



Lardner/Klein Landscape Architects, P.C.

**Memorandum:**

To: Religious Freedom Tour Byway Management Plan Advisory Committee  
From: Jim Klein  
Date: 17 September 2007  
Subject: Draft Corridor Definition, Vision and Goals

**Revised Draft Byway Vision – based on comments from AC Meeting #2**

Whether traveling by land or sea-water – the Religious Freedom Byway offers insights into the people, issues and unfolding stories of the birthplace and struggles for religious freedom in America, a struggle that a tumultuous and rocky road traversing it can be seen in the more than 400 years of visible history of all cultures and ways of life in southern Maryland.

More than just a glimpse of history, the byway links together the many significant historic buildings, landscapes and waters of Southern Maryland to create a wonderful and broad-reaching to portray an authentic story of the real struggles for religious freedom. More than just places, the byway also links together local lectures, panels, debates, festivals, and exhibits hosts a public conversation to that both celebrates and explores the development and continuing tensions of religion, race and class through a series of festivals, events, and symposia.

Spectacular scenery along the Potomac River and its tributaries – rural areas interspersed with farms, small towns, and extensive wetlands – help to form a remarkable backdrop for helping enables both visitors and residents alike to appreciate the region's remarkable historic, scenic, and natural qualities.

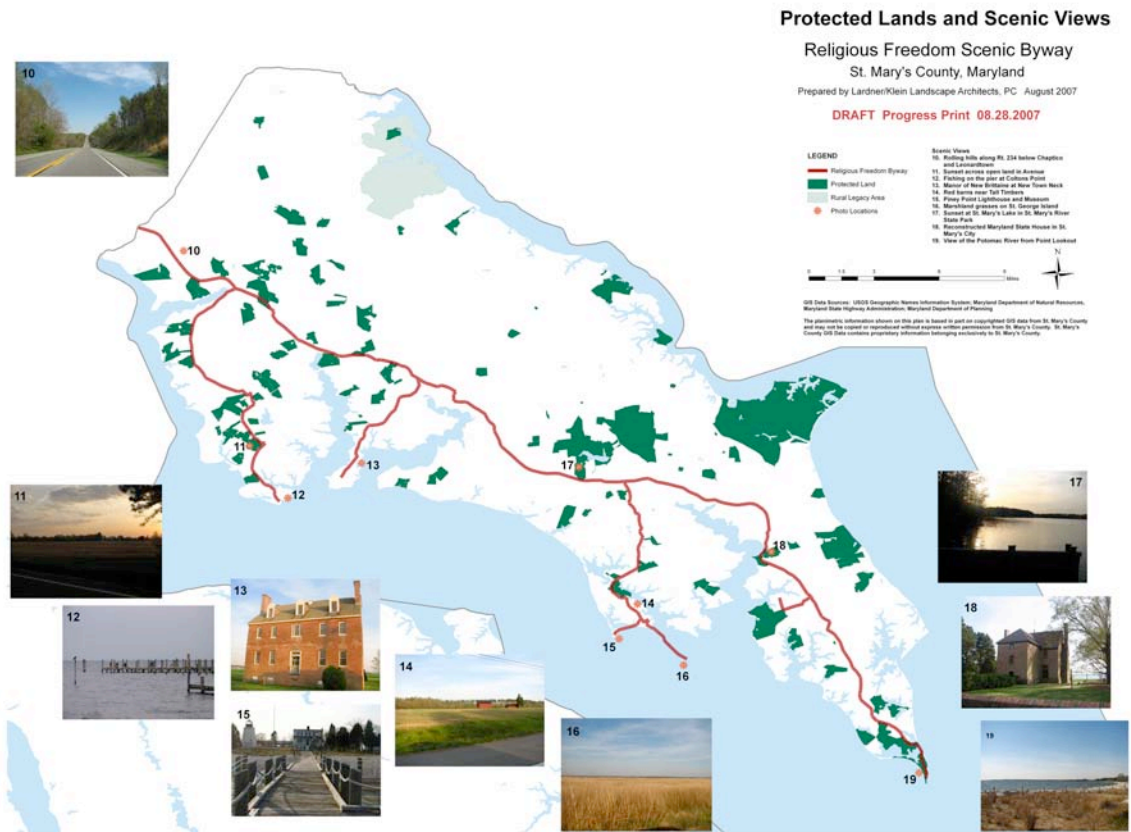
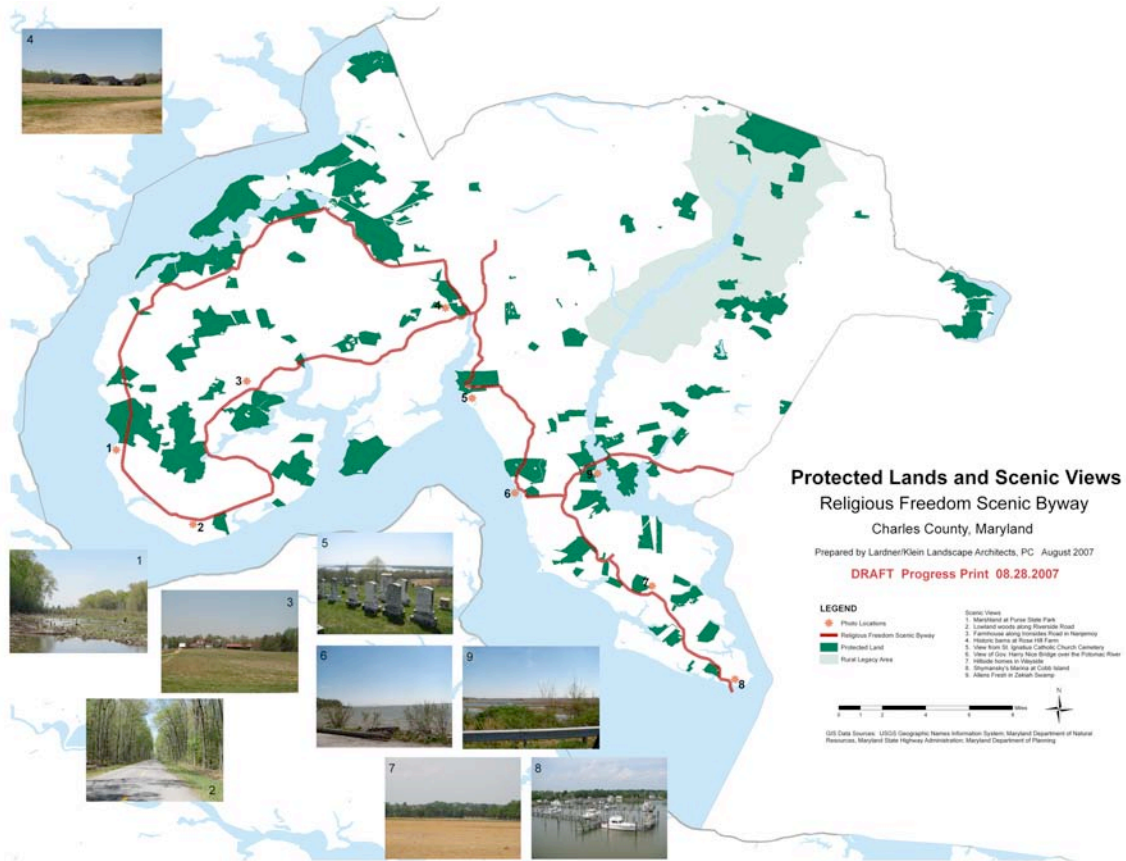
The byway works like an outdoor museum, making it easy to follow, fun to experience, but challenging to the minds of both visitors and residents of all ages. Landscaped waysides with informative panels tell a coherent story from one stop to the next. Restaurants, inns, country stores and farmer's markets along with opportunities to paddle, bicycle and walk for fun complement the byway experience, helping to accommodate a slower paced discovery of our heritage.

PRESERVATION/CONSERVATION (for discussion at AC Meetings #3)
--

**Goal: Preserve, conserve, and or maintain the intrinsic qualities of the byway corridor.**

**Strategies:**

- I. Establish conservation priorities for the byway for the following scenic views and settings for historic sites– numbers correspond to views on map
  1. Marshland at Purse State Park
  2. Lowland woods along Riverside Road
  3. Farmhouses along Ironsides Road in Nanjemoy
  4. Historic Tobacco Barns at Rose Hill Farm
  5. View from St. Ignatious Catholic Church Cemetery
  6. View from Governer Harry Nice Bridge over Potomac from Popes Creek
  7. Hillside homes in Wayside
  8. Shymansky's Marina at Cobb Island
  9. Allen's Fresh in Zekiah Swamp
  10. Rolling hills along MD 234 between Chaptico and Leonardtown
  11. Open land in Avenue
  12. Colton Point
  13. Manor of New Brittain's at New Town Neck
  14. Red barns near Tall Timbers
  15. Piney Point Lighthouse and Museum
  16. Marshland grasses on St. George Island
  17. St. Mary's Lake in St. Mary's River State Park
  18. Historic St. Mary's City (setting for entire site)
  19. Point Lookout State Park



- II. Work with existing conservation and historic preservation organizations, to incorporate and where feasible adopt the byway's conservation and preservation priorities.
  1. Work with the Port Tobacco River Conservancy, Inc. in their efforts to implement the Watershed Action Plans for the Port Tobacco Creek and Mattawoman Creek Watershed, especially as it may relate to the views associated with Chapel Point.
  2. Work with Historic Saint Mary's City entrance corridor effort
  3. Work with existing Maryland agencies and programs to increase the number of conservation easements for the byway's conservation priorities:
    - i. Maryland Environmental Trust: [www.dnr.state.md.us/met/](http://www.dnr.state.md.us/met/)
  4. Connect property owners with existing and available technical information regarding techniques for property owners to reduce runoff and, improve wildlife habitat. Protect large trees. Department of Natural Resources: [www.dnr.state.md.us/wildlife/wildacres.html](http://www.dnr.state.md.us/wildlife/wildacres.html)
  5. Consider designating portions of the Nanjemoy loop as a rural legacy area
- III. Encourage the use of [or adapt] existing design guidelines for historic districts and scenic roads [St. Mary's County] and Site Design and Architectural Review Board Guidelines [Charles County] to portions of the byway (*Note: this strategy is very preliminary pending a review of existing design guideline documents and review authority to determine applicability. The following are the types of design issues that need to be addressed throughout the byway corridor by type of area.*)

#### Urban and Village Sections

- Encourage sidewalks with street tree plantings
- Encourage the use of signs that are in keeping with the adjacent architecture in color, lighting, scale and materials.
- Use tree and landscape plantings to screen certain areas
- Add crosswalks and landscaped medians to encourage walking
- Consider off street parking behind buildings
- In historic villages be sensitive to the specific history period in designing buildings
- In villages site new buildings in keeping with setbacks of existing buildings
- Include bike lanes whenever feasible

#### Rural /Suburban Sections

- encourage compact development patterns that preserve the overall form and character of the natural landscape features
- retain pastoral character of open scenic areas
- encourage placement of new homes in places where they are less visible from the road, avoiding where feasible, the ridge lines and the middle of open fields
- encourage placement of homes and driveways that follow the contours of the land
- encourage the use of cluster or open space design patterns to retain the character of the open fields and adjacent woodlands while accommodating the same amount of development (or more when considering the use of bonus density)
- encourage the use of narrow access drives to minimize the amount of tree clearing required for new residential construction
- work with developers and community associations to ensure that gatehouses, fences, and other security measures are appropriately scaled, screened where necessary, and otherwise made to fit within the scale and context of this historic landscape

- encourage the use of vernacular building forms found in the area that are compatible with the scale of nearby buildings.
- prepare a pamphlet to show these design practices

IV. Pursue funding and implement small scale enhancement projects corridor wide as follows:

**1. Pedestrian Safety**

- Restaurants along water near Popes Creek
- St. Mary's College

**2. Screening and Commercial Corridor Enhancement**

- Power station along Rte 225 (Hawthorne Road) north of intersection with Rte 224 (Livingston Road)
- AT&T tower and facility just west of Rte 301 on Popes Creek Road
- Power station along Edge Hill Road just west of Rte 301
- Potomac Speedway, just over county line in St. Mary's County on Rte 234 (not totally sure about this one – may fit character of corridor)
- Housing development at intersection of Rte 234 and Rte 5 (approaching Leonardtown)
- Shopping centers along Rte 234 (approaching Leonardtown)

**3. Wayfinding and Signage / Intersections**

- Turn off from Rte 210 – something to indicate in vicinity of byway
- Beginning of byway – intersection of Rte 225 (Hawthorne Road) and Chicamuxen Road
- Port Tobacco area – intersection of Port Tobacco Road and Chapel Point Road
- Intersection of Rte 6 and Valley Road (Mt. Carmel spur)
- Intersection of Chapel Point and Irving Road
- Crossing over Rte 301 from Irving Road to Faulkner Road (might want to reroute byway along Rte 301 for short stretch)
- Turn onto Popes Creek Road from Faulkner Road (no road signs)
- Intersection of Popes Creek Road and Edge Hill Road
- Intersection of Edge Hill Road and Rte 301
- New Chaptico traffic circle – needs byway sign indicating St. Clement's spur
- Intersection of Rte 234 and Rte 245 (turn off to Historic Leonardtown) – need byway sign
- Approaching Historic Leonardtown along Rte 5 from South (turn onto Fenwick Street)
- Intersection of Rte 5 and Rte 249 (Piney Point Road) – need sign indicating spur to St. George Island

**4. Parking**

- St. Clement's Island

Ideas suggested at Advisory Committee and Public Meeting

- Establish priorities for conserving the setting of important historic sites related to the byway's themes (for example the views surrounding the Port Tobacco, St. Thomas Manor, religious freedom monument, historic churches, Civil War monument, etc.)
- Designate Pt. Tobacco Historic Area – “restrict” or “guide” development

- Protection of the scenic qualities of the trail through land conservation, zoning and proper subdivision design.
- Easement to take control of viewscape.
- Managed development in adjacent communities.
- Development in towns – multi-use, preservation of each town’s character, etc.
- Slow growth. Stop removing tree cover on roadways.
- Guidelines to manage development along the corridor.
- Idea from Rural Legacy – “Byway Legacy”.
- Develop protection of rural areas to protect natural resources