, naval vessels, and activities kicking off the bicentennial period (June 1-12, 2012)	in place
Commonwealth of Virginia	Speaker series	A series of lectures on the War of 1812	in place
Commonwealth of Virginia	License plate	War of 1812 revenue-sharing license plate	in place
Commonwealth of Virginia	Documentary, Book, and Traveling Exhibit	A connected package of film, book, and exhibit	in development
Commonwealth of Virginia	Chesapeake Bay tour	A boat tour retracing the British invasion of Hampton Roads and battles along the Chesapeake and Northern Neck	priority for development
Commonwealth of Virginia	Legacy Symposium	Educational symposium to be held at Fort Monroe (June, 2014)	priority for development
Commonwealth of Virginia	August 2014 event	Commemoration of the invasion of the British in Washington, D.C. and the British occupation of Alexandria, VA - scheduled for August 2014	priority for development
State of Ohio and Commonwealth of Virginia	Fort Meigs and African Americans in the War of 1812	A collaborative event marking the encampment of African Americans from Virginia at Fort Meigs Ohio	priority for development

Lead	Product	Description	Status
Public Broadcasting Service	<i>The War of 1812</i>	Documentary on the war, including reenactments and commentary from 26 historians	completed 10/10/11
Public Broadcasting Service	War of 1812 Project	Includes a mobile application, a book and e-book version, a dedicated website and a DVD of the documentary	in place
Travel Channel UK	Bicentennial documentary and events coverage	Footage for shows about the War of 1812 Bicentennial and Star-Spangled Sailabration 2012	completed
Maryland Public Television	Documentary on Patuxent River underwater archeology	MD State Highway Admin, US Navy, and MD Historical Trust are collaborating on excavation of possible wreck of Chesapeake Flotilla	in development
Maryland Public Television	Documentary	To air in 2014, on the life of Francis Scott Key	priority for development
Alexandria, VA	<a href="http://alexandriava.gov/historic/info/default.aspx?id=49310">http://alexandriava.gov/historic/info/default.aspx?id=49310</a>	Website with links to <a href="http://www.nps.gov/stsp">www.nps.gov/stsp</a> for information on the NHT, the geotrail, and the interpretive bike ride event June 2010	in place
Northern Neck, VA	Site guide	Guide to sites in the Northern Neck related to the War of 1812	priority for development
Tangier Island, VA	Hosting an OpSail vessel	Working with Onancock VA, Tangier is planning for a visit by a tall ship or naval vessel in June 2012	in development
Anne Arundel County, MD	Travel Guide	A guide to sites in Anne Arundel County related to the War of 1812	in development
Baltimore City, MD	<a href="http://www.starspangledbaltimore.org">www.starspangledbaltimore.org</a>	to promote bicentennial events in Baltimore and provide travel and lodging information for visitors	in place
Baltimore City, MD	Paid advertising campaign	In spring 2012, television, radio and print, to promote OpSail	in place
Baltimore City, MD	Rack card	For distribution in travel centers, to promote bicentennial events in Baltimore	in development
Baltimore City, MD	Exhibit	Inner Harbor Visitor Center exhibit	in place
Baltimore County, MD	<a href="http://www.1812northpoint.info">www.1812northpoint.info</a>	Website to promote bicentennial events in Baltimore County	in place

Lead	Product	Description	Status
Baltimore County, MD	Defender's Day event	Annual event every September features living history programming, encampments, cannon firing, and ceremonies	in development
Baltimore County, MD	North Point Peninsula Heritage Greenway Trail	A hiking and biking trail linking sites related to the War of 1812	in development
Prince George's County, MD	<a href="http://www.scorpionarchaeology.blogspot.com/">www.scorpionarchaeology.blogspot.com/</a>	Website tracks progress on archeology at Scorpion site	in place
Prince George's County, MD	<a href="http://bladenarch.blogspot.com/">http://bladenarch.blogspot.com/</a>	Website tracks progress and workshops relative to Bladensburg archaeology	in place
Prince George's County, MD	<a href="http://www.battleofbladensburg1812.com">www.battleofbladensburg1812.com</a>	Website to promote bicentennial events and sites in Prince George's County	in place
Prince George's County, MD	Logo	"Undaunted" logo focusing on the Battle of Bladensburg	in place
Prince George's County, MD	Online gift shop	Featuring apparel and gift items with the "Undaunted" logo	in place
Prince George's County, MD	Visitor Center	To provide orientation and interpretation for visitors to Bladensburg; opening summer 2012	in development
Prince George's County, MD	Walking tour	To debut in late spring, 2012, and featuring the "Old Port and the British Advance"	in development
Prince George's County, MD	Signature events	Events surrounding the Battle of Bladensburg, scheduled for the last 2 weekends of August in 2012, 2013, and 2014	in development
Prince George's County, MD	Monument	Commemorating the Battle of Bladensburg	priority for development
Southern Maryland	<a href="http://www.destinationsouthernmaryland.com/c/326/war-1812">www.destinationsouthernmaryland.com/c/326/war-1812</a>	Introducing visitors to the sites related to the War of 1812	in place
Southern Maryland	Travel Map and Guide	Printed guide to Southern Maryland's role in the War of 1812	in place
Southern Maryland	Exhibit: <i>Farmers, Patriots and Traitors: Southern Maryland and the War of 1812</i>	Permanent War of 1812 exhibit at Jefferson Patterson Park and Museum	in place
Southern Maryland	Guide: <i>Raiders and Evaders</i>	Map of related sites and events in St. Mary's County	in place

Lead	Product	Description	Status
Southern Maryland	Exhibit: History of African Americans in Southern Maryland	Exhibit at Calvert Marine Museum, features the story of African Americans in the War of 1812	in place
Southern Maryland	<a href="http://www.destinationsouthernmaryland.com/c/282/star-spangled-banner-trail">www.destinationsouthernmaryland.com/c/282/star-spangled-banner-trail</a>	Website specific to Southern Maryland sites along the trail	in development
Southern Maryland	Video tour: <i>The War of 1812 in Your Backyard, a Virtual Tour of Sites</i>	Video tour of historic sites in Benedict, MD	in development
Southern Maryland	Audio tour: <i>1812 Remembered</i>	Jefferson Patterson Park and Museum in collaboration with a local school	in development
Southern Maryland	Regional guide: <i>War of 1812 Places and Events</i>	An online guide to complement the State of Maryland guide	in development
Southern Maryland	Exhibits	Exhibits related to the War of 1812 at Crane Memorial Welcome Center, Friendship House, Bayside History Museum, St. Mary's County Historical Society	in development
Southern Maryland	Lecture series	Talks on colonial life in Southern Maryland, at the College of Southern Maryland	in development
Southern Maryland	<i>St. Leonard Creek Bicentennial Signature Event</i>	Reenactment of the Battle of St. Leonard, scheduled for June, 2014, by Jefferson Patterson Park and Museum	priority for development
Southern Maryland	Geocaching Trail	Expansion of the Star-Spangled Banner Geotrail with focus on the route between Solomons and Bladensburg	priority for development
Southern Maryland	Walking tour	Development of a walking tour of Solomons	priority for development
Upper Bay	<a href="http://www.upperbay1812.com">www.upperbay1812.com</a>	Website to guide visitors to sites and events related to the War of 1812 in the Upper Bay	in place
Havre de Grace	<a href="http://hdg1812.wordpress.com">hdg1812.wordpress.com</a>	Website to guide visitors and residents to War of 1812 sites and events in Havre de Grace	in place
Eastern Shore	<a href="http://easternshore1812.com">easternshore1812.com</a>	Website with historical research and information on 1812 sites and events on Maryland's Eastern Shore	in place

Lead	Product	Description	Status
Upper Bay	Travel Guide	Introducing visitors to the sites related to the War of 1812 in the Upper Bay	in development
Upper Bay	Heritage Troupe	A living history interpretation of Upper Bay people and their stories during the War of 1812	in development
Upper Bay	Community history project	By the Heritage Museums of Havre de Grace: Project with scale models of the town, interpretive panels, and teacher resources	in development
Upper Bay	Geocaching Trail	An expansion of the Star-Spangled Banner geotrail focusing on sites in the Upper Bay	priority for development

Front Cover Photos

Heron (top left): (c) Middleton Evans

Bear Creek (top middle): Ralph Eshelman

Reenactor (middle): NPS/Kristen Sullivan

Reenactors (bottom right): D. Ruehlmann

As the nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally owned public lands and natural resources. This includes fostering sound use of our land and water resources; protecting our fish, wildlife, and biological diversity; preserving the environmental and cultural values of our national parks and historical places; and providing for the enjoyment of life through outdoor recreation. The department assesses our energy and mineral resources and works to ensure that their development is in the best interests of all our people by encouraging stewardship and citizen participation in their care. The department also has a major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

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