

CROOM AND AQUASCO ROADS SCENIC BYWAY PLAN ELEMENTS



**A CORRIDOR MANAGEMENT PROGRAM
FOR THESE ROADWAYS AND OTHER RELATED
STAR-SPANGLED BANNER HISTORIC ROADWAYS
IN PRINCE GEORGE'S COUNTY**

CROOM AND AQUASCO ROADS SCENIC BYWAY PLAN ELEMENTS

Abstract

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Croom and Aquasco Roads Scenic Byway Plan Elements:

*A Corridor Management Program for these Roadways and
Other Related Star-Spangled Banner Historic Roadways in
Prince George's County*

Prepared for: The Maryland-National Capital Park and Planning Commission
Prince George's County

Prepared by: Lardner/Klein Landscape Architects, P.C.
Environmental Resources Management, Inc.
Kittelson & Associates, Inc.
siri LLC
Heritage Strategies, LLC

May 2012

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ACKNOWLEDGMENTS

The project team wishes to thank the many residents and other concerned stakeholders that have given of their time and provided input at a number of public meetings held in southeastern Prince George's County between November 2010 and the present at the Baden Fire Hall. This planning effort, marketed as the Rural Villages Study and Prince George's County Star-Spangled Banner Scenic Byway Corridor Management Plan, covered a range of proposals for transportation improvements as well as design ideas for future development in the project study area. Previous planning efforts in the area, including input from community members, were used to scope the project and to shape the recommendations presented in this document.

A primary recommendation from this document, the *Croom and Aquasco Roads Scenic Byway Plan Elements: A Corridor Management Program for these Roadways and Other Related Star-Spangled Banner Historic Roadways in Prince George's County*, is to establish a Star-Spangled Banner Scenic Byway Advisory Committee to oversee the long-term stewardship of the byway. A first task will be to study the recommendations of this document, consider how they may be impacted by recent state legislation, and provide guidance to the county on how to best move forward to achieve the transportation safety, preservation, and enhancement objectives for the Scenic Byway Corridor.

It is the project team's hope that a subset of the residents and other stakeholders that provided input into this document will serve on the Byway Advisory Committee.

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EXECUTIVE SUMMARY

The *Croom and Aquasco Roads Scenic Byway Plan Elements: A Corridor Management Program for these Roadways and Other Related Star-Spangled Banner Historic Roadways in Prince George's County* (Corridor Program) is a detailed, localized planning effort for a segment of the larger Star-Spangled Banner Scenic Byway that traverses the county and several other Maryland jurisdictions. It supplements the recently released draft *Comprehensive Management Plan and Corridor Management Plan and Environmental Assessment for the Star-Spangled Banner National Historic Trail and Scenic Byway* (STSP) prepared by the National Park Service (NPS). The STSP covers more than 560 miles of land and water routes in Maryland, Virginia, and Washington, D.C., that were used by the British invaders and American defenders during the Chesapeake Campaign of the War of 1812.

This document presents concepts for promoting more context-sensitive design along the Star-Spangled Banner Scenic Byway (SSBSB) Corridor in southeastern Prince George's County as both public improvements to roadways and private development along these roadways occur. Many of the concepts, particularly related to solutions for enhancing



View of the road

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transportation safety while maintaining rural character, were presented and refined through a series of interactive public meetings held in southeastern Prince George's County between November 2010 and the present. A visual preference survey was administered in March 2011 to a group of more than 70 residents and stakeholders to gauge interest in various building styles and site layouts for new development outside of the scenic byway's right-of-way. A buildout analysis of the remaining existing residential dwelling units under current regulations and site conditions was completed, and several village development explorations were generated from the visual survey results. These scenarios are presented in a separate document, *The Rural Villages Study*.

Key recommendations in this document include the formation of a local Star-Spangled Banner Scenic Byway Advisory Committee to oversee the implementation of many provisions in this plan, as well as applicable recommendations from the NPS plan for the corridor. The Advisory Committee would oversee the establishment of a proposed development review district, associated with the one-mile deep viewshed boundaries

surrounding the SSBSB spine and branches. The Advisory Committee should also be linked to the Prince George's County Star-Spangled Banner War of 1812 Committee to better represent the southeastern portion of Prince George's County in planning commemorative activities.

Implementation actions and recommendations for the proposed Advisory Committee, as well as county and state agencies charged with overseeing transportation improvements and development, are outlined in each of the plan element reports. A number of work tasks were undertaken in the development of this Corridor Program. Recommendations for each are summarized in this document, and six in-depth plan element reports are included as part of the appendices.



Tobacco farm along the byway

INTRODUCTION

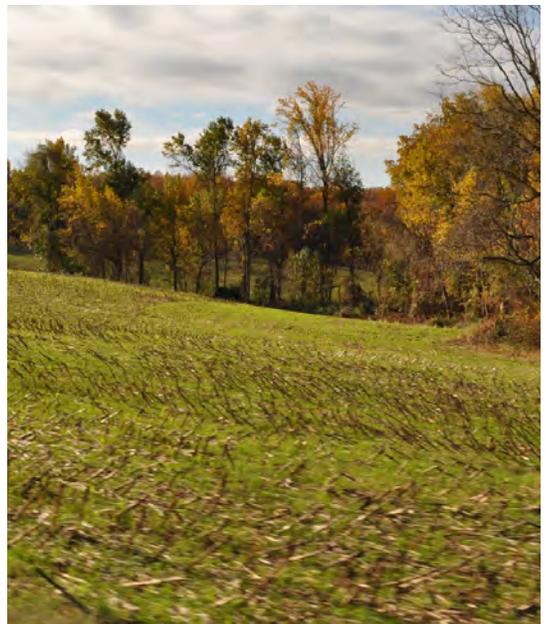
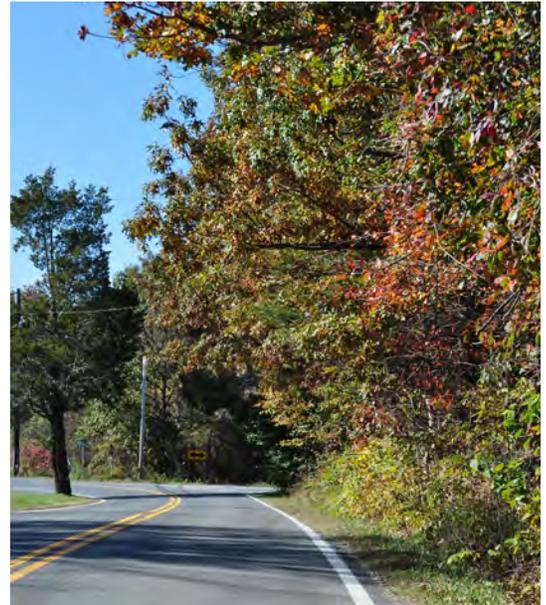
Intent

This planning effort reflects the desires of the community located along the southern segment of the NPS’s proposed STSP, between Charles County, Maryland, and Upper Marlboro, Maryland. Both planning efforts—one led by the NPS and the other led by Prince George’s County—strive to promote, conserve, and enhance the corridor’s scenic, historic, archaeological, cultural, natural, and recreational resources. The area’s rural character is greatly influenced by its historic and scenic resources.

The substance of this Corridor Program provides more detailed planning investigations and recommendations for the management and enhancement of this portion of the STSP. This document will supplement the State of Maryland’s efforts to nominate the full SSBSB as a National Scenic Byway route through the Federal Highway Administration’s America’s Byways Program.

Background

The Corridor Program pulls together work that has been completed in the southeastern portion of the corridor since 2007, when the *Intrinsic Quality Inventory Report* was prepared. Over time, other work efforts through NPS’s preparation of the *Star-Spangled Banner National Historic Trail and Scenic Byway Draft Comprehensive Management Plan and Corridor Management Plan and Environment Assessment* (Comprehensive Management Plan) and in Prince George’s County have addressed the requirements for acceptance of the byway as a National Scenic Byway or All-American Road. Although linked to the regional and NPS efforts presented in the STSP, the Corridor Program focuses on more detailed and site specific recommendations for the segment of the byway formerly referred to as the Lower Patuxent Scenic Byway (LPSB). Although this document is not a traditional corridor management plan, the Corridor Program has similar content. The Corridor Program summarizes past work efforts, linking them



Views from the SSBSB showing typical rural character-defining landscapes

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Terminology in this Report

The two planning efforts share terms and physical boundaries, yet are focused on different scales and outcomes. Several terms are important to define for purposes of this report.

- **STSP**—refers to the National Park Service’s planning effort for the full length of the Star-Spangled Banner Scenic Byway route in Maryland; the report documenting the work on this full route or corridor is entitled **Comprehensive Management Plan**
- **Corridor Program**—refers to the Prince George’s County planning effort (and to this document) for the segment of the Star-Spangled Banner Scenic Byway located in southeastern Prince George’s County
- **SSBSB**—refers to the portion of the actual Star-Spangled Banner Scenic Byway route (spine and branches) located in southeastern Prince George’s County

to the requirements of the grant obtained by Prince George’s County from the State of Maryland’s Scenic Byway Program. A table summarizing the completion of the grant requirements is included in Appendix 7.

A separate but related work effort was undertaken in three rural villages in southeastern Prince George’s County: Baden, Aquasco, and Croom—*The Rural Villages Study*. The study provides the basis for recommendations for incentives and regulations that enhance and preserve the rural character of the three villages, building on the more general policy recommendations of the 2002 *Prince George’s County Approved General Plan* and the 2009 *Approved Subregion 6 Master Plan and Sectional Map Amendment* to meet these objectives.

Funding for this Effort

Funding for this project is provided by the Maryland State Highway Administration (MDSHA) from the federally-funded National Scenic Byways Program and by the Prince George’s County Planning Department under a memorandum of understanding dated June 5, 2007, and extended through December 31, 2009. As of the publishing of the 2007 State Scenic Byways Map, the byway name has changed from LPSB to the Prince George’s County SSBSB.

What is a Corridor Management Plan or Corridor Program?

Typically, a corridor management plan is completed for a scenic byway. It serves as a framework plan, documenting the vision articulated by the people and communities along a byway. Although Prince George’s County’s planning effort is a corridor management program, a corridor management plan (referred to as a *Comprehensive Management Plan* in NPS documents) is being prepared for the entire length of the SSBSB by NPS. The

two projects' contents are similar, although the Prince George's County's effort delves into greater detail and specificity related to the section of the byway route located in the southeastern part of the county. In summary, the plan or program is intended to:

- Preserve and enhance the special qualities found along the route.
- Manage the impacts of tourism.
- Maintain and improve the quality of life.

All-American Road Designation

The State of Maryland has interest in pursuing an All-American Road designation by the Federal Highway Administration for the overall STSP. For more information on this designation, review the NPS-prepared *Comprehensive Management Plan* for the STSP.

Conformance of the Two Planning Efforts

The Corridor Program supplements the work done by the NPS to address the requirements of a National Scenic Byway Corridor Management Plan. Table 1, on pages 44 and 45, identifies the work completed by the National Park Service and Prince George's County that meets the specific requirements for a National Scenic Byway or All-American Road designation. The Corridor Program emphasizes and identifies measures to protect Croom Road (MD 382), Aquasco Road (MD 381), and related Star-Spangled Banner Historic Roadways' intrinsic scenic and historic qualities; to coordinate existing natural resource protection and historic preservation strategies; and to identify measures to support the scenic byway designation and showcase the scenic qualities of the natural and historic resources of this area.

Opportunity to Address Design and Highway/Roadway Safety Issues

The Corridor Program provides an opportunity to address the highway and roadway

Corridor Management Plan (CMP) Definition

As stated in the Federal Register/ Vol. 60, No. 96/Thursday, May 18, 1995 (referred to as the Interim Policy), Paragraph 9, a corridor management plan is a written document that specifies actions, procedures, controls, operational practices, and administrative strategies to maintain the scenic, historic, recreational, cultural, archeological, and natural qualities of the scenic byway. It describes how routes are to be considered as a National Scenic Byway by the Federal Highway Administration.



Typical intersection clutter at St. Thomas Church and Croom Roads

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safety issues of the SSBSB while integrating roadway-related projects with their historic and scenic context. Whatever the designation—National Scenic Byway or All-American Road—some attributes of the various national, state, and local scenic and historic byways run counter to traditional traffic engineering. For example, scenic byways such as this one are generally historic travel corridors, whose routes date back many generations before modern roadway engineering techniques were in place. As a result, there may be sections of these routes that are winding or narrow or fail to meet current state or county standards. But these sections and their historic features contribute to the area’s rural character, making these corridors scenic and attractive to tourists, bicyclists, and residents alike. MDSHA has published *Context Sensitive Solutions for Work on Maryland Byways* (2008) to identify the distinctions between these and standard Maryland roadways.

Enhanced Funding Opportunities (Bicentennial Celebration—War of 1812)

The concurrent planning efforts by the NPS Comprehensive Management Plan and the Corridor Program also provide immediate value to the entities involved. The Corridor Program’s plan elements include the identification of potential infrastructure improvements that mesh with the recommendations of the STSP as well as with the SSBSB. Broad funding opportunities, some related to such improvements, are identified in Appendix 6.

Responsible Parties, Project Area, and History of Byway Planning

Parallel efforts, at the national, state, and county levels, were undertaken in recognition of the War of 1812. Completed at different scales, each levels’ planning efforts are reinforced.

Regional and Local Efforts Linked

The MDSHA officially designated thirty-one routes as Maryland Scenic Byways in June 1999. Routes were consolidated by the MDSHA in 2007, reducing the number to 19. Three routes

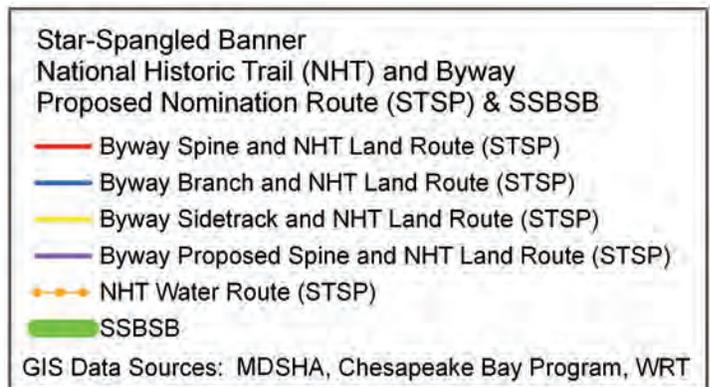
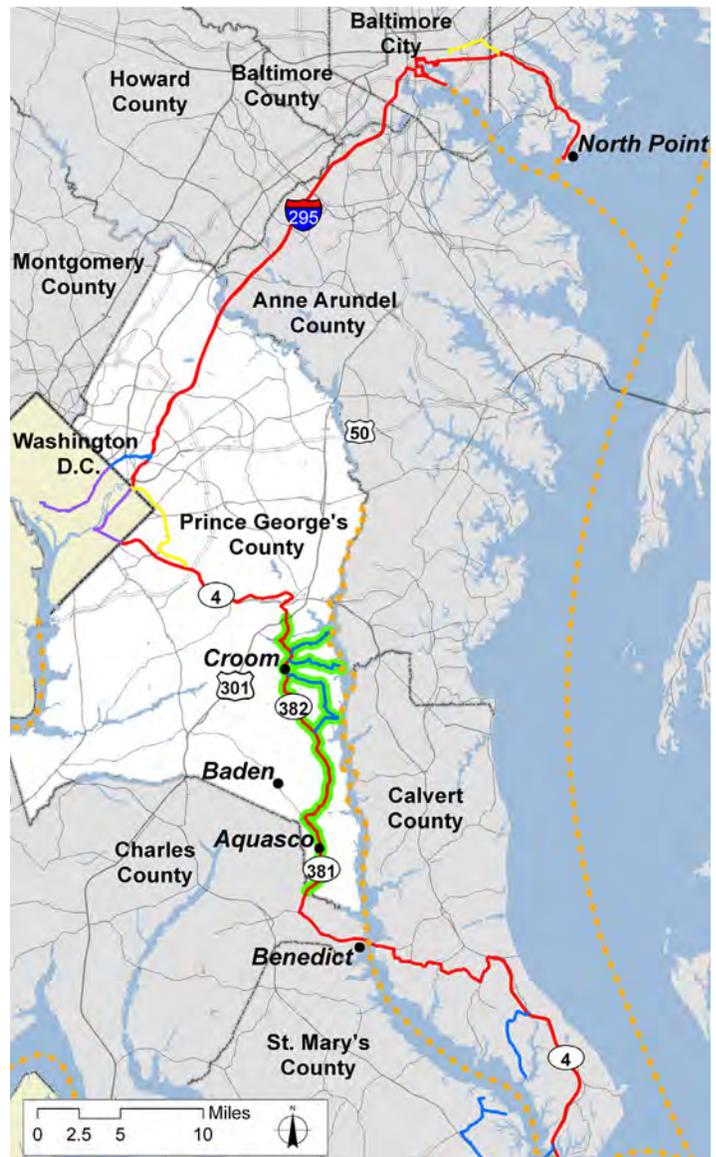
were consolidated to compose a longer SSBSB in Maryland, including the LPSB, the SSBSB, and the Baltimore-Washington Parkway. Additional revisions and refinements were made to the primary travel route by the Scenic Byways Program in 2012. A route table has been included in Appendix 9 with the official NPS route description.

National Park Service Component

The NPS led the effort in the development of the CMP for the statewide route. The NPS effort includes the Maryland section of the STSP and the SSBSB, running from North Point in Baltimore to Solomons Island, Maryland. The trail and byway cover approximately 560 miles of land and water routes in the Chesapeake Bay region of Maryland, Virginia, and the District of Columbia, along which the British armies and American defenders traveled and fought. The NPS work is at a high level, and covers the full 560 miles. It defines the overarching management principles to be implemented. All work completed by the NPS is applicable to the SSBSB segment. Packaged as a Comprehensive Management Plan, the document serves as the CMP for the entire Maryland project, including the southeastern portion of Prince George’s County. The Comprehensive Management Plan provides the unifying vision for the trail and the overarching management principles to be implemented in each region. Specific regions identified in the Comprehensive Management Plan include Prince George’s County and, separately, Southern Maryland.

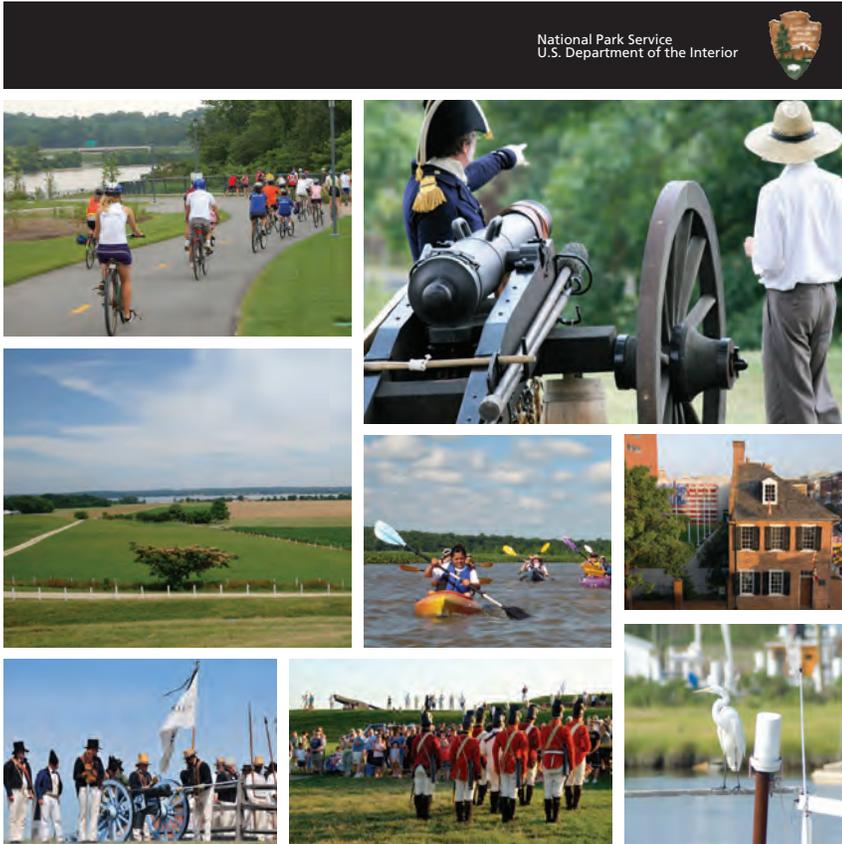
Prince George’s County Component

Prince George’s County, identified as one of several “regions” within the STSP as defined by the NPS for the overall, multijurisdictional



Overall STSP route with SSBSB highlighted

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National Park Service
U.S. Department of the Interior



Comprehensive Management Plan and
Corridor Management Plan and
Environmental Assessment

Star-Spangled Banner National Historic Trail and Scenic Byway

2012

Volume 1 of 3

*Cover from the National Park Service Draft
STSP Plan and Comprehensive Management
Plan*

corridor and trail, includes a segment of the Star-Spangled Scenic Byway between Croom Station Road and the Charles County line. The segment in southeastern Prince George's County, the SSBSB, provides more detail than the work prepared by the NPS for the overall route.

The SSBSB has been slightly modified and updated in conjunction with the NPS work on the STSP to more closely align itself with the historic troop movements associated with the War of 1812. The LPSB Corridor was renamed in 2007 by the State of Maryland and was realigned in 2012 to mesh with the NPS effort. The inventory work undertaken when the corridor was referred to as the LPSB is still valid and is incorporated within this Corridor Program. Together, the STSP prepared by the NPS and the SSBSB prepared by Prince George's County provide a unifying and linked vision for the trail and corridor in southeastern Prince George's County.

The NPS route aligns with the SSBSB route at the Prince George's County line where MD 381 (Brandywine Road) enters Prince George's County and then connects to MD 382 (Croom Road). This alignment continues

north after traveling from its origin at Solomons Island, crossing the Patuxent River at Benedict, and traveling through Charles County. The route follows Croom Road (the historic travel route of the British Army) to Upper Marlboro. There are four branches connecting the spine to the Patuxent River in this stretch of the

larger STSP. These branches follow historic British travel routes.

The SSBSB was developed with citizen involvement gained through public meetings and forums and postings on the county web site. A separate table is included in Appendix 7 that indicates which product or plan element addresses specific grant funding requirements.

SSBSB Spine

The new SSBSB route modifies the primary spine of the byway to include Croom Station Road from Croom Road (MD 382) into Upper Marlboro and all of Croom Road between Croom Station Road and MD 381.

SSBSB Branches

The realigned route converts the county roads identified as “sidetracks” to “branches,” eliminates Candy Hill Road (a designated sidetrack on the 2007 map), and adds Fenno Road, a portion of Nottingham Road, and Tanyard Road as a looped branch from St. Thomas Road. Three other sidetracks that link historic sites associated with the War of 1812 and the Patuxent River, designated in 2007, remain as such, although renamed as branches for the upcoming 2012 map: Croom Airport Road, Mount Calvert Road, and St. Thomas Church Road.

Maintenance and operation of these roads and associated rights-of-way are the responsibility of the Prince George’s County Department of Public Works and Transportation (DPW&T). The MDSHA is responsible for the management of the spine road (MD 382/Croom Road) and its associated right-of-way. Adjoining land use is governed by Prince George’s



SSBSB spine and branches, routes associated with the War of 1812 and the Patuxent River

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View from Croom Road

County Code in accordance with the 2002 General Plan and the Subregion 6 Master Plan.

Area History

The SSBSB is located along a 17-mile segment of MD 382 in Prince George's County and includes branches leading towards the Patuxent River. It is the main north-south thoroughfare through an area of southern Maryland that contained the earliest English settlements in Prince George's County, dating back to the late seventeenth and early eighteenth centuries. During that time, these settlements operated as ports on the Patuxent River. Croom Road developed as part of a farm-to-market road system that linked the area tobacco plantations of these port settlements, which in turn provided access to major colonial markets of the era, including Baltimore, Annapolis, and Alexandria.

Following the revolution and the establishment of the new nation's capital in Washington, D.C., some 20 miles to the northwest, improvements in the land transportation system largely bypassed the areas along Croom Road.

The War of 1812 saw the area occupied briefly by British troops moving toward Washington from the Chesapeake Bay. Change slowed along Croom Road in the nineteenth century as economic development followed the investment in railroads to the north and west of the area. As the nation fought the Civil War and settlement expanded west, the agricultural economy remained the mainstay of southern Maryland, including the Croom Road and Aquasco Road areas.

The orientation of the region's urban development pattern to the north and west in the nineteenth and twentieth centuries has resulted in the retention of much of the area's rural character today, with urban growth bypassing the southeastern wedge of the Washington, D.C., metropolitan area. This development pattern has aided past efforts to preserve and protect natural and historic resources. However, today, this area is one of the few remaining rural areas within close proximity of the urban core. Without proactive efforts, the expanding suburban development

pressure will grow. Prince George's County has responded to this growth pressure by excluding most of the corridor area from public water and sewer service, limiting development to five-acre or greater residential lots, and participating in state and local county land preservation programs.

Croom Road and many of the connecting county roads have been identified as scenic and/or historic roads in the county's master plans. In 2002, the County Council included the corridor area in a new Rural Tier designation, which includes broader policies that support retention of the area's rural character. In 2003, the county began a countywide update to the 2009 *Master Plan of Transportation (MPoT)* and created the first countywide Green Infrastructure Plan, approved in 2005.

In May 2004, the National Trust for Historic Preservation added the Tobacco Barns of Southern Maryland to its 2004 list of America's 11 Most Endangered Historic Places. Currently, The Maryland-National Capital Park and Planning Commission (M-NCPPC) in Prince George's County is part of a tobacco barn coalition that includes the National Trust, the Maryland Historical Trust, Preservation Maryland, and preservation planners and local organizations from Prince George's, Anne Arundel, Calvert, Charles, and St. Mary's Counties. Ultimately the coalition hopes to support the hard work of farmers in their ongoing effort to develop and implement productive new agricultural uses for the barns, in light of the significant decline in tobacco cultivation and the Maryland Tobacco Buyout Program. It is estimated that 5,000 tobacco barns exist in Southern Maryland.



Tobacco barn along the Croom Road Corridor

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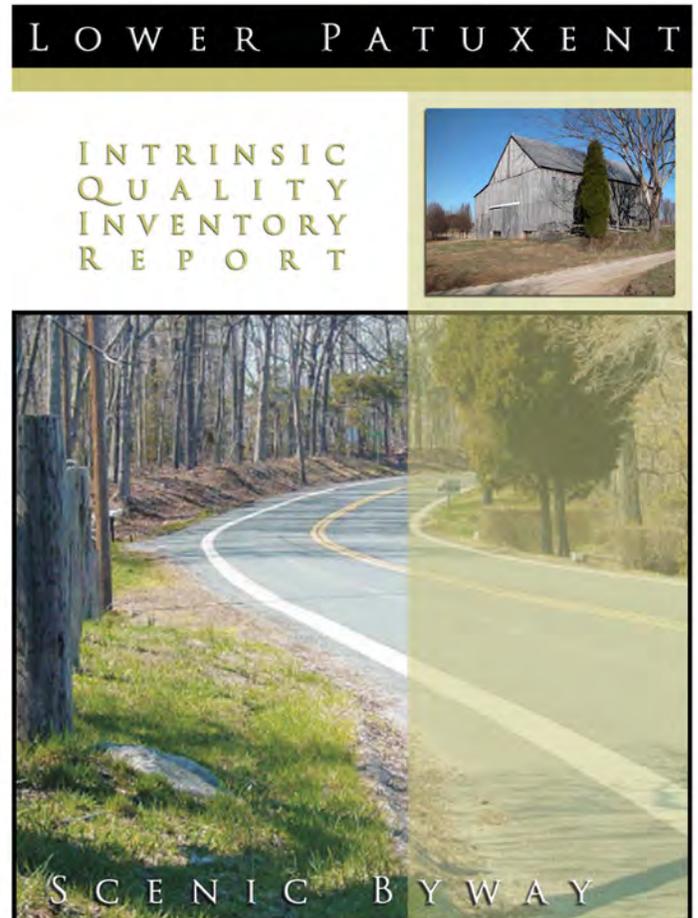
SUMMARY OF PLAN ELEMENTS

The discussion of each of the plan elements is organized in the same order as the appendices. Refer to the more complete documents in the appendices for further details and illustrations.

Plan Element 1: Intrinsic Quality Inventory Report and the Croom Road Tobacco Barn Survey Report

In response to the federal requirements for national scenic byway status, an inventory of the corridor's intrinsic qualities was undertaken and developed in the *Lower Patuxent Scenic Byway Intrinsic Quality Inventory Report*. The report focused on the identification of measures for preservation and/or protection of the intrinsic qualities of historic roads, including the maintenance of the road's historic alignment and landscape. Attention was paid to views of natural features; historic landscape patterns dating back to the 18th century; historic farmstead groupings; tobacco barns; and rural villages.

The report addressed 3 of the 14 requirements for national scenic byway status (listed in Table 1 on pages 44 and 45). The Intrinsic Quality Report's inventory and assessment work, completed in 2007, is reinforced and enhanced by the inventory and mapping work completed more recently in the STSP and SSBSB projects. In summary, the Intrinsic Quality Report found that there are “*significant historical, natural and scenic qualities along the LPSB (now a portion of the Star-Spangled Banner Scenic Byway) centered on tobacco farming and early settlements along the Patuxent River. The Patuxent River, designated as a Maryland Scenic and Wild River, is recognized as a valuable natural resource and worthy of protection for flood prevention, land conservation, erosion control and wildlife habitat within the watershed. The*



Cover from the 2007 Intrinsic Quality Inventory Report

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conservation of the LPSB's intrinsic qualities is for the public good and contributes to the quality of life for existing and planned communities within the watershed. The rural character of the byway corridor, whether in downtown Upper Marlboro, along Croom Road, or on the sidetrack roads leading to the Patuxent River, gives respite from the more urbanized areas of the county. It has also tied the communities along Croom Road for centuries.”

The Intrinsic Quality Report identified 61 tobacco barns along Croom Road and 96 designated historic resources within the byway corridor. These structures reflect the historic nature of the corridor and also contribute to its scenic quality. The report noted that the spine road for both the STSP and the SSBSB, Croom Road (MD 382) with its scenic views, historic sites, and tobacco barns on either side, is a significant resource contributing to the byway experience.



Tobacco barn

The qualities identified by the Intrinsic Quality Report provide a valuable resource to the county, state, and to the region as indicated by their inclusion in the state and regionally based planning effort for the STSP. If these qualities can be protected and interpreted, they also present an opportunity to tell the story about Mount Calvert, the Croom Road community, and the Patuxent River settlements. Unfortunately, this landscape is undergoing change, and the rural landscape is disappearing. The Intrinsic Quality Report notes that a significant amount of land along Crain Highway and Croom Road is privately owned, is no longer farmed, and the zoning allows for the development of residential subdivisions and public facilities. Tobacco farming has vanished, following the 2001 tobacco buyout, leaving tobacco barns (one of the region's most distinguishing resources) without a purpose or use. The Southern Maryland Tobacco Barn Preservation Initiative and Tobacco Barn Restoration Fund has incorporated preservation strategies into their program in an effort to save tobacco barns, recognizing that any building not in use is a building endangered. The initiative attempts to comprehensively address the threats to tobacco barns through funding, public policy, outreach, education, survey, and information sharing. While some barns may be saved by being

moved to a museum setting, most will not be saved in this manner.

Other ongoing efforts and partnerships to preserve the rural landscape were noted in the report. These include the 2005 *Approved Countywide Green Infrastructure Plan* which notes that the Patuxent River Corridor and the Jug Bay Natural Area along with the Merkle Wildlife Sanctuary are special conservation areas in need of special attention when land development proposals are reviewed in their vicinity. Other supportive acts and policies include the Patuxent River Watershed Act of 1961 and the proposed Prince George's County Rural Tier sectional map amendment.¹

Plan Element 2: Transportation Issues, Concerns, and Improvements

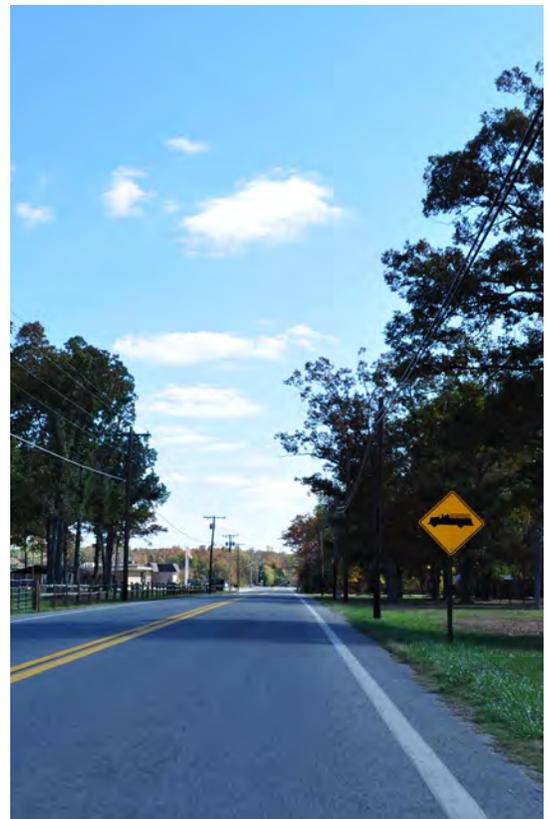
Background and Observations

This effort involved the development of design guidance for future roadway improvements within the SSBSB, with the intent that the roadways remain safe while also preserving the intrinsic scenic and historic qualities of the SSBSB Corridor. Although roadway design along the SSBSB is generally consistent with the context sensitive solutions identified for scenic or historic byway development, opportunities do exist to improve the current state of practice. For example, a new residential development was built at Cheswicke Lane, off of MD 382, Croom Road. The design of the county road connection to Croom Road, a state highway, includes acceleration and deceleration lanes that adversely affect the historic qualities of the SSBSB. Better coordination between the county and state agencies, including the application of more context sensitive solutions to future projects, is required to avoid overbuilding transportation improvements to conform to standard guidelines.

General Guidance for Future Changes to the Roadway

Minimizing the potential for adverse effects to the visual quality of the traveling experience along the scenic byway can be achieved through consideration of the principles contained

¹ Proposed at the time of the report's publication in 2007.

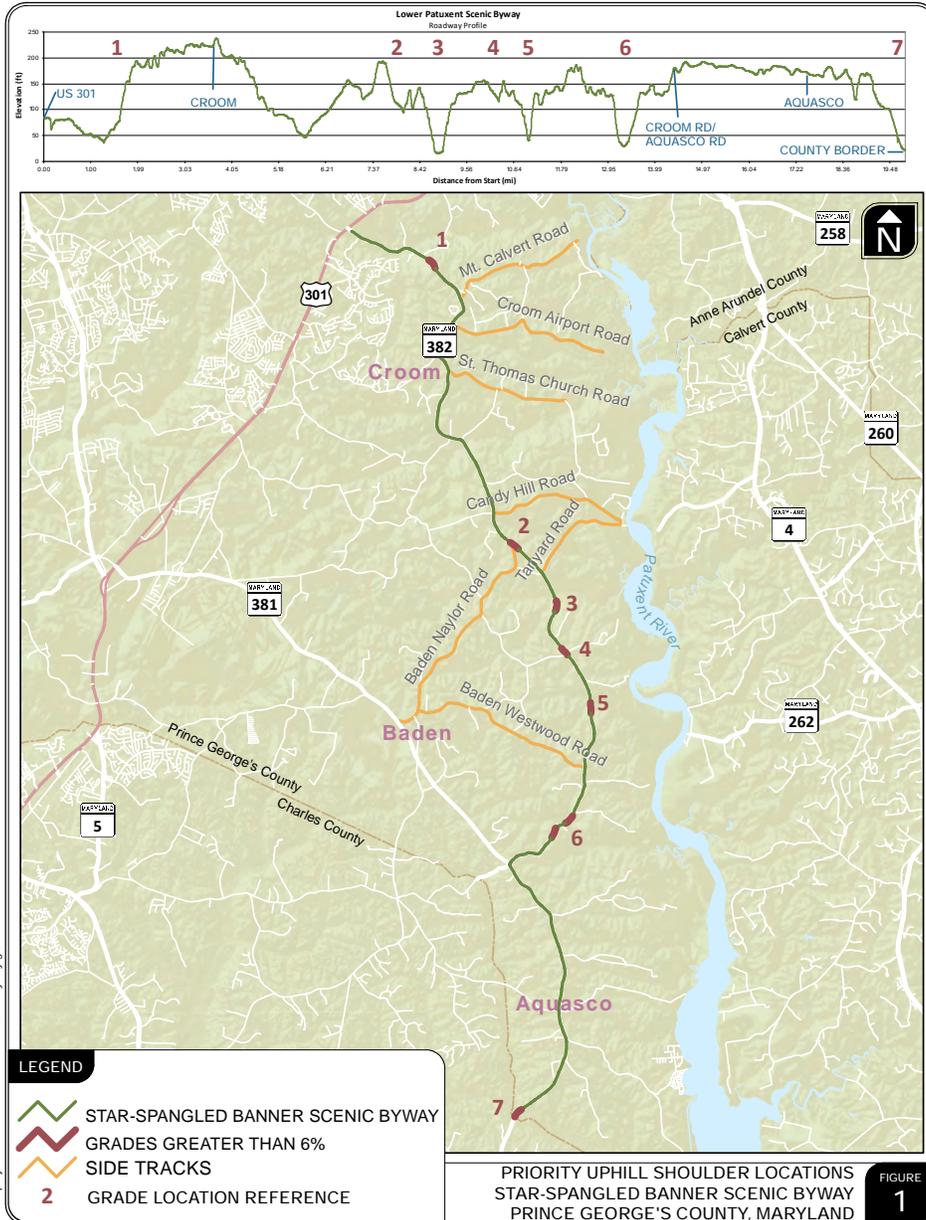


View toward the Baden Fire Hall and the Baden grocery store from Brandywine-Aquasco Road

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Star-Spangled Banner Scenic Byway

December 2010



in the following technical documents as well as by making adjustments as to how they are currently applied.

- Follow MDSHA guidance contained in *Context Sensitive Solutions for Work on Maryland Byways* for all future design work on state-owned roads.
- Increase flexibility in the *Guidelines for the Design of Scenic and Historic Roadways in Prince George's County, Maryland* to accommodate context sensitive solutions. The concepts are included in MDSHA's Context Sensitive Solutions and the Rural Roads section of *Baltimore County's Public Works Design Manual-Roads and Streets*. Concepts should also consider allowing flexibility for more narrow lanes and shoulders where appropriate. The request for flexibility is based on the need to provide adequate space for safe

Kittelson & Associates, Inc.
transportation engineering / planning

Potential sites appropriate for expanded uphill shoulder for bicyclists (in red)

bicycling while still retaining the scenic and historic nature of the road.

- Prince George's County recently designated additional historic roads through the MPoT, and new scenic roads under master plans, including the 2009 Subregion 6 Master Plan. The SSBSB and its branches are all designated as scenic and historic roads at the local level.
- Where these and other county maintained roads intersect with Croom and Aquasco roads, direct coordination with MDSHA of maintenance practices is needed (beyond just including the information in the Corridor Program) to ensure that future roadway modifications are sensitively done.
- A mechanism is needed to flag scenic byways at the state and county levels to ensure that project staff is aware of either the state or county designations. This can be accomplished at the state level by using the Highway Location Reference System. A similar mechanism is needed at the county level.

Specific Alternative Approaches to Transportation Improvements

Beyond the aforementioned general guidance, some specific measures should be kept in mind as future transportation enhancements are planned:

- Any modification to the horizontal and vertical alignment of the SSBSB that may be needed to accommodate access should consider and be responsive to the existing topography, vegetation, and other historic features of the SSBSB and its existing alignment.
- Conflicts should be resolved between maintaining existing nature and healthy roadside vegetation and the accommodation of utility lines, sight distances, and clear zones associated with new subdivisions and access points.
- Given the significance of the rural character-defining features of this route and its historical importance, the length and width of new acceleration, deceleration, and left turn lanes should be minimized.

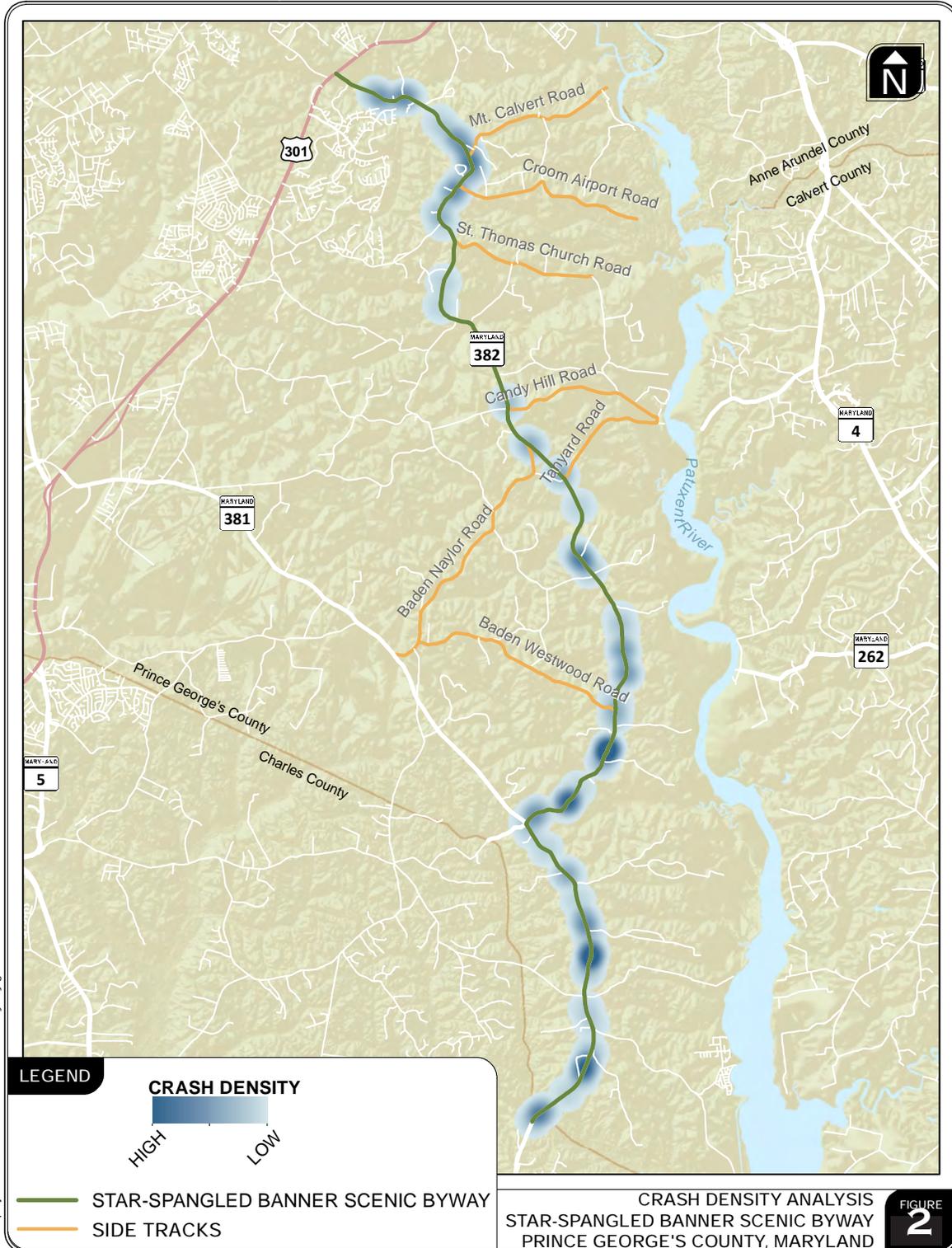


Pavement overlay creates large drops at storm drain and requires pavement milling to reduce hazards to bicyclists

CROOM AND AQUASCO ROADS SCENIC BYWAY PLAN ELEMENTS

Star-Spangled Banner Scenic Byway

December 2010



H:\projfile\10959 - Lower Patuxent Scenic Byway\figs

K Kittelson & Associates, Inc.
transportation engineering / planning

Diagram indicating crash density analysis along Croom Road, data from the period 2006 to 2009 analyzed in 2010

- Drainage features should be designed to reduce all visual contrast with the rural landscape through the use of infiltration measures and related wetland vegetation rather than open ditches with grass and rip-rap.
- Similarly, curb and gutter use within the rural area should be minimized and eliminated, if possible.
- Compliance with the posted 30 mph speed limit is low. Additional traffic calming and enforcement are needed to reduce speeds in these sections.
- To reduce the potential impact of providing access, efforts should be made to reduce operating speeds approaching intersections through the use of traffic calming techniques in advance of the intersecting roadway (such as advance warning measures, thickening edge line striping, narrowing travel lanes approaching the intersection, and increasing the amount of “visual friction” approaching the intersection by utilizing roadside vegetation to narrow the look and feel of the roadway).
- All roadway lighting associated with the SSBSB and intersecting access roads should use full cut-off optic luminaries to minimize light pollution.
- Lights should be limited in number and height to the minimum necessary to provide safe vehicular, pedestrian, and bicycle travel.
- The sight distance at the intersection of Croom Road and Candy Hill Road is inadequate given the observed travel speeds. Avoid realigning the roadway and, instead, consider installing speed reduction measures. Figure 2 on page 18 shows the locations along the byway where accidents occurred in the greatest number for the four-year period between 2006 and 2009, which was evaluated for this plan element. Additional summary data are provided in the appendices, which can be used to examine where future improvements should be considered.
- Update driveway standards for commercial and residential entrances to control access, reduce turning speeds, and limit conflicts. For instance, the driveway access to the Citgo Gas Station is too wide, and the distance from the intersection of Croom Road and US 301 is too close. The two access points on Croom Road should be consolidated and their widths minimized to control traffic movements.

CROOM AND AQUASCO ROADS SCENIC BYWAY PLAN ELEMENTS

Recommendations for Improving Facilities for Pedestrians and Cyclists

Additional design guidance is needed for planned bikeway and pedestrian facilities so that nonmotorized travel along and across Croom Road provides for safe movement and separation from motor vehicle traffic.

Cycling along Croom Road is fairly comfortable, especially during daytime hours. Based on field observations, traffic volumes and speeds are relatively low, and drivers generally wait for appropriate passing opportunities and provide adequate space to cyclists when passing. Because Croom and Aquasco Roads do not have dedicated bicycle facilities or consistently paved shoulders (with some of the paved shoulders too narrow for cyclists to comfortably ride) cyclists primarily end up sharing the travel lane with motor vehicles.



Truck passing a bicyclist along the SSBSB

Improvements can be made, however, and include these recommendations in addition to those illustrated in Appendix 10, excerpted from the NPS Comprehensive Management Plan:

- Provide consistent four-foot shoulders or bike lanes on Aquasco Road and/or treatments to reduce travel speeds, thus creating a more comfortable cycling environment.
- Croom Road has several long and/or steep inclines. The provision of paved shoulders on uphill lanes (greater than 6 percent) would improve comfort for climbing cyclists. Debris and grassy overgrowth create hazards for cyclists and should be removed.
- Storm grates along the roadway are bicycle safe (i.e., not “tire-catching”); however, overlay pavement resurfacing has created large drops at storm grates over which it is unsafe to cycle. Milling is needed to remove abrupt drops during subsequent repaving.
- As roads are resurfaced or frontage improvements occur, striping should be placed in such a way as to minimize travel lane widths and maximize paved shoulder for bicyclist use. Specific identification of shoulder placement is needed to ensure maintenance crews correctly stripe the lanes.
- Regular maintenance is needed to trim back growth and to remove debris from the side of the road.
- The needs of bicyclists should be balanced with the preservation of the character of the road to ensure that safe accommodations for cyclists are provided without negatively impacting the rural and scenic nature of the road.



Speed limit sign blocked from view by overgrown vegetation

CROOM AND AQUASCO ROADS SCENIC BYWAY PLAN ELEMENTS

- Signs alerting motorists to the presence of bicycles are uncommon along the corridor. Placing “Bikes May Use Full Lane” signs, as allowed in the 2009 *Manual of Uniform Traffic Control Devices*, at regular intervals, will help to raise awareness of bicycles.

Plan Element 3: Guidelines for Treatments Beyond the Right-of-Way

This work effort identified recommended measures for the conservation, preservation, and protection of the view from the SSBSB, including such intrinsic qualities as scenic views through the forest, woodland, cropland, pasturage, or meadows; distinctive topography such as outcroppings, stream beds, or wetlands; traditional building types; historic sites; and roadway features such as curving, rolling roadway alignment, and “leaf tunnels.”

This plan element recommends making adjustments to existing county guidelines and policies as well as developing new guidelines to better manage the “view from the road” and the road corridor’s landscape. These recommendations are intended to maintain and enhance the character-defining features of the byway and to minimize visual intrusions. The



View beyond the SSBSB right-of-way and surrounding landscape character

plan element identifies the range of issues that are likely to occur along the byway corridor and articulates some best practices that are available for addressing these issues.

Recommendations include the establishment of a physical district with an overseeing body, both modeled on the development review district (DRD) as currently authorized by County Code. The role and oversight of the SSBSB DRD would be slightly different than current DRDs and would include an additional component related to education. Applicants would be invited to meet with members of the SSBSB DRD very early in the process prior to submission of a subdivision plan. Guidelines modeled on the county’s conservation subdivision would include nonregulatory examples of best practices for rural development. These development types—conservation subdivision, minor subdivision, and intrafamily transfer—should be incorporated in this review process if the parcel is located within the boundaries of the SSBSB DRD.

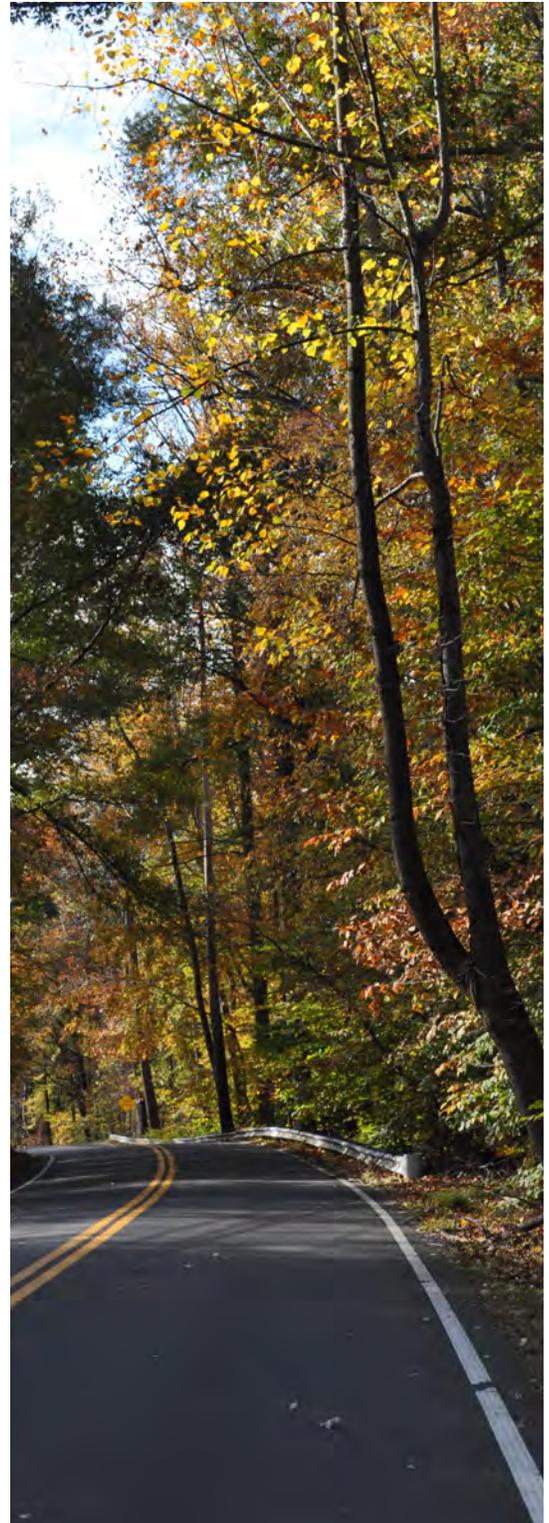
Although recommendations in this report are directed at the SSBSB, this corridor and the SSBSB DRD may serve as a pilot project for a subset within the Rural Tier. Later, and with the knowledge gained from the pilot project, these recommendations may be extended to the entire Rural Tier. Opportunities also exist to collaborate at the staff level with adjacent jurisdictions along the byway, in particular with Charles County, MD.

Background Documents and Policies

The 2002 General Plan incorporates a vision to preserve existing rural character and vistas. The Subregion 6 Master Plan echoes that vision statement.

The MPoT designates all of the SSBSB spine and branch roads as being of scenic and historic importance, which makes them eligible for additional efforts to conserve and enhance them.

Subtitle 23: County Road Ordinance contains the official definitions of scenic and historic roadways in the County Code. MPoT policies (not regulations) require an inventory of features within the right-of-way as well as the properties adjacent to the



Autumn color in roadside “tree tunnel”

CROOM AND AQUASCO ROADS SCENIC BYWAY PLAN ELEMENTS



Rural landscape within the SSBSB Corridor

right-of-way if those properties are located within the road's viewshed. The policies also recommend the formulation of guidelines for development activities within these areas that address setbacks, landscape, scenic easements, and utility clearing.

The 2005 *Approved Countywide Green Infrastructure Plan* proposes a variety of implementation mechanisms to extend conservation mechanisms during the land development process to preserve, protect, and enhance the interconnected

network of waterways, wetlands, woodlands, wildlife habitats, and other natural areas of countywide significance.

Subtitle 25: Trees and Vegetation, Division 2. Woodland and Wildlife Habitat Conservation Ordinance requires that any development activity within the county that requires a grading permit fulfill a calculated woodland conservation requirement through the retention of existing woodlands or creation of new woodlands. Low-density zoning, as found in the Rural Tier along the SSBSB Corridor, has a high woodland conservation requirement, resulting in a significant amount of retained woodlands.

The 2010 *Approved Historic Sites and Districts Plan* sets countywide preservation policy and guidance on historic preservation. Within the section of the Rural Tier associated with the SSBSB, the category "historic vernacular landscape" is most appropriately applied to the landscape's rural agricultural character. Policy 2 and its three associated strategies recommend that landscapes associated with the county's scenic and historic

roads be treated as significant cultural landscape features and that mechanisms be developed to require the preparation of cultural landscape treatment plans for developing properties in order to ensure that defining features of the landscape are protected.

Subtitle 29: Preservation of Historic Resources stipulates that all locally designated historic sites have designated “environmental settings.” Jurisdiction is limited to the historic site parcel boundary or delineated area within the parcel, not its viewshed.

Subtitle 27: Prince George’s County Landscape Manual, 2010, contains two applicable sections related to buffering along special roadways and buffering incompatible uses adjacent to a historic site. Of greatest significance is the potential option to reduce the required buffer if a viewshed study indicates that an alternative landscape design will enhance the special roadway.

Subtitles 24 and 27: Subdivision and Zoning. Subdivision generally allows for three types of subdivisions within the SSBSB viewshed—conservation, minor, and intrafamily. A previously subdivided, existing lot is another way in which residential development may occur within the viewshed. East Marlton comprises a small part of the viewshed and is located within the Developing Tier. The recommendations in this plan element are



Closely spaced driveways along Aquasco Road

CROOM AND AQUASCO ROADS SCENIC BYWAY PLAN ELEMENTS

more fully discussed in Appendix 3 and apply to all but East Marlton.

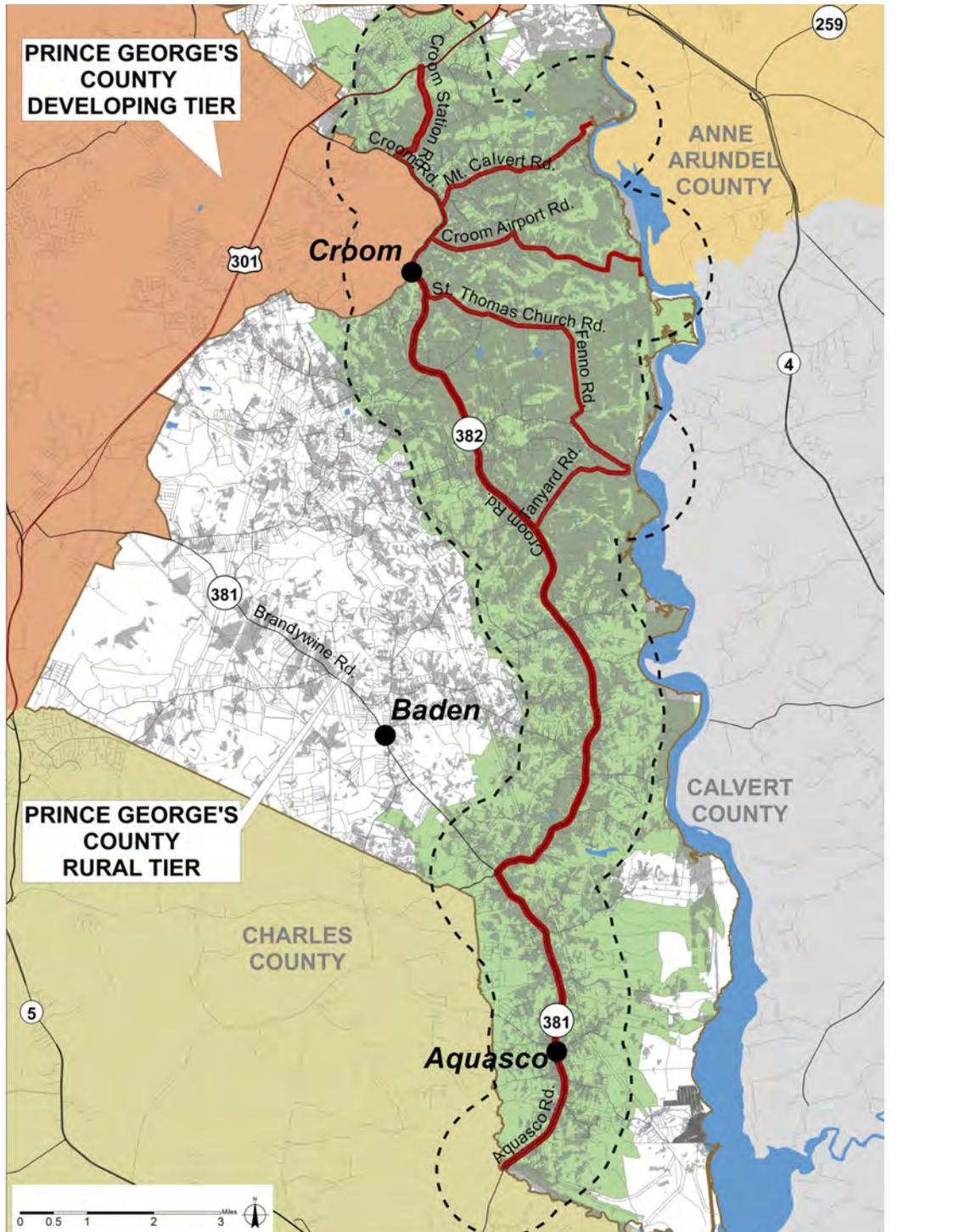
All land in the study area and located within the Rural Tier is zoned Open Space (OS), with a maximum density of one unit per five acres (provided septic suitability). Subdivision regulation is most robust in the lists contained within the Conservation Subdivision Ordinance and is particularly applicable to this plan element in sections (h) Residential development area and (i) Scenic and historic roads. The only type of major subdivision currently permitted in the Rural Tier is a conservation subdivision.

Issues

At present, there are certain provisions of policies and nonsubdivision-related regulations that touch upon the county's intent to preserve the rural and scenic landscape; however, none establishes a coherent, comprehensive approach to preservation of the rural and scenic landscape or has the regulatory "teeth" or educational component to require such compliance. Additional educational opportunities and regulatory changes are needed to build upon the numerous and diverse county-adopted policy expressions of the jurisdiction's desire to preserve the Rural Tier's rural character and vistas.

Recommendations

Regardless of the kind of subdivision type, new guidelines adapting and extending the language found in the Conservation Subdivision Ordinance should relate to the boundaries for the view from the road rather than to specific subdivision type. All parcels within or a part of the "view from the road" should be placed into an overlay zone entitled the SSBSB Development Review District (SSBSB DRD) and be subject to the design guidelines developed for the district. Rather than making all of the guidelines regulatory, an approach modeled on a Colorado process using an ombudsman should be considered. The three general types of subdivision, and any undeveloped, existing lots, within the study area's Rural Tier should be subject to the guidelines developed for the SSBSB DRD. Modeled on the existing development review districts in the county, the review



SSBSB Viewshed

Rural Villages Study and
 Star-Spangled Banner Scenic Byway (SSBSB)
 Corridor Management Plan
 Maryland-National Capital Park and Planning Commission
 Lardner/Klein Landscape Architects, P.C.

Area of Primary Concern
 Star-Spangled Banner Scenic Byway
 Spine
 Branch
 Parcel with Frontage along the Byway or with a Portion Visible from the Byway
 Area Visible from the Byway (Viewshed Analysis)
 One-mile Buffer from Byway Corridor Centerline
 Parcel Outside of the Area of Concern

**Prince George's County
 General Plan Tiers (2008)**
 Rural
 Developing
Adjacent Maryland Counties
 Anne Arundel
 Calvert
 Charles

SSBSB viewshed drawn from spine and branches (indicated by dashed line—1 mile from the road centerline) serves as initial basis for a development review district associated with the SSBSB

A Corridor Management Program for these Roadways and Other Related Star-Spangled Banner Historic Roadways in Prince George's County

CROOM AND AQUASCO ROADS SCENIC BYWAY PLAN ELEMENTS

process should be modified to allow for earlier review of concepts and involvement by Commission members. These members could also serve dual duty as the SSBSB Advisory Committee.

Create a Development Review District

The Prince George's County Code (Sec 24-143, Sec 24-144, and Sec 24-145) currently allows for the creation of a development review district. Members of development review district commissions are given an opportunity to review and comment on all applications for land subdivision in the district. However, under current regulations, this review only occurs following the submission of subdivision plans. Expanding the Commission's role to incorporate an advisory conceptual review earlier in the process will minimize false starts and time wasted on revising plans. Specific recommendations include the components in the following paragraphs:

Modify the Design Process for the SSBSB Development Review District

The DRD is a good fit for the SSBSB Corridor if the review process is amended to incorporate a conceptual review of all subdivision plans within its boundaries long before a subdivision plan is submitted. If agreement is reached between the Development Review District Commission and the applicant at the conceptual stage, depending on the size and type of project, and if no additional reviews are regulated, additional reviews may not be necessary.

Identify the Boundary for the Development Review District

The boundary for the DRD should incorporate the entire viewshed as seen from the SSBSB and its branches, including the full extent of any and all properties that fall within that viewshed boundary.

Share Membership with the SSBSB Advisory Committee

Appoint members to the District Commission as dual appointees to an Advisory Committee for the SSBSB with the potential to collapse the two entities into one—the DRD. These individuals become the stewards of the SSBSB and its vistas. In the near term, the Advisory Committee could be affiliated with Prince George’s County’s War of 1812 Committee. More discussion of these options can be found in Appendix 5.

Consider Creating an Ombudsman/Coach Role

The Advisory Committee should study the model employed in Larimer County, Colorado. An ombudsman or coach is used during the development process as a means to achieve context sensitive rural development in a less regulatory way. The Advisory Committee can assess the feasibility of the county, adopting such an approach and recommend, as necessary, modifications to achieve objectives for enhancing rural character while also minimizing the time and cost of doing so for property owners and the county.

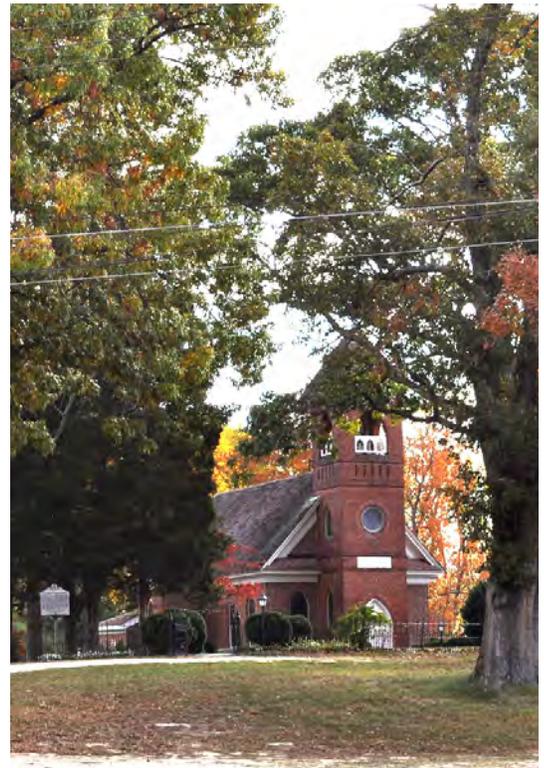
Subdivision Modifications

Revisit Minor Subdivision within the SSBSB District

The most effective way to successfully manage change while retaining the historic and scenic character of the SSBSB is to modify minor subdivisions within the SSBSB boundaries. Minor subdivisions should be subject to the same design guidelines that direct the development of a conservation subdivision, although the same percentage of open space may not be required to be preserved. Following the adoption of an overlay district or some form of additional review process, formally hold minor subdivisions to the standards required by a conservation subdivision. A sketch plan should be submitted prior to acceptance of a preliminary plan of subdivision.

Revisit Intrafamily Minimum Parcel Size

Intrafamily subdivision is limited and allows one conveyance to the same person only once every 10 years. The lot conveyed must meet the minimum zoning standards for lot size, which is



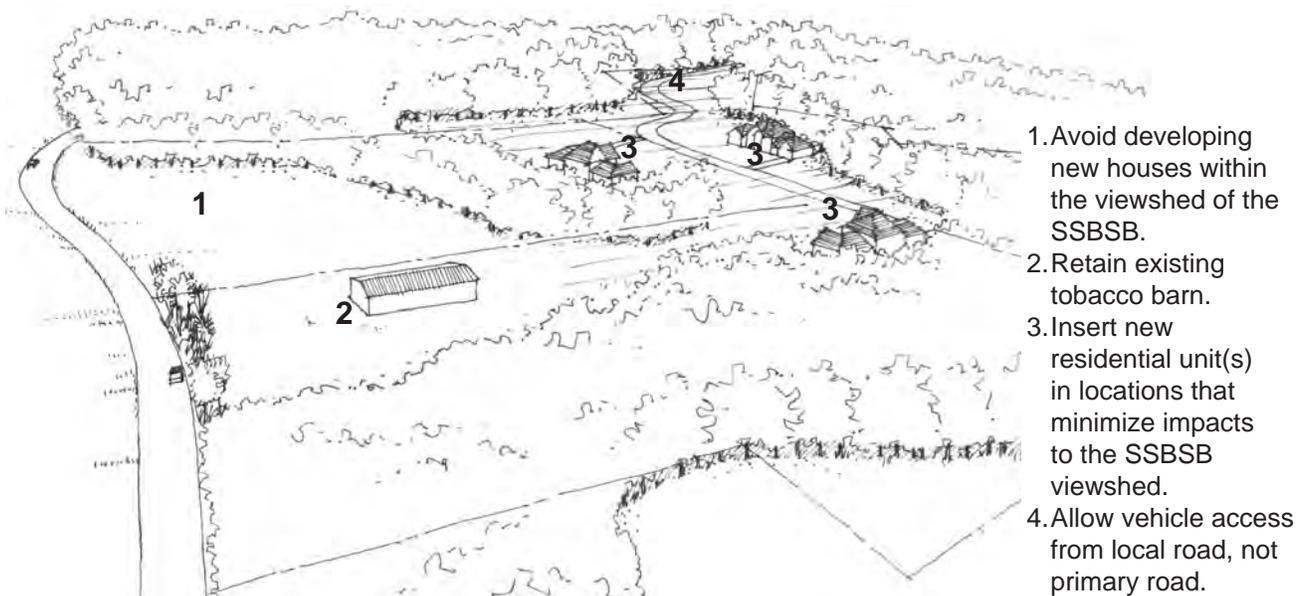
Historic St. Thomas Church along the SSBSB Corridor

CROOM AND AQUASCO ROADS SCENIC BYWAY PLAN ELEMENTS

five acres in the O-S Zone. However, the tract of land which the lot is conveyed from, or source lot, must remain a minimum of five acres notwithstanding the zoning. Some consideration should be given to allowing one-half to one-acre lots, as is allowed under other conditions within the SSBSB DRD boundaries. It is highly probable that a smaller lot may be less visually intrusive to the scenic byway's viewshed than a five-acre subdivision. However, under current regulations, a smaller subdivision of land in this context could result in a need to create additional parcels owned in common or placed under easement for reasons that should be explored more fully alongside this recommendation.

Determine a Framework for Design Guidelines within the Development Review District

Model the structure of the new guidelines for design review in the SSBSB development review district on the *Guidelines for the Treatment of Cultural Landscapes* that builds upon the Secretary



'Birds-eye' illustration of a single parcel subdivided as a minor subdivision into three five-acre parcels, responding to the proposed design guidance in this document: preservation of existing tobacco barn; placing development out of the road's viewshed; locating new houses at the edge of fields and wooded areas; and accessing the properties from an alternative roadway other than the byway

of the Interior's *Standards for the Treatment of Historic Sites*. Relate them to the special issues and challenges in the assessment and treatment of landscapes, including large-scale vernacular landscapes such as those associated with the SSBSB. The *Guidelines for the Treatment of Cultural Landscapes* recognizes that cultural landscapes are composed of a collection of interrelated elements that include large-scale features such as patterns of fields and forests that define the spatial character of the landscape as well as medium and small-scale features such as roads, buildings, and fences. Individual features should never be viewed in isolation but in relationship to the landscape as a whole. It is the arrangement and interrelationships of these character-defining features as they relate to the period of historical significance of the landscape that should be considered as decisions are made regarding preservation, change, and treatment. The methodology that has been developed in this plan element for understanding and assessing cultural landscapes divides landscape elements into two broad groups: organizing elements and character-defining features.

Identify the Organizing Elements

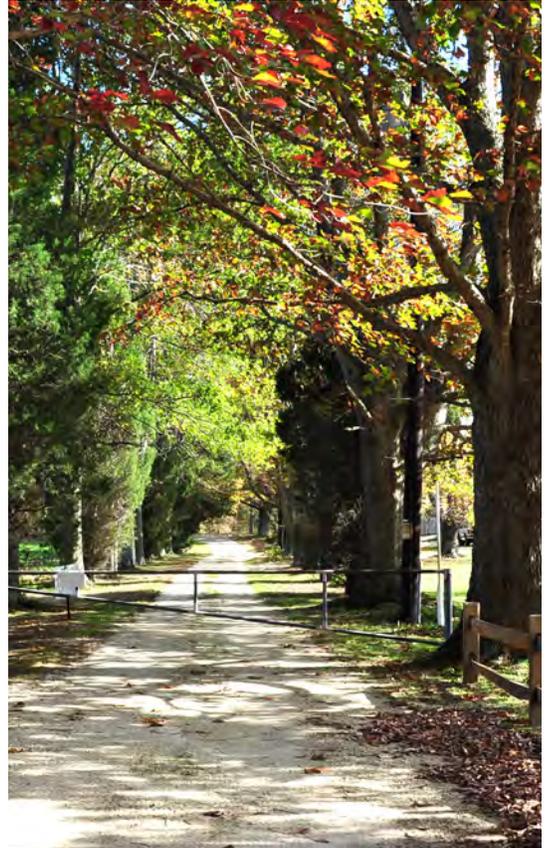
The organizing elements of a landscape include spatial organization, land patterns, and land use. As stated in the guidelines, spatial organization and land patterns refer to the three-dimensional organization and patterns of spaces in a landscape, like the arrangement of rooms in a house. The organization of such features defines and creates spaces in the landscape and often is closely related to land use.

Identify the Character-Defining Features

The character-defining features of a cultural landscape collectively contribute to its character, organization, and use.

They include:

- Natural systems and features
- Topography
- Views and vistas
- Vegetation
- Circulation features
- Large-scale structures
- Small-scale structures



Typical farm gate found within the SSBSB Corridor

CROOM AND AQUASCO ROADS SCENIC BYWAY PLAN ELEMENTS



Existing land development pattern along the Aquasco Road Corridor

Identify the Significant Landscape Elements and Features

The landscape's organizing elements and character-defining features must be identified and evaluated. Elements and features that are the most important to preserve in the adaptive reuse must be identified and priorities established.

Preserve, Protect, and Maintain Significant Landscape Elements and Features

Preservation and protection may involve prohibiting any changes in design of the reuse and restricting access. Protection generally involves the least degree of intervention (may be temporary or permanent) and is preparatory to other work. Landscape maintenance needed for the preservation of character-defining features involves daily, seasonal, and cyclical tasks and may be included as a requirement of development during construction and/or be incorporated into a maintenance agreement with a homeowner's association after development.

Repair of Character-Defining Landscape Features

In some cases, the development process can be used to repair damaged landscape features; for instance, removal of inappropriate berms in a field, reclaiming of a meadow edge, or removal of non-native vegetation that has been planted can each improve the historical character of the property.

Replace Deteriorated Landscape Features

New development may permit the replacement of an entire character-defining feature with new material where the level of deterioration or damage precludes repair. The rehabilitation guidelines for cultural landscapes never recommend removal and replacement with new material if repair is possible.

Replace Missing Landscape Features

If adequate historical or physical documentation exists so that a significant missing landscape feature may be accurately reproduced, and if it is desirable to reestablish the feature to strengthen the landscape's character, then planning, designing, and installing a new feature based on such information is appropriate.

An alternative course of action for the replacement feature is a new design that is compatible with remaining character-defining features of the landscape. The new design should always take into account the spatial organization and land patterns, features, and materials of the cultural landscape. It should also be clearly differentiated from the authentic historical fabric so that a false historical appearance is not created.

Make Changes to Accommodate New Use

New construction that is introduced into a cultural landscape to accommodate a new use such as a residential subdivision should not radically change, obscure, or destroy character-defining spatial organization, land patterns, or character-defining features.

Special Considerations

Health, safety, environmental, accessibility, and energy efficiency requirements and considerations must be taken into consideration when planning for rural historic and cultural landscapes.

SSBSB DRD Guidelines

Using the principles and methodologies for the rehabilitation and adaptive reuse of rural historic cultural landscapes summarized above, design guidelines were outlined to direct subdivision and land development within the SSBSB DRD.

CROOM AND AQUASCO ROADS SCENIC BYWAY PLAN ELEMENTS

In broad terms, text and illustrations were developed to begin to articulate ways to evaluate development proposals on spatial organization, land patterns, subdivision siting and layout, natural systems and features, topography, views and vistas, vegetation, circulation, large-scale structures, and small-scale structures.

Plan Element 4: Croom Road Tobacco Barn Inventory of Location, Construction Date, and Form

This task involved two efforts—a model analysis of tobacco barns and an evaluation of their potential for continued agricultural use or adaptive reuse—incorporated as appendices to the Intrinsic Quality Inventory Report in 2007. The full report is included in Appendix 1 of this document.

A survey of the tobacco barns found along Croom Road was completed in 2005 and 2006. A total of 62 tobacco barns visible from the road on a 17-mile stretch of Croom Road in Prince George’s County were included in the survey. Houses and other non-tobacco agricultural buildings within the immediate vicinity of the barns were noted on the survey form but were not evaluated. The survey included a discussion of the barns’ site, form, construction materials, and current condition.

The earliest tobacco barns identified on the MHT Inventory Form are the circa 1820 Duvall Tobacco Barn and the 1800-1830 Watson Tobacco Barn. The most recent barns date to the middle of the twentieth century such as the Stielper, Jackson, and Chase tobacco barns. Although the dates of construction for the surveyed barns range over a period of 130 years, the construction materials, methods of construction, and form of the tobacco barn changed very little in that time period. All of the barns surveyed are wood framed and clad in vertical boards; contain four-foot by four-foot rooms to hang the tobacco; and have hinged vertical board air doors to control the circulation of air within the barns. From the roof pitch of a gable roof to the width of the entry doors (tractor influence in the 1940s), to the advent of the gambrel roof in the late 1930s or 1940s, changes to barn form are minor but provide insight as to the date of a barn’s construction. Most barns

are unpainted, but if painted, they are painted red or white.

Tobacco barns are positioned on high ground to capture the air movement. Although sited consistently, the barns along Croom Road vary in their site orientation. Barns were historically located near or within a cultivated field. This siting pattern may have changed with the advent of the tractor, although with the abandonment of tobacco farming it is difficult to confirm.

The barns’ style, location, and construction methodology provide insight into the methods and developments in tobacco cultivation within Prince George’s County and southern Maryland. Farmers halted tobacco cultivation following the tobacco buyout program. Once farmers accepted the program’s conditions and received payment to no longer cultivate tobacco, they were no longer permitted to use a tobacco barn on the site for curing tobacco.

Plan Element 5: Stakeholder Involvement

The creation of a process to bring together local stakeholders to actively work on strategies for the preservation of the byway and its surroundings and achieve buy-in while located in a sparsely populated rural area, is a challenging task. This report makes several recommendations related to stakeholder involvement and public engagement. Options include four alternative involvement structures for ongoing public involvement. More information on the differences and similarities of these three structures can be found in Appendix 5. The four alternatives are:

- Establish a new Rural Tier Advisory Committee.
- Establish a Scenic Byway Development Review Board.

PG-ID	NAME
82A-55	DULEY TOBACCO BARN
82A-56	TAYMAN TOBACCO BARN AT SASSCERS GREEN
82A-57	GRIFFITH TOBACCO BARN NO. 1
82A-58	GRIFFITH TOBACCO BARN NO.2
82A-59	PETER W. DUVALL TOBACCO BARN
82B-43	BERNARD D. DUVALL TOBACCO BARN
82B-44	BERNARD D. DUVALL TOBACCO BARN NO. 1
82B-45	BRENDA B. DUVALL TOBACCO BARN
86A-27-43	SHAFFER TOBACCO BARN
86A-27-44	DONOVAN TOBACCO BARN
86A-27-45	ST. THOMAS PARISH TOBACCO BARN
86A-31	LAURA B. DUVALL TOBACCO BARN
86A-32	WILLIAM E. & JAMES R. DUVALL TOBACCO BARN NO. 1
86A-33	WILLIAM E. & JAMES R. DUVALL TOBACCO BARN NO. 2
86A-35	SANSBURY TOBACCO BARN
86A-36	JOHN L. TUCKER, JR. TOBACCO BARN NO. 1
86A-37	JOHN L. TUCKER, JR. TOBACCO BARN NO.2
86A-38	CAPITOL BAPTIST CHURCH TOBACCO BARN
86A-39	BOYD TOBACCO BARN NO. 1
86A-40	BOYD TOBACCO BARN NO.2
86A-41	GARNER TOBACCO BARN
86A-42	EVA A. VERMILLION TOBACCO BARN
86A-46	GEORGE A. IV & KELLEY M. EVANS TOBACCO BARN
86A-47	HARPER TOBACCO BARN
86A-48	FARMER, HELM & MASON TOBACCO BARN
86B-27	WARING TENANT HOUSE TOBACCO BARN
86B-28	RUSSEL G. & SHIRLEY B. WATSON TOBACCO BARN
86B-29	HALL TOBACCO BARN
86B-30	JAMES BADEN TOBACCO BARN NO. 1
86B-31	JAMES BADEN TOBACCO BARN NO. 2
86B-32	MILLER TOBACCO BARN
86B-33	INGLE TOBACCO BARN
86B-34	MIHLBAUER TOBACCO BARN
86B-35	DANCY TOBACCO BARN
86B-36	DIXON TOBACCO BARN

Excerpt from Tobacco Barn Inventory List

CROOM AND AQUASCO ROADS SCENIC BYWAY PLAN ELEMENTS

- Work within the structure of the recently appointed Prince George's County War of 1812 Commission to establish a subcommittee that is designated to represent the interests of the Rural Tier.
- Form a hybrid version created from the above options.

Stakeholder and broader public involvement is crucial in the development and the implementation of the recommendations in this document and the companion effort, the Rural Villages Study. Four areas related to stakeholder involvement and public engagement are critical to the success of this Corridor Program and its implementation. These areas include:

- Capturing of the greatest potential cultural and economic benefits associated with the bicentennial of the War of 1812.
- Maintaining of the character-defining features of the trail and byway in rural Prince George's County.
- Maintaining of the rural character of the landscape and villages along the trail and byway.

If an Advisory Committee is established, the intent is that the committee will monitor and continue to implement the strategies contained in the STSP and this document. In addition, the committee will continue to update and identify necessary additional strategies and actions to achieve the overall preservation goals recommended in this report and others such as the Rural Villages Study.

Processes to Maintain the Character-Defining Features of the Roadway

In addition to the broader actions noted in the three stages of preparation for the bicentennial (see Appendix 6), there are specific actions that are needed to maintain the character-defining features of the roadways. These recommendations include:

- Defining a mechanism to flag scenic byways at both the state and county levels so that MDSHA and the Prince George's County DPW&T staff will be made aware of either state or county designations at the beginning of the project. Adoption

of the Location Reference System as recommended in Appendix 2 is one option for developing an appropriate process.

- Providing opportunities for public engagement when changes are envisioned to the travel route by MDSHA, the county, or as part of a private land development approval.
- Identifying specific opportunities to encourage heavy users of the SSBSB, such as bicyclists, to work with MDSHA and the county to maintain the paved shoulders and roadside vegetation on a regular basis.
- Retain flexible, context-sensitive, solution-based road design standards and cross-sections so as not to create a singular cross-section for the SSBSB.

Processes Needed to Maintain the Rural Character of the Landscape and the Villages

This planning effort identified the need to provide opportunities for public engagement on projects that alter the character of the rural landscape, both along the travel route (beyond the right-of-way) or within the areas identified as having the potential, over time, to become rural villages. Several recommendations to address this need are listed below:

- Develop follow-up actions to determine how best to structure public engagement so that residents, business owners, institutions, and developers, considering changes to their properties, can ensure that their projects will fit within the rural context. Also, those who value the historic context and landscape will have an opportunity to speak in favor of preservation and enhancement.
- Modify specific county policies to allow for the development of a scenic byway development review district or some comparable entity; the committee's members may also serve a stewardship role for the Prince George's County section of the STSP.

Recommendations for Ongoing Public Involvement

An Advisory Committee is needed to represent the Rural Tier portion of Prince George's County's interests in the

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implementation of the STSP, as well as this document or Corridor Program. Ideally, the committee's role will be linked to the larger War of 1812 Bicentennial efforts. Such a committee could also provide a valuable link between programming activities in other southern Maryland counties and Prince George's County. Residents within the Rural Tier portion of the larger STSP must have a stronger voice to represent their issues and concerns, as expressed by the public at each of the public meetings held during the Rural Villages Study and corridor management planning effort. Bladensburg, in the northern and more urban portion of the county, can leverage its designation as a state heritage area and can use that voice when looking for funding and support. Residents of the Rural Tier need a similar voice.

Advisory Committee Composition

Regardless of the committee structure selected, the member composition should include the following representation:

- Property owner representative.
- Business owner representative.
- Agricultural representative (that actively engages in farming in the area).
- Bicycle community representative (user group).
- Land trust/land conservation/natural resource representative.
- Heritage tourism interest.
- Design professional.
- Historic preservation professional or society representative (could be tasked with providing periodic communication to the county's Historic Preservation Commission).
- M-NCPPC planning staff representative (could also fill the design or historic preservation role).
- DPW&T representative.
- MDSHA representative.

Monitoring the Public Involvement Component

Regardless of the public involvement structure selected, a system to monitor and report on the group's progress will be needed. Potential monitoring actions are noted below, grouped under each of the three proposed structures:

- New Rural Tier Advisory Committee
 - Produce an annual report on activities undertaken by the committee, and include issues addressed and issues to be resolved.
 - Present the annual report to the councilmember’s office and the Planning Board.
- Scenic Byway Development Review Board
 - Develop an annual report on actions undertaken and reviewed by the Review Board, and their resolutions.
 - Present the annual report to the councilmember’s office and the Planning Board
- Subcommittee of the Prince George’s County War of 1812 Commission
 - Produce an annual accounting of tourism enhancements (signs, brochures, etc.) that speak to the southeastern section of the county and, in particular, the Rural Tier along MD 382 and MD 381, of steps taken in support of updating transportation and development standards, and a summary of any input provided on development applications.
 - Present the annual summary to the councilmember’s office and the Planning Board.

Plan Element 6: Ongoing Communication with Stakeholders

As a part of the SSBSB, an implementation table for goals, strategies, and actions was generated from a more comprehensive listing for the full STSP effort. The table lists specific actions, the responsible party, the time frame, and the potential funding sources, all organized by overall goals for strategies and actions specific to the SSBSB. There are three periods of time related to the implementation of the goals and strategies: 2012, 2012 to 2015, and post-2015. The complete table can be found in Appendix 6.

The table is organized by three goals, each supported by strategies:

- Resource Protection
 - Resource Identification

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- Historic Preservation
- Land Protection
- Visitor Experience
 - Interpretation and Education
 - Route Marking and Interpretive Signage
 - Visitor Facilities and Services
 - Visitor Safety
 - Roadway Character
- STSP Management
 - STSP Coordination and Management

Plan Element 7: Marketing and Showcasing Strategies

The identification of strategies for marketing and showcasing the corridor while preserving and protecting its intrinsic qualities, including those valued by residents of the area is primarily drawn from the work effort for the STSP. In addition, Plan Element 6 of the SSBSB study articulates the role of an Advisory Committee for the SSBSB portion of the corridor. The meetings of such an Advisory Committee will most likely include periodic reporting and feedback with stakeholders, especially with regard to marketing strategies.

The STSP Corridor Management Plan contains a section on Cultural Heritage Tourism and Marketing in Chapter 3.9, and a number of strategies and projects identified in Appendix R are applicable. The STSP identifies promotional products and activities planned for the project, including web sites, graphic identity, educational curricula, and other products such as the Star-Spangled Banner Geotrail. The NPS has additional products in development to market and showcase the STSP, including signage, a history and travel guide, a web site and mobile application (both set to debut in spring 2012), a pocket guide, and a junior ranger program.

An example of an action drawn from Appendix R in the STSP is the trail insignia marker (the unifying emblem representing the STSP and all of its partners) that will become a component of

all signage applications along the trail, further publicizing the purposes of the trail.

A summary of actions related to Prince George's County is included in Appendix 8.

If a SSBSB Advisory Committee is formed, as is recommended in this report, one of the committee's roles could include periodic reporting and discussion with stakeholders, especially with regard to strategies for encouraging the use and appreciation of the SSBSB portion of the larger STSP.

Plan Element 8: Outdoor Advertising

Prince George's County staff reviewed and updated the scenic and historic road guidelines in the *Circulation and Transportation Chapter of the County's 1993 Subregion VI Master Plan* as they apply to Croom Road. The revised guidelines have been used to update the county's MPoT.

A review of relevant provisions in the county zoning ordinance, road ordinance and MDSHA regulations was undertaken as a part of the STSP planning effort. The findings are included in Appendix M, Section 3.3. of the *Corridor Management Plan* for the STSP. It reads as follows:

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.

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For non-National Highway System routes, local governments are responsible for enforcing billboard prohibitions along designated scenic byways. Prince George's County Code Part 12-Signs Division 1, Sec. 27-593 Prohibited signs (a) (13) Outdoor advertising signs address billboard restrictions within the county and along the SSBSB.

Under Maryland law, local governments may remove existing billboards for 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 Chafee 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 U.S. 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 U.S. 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. Business directories and mobile applications provide excellent tools for attracting visitors to local tourism-oriented businesses.

Plan Element 9: Bikeway and Trail Facilities

Prince George's County undertook the updating of the bikeway and trail facilities. This work is incorporated in the MPoT. In addition, bicycle on-road conditions were evaluated as a part of the SSBSB work. A context-sensitive solutions approach was recommended in lieu of defining a standard cross-section.

ADOPTION AND IMPLEMENTATION

The NPS, as the lead agency in the overall Star-Spangled Banner Corridor Study, will ultimately be responsible for ongoing plan implementation. For the portion of the byway in Maryland that will seek National Scenic Byway or All-American Road designation, there will be additional tools and techniques to implement the plan and to monitor how well its recommendations are being followed. Primarily, the byway sponsor (NPS and Maryland Office of Tourism Development) will ask each of its partner organizations to endorse the *Comprehensive Management Plan's* recommendations and to reference the plan in its planning and policy documents.

Future county planning and policy actions should reference the *Croom and Aquasco Roads Scenic Byway Elements: A Corridor Management Program for these Roadways and Other Related Star-Spangled Banner Historic Roadways in Prince George's County* in addition to the NPS *Comprehensive Management Plan*. The Corridor Program is more detailed and provides a jump-start on articulating future projects for the county to undertake. The more that the recommendations from both the NPS and Prince George's County efforts are incorporated directly into the planning policies and future work programs of relevant state and county agencies, the more likely it is that the goals and strategies of both will be implemented over time.

At the county level, endorsement from the Prince George's County Planning Board and County Council will be sought for this document, or Corridor Program, and its principle recommendation to establish an Advisory Committee to oversee the long-term stewardship of the SSBSB.

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<i>Table 1. Scenic Byway Corridor Management Requirements</i>		
Federal Requirement	NPS Effort	Program/SSBSB Effort
(1) A map identifying the corridor boundaries and the location of intrinsic qualities and different land uses within the corridor.	<input checked="" type="checkbox"/>	Boundaries are expanded to include viewshed, one mile on either side of the corridor (see page 12)
(2) An assessment of such intrinsic qualities and of their context.	<input checked="" type="checkbox"/>	Appendix includes full copy of report for Plan Element 1 and adds detailed information
(3) A strategy for maintaining and enhancing those 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 travelers' safety and comfort but also for preserving the highest levels of visual integrity and attractiveness.	<input checked="" type="checkbox"/>	More detailed information is provided in appendix for Plan Elements 1, 2, and 3
(4) A schedule and a listing of all agency, group, and individual responsibilities in the implementation of the CMP, and a description of enforcement and review mechanisms, including a schedule for the continuing review of how well those responsibilities are being met.	<input checked="" type="checkbox"/>	Plan Elements 5 and 6
(5) A strategy describing how existing development might be enhanced and new development might be accommodated while still preserving the intrinsic qualities of the corridor.	<input checked="" type="checkbox"/>	The separate, but related, Rural Village Study provides detailed suggestions. Plan Element 3 also outlines potential design guidelines for the recommended development review district related to the corridor's viewshed
(6) A plan to assure ongoing public participation in the implementation of corridor management objectives.	<input checked="" type="checkbox"/>	Plan Elements 5 and 6 expand on this
(7) A general review of the road's or highway's safety and accident record to identify any correctable faults in highway design, maintenance, or operation.	<input checked="" type="checkbox"/>	Plan Element 2 expands on this, in particular on Aquasco and Croom Roads
(8) A plan to accommodate commerce while maintaining a safe and efficient level of highway service, including convenient user facilities.	<input checked="" type="checkbox"/>	CSS Approach and Plan Element 2

Table 1. cont., Scenic Byway Corridor Management Requirements

Federal Requirement	NPS Effort	Program/SSBSB Effort
(9) A demonstration that intrusions on the visitor experience have been minimized to the extent feasible, and a plan for making improvements to enhance that experience.	<input checked="" type="checkbox"/>	Plan Element 3 outlines guidelines for development within the development review district
(10) A demonstration of compliance with all existing local, state, and federal laws on the control of outdoor advertising.	<input checked="" type="checkbox"/>	Plan Element 8
(11) A signage plan that demonstrates how the state will ensure and make the number and placement of signs more supportive of the visitor experience.	<input checked="" type="checkbox"/>	see NPS CMP
(12) A narrative describing how the National Scenic Byway will be positioned for marketing.	<input checked="" type="checkbox"/>	see NPS CMP
(13) A discussion of design standards relating to any proposed modification of the roadway. This discussion should include an evaluation of how the proposed changes may affect the intrinsic qualities of the Scenic Byway Corridor.	<input checked="" type="checkbox"/>	Plan Element 2
(14) A description of plans to interpret the significant resources of the Scenic Byway.	<input checked="" type="checkbox"/>	see NPS CMP
(15) A narrative on how the All-American Road would be promoted, interpreted, and marketed in order to attract travelers, especially those from other countries. The agencies responsible for these activities should be identified.	<input checked="" type="checkbox"/>	see NPS CMP
(16) A plan to encourage the accommodation of increased tourism, if this is projected. Some demonstration that the roadway, lodging and dining facilities, roadside rest areas, and other tourist necessities will be adequate for the number of visitors induced by the byway’s designation as an All-American Road.	<input checked="" type="checkbox"/>	see NPS CMP
(17) A plan for addressing multilingual information needs.	<input checked="" type="checkbox"/>	see NPS CMP
(18) A demonstration of the extent to which enforcement mechanisms are being implemented in accordance with the CMP.	<input checked="" type="checkbox"/>	Plan Element 6

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