



**Memorandum:**

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To: Michener's Chesapeake Country Scenic Byway Advisory Committee and Interested Stakeholders  
From: Jim Klein  
Date: July 2, 2010  
Subject: AC Meeting #2: Preservation and Conservation Strategies  
Attachment #2: Corridor Definition and Significance Statement

The byway shall be defined to include:

- The road itself – includes the travel route and associated right-of-way
- The view from the road – see corridor width discussion noted below for criteria
- Places to visit along the way (that are related to the byway theme of Maritime Heritage) – including any site open to the public that either has existing “Tourism Area Corridor” signs providing directional information, or that can be easily found from the byway (typically no more than two turns and less than five minutes travel time)
- Resources associated with the corridor – including any parks, greenways, public lands, historic districts, recreational trails, water trails, and wildlife sanctuaries that intersect with the byway.

Corridor Width Discussion

There are three different conditions along the byway that influence the byway corridor's width:

- **Expansive bay and marsh views** are found in many places along the byway, especially along the spurs extending from the primary byway route, and in some cases extending for many miles out across the water. These special views, to be noted on the corridor definition maps should be recognized as part of the corridor width definition so that future large scale projects such as bridges, power plants, wind farms, or large scale electrical transmission lines will need to consider these views in their future planning and regulatory approvals.
- **Pastoral views** of farmland are typically enclosed by either a woodland edge or wetland marsh. The history of these farms is integral to the culture of this part of Maryland's Eastern Shore and their preservation is vital to the agricultural economy of the region as well as the beauty and pleasant experience of driving the Byway. The corridor width should extend out to include the woodland or marsh edges that define the limits of the pastoral view.
- **Townscapes** are part of the rich Maritime and Agricultural Heritage of the region and in many cases are as striking and beautiful as the pastoral views. In most cases the corridor width along towns includes primarily the streetscape of the “main street”. In some cases, however, views extend beyond the town out to the preserved farmland beyond or the adjacent waterways that were formed the basis for the town's establishment. The corridor should include the street, sidewalk, building facades and the view corridors that extend beyond the town to nearby waterways of adjacent farms.

We recommend defining the width of the corridor into two distinct categories with different management practices using the following:

Immediate Roadside

The primary issues in this area include roadside character and roadside appearance, tree preservation, agricultural land preservation, agricultural use (right-to-farm), access

management, on- and off-premise signs, wayfinding, context sensitive roadside design/solutions, etc. The immediate roadside includes:

- Existing road surface and right-of-way
- All parcels of land with immediate frontage and access along the byway route
- All parcels of open farmland adjacent to the byway (regardless of whether the parcel has frontage)

### Views from the Byway

The primary issues in this portion of the corridor include preserving the rural character of the overall landscape, minimizing intrusions to the view (such as cell towers, power plants, utility lines, etc.), agricultural land preservation, growth management and open space conservation. It should be noted that the IRS requires proof that any tax benefit associated with a conservation easement have a conservation purpose and that the byway corridor plan will need to establish that public purpose so that individual property owners wishing to donate a conservation easement for tax benefits will have proof of public purpose. This portion of the byway corridor shall include:

- Any lands or waters that can be seen from the byway
- Any land or waters that can be seen from an historic site that is directly related to the theme of the byway as defined above (places to visit along the byway)

Given the conditions along the byway, it may not be possible to draw a specific boundary or width for the corridor. Instead, we recommend using these specific corridor criteria to account for the dynamic nature of use of land along the byway. For example, if a property owner wants to donate a conservation easement, they will simply need to document that the land in question is visible from the byway route.

### **Significance of the Byway**

For the purpose of gaining designation as a National Scenic Byway or All-American Road through FHWA's National Scenic Byway Program, a byway must meet the following designation criteria as published in the Federal Register, Vol. 60, No. 96 / Thursday, May 18, 1995.

#### *a. National Scenic Byways Criteria*

To be designated as a National Scenic Byway, a road or highway must significantly meet at least one of the six scenic byways intrinsic qualities discussed below.

The characteristics associated with the intrinsic qualities are those that are distinct and most representative of the region. The significance of the features contributing to the distinctive characteristics of the corridor's intrinsic quality are recognized throughout the region.

#### *b. All-American Road Criteria*

In order to be designated as an All- American Road, the road or highway must meet the criteria for at least two of the intrinsic qualities. The road or highway must also be considered a destination unto itself. To be recognized as such, it must provide an exceptional traveling experience that is so recognized by travelers that they would make a drive along the highway a primary reason for their trip.

The characteristics associated with the intrinsic qualities are those which best represent the nation and which may contain one-of-a-kind features that do not exist elsewhere. The significance of the features contributing to the distinctive characteristics of the corridor's intrinsic quality are recognized nationally.

The six intrinsic qualities are:

**a. Scenic Quality** is the heightened visual experience derived from the view of natural and manmade elements of the visual environment of the scenic byway corridor. The characteristics of the landscape are strikingly distinct and offer a pleasing and most memorable visual

experience. All elements of the landscape—landform, water, vegetation, and manmade development—contribute to the quality of the corridor’s visual environment. Everything present is in harmony and shares in the intrinsic qualities.

**b. Natural Quality** applies to those features in the visual environment that are in a relatively undisturbed state. These features predate the arrival of human populations and may include geological formations, fossils, landform, water bodies, vegetation, and wildlife. There may be evidence of human activity, but the natural features reveal minimal disturbances.

**c. Historic Quality** encompasses legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or manmade, that are of such historic significance that they educate the viewer and stir an appreciation for the past. The historic elements reflect the actions of people and may include buildings, settlement patterns, and other examples of human activity. Historic features can be inventoried, mapped, and interpreted. They possess integrity of location, design, setting, material, workmanship, feeling, and association.

**d. Cultural Quality** is evidence and expressions of the customs or traditions of a distinct group of people. Cultural features including, but not limited to, crafts, music, dance, rituals, festivals, speech, food, special events, vernacular architecture, etc., are currently practiced. The cultural qualities of the corridor could highlight one or more significant communities and/or ethnic traditions.

**e. Archeological Quality** involves those characteristics of the scenic byways corridor that are physical evidence of historic or prehistoric human life or activity that are visible and capable of being inventoried and interpreted. The scenic byway corridor’s archeological interest, as identified through ruins, artifacts, structural remains, and other physical evidence have scientific significance that educate the viewer and stir an appreciation for the past.

**f. Recreational Quality** involves outdoor recreational activities directly association with and dependent upon the natural and cultural elements of the corridor’s landscape. The recreational activities provide opportunities for active and passive recreational experiences. They include, but are not limited to, downhill skiing, rafting, boating, fishing, and hiking. Driving the road itself may qualify as a pleasurable recreational experience. The recreational activities may be seasonal, but the quality and importance of the recreational activities as seasonal operations must be well recognized.

*Historic, Cultural and Archeological Qualities – Significance Statement First Draft*

In order to be designated as an extension of the Chesapeake Country National Scenic Byway (Cecil, Queen Anne and Kent Counties), we will need to use historic qualities as the primary intrinsic quality:

The cultural and natural environments associated with Michener's Chesapeake Scenic Byway incorporate a considerable portion of one of the oldest and larger working landscapes in the United States. The unusual mix of agricultural and maritime economies found in the towns and rural areas of the region have been sustained for over three centuries by the natural abundance of the Chesapeake and Delaware Bays and fertile lands of the Delmarva Peninsula. Certain unique cultural traditions, trades, and technologies remain largely unchanged from the colonial and early American eras. Also much of the history associated with the people and places of the region are of national importance. Stories of settlement and colonization, agricultural enterprise, maritime industry, religious endeavors, and transportation networks are significant and well-represented in the resources found throughout the region's communities and countryside.

The Michener's Scenic Byway area vividly illustrates the history of human land use and livelihoods on the Eastern Shore. For centuries of human habitation, the Chesapeake Bay has been used for transportation, fishing, and shellfishing with the earliest evidence dating back at least 13,000 years. Although not likely to be the intrinsic quality that elevates this scenic byway to national designation, the area contains documented prehistoric and historic archeological sites, including two sites listed on the National Register of Historic Places. Artifacts that are recovered through archeological excavation are curated and on display at Martiniak State Park and the Dorchester County Historical Society.

A story of regional and possibly national significance is the more recent maritime history, which includes shipbuilding and the canning of seafood for market. Also inland from the bay, agriculture remains a predominant land use, with active farms and open rural areas characterizing the landscape. Watermen and farmers have shaped the area's culture and communities for over three hundred years and continue to do so. The Byway can provide a direct link between the region's most unique places from its farms and former plantations, to working waterfronts and historic downtowns. It is apparent along the proposed byway routes that visitors will have visual access to the streetscapes and landscapes that provide a sense of cultural context and physical access to historic and cultural attractions open to the public where the region's stories can best be told.

The other nationally significant story specific to this locale that is associated with Abolitionism, Harriet Tubman and the Underground Railroad. The story, however, is a central component to the Harriett Tubman Underground Railroad byway and any overlap with that significance statement cannot be utilized for this byway. Some of the resources, however, do overlap. And it will be necessary to relate these stories to the central themes of the Michener byway. It should be noted that the clandestine nature of the cause makes any building or site associated with the Underground Railroad, difficult to document and relatively rare. An important factor in the assessment of intrinsic qualities from the historic perspective then becomes the high integrity of the rural landscape, which in many places remains as it was in the pre-Civil War era.

The place to begin when evaluating the intrinsic qualities of historic, cultural and archeological resources is the National Register of Historic Places. The list below indicates historic properties listed on the National Register of Historic Places in the tri-county area. When a property is listed it is recognized for its architectural or historical significance at either a local, regional, or national level.

CAROLINE COUNTY

- Athol
- Castle Hall
- Daffin House
- Denton Armory
- Denton Historic District
- Exeter
- Leonard House
- Oak Lawn
- Potter Hall
- Schoolhouse, Denton
- St. Paul's Episcopal Church
- The Neck Meetinghouse & Yard
- Willow Grove

DORCHESTER COUNTY

- Bethlehem Methodist Episcopal Church
- Brinsfield Site\*
- Cambridge Historic District
- Christ Episcopal Church & Cemetery
- Dale's Right
- Dorchester County Courthouse & Jail
- East New Market Historic District
- Fletcher Mill
- Friendship Hall
- Glasgow
- Glen Oak Hotel
- Goldsborough House
- Grace Episcopal Church
- Hooper Island Light Station
- LaGrange
- Annie Oakley House
- Rehoboth
- Ridgeton Farm
- Stanley Institute
- Sycamore Cottage
- Willin Village Site\*
- Yarmouth

TALBOT COUNTY

- Barnaby House
- Cannonball House
- Clay's Hope
- Compton
- Crooked Intention
- Doncaster Town Site
- Easton Historic District
- Hope House
- Jena

- Myrtle Grove
- Old Bloomfield
- Old Wye Church
- Old Wye Mill
- Orem's Delight
- Otwell
- Rockcliff
- Sherwood Manor
- St. John's Chapel of St Michael's Parish
- St Michael's Historic District
- St Michael's Mill
- The Anchorage
- The Old Inn
- The Wilderness
- Troth's Fortune
- Victorian Corn Cribs
- Wye House
- Wye Town Farm House

The following maps can be found on the project web site:

Historic Resources – showing locations of National Register and Maryland Inventory of Historic Places properties

Natural Resources and Protected Lands – includes locations of protected lands (public and private) and prime agricultural soils

Water Related Natural Resources – includes wetlands, floodplains, Chesapeake Bay Critical Area and all publicly accessible water landings

Scenic Views – includes a very preliminary set of high quality views – there are more out there we will need your help in documenting them!

Visitor Attractions – includes locations publicly accessible locations (either physically or visually) such as Chesapeake Bay Gateways sites, museums, points of interest and other interpreted locations